Oshkosh Metropolitan Planning Organization:
Long Range Transportation / Land Use Plan
Oshkosh Urbanized Area
October 2015

Adopted
October 30, 2015

East Central Wisconsin
Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Long-Range Transportation/Land Use Plan

Oshkosh Urbanized Area

Adopted October 30, 2015

Prepared by the
East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE:	Long-Range Transportation/Land Use Plan – 2050, Oshkosh Urbanized Area
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SUBJECT:	Long-range transportation/land use plans update for the Oshkosh Urbanized Area/Metropolitan Planning Organization (MPO).
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The *Long Range Transportation/Land Use Plan* (LRTP) update is prepared to meet the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for long range transportation and land use planning in metropolitan areas. MAP-21 stresses the need for integrated multi-modal transportation planning and the development of a continuing process of consideration for all modes of travel. The LRTP has been developed for the Oshkosh Urbanized Area (UZA)/ Metropolitan Planning Organization (MPO) to carry out federal transportation planning requirements. The MPO staff works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by MAP-21 and is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY: LONG RANGE TRANSPORTATION PLAN

INTRODUCTION

The *Long Range Transportation/Land Use Plan* (LRTP) update is prepared to meet the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for long range transportation and land use planning in metropolitan areas. MAP-21 stresses the need for integrated multi-modal transportation planning and the development of a continuing process of consideration for all modes of travel. The hallmark for MAP-21 is the transition to performance based evaluation of the system that includes measures and targets for all modes. The LRTP has been developed by the East Central Wisconsin Regional Planning Commission (ECWRPC) for the Urbanized Area/Metropolitan Planning Organization (MPO) to carry out federal transportation planning requirements. The Urbanized Area works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by MAP-21 and is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, ECWRPC has worked with WisDOT Northeast Region, transit operators, and local governmental jurisdictions to insure coordination between land use and transportation planning within the Urbanized Area.

SOCIOECONOMIC ANALYSIS

Data collection included:

- Population (historic data and projections out to 2040)
- Households (number of households both historic and projections out to 2040)
- County business patterns
- Commuting patterns data

HEALTH AND LIVABILITY

Inventory of the following:

- Active Transportation
- Safety
- Air pollution
- Access to opportunities for healthy lifestyles
- County health rankings/health outcomes and health factors

LAND USE

An inventory of existing land use was completed in June of 2014. This inventory provided a foundation for both the sewer service area plans and this transportation/land use plan. The largest land use categories (as a percentage of total MPO acreage) include: Non-irrigated Cropland (36%), Single Family Structures (16%), Undeveloped Land Areas and Water (11%), Streets/Highways and Right of Way (9%) and General Woodlands (4%).

VISION, GOALS, AND OBJECTIVES

Vision

In 2050, the Urbanized Area will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy and finances.

Transportation Goals and Objectives

- Integrated planning
- Maximum system effectiveness for all residents
- An efficient transportation system
- Safety
- Minimal environmental disruption
- Compatibility with land use patterns
- Conservation of energy
- Performance measures
- Environmental justice
- Coordination at all levels
- Complete streets policies
- Sustainable and livable communities

STREETS AND HIGHWAYS

This chapter assesses the existing conditions of the street and highway network. Items inventoried included:

- Pavement Surface Evaluation and Rating System (PASER)
- Pavement Condition Index (PCI
- Annual Average Daily Traffic Counts (AADT)
- Park and Ride Lot Counts
- WisDOT Rideshare Program
- Bridge Sufficiency Ratings
- Fatalities and Serious Injuries
- Census Transportation Planning Products data

MULTIMODAL TRANSPORTATION

This chapter reviews the existing bicycle and pedestrian facilities within the Urbanized Area. Recommendations for future bicycle and pedestrian projects revolve around the **5 E's: Education, Encouragement, Enforcement, Engineering and Evaluation.**

PUBLIC AND SPECIALIZED TRANSPORTATION

This chapter reviews the public and paratransit system of the Urbanized Area. Data analyzed included: unlinked passenger trips (ridership numbers) and historic data on fare revenues, operating expenses and capital expenses.

FREIGHT

The Freight Chapter incorporates data on regional (county level) commodity flows both into and out of the urbanized area. Data also incorporated data on bridge sufficiency ratings and Federal Rail Administration safety data.

TRAVEL DEMAND MODEL

Travel Demand Models (TDM) are used to evaluate transportation systems and predict future traffic demands. The 2013 Northeast Regional TDM covers all of Outagamie, Winnebago, Calumet, Fond du Lac, Sheboygan, Manitowoc, Brown, Kewaunee, Door Counties and part of Oconto, Shawano, Waupaca, Dodge, Washington Counties and portions of Waupaca County. The model is further broken down into trip generation areas which include the Appleton/Fond du Lac/Oshkosh, Green Bay, Sheboygan/Manitowoc and rural areas. The Northeast TDM uses a trip based four-step model consisting of trip generation, trip distribution, mode choice, and assignment. The TDM uses socioeconomic data, roadway attributes and various parameters to estimate the trip making within and across the model planning area. The Northeast TDM lets planners and others use data to show spatial relationships and ultimately gain a better understanding of the region in terms of transportation needs for the future.

SAFE ROUTES TO SCHOOL PROGRAM

The Safe Routes to School (SRTS) Program is an initiative that was included in 2005 in the SAFETEA-LU transportation bill, and continued in the MAP-21 transportation bill. The program encourages and enables communities and school districts to create safe routes for students of all ages and abilities, K-8 to use to walk or bike to school. The SRTS program focuses on the five E's (Engineering, Encouragement, Education, Enforcement, and Evaluation) when addressing these issues and making future recommendations. This program not only encourages students to walk or bike to school, but also addresses childhood obesity and environmental impacts of students walking/biking to school.

SECURITY

MAP-21 emphasizes the need to improve transportation security to strengthen America's highways.[1] The Urbanized Area/MPO recognizes the importance of security within the planning area and will consult with local municipalities to insure transportation system security. Items included in this chapter included: review of the county Hazard Mitigation Plans, recommendations for Intelligent Transportation Systems (ITS) infrastructure improvements and general recommendations for transit system security.

[1] http://www.fhwa.dot.gov/map21/summaryinfo.cfm.(4/30/14)

PERFORMANCE MEASURES

Performance measures are a new requirement as a part of the federal MAP-21 transportation legislation. Performance measures for the Urbanized Area were developed out of recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. Performance measures have been established and documented in previous chapters of this planning document. The purpose of this chapter is to develop a full inventory of the performance measures and to document if:

- the goal has been met
- trending in a positive direction
- trending in a negative direction
- staying about the same

RECOMMENDATIONS

Recommendations are developed based on committee member and public input, Transportation Improvement Program (TIP) transportation project list, aspects of the Transit Development Plan (TDP) recommendations and local comprehensive planning policies. The TDP supports and enhances the LRTP though the complete analysis and recommendations of the transit system. Local comprehensive plans are analyzed and compared to the LRTP to identify any inconsistencies.

ENVIRONMENTAL JUSTICE

Public participation is an important part of any planning process. Environmental justice is a process which seeks to ensure that access to transportation systems and the transportation planning process is available to all, regardless of race or socioeconomic status. Concerted efforts were made to include all individuals within the planning process. Advertisements were published in the local newspaper prior to these meetings. Newsletters and notices were distributed via mail and e-mail to various committees, organizations, and agencies throughout the planning process for distribution to as many individuals as possible.

ENVIRONMENTAL MITIGATION

Environmental mitigation is a system level review on committed and planned transportation projects in relation to environmental attributes. It should be emphasized that the MPO's role in examining issues related to environmental mitigation is to scan system level issues, not a project level environmental impact document, which requires field work and specific analysis under the National Environmental Policy ACT (NEPA). Environmental attribute or set of attributes were mapped (with GIS mapping software) showing the Urbanized Area Long Range Transportation/Land Use projects and the proximity to each environmental resource. Buffers of one quarter mile are shown for improve/expand and new projects, while buffers of 250 feet are shown for bridge projects. It is assumed that potential impacts which must be mitigated for bridges are point specific. Environmental features with projects within proximity were analyzed and mitigation measures identified.

STATE AND LRTP COORDINATION

The coordination between the State LRTP and the MPO's LRTP is required by federal legislation, thus the State and MPO work together to assure that planning goals and objectives are in line with each other. The State Long Range Plan Coordination section highlights the goals and objectives that are coordinated between the two jurisdictions.

FINANCIAL ANALYSIS

The financial analysis section is intended to show that funding is reasonably available to implement the recommendations of the plan. The MPO uses an inflation factor to forecast revenues and expenditures. It is the responsibility of the MPO to show that their revenues and expenditures are fiscally constrained.

CHAPTER 1

INTRODUCTION

CHAPTER 1 – INTRODUCTION

TABLE OF CONTENTS

Introduction 1-1
Certifications 1-1
Federal Planning Requirements 1-2
ECWRPC Structure and Policy Making Process 1-3
- Commission Structure 1-3
- Transportation Committee 1-3
- Transportation Policy Advisory Committee 1-4
- Technical Advisory Committee 1-4

Role of the UZA and the MPO 1-6
Background and Process 1-7
- Phase 1: Analysis and Evaluation of Existing Conditions 1-7
- Phase 2: Vision, Goals, and Objectives 1-8
- Phase 3: Plan Recommendations, Selection, and Adoption 1-8

Study Area 1-8
Public Information Meetings 1-8
Surveys 1-8
Mindmixer Public Comments 1-10
Current Long Range Planning Efforts 1-12
- Bicycle - Pedestrian Plan 1-12
- Public Participation Plan 1-12

FIGURES

Figure 1-1: ECWRPC Commission Structure 1-5
Figure 1-2: ECWRPC Committee Structure 1-6

MAPS

Map 1-1: Oshkosh MPO Planning Areas 1-15

CHAPTER 1: INTRODUCTION

INTRODUCTION

The *Long Range Transportation/Land Use Plan* (LRTP) update is prepared to meet the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for long range transportation and land use planning in metropolitan areas. MAP-21 stresses the need for integrated multi-modal transportation planning and the development of a continuing process of consideration for all modes of travel. The hallmark for MAP-21 is the transition to performance based evaluation of the system that includes measures and targets for all modes. The LRTP has been developed by the East Central Wisconsin Regional Planning Commission (ECWRPC) for the Urbanized Area to carry out federal transportation planning requirements. The Urbanized Area works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by MAP-21 and is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In preparing this report, ECWRPC has worked with WisDOT Northeast Region, transit operators, and local governmental jurisdictions to insure coordination between land use and transportation planning within the Oshkosh Metropolitan Planning Area.

CERTIFICATIONS

In accordance with 23 CFR 450.322(a-l) and 23 CFR 450.334(a) East Central Wisconsin Regional Planning Commission hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;

(2) In non-attainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21, and the Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq*.) and US DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 38).

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;

(9) Section 324 of Title 23, U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

In addition, the Oshkosh MPO certifies that the LRTP contains only projects that are consistent with the metropolitan plans for the urbanized area.

In addition, the Oshkosh MPO's public participation and certification process satisfies GO Transit's public participation requirements for the Program of Projects.

FEDERAL PLANNING REQUIREMENTS

MAP-21, signed into law in July of 2012, and predecessor transportation legislation require that all urbanized areas have a comprehensive, cooperative, and continuing planning process in place to guide effective use of federal funding assistance. MAP-21 planning requirements reemphasize the integral relationship of land use with transportation infrastructure, as well as the need to address all mobility from a multi-modal perspective, as previously emphasized under ISTEA, TEA-21 and SAFETEA-LU. Additional areas of challenge under MAP-21 (Section 134 of title 23, United States Code) include:

(h) Scope of Planning Process.—

(1) In general.--The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

(B) increase the safety of the transportation system for motorized and nonmotorized users;

(C) increase the security of the transportation system for motorized and nonmotorized users;

(D) increase the accessibility and mobility of people and for freight;

(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

(G) promote efficient system management and operation; and

(H) emphasize the preservation of the existing transportation system.

To carry out the comprehensive planning program, ISTEA, TEA-21, SAFETEA-LU, and MAP-21 have reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the urbanized area will be represented in the plan's development and that planning will be conducted on a continuing basis. As the MPO for the Oshkosh Urbanized Area, ECWRPC is responsible for carrying out these transportation planning responsibilities.

ECWRPC STRUCTURE AND POLICY MAKING PROCESS[1]

Commission Structure

The basic representation on the Commission's policy body consists of three commissioners from each county as follows:

(1) The chairman of the county board serves on the Commission because of his/her elective office.

(2) A second member is appointed by the county board. This individual must hold executive or legislative elective office within town, village, city or county governmental bodies with the appointing county. This member is automatically the county executive, if the county has one.

(3) A third member is appointed by the Governor from a list of six persons nominated by the county board. At least four of these nominees must by private citizens.

(4) Additional representatives are provided to counties with a population of 50,000 or greater, one for each attained increment of 50,000. The first additional representative is the mayor or council president of the largest city in the county, while subsequent additional members are appointed in a manner similar to the second member appointment procedures noted above.

Please reference **Figure 1-1** for a schematic representation of the Commission structure.

Transportation Committee

The Transportation Committee is comprised of 5 to 6 Commission members. This committee directs and monitors the transportation program element and maintains liaison with the Transportation Policy Advisory Committees and the Transportation Technical Advisory Committee. This committee is responsible for overseeing the transportation element of the regional plan.

[1] ECWRPC 2012-2013 Annual Report. (2/5/14)

Transportation Policy Advisory Committee (TPAC)

The Transportation Policy Committee (TPAC) facilitates regional participation and consensus building on transportation-related issues through a continuing, comprehensive, and coordinated planning process. The TPAC is composed of elected officials and board members of local governments and transportation agencies within the East Central Wisconsin Region; plus representatives from Federal Highway Administration and Wisconsin Department of Transportation. The TPAC serves as an advisory body to the Transportation Committee and the Commission on transportation related issues.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) facilitates regional participation and consensus building on transportation-related issues through a continuing, comprehensive, and coordinated planning process. The TAC is composed of planners, engineers, and operators of local governments and transportation agencies within the East Central Wisconsin Region; plus representatives from Federal Highway Administration and Wisconsin Department of Transportation. The TAC serves as an advisory body to the TPAC.

Please reference **Figure 1-2** for a schematic representation of ECWRPC's transportation specific committees (Transportation Committee, TPAC and TAC).

Figure 1-1: Commission Structure

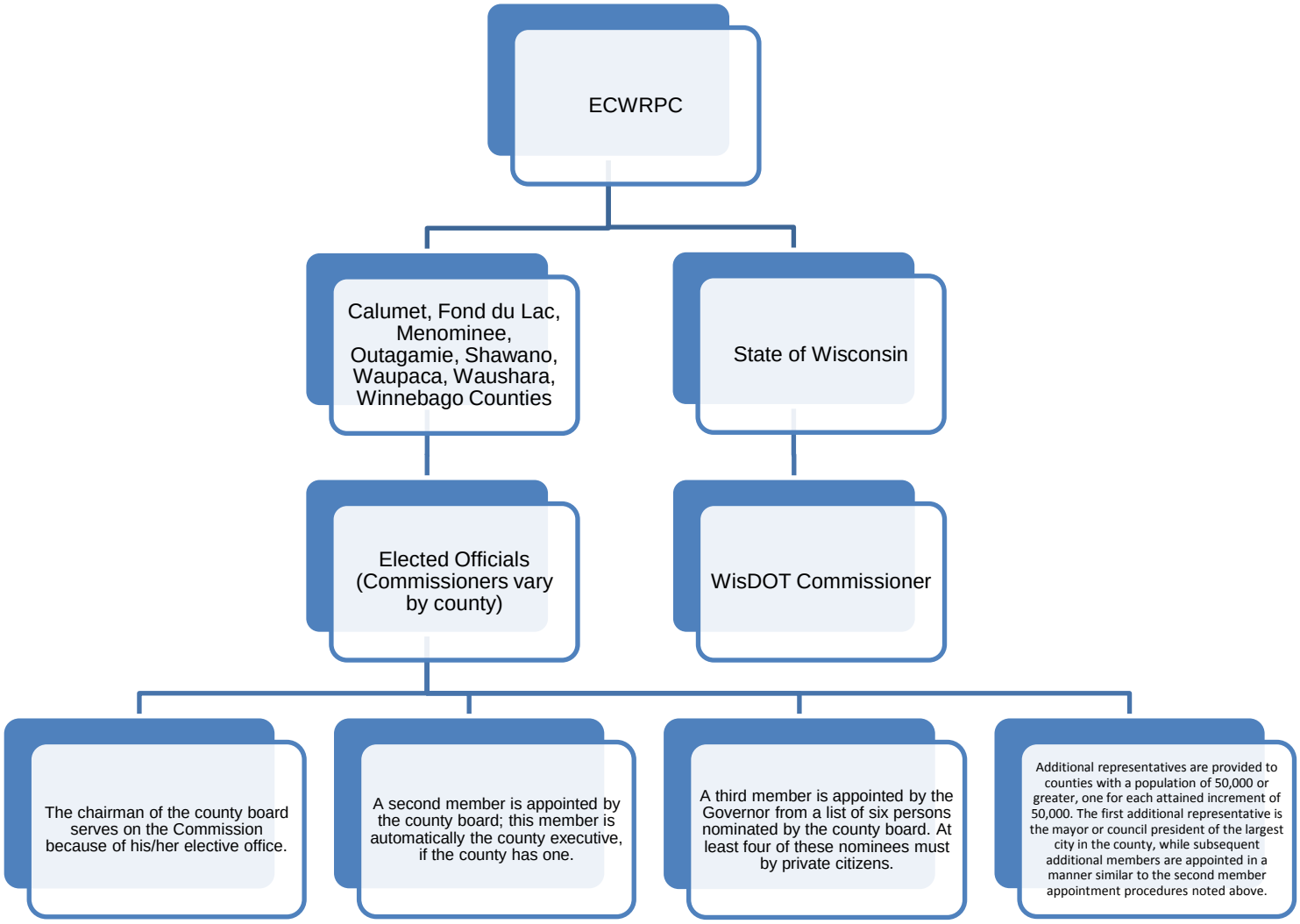
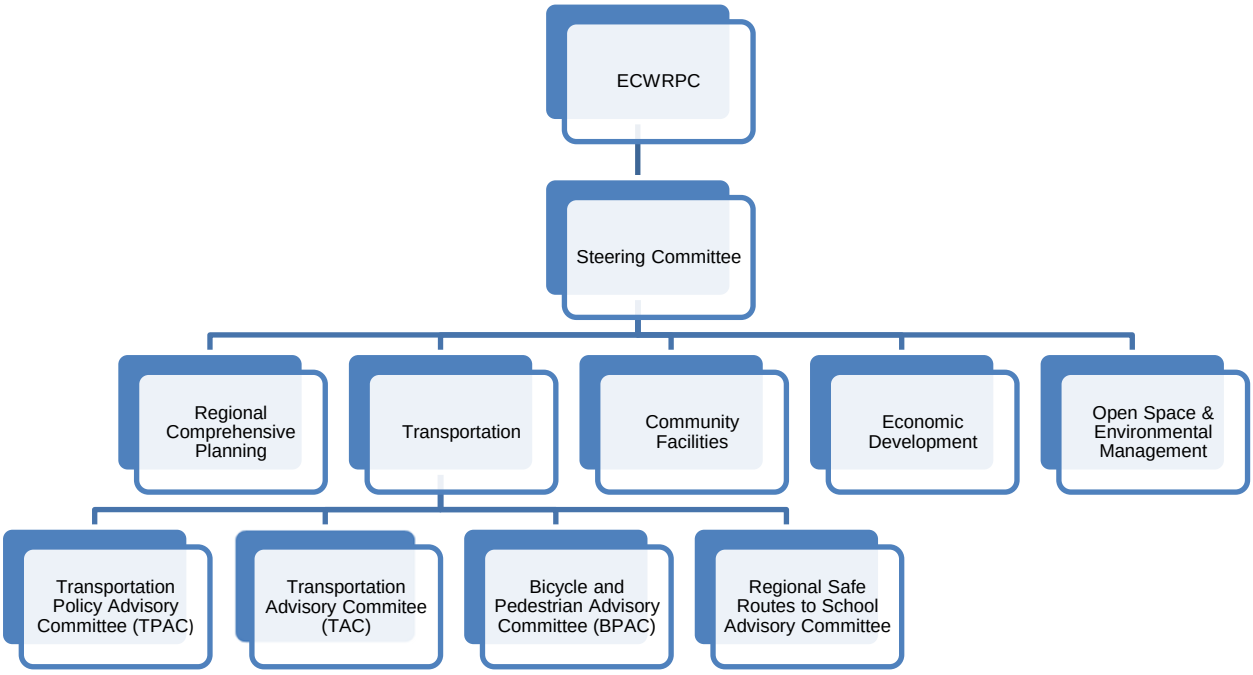


Figure 1-2: Commission Committee Structure (for transportation work flows)



ROLE OF URBANIZED AREA (UZA) AND THE METROPOLITAN PLANNING ORGANIZATION (MPO) [2]

The Census Bureau designates a new list of Urbanized Areas (UZAs) every 10 years, following the conclusion of each decennial census. UZAs typically:

- represent densely developed territory, encompassing residential, commercial, and other non-residential urban land uses in which social and economic interactions occur;
- represent the "Urban Footprint";
- have been explicitly defined through measures based primarily on population counts and residential population density; and
- have criteria accounting for non-residential urban land uses that are functionally part of the urban landscape.

After every decennial Census, the Census Bureau reviews and revises the criteria they use to define urban areas. Incorporated places may have very extensive boundaries that incorporate both rural and urban land, and some unincorporated areas may have development patterns with high population densities. Thus, the traditional method of using place boundaries (incorporated place or census designated place) as the basis for defining urban areas resulted in inconsistencies that were less than ideal. For the Census 2000, the Census Bureau took advantage of increased functionality of Geographic Information Systems (GIS), allowing for more consistent delineation processes. For the 2010 Census, the Census Bureau built upon this

[2] http://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/. (2/4/14)

foundation to continue its efforts to produce an objective, comparable, and consistent urban area delineation.

The designation of UZAs by the U.S. Census Bureau has significant implications for the metropolitan planning process. Most significantly, current federal law requires that every UZA be represented by a metropolitan planning organization (MPO) which carries out the metropolitan transportation planning process for the UZA and surrounding areas. Furthermore, UZAs with populations exceeding 200,000 are designated as Transportation Management Areas (TMAs) bringing additional responsibilities.

BACKGROUND AND PROCESS

The long range transportation/land use planning process undertaken by ECWRPC is a process that has been conducted for many years. This plan will cover a 30+ year planning horizon with revisions occurring every 5 years (last updated in 2010). The planning process was conducted in three separate phases which include:

Phase 1: Analysis and Evaluation of Existing Conditions

In this phase a comprehensive inventory of existing conditions of the MPO was analyzed. Conditions and data analyzed in detail in subsequent chapters of this document include:

- Socio-economic analysis
- Existing and future land use development patterns
- Street and Highway analysis
- Multi-modal Transportation options
- Public/Specialized Transportation options
- Freight Network Analysis
- Traffic Demand Model (TDM) Analysis
- Safe Routes to School
- Security (Emergency Management)
- Performance Measures
- Environmental Justice and Mitigation
- Financial Analysis

Data Disclaimer: *Some data in the following chapters was obtained from the American Community Survey (ACS). The ACS is an ongoing statistical survey by the U.S. Census Bureau representing a sample of the population over a period of time, differing from the Decennial U.S. Census where figures are based on actual counts during a point in time. ACS estimates are controlled to decennial population estimates and become less accurate over the decade, meaning estimates are only as accurate as the census count on which they are based.*

ACS data can be used to draw conclusions, however, due to the limitations of these estimates, patterns can only be inferred through the data and consequently there is a larger margin of error (MOE). Small sample size increases the MOE, indicating inaccuracy and rendering the data unreliable. As a result, annual fluctuations in the ACS estimates are not meant to be interpreted as long-term trends and caution should be taken when drawing conclusions about small differences between two estimates because they may not be statistically different. It should also

be noted when comparing ACS multi-year estimates with decennial census estimates, some areas and subjects must be compared with caution or not compared at all.

Phase 2: Vision, Goals, and Objectives

In this phase the vision, goals and objectives were developed and reviewed by the Oshkosh Technical Policy Advisory and Technical Advisory Committees to address issues regarding land use and transportation within the urbanized area. These goals and objectives also satisfy the performance goals outlined by MAP-21.

Phase 3: Plan Recommendations, Selection, and Adoption

This recommended plan has been presented in public forums and before the Technical Advisory Committee (TAC) to gain a final set of public reactions before consideration by the Transportation Committee.

STUDY AREA

The Oshkosh MPO Planning Area is shown in **Map 1-1**. The urbanized study area is located entirely within Winnebago County; includes the City of Oshkosh and all or parts of the Towns of Algoma, Black Wolf, Nekimi, Omro, Oshkosh and Vinland. The 2010 census figures show the population of the Urbanized Area to be 74,495, with an average population density of 2,418 people per square mile. This region encompasses approximately 31 square miles of land area with about one square mile of waterways and includes those areas potentially influenced by the expansion of urban development over the long-term. Other areas are used for particular analysis throughout the report.

PUBLIC INFORMATION MEETINGS

A sign-in sheet for the public meetings are displayed in **Appendix A**. Comments were accepted at these meetings, through the mail and by email. A comment page was created on the MPO website. Downloadable versions of the LRTP plan were available. All comments were compiled and displayed in **Appendix B**. MPO staff advertised for the public information meetings via the Oshkosh Northwestern, ECWRPC online e-newsletters, email correspondence with MPO committees, word of mouth, and through promotion on ECWRPC's Facebook page.

SURVEYS

As part of the public participation process, staff developed an 18 question survey to gauge regional input on the transportation network. The full survey and results for each question can be found in **Appendix C**. The survey responses range from March 19, 2014 to August 18, 2015. ECWRPC's Mindmixer social media outreach website/service was active from September 24, 2014 and responses were collected through January 30, 2015. Mindmixer questions and recommendations are included below.

Survey highlights/results include:

- 143 participants for Winnebago County as of 8/18/15
- At the regional level, there was a total of 318 survey participants as of 8/18/15 (results included below)
- **Question 3:** How far is your commute to work? (if applicable)

Answer	Response Percent and (Number)
1 to 5 miles	33.10% (47)
5 to 10 miles	26.76% (38)
More than 10 miles	19.72% (28)
Not Applicable	11.97% (17)
Less than 1 mile	8.45% (12)

- **Question 4:** What modes of transportation do you use to commute to work? (check all that apply; responses equal greater than 100% as respondents could choose multiple answers)

Answer	Response Percent and (Number)
Auto (alone)	83.10% (118)
Bicycle	24.65% (35)
Walk	12.68% (18)
Not Applicable	9.15% (13)
Auto (carpool/vanpool)	7.04% (10)
Public Transit	7.04% (10)
Other	2.11% (3)

- **Question 6:** Approximately how often do you use your bicycle in the summer?

Answer	Response Percent and (Number)
Occasionally	27.66% (39)
Weekly	26.95% (38)
Daily	19.15% (27)
Rarely	11.35% (16)
Never	8.51% (12)
Not Applicable	6.38% (9)

- **Question 7:** Would you bicycle and/or walk more if additional bicycle and pedestrian facilities were available?

Answer	Response Percent and (Number)
Yes	64.29% (90)
No	19.29% (27)
Maybe	16.43% (23)

- **Question 8:** If you answered 'yes' to the previous question, which of the following would be helpful to you (check all that apply; responses equal greater than 100% as respondents could choose multiple answers)

Answer	Response Percent and (Number)
Extended greenway/trail system	81.82% (90)
Bicycle lanes/wide outside lanes	78.18% (86)
Bicycle trails facilities maps	39.09% (43)
Improved signage	37.27% (41)
Parking, restrooms, water fountains, benches	32.73% (36)
More sidewalks	30.91% (34)
Website or smart phone applications for bicycle/ trail accommodations	30.91% (34)
Improved maintenance of existing facilities	28.18% (31)
Safe Routes to School programs for children	27.27% (30)
Bicycle and walking groups	22.73% (25)
Not Applicable	8.18% (9)
Other	1.82% (2)

MINDMIXER PUBLIC COMMENTS

ECWRPC worked with a social media engagement company called Mindmixer to promote additional public comment and idea generation for the LRTP process. Through ECWRPC's Mindmixer website, staff posted a series of questions, surveys and instant polls to garner feedback from municipalities, state and federal entities and the public relating to the LRTP. These questions are posted below as well as the ideas/results for each topic.

- **QUESTION:** What is your vision for transportation in our community? (Imagine getting around in our community in 10 or 20 years. What do you think will change over the course of time to make it easier to get from here to there?)

    - **RESPONSES:** ***Bluetooth locator*** *tools to anticipate congestion and crashes*
    - *More trails (Need a better system of trails to help move more people around the area)*
    - ***More options - other than the private automobile****: More public transit services, van-pool/car-pool networks, bike lanes/paths/trails, more transit and pedestrian-friendly design in our communities, commuter rail between Milwaukee, Chicago and Minneapolis, transit connection between Fond du Lac, Oshkosh, Neenah/Menasha, Appleton and Green Bay (perhaps a BRT with own lane on Hwy 41), creative ways to serve people in rural areas*
    - ***Way finder signage:***
      Having consistent way finder signage will help communities build a sense of pride and consistency. Cohesive signage can make a community predictable and easier to navigate.
    - ***More options - need expanded public transit services,***
      including both fixed route buses more frequent and to more places and paratransit services for seniors and people with disabilities, more and better sidewalks to make the whole area more pedestrian friendly, bike lanes and paths that connect the Fox Cities together, car-pooling and van pooling programs,

"community" cars and bikes (to share), commuter rail service from Chicago and Milwaukee to Appleton and on to Minneapolis, regional connections (bus rapid transit) from Fond du Lac, Oshkosh, Neenah/Menasha, Appleton and Green Bay.

- **QUESTION/POLL:** In the long term future (20 to 30 years from now), what areas of interest should be addressed to make a better community:

    - Urban Design, **9 votes**
    - Downtown, **7 votes**
    - Parks and Open Space, **6 votes**
    - Economic Development and Tourism, **5 votes**
    - Arts and Culture, **5 votes**
    - Sustainability and Green Living, **5 votes**
    - Transportation, **5 votes**
    - Historic Preservation, **4 votes**
    - Safety, **2 votes**

- **QUESTION/POLL:** What transportation options do you think our community needs more of? (How can we make our Community a more accessible place? What are the transportation problems that you think we should address first?)

    - Bicycle, **3 votes**
    - Bus, **1 votes**
    - Train, **0 votes**
    - Walk, **0 votes**

- **QUESTION:** What are some congestion hot spots in our Community?

    - **County Highway N from Highway 114 to County Highway OO:** need bike lanes
    - **Jogging/Walking through roundabouts:** Some roundabouts are multi-lane and high speed. Cars are looking left and do not look for joggers or walkers. With a raised center median the pedestrians view is limited and traffic moves up quickly. In some cases cars do stop, however the second lane might not. Also, because of speed, cars are not expecting traffic to stop in a roundabout and this creates sudden braking and the roundabout to clog. For pedestrians a signalized intersection works the best.

- **QUESTION:** Do you think existing transportation options are adequate in our community, or could they be improved? In what way? (Are there forms of transportation [mass transit, ride share, bike] that you would like to see expanded or changed? Describe how you would improve transportation in our Community.)

    - **Need to have better connections so modes can be combined:** Better bike parking at transit stops so you don’t need to take your bike with you. Bike share near municipal parking lots. A transit stop at municipal parking lots.
    - **Job Site Transportation:** Our employers are having a hard time finding employees who are willing to commute from the urban areas to the rural areas. Would be nice to have some type of home-to-job site transportation system.

- **QUESTION:** Before making development decisions, does your community reference their comprehensive plan?

    - Yes – It is part of our review process **(4 votes)**
    - Sometimes – When there is a possible change of land use or zoning **(1 vote)**
    - No **(0 votes)**
    - Not Sure **(0 votes)**

- **QUESTION:** What bicycle and pedestrian facilities improvements would be helpful to you?
    - Extended greenway/trail system **(5 votes)**
    - Bicycle lanes/wide outside lanes **(3 votes)**
    - More sidewalks **(2 votes)**
    - Improved Signage **(2 votes)**
    - Bicycle/walking groups **(2 votes)**
    - Bicycle trails facilities maps **(1 votes)**
    - Improved maintenance of existing facilities **(1 vote)**
    - Safe Routes to School Programs for children **(1 vote)**
    - Parking, restrooms, water fountains, benches **(0 votes)**
    - Website/smartphone applications for bicycle/trail accommodations **(0 votes)**
    - Other **(0 votes)**

CURRENT LONG RANGE PLANNING EFFORTS

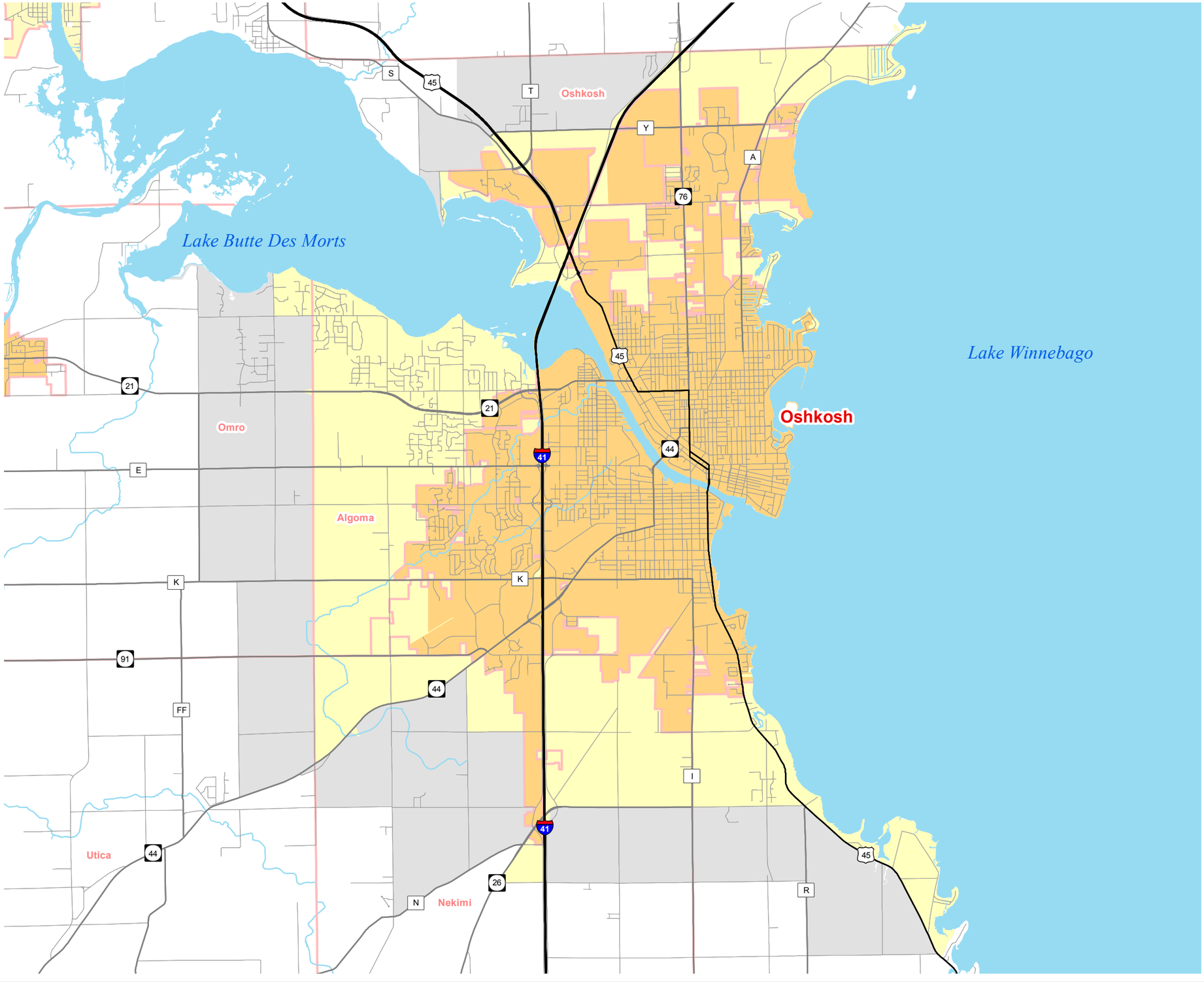
Bicycle-Pedestrian Plan

An update to the bicycle-pedestrian plan for Appleton (Fox Cities) and Oshkosh was finalized in October 2014. East Central staff worked with the Appleton (Fox Cities)/Oshkosh urbanized areas Bicycle-Pedestrian Steering Committee to develop the updated bicycle-pedestrian plan. Research was conducted to better define key issues such as creating a definition for 'on-street bicycle facilities', identifying gaps and barriers of the existing bicycle-pedestrian infrastructure within Appleton (Fox Cities) and Oshkosh, and analyzing/updating existing data and maps. Another critical component to the bicycle-pedestrian plan was the inclusion of a series of bicycle-pedestrian safety walk audits. East Central staff visited numerous intersections throughout Appleton (Fox Cities) and Oshkosh to document the status of bicycle-pedestrian accommodations; maps and photos were also prepared to illustrate the safety issues/concerns at each intersection evaluated. A system level analysis on the Appleton (Fox Cities)/Oshkosh Bicycle-Pedestrian Plan may be found in the Multimodal Transportation Chapter of this document.

Public Participation Plan

The Public Participation Plan (PPP) establishes procedures that allow for, encourage, and monitor participation of all citizens in the urbanized area, including but not limited to low income and minority individuals, and those with limited English proficiency. While traditional means of soliciting public involvement may not reach such individuals, or might not allow for meaningful avenues of input, the intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate. Some of the techniques that can be used to engage the general population are public notices of

meetings in the local newspaper and website, newsletters, social networks, open house format public information meetings. While these techniques will continue, staff will make a greater effort to engage the general public, possibly with techniques such as, nominal group exercises, surveys, use of local news media, etc. The full PPP may be found by accessing the following website link: http://fcompo.org/wp-content/uploads/2013/06/Final_FoxCities-OshkoshMPO-PPP_Update_2013.pdf.



Map 1-1
Oshkosh MPO
Planning Areas

- Municipal Boundary
- City
- Village
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary

N
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S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by
WisDOT/ECWRPC

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

Prepared August 2014 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

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CHAPTER 2

SOCIOECONOMIC ANALYSIS

CHAPTER 2 – SOCIOECONOMIC ANALYSIS

TABLE OF CONTENTS

Introduction 2-1
Population Characteristics 2-1
Household Characteristics 2-9
Employment Characteristics 2-10
Commuting Patterns 2-12

TABLES

Table 2-1: Census Population Estimates, Oshkosh Area (1970 – 2010) 2-2
Table 2-2: Census Population Percent Change, Oshkosh Area (1970 – 2010) 2-2
Table 2-3: Population Density by Minor Civil Division per Square Mile, Oshkosh Area (2013) 2-2
Table 2-4: Population Projections, Oshkosh Area (2015 – 2040) 2-3
Table 2-5: Migration Patterns (Inbound and Outbound), Winnebago County (2007 – 2011). 2-3
Table 2-6: Number of Households, Oshkosh Area (1970 – 2010) 2-9
Table 2-7: Projected Number of Households, Oshkosh Area (2015 – 2040) 2-10
Table 2-8: County Business Patterns, Winnebago County (2004, 2006, 2011) 2-11
Table 2-9: Commuter Adjusted Daytime Population, Oshkosh Area (2006-2010) 2-12
Table 2-10: Winnebago County Residence County to Workplace County Flows for the United States and Puerto Rico Sorted by Residence Geography: 2006-2010 ... 2-13

CHAPTER 2: SOCIOECONOMIC ANALYSIS

INTRODUCTION

Prior to developing the long range transportation/land use recommendations for the Oshkosh Urbanized Area, an understanding of general and historic socioeconomic conditions of the region is essential. The data and analysis of this chapter involves summarizing select datasets for population characteristics, household characteristics, employment characteristics and commuter characteristics. These socioeconomic conditions are developed in detail below. Generally, the region has experienced steady and continuous growth and these patterns most likely will continue for the short and long term future.

POPULATION CHARACTERISTICS

Understanding the historic and projected population characteristics of the Oshkosh area is crucial for determining transportation demands. **Table 2-1** displays the MPO municipalities of the Oshkosh area with their corresponding census population estimates from 1970 to 2010. **Table 2-2** displays the percentage change of population from 1970 to 2010 (by decade) of area municipalities. **Table 2-3** displays the population density (persons per square mile, 2013) of the municipalities in the Oshkosh Area. The area as a whole has about 559 persons per square mile. **Table 2-4** displays the population projections of local jurisdictions forecasted in five year increments starting in 2015 and out to the year 2040. Population projections were compiled by the Wisconsin Department of Administration (DOA). The Oshkosh area experienced steady growth between 1970 and 2010 and is projected to maintain a steady population growth through to 2040. Overall, the Oshkosh area is expected to grow by approximately 12 percent (a numerical increase of 10,040 residents) in total population from 2015 to 2040.

Migration patterns (both inbound and outbound) for Winnebago County were compiled from American Community Survey (ACS) 5-year estimates (2007-2011). This data represents a snapshot in time of the overall movement of people into and out of the county from other US counties. **Table 2-5** displays the inbound and outbound movement of people to and from Winnebago County. The data shows that there is a net change of 339 residents moving out of Winnebago County. Please note the 2007-2011 ACS 5-year estimates are averages over the period from January 1, 2007 to December 31, 2011. Multiyear estimates cannot be used to say what was going on in any particular year in the period, only what the average value is over the full time period.[1]

[1] https://www.census.gov/acs/www/Downloads/data_documentation/Statistical_Testing/2011StatisticalTesting3and5year.pdf. (07/31/14)

Table 2-1: Census Population Estimates, Oshkosh Area (1970 – 2010)

Municipality	1970 Census	1980 Census	1990 Census	2000 Census	2010 Census
C Oshkosh	53,082	49,620	55,006	62,916	66,083
T Algoma	3,158	3,249	3,492	5,702	6,822
T Black Wolf	2,127	2,318	2,154	2,330	2,410
T Nekimi	1,193	1,516	1,475	1,419	1,429
T Omro	1,444	1,684	1,616	1,875	2,116
T Oshkosh	4,943	4,420	4,655	3,234	2,475
T Vinland	1,472	1,632	1,688	1,849	1,765
Oshkosh Area Total	**67,419**	**64,439**	**70,086**	**79,325**	**83,100**

Source: Demographic Services Center, Wisconsin Department of Administration, 2013

Table 2-2: Census Population Percent Change, Oshkosh Area (1970 – 2010)

Municipality	1970-1980 % Change	1980-1990 % Change	1990-2000 % Change	2000-2010 % Change
C Oshkosh	-6.52%	10.85%	14.38%	5.03%
T Algoma	2.88%	7.48%	63.29%	19.64%
T Black Wolf	8.98%	-7.08%	8.17%	3.43%
T Nekimi	27.07%	-2.70%	-3.80%	0.70%
T Omro	16.62%	-4.04%	16.03%	12.85%
T Oshkosh	-10.58%	5.32%	-30.53%	-23.47%
T Vinland	10.87%	3.43%	9.54%	-4.54%
Oshkosh Area Total	**-4.42%**	**8.76%**	**13.18%**	**4.76%**

Source: ECWRPC, 2014

Table 2-3: Population Density by Minor Civil Division per Square Mile, Oshkosh Area (2013)

Municipality	Wisconsin Final Population Estimate (Jan 1, 2013)	2013 Census TIGER Square Miles Land Area	2013 Persons per Square Mile
C Oshkosh	66,300	25.65	2584.47
T Algoma	6,917	8.76	789.62
T Black Wolf	2,423	15.49	156.46
T Nekimi	1,423	28.65	49.66
T Omro	2,134	32.37	65.93
T Oshkosh	2,473	9.61	257.37
T Vinland	1,748	28.61	61.11
Oshkosh Area Total	**83,418**	**149.14**	**559.34**

Sources: Land area: U.S. Census Bureau, 2013 Census TIGER, Population: U.S. Census Bureau, 2010 Census; WI Demographic Services Center 2013 Final Estimates

Table 2-4: Population Projections, Oshkosh Area (2015 – 2040)

Municipality	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
C Oshkosh	66,900	69,250	71,250	72,900	73,650	73,800
T Algoma	7,150	7,770	8,360	8,925	9,375	9,730
T Black Wolf	2,445	2,535	2,605	2,670	2,695	2,700
T Nekimi	1,425	1,445	1,460	1,470	1,460	1,435
T Omro	2,175	2,300	2,415	2,520	2,595	2,645
T Oshkosh	2,470	2,475	2,475	2,465	2,415	2,355
T Vinland	1,740	1,755	1,755	1,750	1,720	1,680
Oshkosh Area Total	**84,305**	**87,530**	**90,320**	**92,700**	**93,910**	**94,345**

Source: Demographic Services Center, Wisconsin Department of Administration, 2013

Table 2-5: Migration Patterns (Inbound & Outbound), Winnebago County (2007 – 2011)

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Outagamie County	Wisconsin	1,832	Outagamie County	Wisconsin	2,242
Milwaukee County	Wisconsin	922	Dane County	Wisconsin	864
Brown County	Wisconsin	644	Milwaukee County	Wisconsin	721
Fond du Lac County	Wisconsin	517	Fond du Lac County	Wisconsin	655
Dane County	Wisconsin	473	Calumet County	Wisconsin	534
Dodge County	Wisconsin	363	Green Lake County	Wisconsin	343
Calumet County	Wisconsin	303	Brown County	Wisconsin	279
Waukesha County	Wisconsin	289	Waupaca County	Wisconsin	230
Waupaca County	Wisconsin	237	Payette County	Idaho	208
Sheboygan County	Wisconsin	232	Portage County	Wisconsin	201
Green Lake County	Wisconsin	189	Waukesha County	Wisconsin	196
Portage County	Wisconsin	182	Sheboygan County	Wisconsin	188
Shawano County	Wisconsin	176	Waushara County	Wisconsin	151
Washington County	Wisconsin	175	Marathon County	Wisconsin	142
Racine County	Wisconsin	155	Dickinson County	Michigan	142
Summit County	Ohio	118	Dodge County	Wisconsin	137
Kenosha County	Wisconsin	116	Anchorage	Alaska	118

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
			Municipality		
Marathon County	Wisconsin	116	Grant County	Wisconsin	113
Waushara County	Wisconsin	116	Hennepin County	Minnesota	113
Chippewa County	Wisconsin	115	Columbia County	Wisconsin	108
Columbia County	Wisconsin	113	Santa Rosa County	Florida	107
Door County	Wisconsin	106	Racine County	Wisconsin	105
Manitowoc County	Wisconsin	93	Wood County	Wisconsin	105
Jefferson County	Wisconsin	90	Washington County	Nebraska	99
Jackson County	Wisconsin	87	Harris County	Texas	96
Oneida County	Wisconsin	87	La Crosse County	Wisconsin	69
Walworth County	Wisconsin	87	Sarasota County	Florida	68
Sauk County	Wisconsin	83	Crawford County	Arkansas	68
Juneau County	Wisconsin	77	Jackson County	Wisconsin	66
Rock County	Wisconsin	74	Kennebec County	Maine	62
Marinette County	Wisconsin	72	Sacramento County	California	61
Chesterfield County	Virginia	72	Bell County	Texas	58
Marquette County	Wisconsin	70	Lee County	Florida	57
Wood County	Wisconsin	69	Los Angeles County	California	50
Cuyahoga County	Ohio	61	Chippewa County	Wisconsin	48
La Crosse County	Wisconsin	58	Lincoln County	Wisconsin	48
Tarrant County	Texas	58	Juneau County	Wisconsin	47
DuPage County	Illinois	58	Walworth County	Wisconsin	47
Oconto County	Wisconsin	57	Rock County	Wisconsin	45
Houghton County	Michigan	57	Ozaukee County	Wisconsin	44
Polk County	Iowa	55	Cook County	Illinois	43
Adams County	Wisconsin	49	Coconino County	Arizona	43

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Crawford County	Wisconsin	48	Shawano County	Wisconsin	42
Butler County	Kansas	46	Johnson County	Iowa	42
Denver County	Colorado	46	Pasco County	Florida	42
Clay County	South Dakota	45	New Haven County	Connecticut	40
Ogle County	Illinois	42	DuPage County	Illinois	39
Kewaunee County	Wisconsin	41	Broomfield County	Colorado	37
Baldwin County	Alabama	41	Rock Island County	Illinois	35
Hennepin County	Minnesota	35	Faulkner County	Arkansas	35
Delta County	Michigan	35	Pinal County	Arizona	34
Maricopa County	Arizona	35	Lake County	Florida	33
Barron County	Wisconsin	32	Washington County	Arkansas	33
Scotland County	North Carolina	30	Boulder County	Colorado	32
Grant County	Wisconsin	29	Barron County	Wisconsin	31
Skagit County	Washington	29	Dunn County	Wisconsin	31
Tippecanoe County	Indiana	29	Hamilton County	Indiana	31
Eau Claire County	Wisconsin	28	Kenosha County	Wisconsin	30
Vigo County	Indiana	28	Oneida County	Wisconsin	29
Orange County	Florida	28	Kalkaska County	Michigan	29
Monroe County	Wisconsin	27	St. Croix County	Wisconsin	28
Clark County	Nevada	27	Pima County	Arizona	27
Santa Cruz County	California	26	Klamath County	Oregon	26
Ada County	Idaho	25	Seward County	Nebraska	26
Cook County	Illinois	23	Washington County	Wisconsin	25
Clark County	Wisconsin	22	Dallas County	Texas	25
Spartanburg County	South Carolina	22	Bernalillo County	New Mexico	25
Marshall County	Iowa	22	Polk County	Florida	24
Harrison County	Indiana	22	Mitchell	Texas	23

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
			County		
Dunn County	Wisconsin	20	Allegheny County	Pennsylvania	23
St. Croix County	Wisconsin	20	Sarpy County	Nebraska	23
Philadelphia County	Pennsylvania	20	Marquette County	Wisconsin	22
Winnebago County	Illinois	20	Vermilion County	Illinois	22
Dickinson County	Michigan	18	Cherokee County	Georgia	22
Pima County	Arizona	18	Frederick County	Maryland	21
New York County	New York	17	Sebastian County	Arkansas	21
Midland County	Michigan	17	Maricopa County	Arizona	21
Champaign County	Illinois	17	Adams County	Wisconsin	20
Coweta County	Georgia	17	Manitowoc County	Wisconsin	20
Yavapai County	Arizona	17	Montgomery County	Virginia	20
Tipton County	Tennessee	16	Tompkins County	New York	20
Larimer County	Colorado	16	Baldwin County	Alabama	20
Travis County	Texas	15	Oconto County	Wisconsin	18
Orleans Parish	Louisiana	15	Polk County	Wisconsin	17
Ramsey County	Minnesota	14	Montgomery County	Ohio	17
Bexar County	Texas	13	Sauk County	Wisconsin	16
Saginaw County	Michigan	13	Buncombe County	North Carolina	16
Lake County	Illinois	13	Johnson County	Kansas	16
Pinellas County	Florida	13	Ada County	Idaho	16
Volusia County	Florida	13	Litchfield County	Connecticut	16
Santa Clara County	California	13	Eau Claire County	Wisconsin	15
Buffalo County	Wisconsin	12	King County	Washington	15
Langlade County	Wisconsin	12	Baker County	Oregon	15
Wake County	North Carolina	12	Denver County	Colorado	15
Christian County	Kentucky	12	Onondaga County	New York	14

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Sedgwick County	Kansas	12	Hillsborough County	Florida	14
Troup County	Georgia	12	Middlesex County	Massachusetts	13
Arapahoe County	Colorado	12	Crawford County	Wisconsin	12
Fremont County	Colorado	12	Door County	Wisconsin	12
Brazoria County	Texas	11	Richland County	Wisconsin	12
Centre County	Pennsylvania	11	Pulaski County	Missouri	12
McHenry County	Illinois	11	Marion County	Indiana	12
Orange County	California	11	Monroe County	Indiana	12
Blount County	Tennessee	10	Kewaunee County	Wisconsin	11
McCracken County	Kentucky	10	Rusk County	Wisconsin	11
Grant County	Indiana	10	Fort Bend County	Texas	11
Bayfield County	Wisconsin	9	Scotts Bluff County	Nebraska	11
Burnett County	Wisconsin	9	Washington County	Minnesota	11
Ozaukee County	Wisconsin	9	El Paso County	Colorado	11
Richland County	Wisconsin	9	Douglas County	Wisconsin	10
Dorchester County	South Carolina	9	Bexar County	Texas	10
Rensselaer County	New York	9	Oldham County	Kentucky	10
Douglas County	Nevada	9	Story County	Iowa	10
Scott County	Minnesota	9	Cobb County	Georgia	10
Marquette County	Michigan	9	Virginia Beach city	Virginia	9
Linn County	Iowa	9	Salt Lake County	Utah	9
Kane County	Illinois	9	Brazos County	Texas	9
Barrow County	Georgia	9	Marquette County	Michigan	9
Lincoln County	Wisconsin	8	White County	Illinois	9
Taylor County	Wisconsin	8	Iowa County	Wisconsin	8
Vilas County	Wisconsin	8	Green County	Wisconsin	7

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Davidson County	Tennessee	8	Vernon County	Wisconsin	7
Ontonagon County	Michigan	8	Coryell County	Texas	7
Steuben County	Indiana	8	Cumberland County	Pennsylvania	7
Harris County	Texas	7	Washington County	Oregon	7
Sangamon County	Illinois	7	Comanche County	Oklahoma	7
Boulder County	Colorado	7	Tippecanoe County	Indiana	7
Los Angeles County	California	7	Calhoun County	Florida	7
Menominee County	Wisconsin	6	Benton County	Arkansas	7
Dallas County	Texas	6	Spotsylvania County	Virginia	6
Piatt County	Illinois	6	Oneida County	New York	6
Honolulu County	Hawaii	6	Blue Earth County	Minnesota	6
Vernon County	Wisconsin	5	Bannock County	Idaho	6
Washington County	Vermont	4	Boundary County	Idaho	6
Lehigh County	Pennsylvania	4	Vilas County	Wisconsin	5
Kosciusko County	Indiana	4	Washburn County	Wisconsin	5
Ward County	North Dakota	3	Grundy County	Illinois	5
Onondaga County	New York	3	Forest County	Wisconsin	4
Dakota County	Minnesota	3	Jefferson County	Wisconsin	4
DeKalb County	Illinois	3	Bedford County	Pennsylvania	4
San Bernardino County	California	3	Dunn County	North Dakota	4
San Francisco County	California	3	Lafayette County	Wisconsin	3
Green County	Wisconsin	1	Sawyer County	Wisconsin	3
Iowa County	Wisconsin	1	Callaway County	Missouri	3
Sawyer County	Wisconsin	1	Wayne County	Michigan	3
King County	Washington	1	Baxter County	Arkansas	3

Inbound Residents			Outbound Residents		
County	**State**	**Data**	**County**	**State**	**Data**
Lake County	Ohio	1	Yukon-Koyukuk Census Area	Alaska	3
Genesee County	Michigan	1	Buffalo County	Wisconsin	2
	Total Inbound	**10,540**	St. Louis County	Missouri	2
			St. Louis County	Minnesota	2
			Waseca County	Minnesota	2
			Kootenai County	Idaho	2
			Iron County	Wisconsin	1
			Oakland County	Michigan	1
			Bingham County	Idaho	1
	Net Change	**-339**		**Total Outbound**	**10,879**

Source: U.S. Census Bureau, 2007-2011 5-year American Community Survey

HOUSEHOLD CHARACTERISTICS (NUMBER OF HOUSEHOLDS)

The number of occupied housing units or simply the number of households was compiled for the Oshkosh area. From 1970 to 2010, the number of households increased by nearly 64 percent (12,739 households). **Table 2-6** displays the number of households by jurisdiction in the Oshkosh Area. Household projections for the Oshkosh area are expected to increase by approximately 15 percent (4,944 households) from 2015 to 2040. Please see **Table 2-7**.

Table 2-6: Number of Households, Oshkosh Area (1970 – 2010)

Jurisdiction	1970 Census	1980 Census	1990 Census	2000 Census	2010 Census
C Oshkosh	16,126	18,286	20,957	24,082	26,138
T Algoma	917	1,055	1,208	1,940	2,453
T Black Wolf	625	818	820	916	979
T Nekimi	320	460	499	526	564
T Omro	418	566	576	706	825
T Oshkosh	1,162	1,322	1,397	1,215	1,041
T Vinland	413	535	595	693	720
Oshkosh Area Total	**19,981**	**23,042**	**26,052**	**30,078**	**32,720**

Source: U.S. Census, 1970 – 2010

Table 2-7: Projected Number of Households, Oshkosh Area (2015 – 2040)

Jurisdiction	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
C Oshkosh	26,796	27,965	28,936	29,742	30,190	30,309
T Algoma	2,595	2,839	3,076	3,306	3,501	3,654
T Black Wolf	1,003	1,046	1,083	1,117	1,137	1,145
T Nekimi	568	580	590	598	598	591
T Omro	856	911	963	1,012	1,051	1,077
T Oshkosh	1,049	1,058	1,065	1,068	1,055	1,035
T Vinland	717	728	733	736	730	717
Oshkosh Area Total	**33,584**	**35,127**	**36,446**	**37,579**	**38,262**	**38,528**

Source: Wisconsin Department of Administration, 2013

Please refer to the following link provided by the DOA for further questions about projection methodologies for population and household numbers:
http://www.doa.state.wi.us/Divisions/Intergovernmental-Relations/Demographic-Services-Center/Wisconsin-Population-Projections/

EMPLOYMENT CHARACTERISTICS

County Business Pattern data for Winnebago County was compiled from the North American Industry Classification System (NAICS). The County Business Pattern Data was assembled for Winnebago County from the years 2004, 2006 and 2011 to provide a recent historical employment analysis. **Table 2-8** displays the NAICS County Business Patterns. Data collected includes industry sector codes, a description of the industry sector, as well as compiling the total number of establishments (businesses) and number of employees for Winnebago County. Please note that Public Administration (NAICS Code 92) was not included in this analysis.

During this brief time period, it is important to show the direct impacts of the Great Recession on the regional labor market. The percentage change from 2004 to 2011 for the number of employees and the number of establishments decreased 2.1 and 5.3 percent respectively.

Table 2-8: County Business Patterns, Winnebago County (2004, 2006, 2011)

		2004		2006		2011	
NAICS Code	Description	Number of Establishments	Number of Employees	Number of Establishments	Number of Employees	Number of Establishments	Number of Employees
0	**Total for all sectors**	**3,723**	**87,555**	**3,745**	**83,722**	**3,525**	**85,684**
11	Agriculture, forestry, fishing & hunting	6	a	4	12	4	9
21	Mining	1	a	1	a	2	c
22	Utilities	2	c	2	b	2	b
23	Construction	401	5,017	391	4,984	309	3,993
31-33	Manufacturing	317	21,407	316	24,278	302	24,047
42	Wholesale trade	180	11,124	174	3,125	170	2,988
44-45	Retail trade	546	8,348	526	7,837	487	7,633
48-49	Transportation & warehousing	140	3,082	131	3,435	123	3,671
51	Information	35	496	47	931	47	2,011
52	Finance & insurance	234	3,371	247	3,151	234	3,137
53	Real estate & rental & leasing	128	701	119	858	105	640
54	Professional, scientific, & technical services	247	2,524	270	2,544	251	2,756
55	Management of companies & enterprises	35	5,864	45	4,613	37	4,901
56	Administrative and support & waste management & remediation services	163	2,621	165	4,720	153	3,925
61	Educational services	24	482	26	632	27	530
62	Health care & social assistance	407	11,779	421	11,658	424	14,136
71	Arts, entertainment, & recreation	74	1,054	64	917	64	922
72	Accommodation & food services	347	5,917	356	6,134	374	6,189
81	Other services (except public administration)	422	3,637	431	3,780	405	3,925
99	Industries not classified	14	5	9	16	5	10

a: 0 to 19 employees, b: 20 to 99, c: 100 to 249, e: 250 to 499
Source: CB0400A1, CB0600A1, CB1100A11: 2004, 2006, 2011 County Business Patterns: Geography Area Series: County Business Patterns for the U.S., State, County and Metropolitan Areas

COMMUTING PATTERNS

Regional workday commuting patterns place extra demands on the local and regional transportation system. Commuter Adjusted Daytime Population data was gathered from the American Community Survey (ACS) from 2006 to 2010. The Commuter Adjusted Daytime Population data compares the total number of workers in a minor civil division (MCD) to the total number of workers living in a MCD. The difference in total workers in a MCD to the total number of workers living in a MCD produces the Commuter Adjusted Daytime Population. If the Commuter Adjusted Daytime Population is a positive number, more workers are commuting into the MCD to their work destination; conversely if it is a negative number, more workers are commuting out of the MCD to their work destination. **Table 2-9** displays the Commuter Adjusted Daytime Population as well as an employment-residence ratio for select MCDs.

An **Employment-Residence (E-R) ratio** is a measure of the total number of workers working in the MCD, relative to the total number of workers living in the MCD. It is often used as a rough indication of the jobs-workers balance in a MCD, although it does not take into account whether the resident workers possess the skills needed for the jobs that are available. E-R ratios greater than 1.00 occur when there are more workers working in the MCD than living there. These MCDs can be considered as net importers of labor. For example, an E-R ratio of 1.19 means that there are 19 percent more workers working in the MCD than living in the MCD Values less than 1.00 indicate areas that send more workers to other areas than they receive, i.e., they are net exporters of labor. Please note that this data was not available for all MCDs within the Oshkosh Urbanized Area planning boundary as the threshold used was 2,500 workers either living within or working within a minor civil division.

Table 2-9: Commuter Adjusted Daytime Population, Oshkosh Area (2006-2010)

Jurisdiction	Total Workers Working in MCD	Total Workers Living in MCD	Daytime Population Change due to Commuting	Percent Daytime Population Change due to Commuting	Employment-Residence (E-R) ratio
C Oshkosh	41,436	31,785	9,651	14.7	1.30
T Algoma	782	3,202	-2,420	-36.5	0.24
Study Area Total	**42,218**	**34,987**	**7,231**		

Source: U.S. Census, American Community Survey (ACS) 5-year estimates, 2006-2010
Journey to Work and Migration Statistics Branch, Population Division

Additionally, the US Census publishes data on residence to workplace county flows for the entire United States and Puerto Rico. The most recent available data is from 2006-2010 which provides the averages over this 5 year period. Winnebago County has approximately 83,011 residents (workers). **Table 2-10** displays the workflows for each county categorized by the following:

- Residents living and working within Winnebago County **(59,880 or approximately 72 percent)**
- Residents living in the county and working in a neighboring/bordering county **(19,689 or approximately 24 percent)**
- Residents living in the county and working in any other Wisconsin county **(2,973 or 3.6 percent)**
- Residents living in the county and working outside of Wisconsin **(463 or 0.6 percent)**

Table 2-10: Winnebago County Residence County to Workplace County Flows for the United States and Puerto Rico Sorted by Residence Geography: 2006-2010

Residence		Workplace		Number	Margin of Error
State	County	State/U.S. Island Area/Foreign Country	County		
WI	Winnebago County	WI	Winnebago County	**59,880**	1,198
WI	Winnebago County	WI	Calumet County	667	170
WI	Winnebago County	WI	Fond du Lac County	2,759	324
WI	Winnebago County	WI	Green Lake County	548	128
WI	Winnebago County	WI	Outagamie County	14,969	686
WI	Winnebago County	WI	Waupaca County	535	139
WI	Winnebago County	WI	Waushara County	211	80
				19,689	**Adjacent to Winnebago**
WI	Winnebago County	WI	Adams County	7	10
WI	Winnebago County	WI	Brown County	1,212	230
WI	Winnebago County	WI	Buffalo County	12	21
WI	Winnebago County	WI	Columbia County	28	30
WI	Winnebago County	WI	Dane County	69	45
WI	Winnebago County	WI	Dodge County	259	95
WI	Winnebago County	WI	Door County	104	111
WI	Winnebago County	WI	Eau Claire County	6	9
WI	Winnebago County	WI	Grant County	16	24
WI	Winnebago County	WI	Green County	7	10
WI	Winnebago County	WI	Jefferson County	25	22
WI	Winnebago County	WI	Juneau County	21	22
WI	Winnebago County	WI	Kenosha County	12	19
WI	Winnebago County	WI	Kewaunee County	13	21

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Winnebago County	WI	La Crosse County	31	29
WI	Winnebago County	WI	Manitowoc County	64	40
WI	Winnebago County	WI	Marathon County	53	47
WI	Winnebago County	WI	Marinette County	27	30
WI	Winnebago County	WI	Marquette County	13	21
WI	Winnebago County	WI	Milwaukee County	290	97
WI	Winnebago County	WI	Monroe County	12	20
WI	Winnebago County	WI	Oneida County	3	4
WI	Winnebago County	WI	Ozaukee County	92	51
WI	Winnebago County	WI	Portage County	145	81
WI	Winnebago County	WI	Price County	10	17
WI	Winnebago County	WI	Racine County	31	32
WI	Winnebago County	WI	Rock County	28	31
WI	Winnebago County	WI	Rusk County	13	21
WI	Winnebago County	WI	Sauk County	17	18
WI	Winnebago County	WI	Sawyer County	2	5
WI	Winnebago County	WI	Shawano County	36	32
WI	Winnebago County	WI	Sheboygan County	81	51
WI	Winnebago County	WI	Walworth County	45	34
WI	Winnebago County	WI	Washington County	80	53
WI	Winnebago County	WI	Waukesha County	71	46
WI	Winnebago County	WI	Wood County	44	40
				2,979	**Other Wisconsin Counties**
WI	Winnebago County	Arizona	Maricopa County	18	31

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Winnebago County	Arkansas	Benton County	19	29
WI	Winnebago County	California	Los Angeles County	8	13
WI	Winnebago County	Colorado	Arapahoe County	6	12
WI	Winnebago County	Colorado	Weld County	6	10
WI	Winnebago County	Delaware	New Castle County	10	15
WI	Winnebago County	Florida	Clay County	29	33
WI	Winnebago County	Hawaii	Hawaii County	11	17
WI	Winnebago County	Illinois	Boone County	11	17
WI	Winnebago County	Illinois	Cook County	87	52
WI	Winnebago County	Illinois	DuPage County	19	27
WI	Winnebago County	Illinois	Lake County	3	5
WI	Winnebago County	Illinois	LaSalle County	9	15
WI	Winnebago County	Indiana	Tippecanoe County	10	16
WI	Winnebago County	Kentucky	Hardin County	6	11
WI	Winnebago County	Kentucky	Jefferson County	8	13
WI	Winnebago County	Michigan	Dickinson County	11	17
WI	Winnebago County	Michigan	Gogebic County	11	18
WI	Winnebago County	Michigan	Iron County	16	26
WI	Winnebago County	Michigan	Washtenaw County	13	21
WI	Winnebago County	Minnesota	Hennepin County	31	28
WI	Winnebago County	Mississippi	Lauderdale County	5	9
WI	Winnebago County	New York	New York County	14	16
WI	Winnebago County	New York	Suffolk County	3	5
WI	Winnebago County	North Dakota	Cass County	11	16

Residence		Workplace		Number	Margin of Error
State	**County**	**State/U.S. Island Area/Foreign Country**	**County**		
WI	Winnebago County	Ohio	Delaware County	3	4
WI	Winnebago County	Pennsylvania	Delaware County	6	9
WI	Winnebago County	Pennsylvania	Lebanon County	11	17
WI	Winnebago County	Texas	Harris County	3	4
WI	Winnebago County	Virginia	Norfolk County	13	20
WI	Winnebago County	Washington	Snohomish County	15	25
WI	Winnebago County	China		18	28
WI	Winnebago County	Kuwait		5	9
WI	Winnebago County	Asia		4	5
WI	Winnebago County	Abroad, not specified		10	17
				463	**Outside Wisconsin**
				83,011	**County Total**

Source: http://www.census.gov/population/metro/data/other.html
Note: data does not take into consideration residence to workplace flows of residents into the county (only county residence)

CHAPTER 3

HEALTHY & LIVABLE COMMUNITIES

CHAPTER 3 – HEALTHY AND LIVABLE COMMUNITIES

TABLE OF CONTENTS

Introduction 3-1
Health and Transportation 3-1
Inventory 3-1
Active Transportation 3-2
Safety…. 3-4
Air Pollution 3-5
Access to Opportunities for Healthy Lifestyles 3-6
Existing Plans 3-6
Existing Programs 3-6
Fox Valley Bike Challenge 3-6
Safe Routes to School 3-6
East Central Wisconsin Regional SRTS Program 3-7
Additional Ranking and Review Opportunities 3-8
County Health Rankings 3-8
Health Outcomes vs. Health Factors 3-8
MPO Organizational Review 3-8
Motivation/Input for Oshkosh MPO 3-9
Incorporation of Health into the Transportation Planning Process by Oshkosh MPO 3-9
Early Actions by MPOs to Incorporate Health into the Planning Process 3-9
Structural Changes by MPOs to Incorporate Health into the Planning Process 3-9
Active Community Environments (ACEs) Kit 3-9
Transportation/Land Use Policies 3-10
Compact Development 3-10
Infill Development 3-10
Transit Oriented Development 3-10
Smart Growth 3-11
National Association of Transportation Officials 3-11
Health and Livability Performance Measures 3-12
Commute Alone 3-12
Reason for Ranking 3-12
Long Commute – Driving Alone 3-12
Reason for Ranking 3-12
Air Quality Data – Ozone 3-13
Air Quality Data – Particulate Matter (PM2.5) 3-14

FIGURES

Figure 3-1: Commuting Mode Share for Oshkosh MPO 3-3
Figure 3-2: GO Transit Bike Rack Usage 3-4
Figure 3-3: Oshkosh MPO Bicycle and Pedestrian Crash Data 3-4
Figure 3-4: Historic Ozone Values (Outagamie County, 1997 – 2012) 3-14
Figure 3-5: Historic 24-hour PM2.5 Values (Outagamie County, 2001 – 2012) 3-15
Figure 3-6: Historic Annual PM2.5 Values (Outagamie County, 2001 – 2012) 3-15

TABLES

Table 3-1: Oshkosh MPO Existing Bicycle and Pedestrian Facility Miles 3-2
Table 3-2: Bicycle and Pedestrian County Locations 3-3
Table 3-3: Oshkosh MPO Bicycle and Pedestrian Crash Data 3-4
Table 3-4: Average Daily Measure of Fine Particulate Matter in Micrograms Per Cubic Meter (PM2.5) 3-6
Table 3-5: County Health Rankings 3-8
Table 3-6: Commute Alone and Long Commute, by County and State (2011 – 2014) 3-13

CHAPTER 3: HEALTHY AND LIVABLE COMMUNITIES

INTRODUCTION

Building healthy and vibrant communities takes on a multi-disciplinary approach from local and regional partnerships. Officials in the planning and healthcare fields have worked together in recent decades to advocate, promote and design more efficient and well-rounded communities which are centered on personal well-being. Specifically, planners and healthcare officials have collaborated in working on shared concerns in transportation planning to improve air quality, encourage physical activity, prevent injuries and promote wellness, among other interrelated topics.[1] Urban planning and public health share common missions and perspectives in that "both aim to improve human well-being, emphasize needs assessment and service delivery, manage complex social systems, focus at the population level, and rely on community-based participatory methods. Both fields focus on the needs of vulnerable populations."[2] This LRTP recognizes the importance of healthy and livable communities by promoting policies where transportation and health can better coexist. This chapter briefly outlines transportation and land use policies which support shared ideas in the planning and public health fields.

HEALTH AND TRANSPORTATION

A vision of a healthy community includes areas where people have access to healthy foods, feel safe, have opportunities for physical activity, breathe clean air, have access to gainful employment and feel connected to opportunity. Transportation has a significant role in this vision. Transportation significantly effects health through air pollution, traffic crashes, access to healthy food, access to physical activity, and economic opportunity, which are only a few of the implications.

Inventory

To categorize and make sense of these connections, the following considerations are highlighted in *Metropolitan Area Transportation Planning for Healthy Communities* report prepared for the U.S. Department of Transportation in December 2012. The report is based on research of four best practice studies and develops a comprehensive approach on how MPOs can approach health as a direct, broadly-based goal for interdisciplinary planning, and how they can consider health during all stages of the metropolitan area transportation planning process. The report identifies a "holistic" approach to health considering:

1. **Active transportation:** Transportation systems that encourage walking or bicycling can help people to increase their levels of physical activity, resulting in significant potential health benefits and disease prevention. Transportation planners can increase opportunities for active transportation by planning regional and local transportation systems that are safe, convenient, affordable, and attractive for system users.

2. **Safety:** The critical step for MPOs to move from traditional measures of reduced injuries and fatalities to a more holistic approach is to include safety as part of an overall goal for transportation plans and projects that lead to a "healthier community."

[1] http://www.cdc.gov/mmwr/preview/mmwrhtml/su5502a12.htm. (08/13/14)
[2] Ibid. (08/13/14)

3. **Air pollution:** This focus is on transportation-related air pollution emissions and their impacts on human health, such as asthma or bronchitis, and transportation planning processes that consider improved air quality as part of a holistic approach to health, in addition to meeting Federal air quality requirements.

4. **Access to opportunities for healthy lifestyles:** Community design and transportation systems can support or inhibit residents in their pursuit of health-related activities. These activities may include access from residences and workplaces to: stores selling healthy food, medical offices, social service centers, and active recreation facilities. Access to health-related activities is especially critical for vulnerable and disadvantaged populations, such as the elderly and children, as well as designated Environmental Justice communities (specifically low-income and minority populations) with limited transportation options.

Using this approach the following inventory has been created.

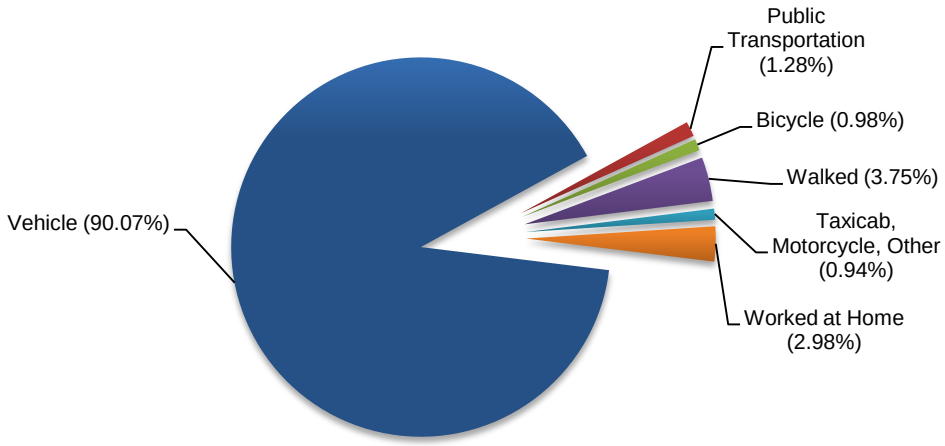
Active Transportation

Table 3-1: Oshkosh MPO Existing Bicycle and Pedestrian Facility Miles

Communities	Bike Lanes (Miles)	Bike Lanes x2 (Miles)	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Sidewalks (Miles)	Bike Racks (Number)
Cities						
Oshkosh	1.54	3.08	11.71	2.79	733.00	46
Towns						
Algoma	0.00	0.00	0.00	0.00	0.00	1
Black Wolf	0.00	0.00	0.00	0.00	0.00	1
Nekimi	0.00	0.00	0.00	0.00	0.00	0
Omro	0.00	0.00	0.00	0.00	0.00	6
Oshkosh	0.00	0.00	1.30	1.30	0.00	0
Vinland	0.00	0.00	0.00	0.00	0.00	0
Utica	0.00	0.00	0.00	0.00	0.00	0
Oshkosh MPO Total	**1.54**	**3.08**	**13.01**	**4.09**	**733.00**	**54**

Source: ECWRPC, 2014

Figure 3-1: Commuting Mode Share for Oshkosh MPO



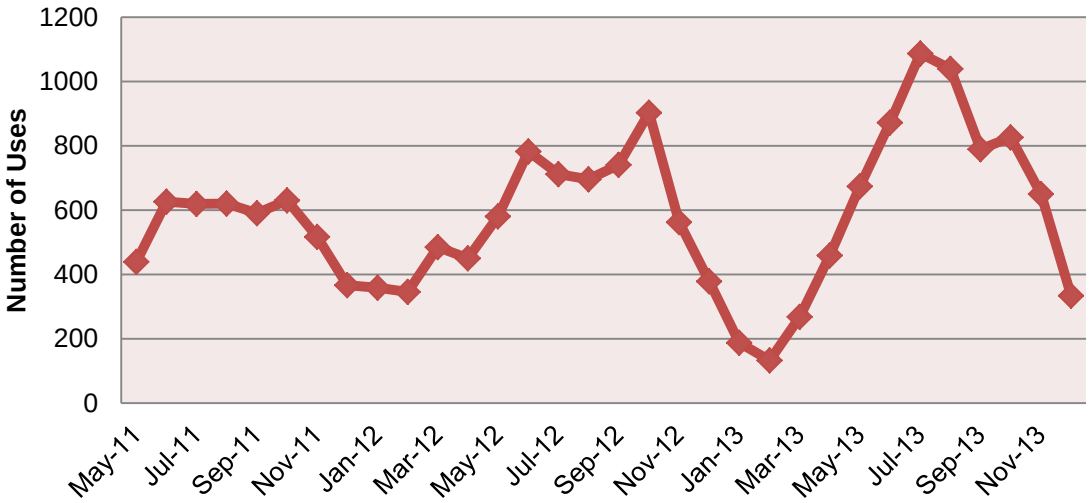
Source: U.S. Census 2010
BO8006: Sex of Workers by Means of Transportation to Work – Universe: Workers 16 years and over
2008-2012 American Community Survey 5 –Year Estimates

Table 3-2: Bicycle and Pedestrian County Locations

Location (Trail/Street)	Municipality	Date	Count per day
CB Trail (south of CTH BB)	Town of Menasha, Winnebago County	06/2013	66
Apple Creek Trail	City of Appleton, Outagamie County	06/2013	455
Plank Rd./STH 114	City of Menasha, Winnebago County	06/2013	132
Cold Spring Road	Town of Menasha, Winnebago County	06/2013	1,338
CTH A and Sunnyview Rd. (CTH Y)	Winnebago County	06/2013	77
Trestle Trail	Town of Menasha, Winnebago County	2013	384
North Lake Street Trail	Town of Menasha, Winnebago County	2013	3
Jacobson Trail	Town of Menasha, Winnebago County	2013	15

Source: Local Municipalities, 2013

Figure 3-2: GO Transit Bike Rack Usage
May 2011 - December 2013



Source: Oshkosh GO Transit

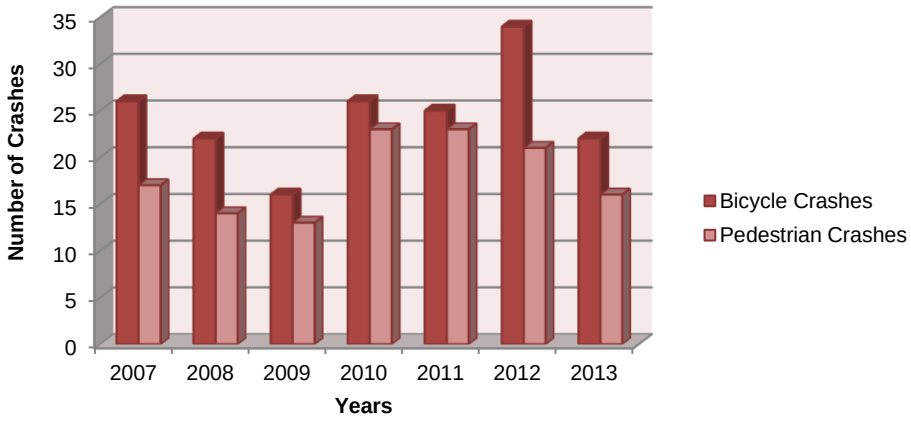
Safety

Table 3-3: Oshkosh MPO Bicycle and Pedestrian Crash Data

	2007	2008	2009	2010	2011	2012	2013	Total
Bicycle Crashes	34	27	26	32	16	32	25	192
Pedestrian Crashes	2	4	1	5	3	2	2	19

Source: UW TOPS Lab

Figure 3-3: Oshkosh MPO Bicycle and Pedestrian Crash Data



Air Pollution

Air pollution from cars and trucks is harmful to human health. Poor air quality increases respiratory ailments including asthma and bronchitis. The Union of Concerned Scientists lists the following as major pollutants from motor vehicles:

- **Particulate matter (PM).** These particles of soot and metals give smog its murky color. Fine particles — less than one-tenth the diameter of a human hair — pose the most serious threat to human health, as they can penetrate deep into lungs. PM is a direct (primary) pollution *and* a secondary pollution from hydrocarbons, nitrogen oxides, and sulfur dioxides. Diesel exhaust is a major contributor to PM pollution.

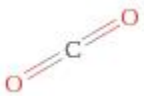
- **Hydrocarbons (HC).** These pollutants react with nitrogen oxides in the presence of sunlight to form ground level ozone, a primary ingredient in smog. Though beneficial in the upper atmosphere, at the ground level this gas irritates the respiratory system, causing coughing, choking, and reduced lung capacity.

- **Nitrogen oxides (NOx).** These pollutants cause lung irritation and weaken the body's defenses against respiratory infections such as pneumonia and influenza. In addition, they assist in the formation of ground level ozone and particulate matter.

- **Carbon monoxide (CO).** This odorless, colorless, and poisonous gas is formed by the combustion of fossil fuels such as gasoline and is emitted primarily from cars and trucks. When inhaled, CO blocks oxygen from the brain, heart, and other vital organs. Fetuses, newborn children, and people with chronic illnesses are especially susceptible to the effects of CO.

- **Sulfur dioxide (SO2).** Power plants and motor vehicles create this pollutant by burning sulfur-containing fuels, especially diesel. Sulfur dioxide can react in the atmosphere to form fine particles and poses the largest health risk to young children and asthmatics.

- **Hazardous air pollutants (toxics).** These chemical compounds have been linked to birth defects, cancer, and other serious illnesses. The Environmental Protection Agency estimates that the air toxics emitted from cars and trucks — which include Benzene, acetaldehyde, and 1, 3-butadiene — account for *half* of all cancers caused by air pollution.

-  **Greenhouse gases**. Motor vehicles also emit pollutants, such as carbon dioxide, that contribute to global climate change. In fact, cars and trucks account for over one-fifth of the United States' total global warming pollution.

County Health Rankings measures Particulate Matter (PM) from a NASA Applied Sciences Program that collected data from 2003-2008.

Table 3-4: Average Daily Measure of Fine Particulate Matter in Micrograms Per Cubic Meter (PM2.5)

County	Average daily PM25
Winnebago	11.6
Wisconsin	11.5
Top U.S. Performers	9.5 (90th percentile)

Source: County Health Rankings, 2011

Access to Opportunities for Healthy Lifestyles

The following plans, programs, and partners provide access for healthy lifestyles:

Existing Plans

Several communities within the Oshkosh MPO have developed bicycle and pedestrian plans including:

- City of Oshkosh Pedestrian and Bicycle Circulation Plan - 2012

Existing Programs

Fox Valley Bike Challenge

In 2009, Kimberly-Clark Corporation created an internal Bike Challenge for its 50,000+ employees. The Bike Challenge was a health and wellness initiative that was intended to encourages people to bike for transportation and recreation. In 2011, with the help of the Bicycle Federation of Wisconsin, the Challenge was successfully piloted in Wisconsin at the state-wide level. The Bike Challenge then called the Get Up and Ride National Bike Challenge, which went national in 2012, had over 30,000 participants riding 12 million miles.[3]

Safe Routes to School

Safe Routes to School (SRTS) is a national and international movement to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The goal of the program is to enable and encourage children K-8th grade, including those with disabilities, to walk and bike to school. The SRTS program is based on the principles of the 5-E's: Engineering, Encouragement, Education, Enforcement, and Evaluation. The program facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution. The program also will play a role in reversing the alarming nationwide trend toward childhood obesity and inactivity. SRTS funds are limited to children K-8 and to projects located within two miles of a school.[4]

[3] http://www.endomondo.com/campaign/national/faqs. (3/26/2013)
[4] http://www.saferoutespartnership.org/resourcecenter/quick-facts . (3/26/2013)

- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969 to just 13% in 2009.[5]

- While distance to school is the most commonly reported barrier to walking and bicycling[6], private vehicles still account for half of school trips between 1/4 and 1/2 mile—a distance easily covered on foot or bike.[7]

- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.[8]

- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.[9]

East Central Wisconsin Regional SRTS Program

The East Central Wisconsin Regional SRTS Program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS activities. By working to make it safer and more appealing for students (grades K–8) to walk and bike to school, the Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities. The East Central Wisconsin Regional SRTS Program has been funded through Wisconsin Department of Transportation.

Participating schools are required to put together, with the assistance of East Central staff, a local SRTS plan that includes the following: student and parent surveys; bike and walk audits; and school specific recommendations. East Central staff also worked with local SRTS task forces to implement SRTS recommendations through programs such as International Walk to School Day/Bike to School Day, Walking School Bus Programs, Frequent Walker Programs, Youth Engagement Programs, and the East Central WI Regional Safe Routes to School Program is funded through a Wisconsin Department of Transportation Grant.

[5] Transportation Characteristics of School Children, Report no. 4. Washington, DC: Nationwide personal Transportation Study, Federal Highway Administration, July 1972. (August 2013)
[6] U.S. Centers for Disease Control and Prevention, Morbidity and Mortality Weekly Report September 30, 2005, "Barriers to Children Walking to or from School, United States 2004." Available at www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm. (August 2013)
[7] Federal Highway Administration, National Household Travel Survey 2001; NHTS Brief on Travel to School, January 2008. (August 2013)
[8] McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press). (August 2013).
[9] Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). UC Berkeley Traffic Safety Center. Paper UCB-TSC-RR-2007-1. http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1. (August 2013)

ADDITIONAL RANKING AND REVIEW OPPORTUNITIES

County Health Rankings

The County Health Rankings and Roadmaps program is collaboration between the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute. Each year County Health Rankings measures vital health factors, including high school graduation rates, obesity, smoking, unemployment, access to healthy foods, the quality of air and water, income, and teen births in nearly every county in America. The annual Rankings provide a revealing snapshot of how health is influenced by where we live, learn, work and play.

Table 3-5: County Health Rankings

	Wisconsin	Calumet	Outagamie	Winnebago
Overall Ranking – Health Outcomes		**6**	**21**	**39**
Health Factors		**6**	**9**	**17**
Health Behaviors		15	32	33
Adult Obesity	29%	31%	31%	30%
Physical Inactivity	22%	18%	22%	22%
Access to Exercise Opportunities	78%	76%	84%	75%
Physical Environment		**13**	**22**	**31**
Air Pollution - Particulate Matter	11.5	11.5	11.4	11.6
Driving Alone to Work	80%	84%	84%	84%
Long Commute – Driving Alone	26%	23%	19%	16%

Source: County Health Rankings and Roadmaps, 2014

Health Outcomes vs. Health Factors

Health outcomes in the County Health Rankings represent how healthy a county is. Two types of health outcomes are measured: how long people live (length of life) and how healthy people feel while alive (quality of life).

Health factors in the County Health Rankings represent what influences the health of a county. There are four types of health factors that are measured: health behaviors, clinical care, social and economic, and physical environment factors.

Several review methodologies are included in this plan to provide a snapshot of how transportation and health are connected.

MPO Organizational Review

The *Metropolitan Area Transportation Planning for Healthy Communities* report developed a review process to better understand where the four best practice studies are at in integrating health into their work. The following ideas utilize this review for the Oshkosh MPO.

Motivation/Input for Oshkosh MPO

- Safe Routes to School, Community Health Improvement Plans (CHIP)
- Quality of life issues
- Safe Routes to School, Active Community Environments (ACEs) kit, Transform WI
- CDC grants

Incorporation of Health into the Transportation Planning Process by Oshkosh MPO

- Develop regional and visional goals
- Development of Transportation Plan
- Development of State Transportation Improvement Program and regional (TMA level) Transportation Improvement Program
- Monitor System Performance

Early Actions by MPOs to Incorporate Health into the Planning Process

- Define and document connections between health, land use and transportation
- Engage and enlist support of partners
- Identify ways for public health partners to participate in MPO activities

Structural Changes by MPOs to Incorporate Health into the Planning Process

- Incorporate health into MTP goals
- Develop staff and technical capacity in health-related approaches and tools
- Establish standing technical or other advisory committees with designated responsibility to oversee health topics
- Formalize participation of health stakeholders into planning process
- Incorporate health into TIP project selection criteria
- Develop performance measures that capture impact on health

Active Community Environments (ACEs) Kit

The ACEs kit was developed by the Wisconsin Nutrition, Physical Activity and Obesity Program as a way to guide communities in developing a built environment that makes it easy to be physically active on a routine basis. The kit utilizes five steps to achieve this built environment:

Step One - Getting Started. Convene a meeting of key stakeholders to have an initial discussion on possible individuals and community assets that could help further your mission.

Step Two - Assessment. Utilize the ACEs Assessment Checklist to assess the needs of the community.

Step Three - Strategies and Resources. Review and select strategies and resources provided in the ACEs kit that align with your community's needs.

Step Four - Using the assessment answers, survey responses, interview results and other data to prioritize your initiative components and to set goals and objectives.

Step Five - Set up a process to monitor progress and make necessary changes. Continue to revise the plan to create and maintain a healthy environment for all residents and visitors.

Step Two of this process is utilized in this planning effort to provide an assessment of the Oshkosh MPO.

TRANSPORTATION/LAND USE POLICIES

Compact Development

ECWRPC staff supports land use policies which promote compact development land use patterns. The Urban Land Institute categorizes compact development that has most or all of the following:

- Concentrations of population and/or employment;
- Medium to high densities appropriate to context;
- A mix of uses;
- Interconnected streets;
- Innovative and flexible approaches to parking;
- Pedestrian, bicycle and transit-friendly design; and
- Access and proximity to transit such as Transit Oriented Development (TOD).[10]

Infill Development

Infill development is the process of developing vacant and/or underutilized land parcels within existing urban areas. Rather than developing open land parcels on the urban fringe, infill development focuses on rebuilding city centers first before expanding further outward of urban areas. Staff supports infill development land use policies.

Transit Oriented Development

Transit Oriented Development (TOD) is a planning method which aims to create more walkable, vibrant communities. It emphasizes the importance of an integrated transportation system, taking into consideration all modes of transportation (personal vehicles, public transportation, bicycles and pedestrians). TOD supports public transportation (bus, bus rapid transit, trolley, etc.) as a means to reduce congestion in city centers. While the Oshkosh MPO does not experience significant traffic congestion relative to larger metropolitan areas, it is important to maintain and strive to continuously improve the local public transportation system. Benefits of TOD include[11]:

- Higher quality of life
- Better places to live, work and play
- Greater mobility with ease of moving around
- Increased transit ridership
- Reduced traffic congestion and driving
- Reduced car accidents and injuries

[10] http://www.reconnectingamerica.org/assets/Uploads/2010_landusedrivinglowres.pdf (page 8, 02/21/14)
[11] http://www.transitorienteddevelopment.org/ (08/13/14)

- Reduced household spending on transportation, resulting in more affordable housing
- Healthier lifestyle with more walking and less stress
- Higher, more stable property values
- Increased foot traffic and customers for area businesses
- Greatly reduced dependence on foreign oil
- Greatly reduced pollution and environmental destruction
- Reduced incentive to sprawl, increased incentive for compact development
- Less expensive than building roads and sprawl
- Enhanced ability to maintain economic competiveness

Smart Growth

Smart Growth principles are strategies and policies which promote a shift away from conventional development patterns and focus on quality of life issues such as supporting better housing, transportation, economic development and preservation of environmental quality.[12] It is similar to concepts shared with TOD, infill development and compact development mentioned above. The US EPA outlines the following guidelines for smart growth[13]:

- Mix land uses
- Take advantage of compact building design
- Create housing opportunities and choices for a range of household types, family size and incomes
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Reinvest in and strengthen existing communities and achieve more balanced regional development
- Provide a variety of transportation choices
- Make development decisions predicable, fair and cost-effective
- Encourage citizen and stakeholder participation in development decisions

National Association of Transportation Officials (NACTO)

The National Association of Transportation Officials (NACTO) published reference materials for designing better streets/infrastructure for driving, walking, biking and public transportation. Their guide is called the *Urban Street Design Guide*. This guide provides useful information/principles to help cities and officials with planning for the future. Items of interest include:

- Streets
- Street Design Elements
- Interim Design Strategies
- Intersections
- Intersection Design Elements
- Design Controls

[12] http://www.newurbanism.org/newurbanism/smartgrowth.html. (08/13/14)
[13] Ibid. (08/13/14)

For more detailed information on the *Urban Street Design Guide*, please visit: http://nacto.org/usdg/ to learn more.

HEALTH AND LIVABILITY PERFORMANCE MEASURES

Commute Alone

This measure represents the percentage of the workforce that primarily drives alone to work.

Reason for Ranking

The transportation choices that communities and individuals make have important impacts on health through active living, air quality, and traffic crashes. The choices for commuting to work can include walking, biking, taking public transit, or carpooling, the most damaging to the health of communities is individuals commuting alone. In most counties, this is the primary form of transportation to work.[14]

Long Commute - Driving Alone

This measure estimates the proportion of commuters, among those who commute to work by car, truck, or van alone, who drive longer than 30 minutes to work each day.

Reason for Ranking

A 2012 study[15] in the American Journal of Preventive Medicine found that the farther people commute by vehicle, the higher their blood pressure and body mass index. Also, the farther they commute, the less physical activity the individual participated in.[16] Our current transportation system also contributes to physical inactivity—each additional hour spent in a car per day is associated with a 6 percent increase in the likelihood of obesity.[17,18]

Data was gathered for Winnebago County for number of workers, number of workers who drive alone, percentage of workers who drive alone and percentage of workers who commute 30 or more minutes to work. This data was available from the years 2011 – 2014 for number of workers, number of workers who drive alone, percentage of workers who drive alone and for 2014 for percentage of workers who commute 30 or more minutes to work. **Table 3-6** displays this data. Additionally, for the state of Wisconsin, approximately 80 percent of drivers commute alone. Winnebago County shows similar trends to the state for percent of workers who drive alone; the county is slightly below the state average for percent of workers who commute 30+ minutes to work (16 percent compared to 26 percent).

[14] http://www.countyhealthrankings.org/app/wisconsin/2014/measure/factors/67/map. (04/07/14)
[15] http://www.ajpmonline.org/article/S0749-3797%2812%2900167-5/abstract. (04/07/14)
[16] Hoehner, Christine M., et al. "Commuting distance, cardiorespiratory fitness, and metabolic risk." American journal of preventive medicine 42.6 (2012): 571-578. (04/22/14)
[17] http://www.countyhealthrankings.org/app/wisconsin/2014/measure/factors/137/map. (04/07/14)
[18] Frank, Lawrence D., Martin A. Andresen, and Thomas L. Schmid. "Obesity relationships with community design, physical activity, and time spent in cars." American journal of preventive medicine 27.2 (2004): 87-96. (04/22/14)

Table 3-6: Commute Alone and Long Commute, by County and State, 2011-2014

	Winnebago			
Year	2011	2012	2013	2014
Workers	81,453	83,011	82,813	82,899
# Drive Alone	68,595	69,200	69,250	69,245
% Drive Alone	84	83	84	84
30+ min Commute % Drive Alone				16
% Drive Alone, Wisconsin	80	80	80	80
30+ min Commute % Drive Alone, Wisconsin				26

Source: http://www.countyhealthrankings.org/ (2014)

Air Quality Data – Ozone

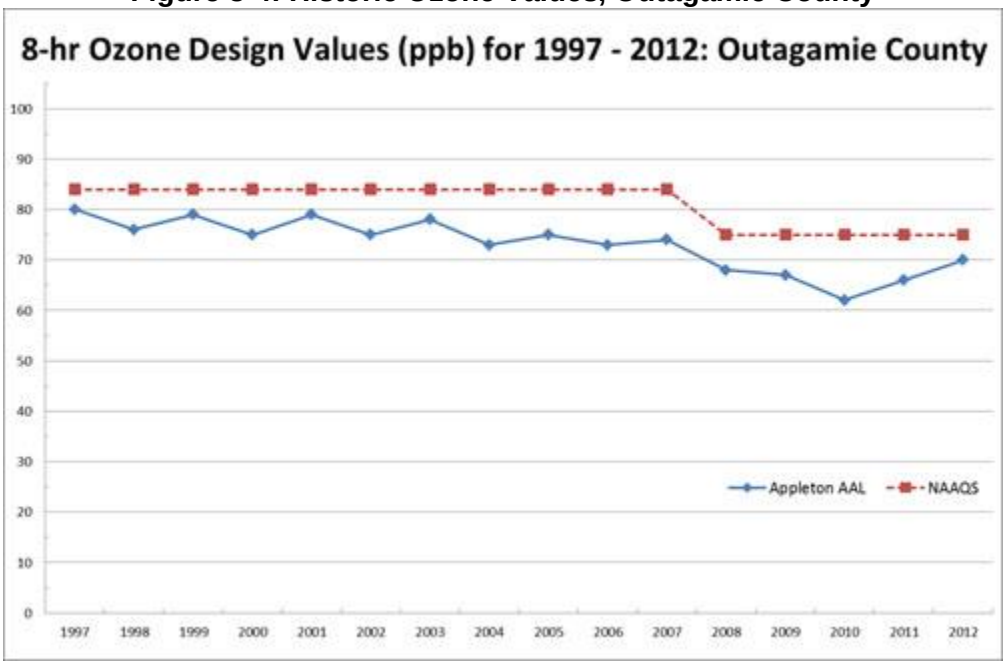
Ground level ozone is the main component of smog. Ozone can also adversely affect one's health. As such, people with lung disease, children, older adults and people who are active outdoors may be adversely impacted by elevated levels of ozone in the air.[19] In addition to negatively impacting people, elevated levels of ozone can cause damage to sensitive vegetation and ecosystems.[20] Primary sources of ozone include emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors and chemical solvents.[21] Ozone data is measured in units of parts per billion (ppb). As part of the Clean Air Act, the Environmental Protection Agency (EPA) is required to set National Ambient Air Quality Standards (NAAQS).

For ozone, the air quality standard (maximum) is set at 0.075 parts per million (ppm), which equals 75 ppb. This 0.075 ppm standard represents the "Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years".[22] **Figure 3-4** displays the average daily ozone levels for Outagamie County as reported by the Wisconsin DNR Air Quality Trends Report (2014). **Please note that ozone monitoring stations are not available for Winnebago County, but Outagamie County was used as a comparison for both ozone and PM2.5 data.** Outagamie County ozone values have consistently remained below the NAAQS.

PM2.5 and ozone monitoring in Outagamie County is done at 4432 North Meade Street in Appleton near a neighborhood.[23] **Please note that the current air quality standard of 75 ppb may in the near future be reduced to 60-70 ppb by the EPA. Information is available in a report titled *Policy Assessment for the Review of the Ozone National Ambient Air Quality Standards.*[24] Winnebago County could potentially be listed as a non-attainment county.**

[19] http://www.epa.gov/groundlevelozone/basic.html. (4/28/14)
[20] Ibid. (4/28/14)
[21] http://www.epa.gov/groundlevelozone/basic.html. (4/28/14)
[22] http://www.epa.gov/ttn/naaqs/standards/ozone/s_o3_history.html. (4/28/14)
[23] http://dnr.wi.gov/topic/airquality/Trends.asp?cty=Outagamie#charts. (05/19/14)
[24] http://www.epa.gov/ttn/naaqs/standards/ozone/data/20140131pa.pdf. (07/10/14)

Figure 3-4: Historic Ozone Values, Outagamie County



Source: Wisconsin DNR, 2014

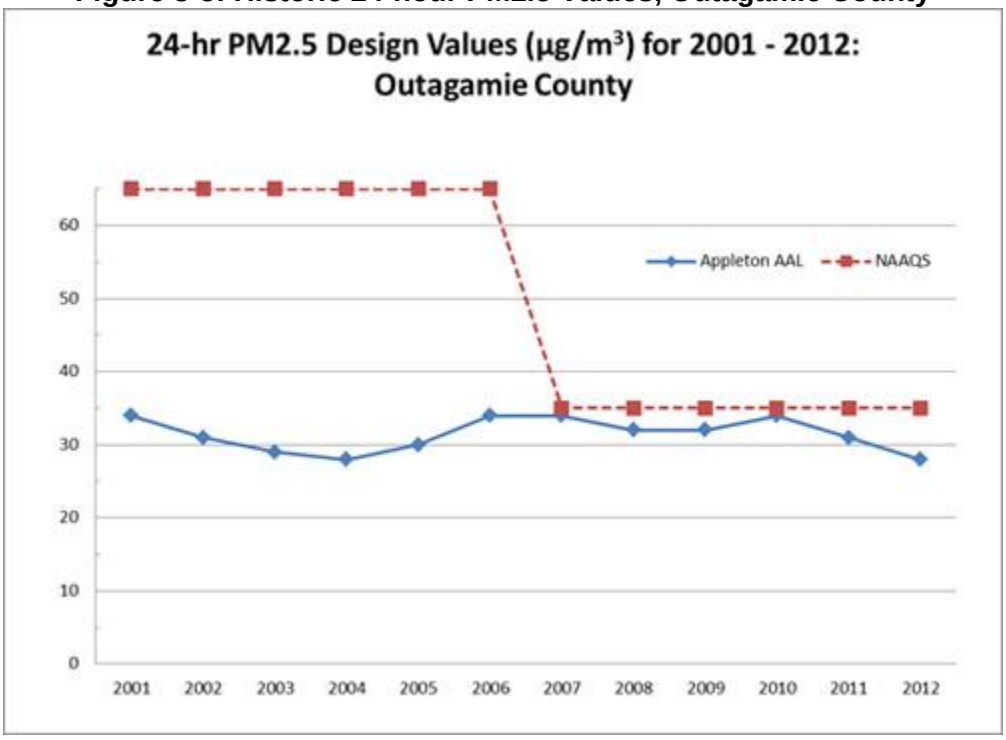
Air Quality Data – Particulate Matter (PM2.5)

Particulate matter (PM) is another data set that is useful for determining relative air quality. The EPA defines particulate matter as "a complex mixture of extremely small particles and liquid droplets. Particle [matter] is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals and soil or dust particles".[25] The EPA defines PM particles as either "inhalable course particles" or "fine particles" and for the purpose of this analysis, only fine particle data was gathered from the DNR. The EPA defines fine particles as "those found in smoke and haze, are 2.5 micrometers in diameter and smaller; these particles can be directly emitted from sources such as forest fires, or they can form when gases emitted from power plans, industries and automobiles react in the air".[26]

This data was gathered from the Wisconsin DNR Air Quality Trends Report (2014) (same as ozone data above). It was averaged to find yearly PM2.5 totals from 2009 through 2013. The EPA's National Ambient Air Quality Standards for PM2.5 (24-hour) is approximately 35 micrometers and 15 micrometers for annual PM2.5 (changed to 12 micrometers in January 2014). **Figure 3-5 – 3-6** displays the PM2.5 (micrometers) for Outagamie County (24 hour and annual data). Outagamie County has consistently remained below the NAAQS.

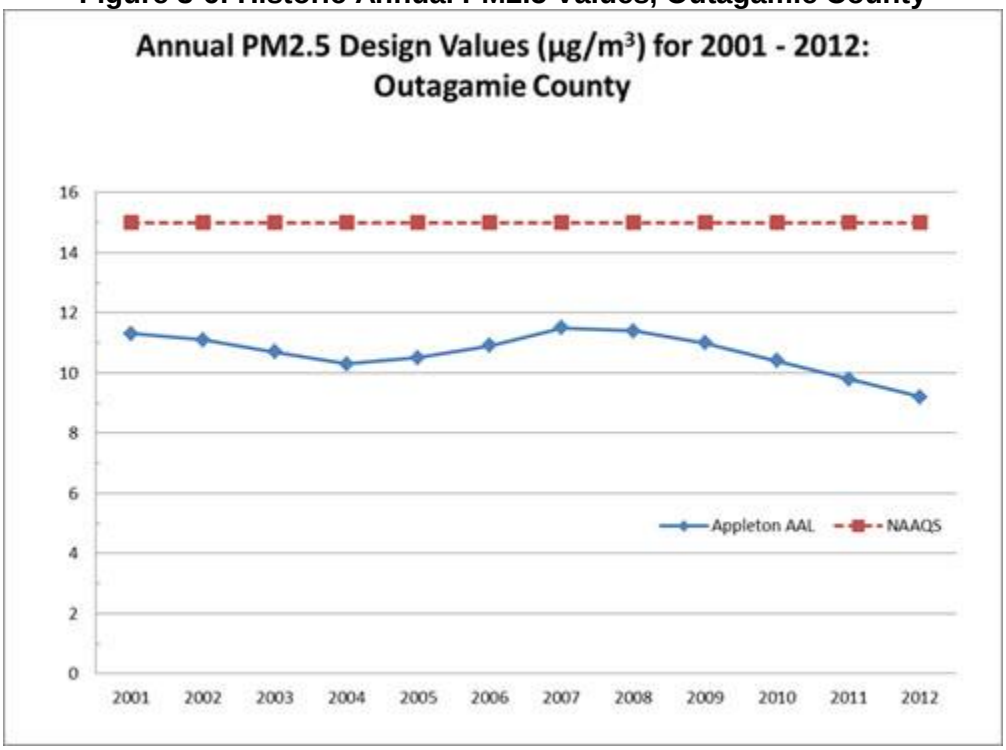
[25] http://www.epa.gov/airquality/particlepollution/. (4/28/14)
[26] http://www.epa.gov/airquality/particlepollution/. (4/28/14)

Figure 3-5: Historic 24-hour PM2.5 Values, Outagamie County



Source: Wisconsin DNR, 2014

Figure 3-6: Historic Annual PM2.5 Values, Outagamie County



Source: Wisconsin DNR, 2014

CHAPTER 4

LAND USE &
DEVELOPMENT

CHAPTER 4 – LAND USE AND DEVELOPMENT

TABLE OF CONTENTS

Land Use and Development..... 4-1
Land Use 4-1

TABLES

Table 4-1: Oshkosh MPO Updated Land Use, 2014 4-2

MAPS

Map 4-1: Oshkosh MPO Existing Land Use 2010 4-5
Map 4-2: Oshkosh MPO Future Land Use 2050..... 4-7

CHAPTER 4: LAND USE AND DEVELOPMENT

LAND USE AND DEVELOPMENT

Historical land use trends and existing land use characteristics are essential to determining future land use/transportation relationships. Since 1960, the Oshkosh study area has experienced significant changes in urban land use patterns. While the urban core (contiguous urban development) has expanded, the 1960s began a 20 year period of significant scattered urban uses through the planning area. Between 1960 and 1970, over 50 percent of urban development was scattered beyond the urban core. This trend was most evident in the Town of Algoma, however all towns experienced development pressures. During the 1970s, various state and local land use and environmental regulations were adopted, which impacted these land use trends and provided for more compact and dense development. By the 1990s, significantly less scattered urban development was occurring. This trend continues today.

The changing density of development has also had an impact on land consumption. Since 1970, scattered single family residential development averaged 2 units per acre and residential development in the urban core area averaged just over 3 units per acre. Over this time period, land uses have changed from very scattered residential or agricultural to more developed residential on the urban fringe. Scattered residential persists further beyond the urbanizing areas. In the urban core area, industrial and commercial land consumption has also increased significantly with a trend toward less dense development. As an example, significant increases in parking areas for retail centers have created greater land consumption.

LAND USE

An inventory of existing land use was completed in June of 2014. This inventory provided a foundation for both the sewer service area plans and this transportation/land use plan. The results of the inventory are depicted in **Table 4-1**. The largest land use categories (as a percentage of total MPO acreage) include: Non-irrigated Cropland (36%), Single Family Structures (16%), Undeveloped Land Areas & Water (11%), Streets/Highways and Right of Way (9%) and General Woodlands (4%). **Map 4-1** displays the existing land use categories for the Oshkosh MPO region; **Map 4-2** displays the future land use classifications.

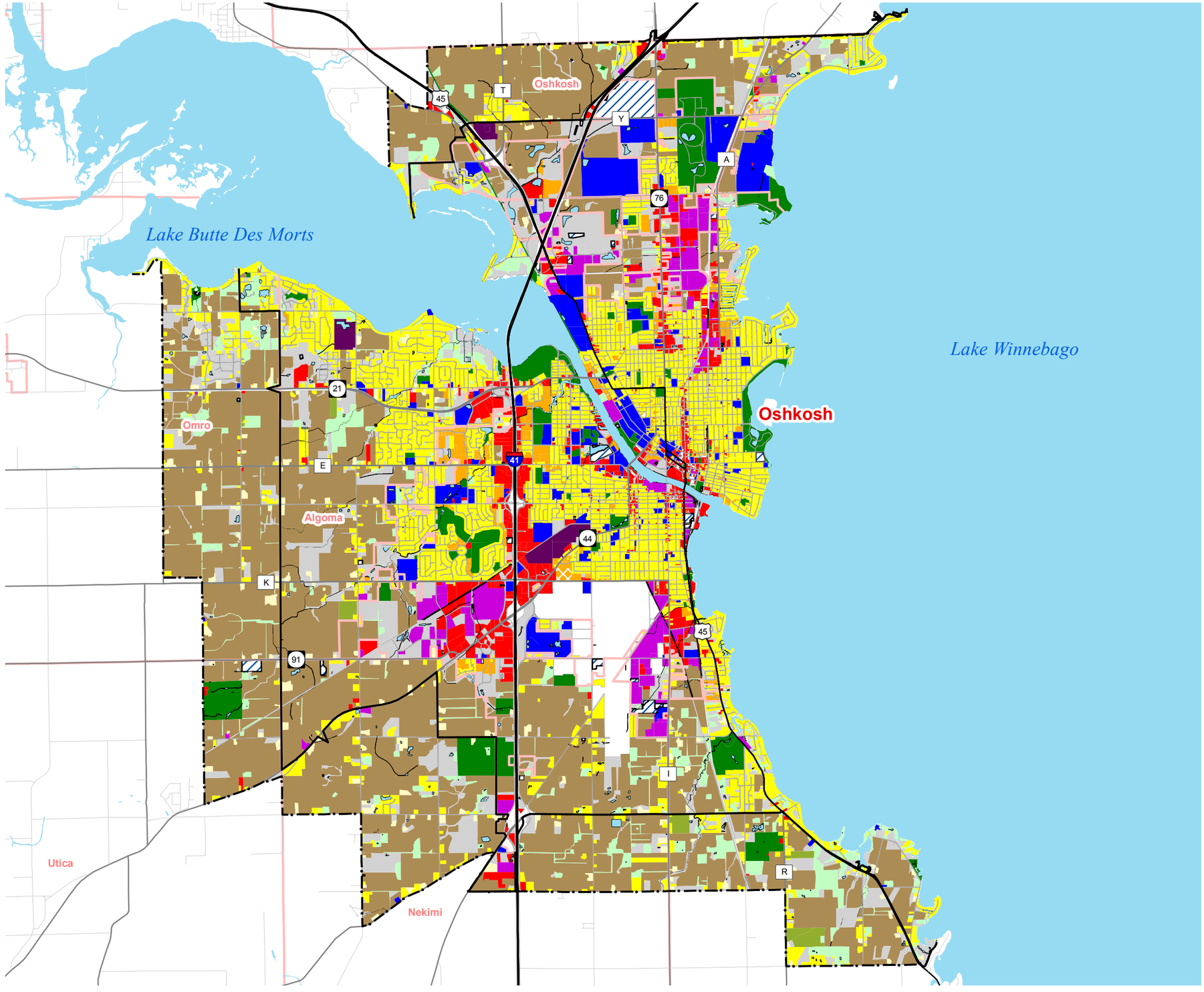
Table 4-1: Oshkosh MPO Updated Land Use, 2014

Land Use	Acres	Parcels	Percent
Nonirrigated Cropland	16,883	395	36.15%
Single Family Structures	7,339	22,344	15.71%
Undeveloped Land Areas & Water	4,907	1,987	10.51%
Highways and ROWs	4,070	255	8.72%
General Woodlands	1,967	525	4.21%
Air Transportation	1,126	19	2.41%
Manufacturing	1,079	152	2.31%
General Recreation Parks	1,021	126	2.19%
Water Areas	914	1,060	1.96%
Retail Trade	735	489	1.57%
Apartments	695	1,397	1.49%
Institutional Facilities	661	85	1.42%
Commercial Services	572	702	1.23%
Golf Courses, Country Clubs	512	14	1.10%
Barns, Sheds, Outbuildings	502	249	1.07%
Public Administration	401	43	0.86%
Warehousing and Storage	344	222	0.74%
Educational Services	245	49	0.53%
Amusement	228	2	0.49%
Mining	221	10	0.47%
Active Landfills	210	2	0.45%
Planted Wood Lots	205	15	0.44%
Farm Residences	174	193	0.37%
Wholesale Trade	172	39	0.37%
Utilities	167	93	0.36%
Rail Transportation	159	23	0.34%
Accessory Residential Uses	154	486	0.33%
Cemeteries	150	9	0.32%
Support Activities for Transportation	99	112	0.21%
Religious Organizations and Non-Profit Agencies	94	26	0.20%
Colleges & Universities	88	11	0.19%
Residential Development	79	283	0.17%
Truck Transportation	59	11	0.13%
Sport & Rec Facilities	50	9	0.11%
Fairgrounds	47	2	0.10%
Electrical Power Generation	44	7	0.09%
Automobile Salvage Yards	40	5	0.09%
Ambulatory Health Care Service	36	5	0.08%
Hospitals	36	1	0.08%
Construction	33	16	0.07%
Mobile Home Parks	32	2	0.07%
Parks and Outdoor Recreation	29	9	0.06%
Marinas	29	10	0.06%
Recreational Vehicle Park	20	6	0.04%
Group Quarters	18	4	0.04%
Spectator Sport	16	2	0.04%
Commercial	14	22	0.03%
Broadcasting and Telecommunications	8	10	0.02%
Museums & Historical Sites	4	2	0.01%
Mobile Homes Not in Parks	4	6	0.01%
Unknown	3	1	0.01%

Land Use	Acres	Parcels	Percent
Recycling Facilities	2	1	0.00%
Water Towers/Storage Tanks	1	3	0.00%
Natural Gas Distribution	1	2	0.00%
Sewage Treatment Plant	0.49	2	0.00%
Transportation	0.45	1	0.00%
Irrigated Cropland	0.02	1	0.00%
Waste Treatment & Disposal			0.00%
Public Libraries			0.00%
Total	**46,699**	**31,557**	**100.00**

Source: Data of Existing Land Use, updated by ECWRPC 2014

Map 4-1
Oshkosh MPO
Existing Land Use 2010



- Municipal Boundary
- Oshkosh Planning Boundary
- Oshkosh Adjusted Urbanized Area
- Single Family Residential
- Farmsteads
- Multi-Family
- Mobile Home Parks
- Commercial
- Industrial
- Quarries
- Institutional Facilities
- Transportation
- Utilities/Communications
- Non-Irrigated Cropland
- Irrigated Cropland
- Other Ag Land / Pasture
- Recreational Facilities
- Planted Woodlands
- General Woodlands
- Open Other Land
- Water

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
Existing Land Use Created by ECWRPC 2003, 2010
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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ECWRPC

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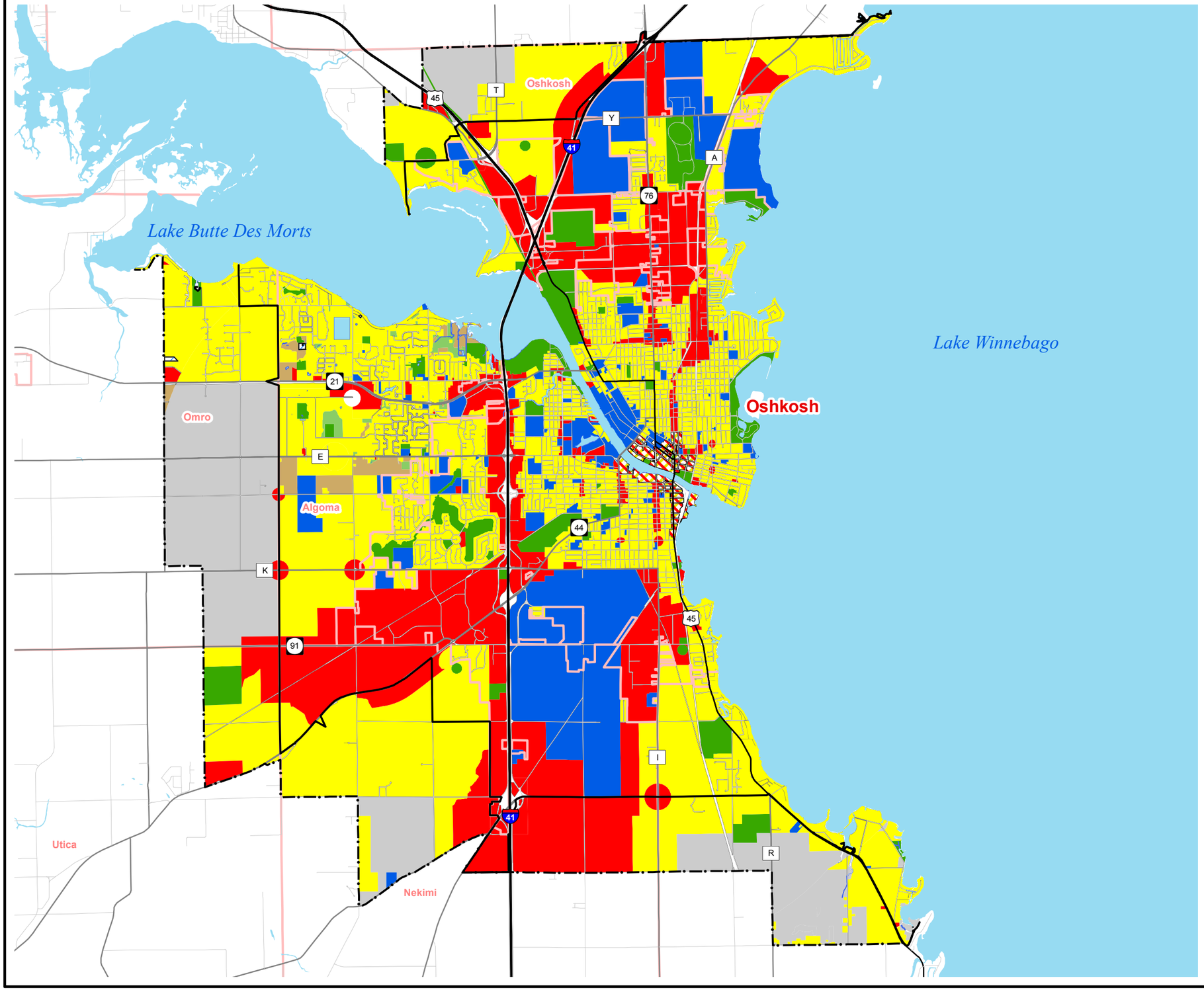
Map 4-2
Oshkosh MPO
Future Land Use 2050



- Municipal Boundary
- Oshkosh Planning Area Boundary
- Oshkosh Adjusted Urbanized Area
- Single Family Residential
- Commercial
- Quarry
- Institutional
- Agriculture
- Transportation
- Open
- Woodlands
- Water
- Utility
- Mixed Use
- Mobile Home
- Multi-Family
- Recreational Facilities

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
Existing Land Use Created by ECWRPC 2003, 2010
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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CHAPTER 5

ADOPTED VISION, GOALS, & OBJECTIVES

CHAPTER 5 – ADOPTED VISION, GOALS, AND OBJECTIVES

TABLE OF CONTENTS

Introduction 5-1
Vision 5-1
Transportation Goals and Objectives 5-2
- Goal 1: Integrated Planning 5-3
- Goal 2: Maximum System Effectiveness for All Residents 5-3
- Goal 3: An Efficient Transportation System 5-3
  - Highway Transportation 5-3
  - Freight Transportation 5-4
  - Public Transportation 5-5
  - Bicycle and Pedestrian Travel 5-6
  - Air Transportation 5-7
  - Passenger Rail 5-7
  - Water Transportation 5-7
- Goal 4: Safety 5-8
- Goal 5: Minimal Environmental/Cultural Disruption 5-9
- Goal 6: Compatibility with Land Use Patterns 5-10
- Goal 7: Conservation of Energy 5-10
- Goal 8: Performance Measures 5-11
- Goal 9: Environmental Justice 5-11
- Goal 10: Coordination at all Levels 5-11
- Goal 11: Complete Streets Policies 5-12
- Goal 12: Sustainable and Livable Communities 5-12

Land Use 5-13
Land Use Goals and Objectives 5-13
- Goal 1: Growth Management 5-13
  - Land Allocation 5-13
  - Land Use Standards 5-14
  - Development 5-14
  - Feasibility 5-15
  - Preservation 5-15
  - Existing Infrastructure 5-16
- Goal 2: Urban Service Delivery 5-16
  - Public Facilities 5-16
  - Cooperation and Coordination 5-16
- Goal 3: Environmental Resources 5-17
  - Water Resources 5-17
  - Air Quality 5-17
  - Environmental Areas and Corridors 5-18
  - Ecosystems 5-18
  - Agriculture 5-19
  - Waste Removal 5-19
- Goal 4: Open Space 5-19
  - Recreation 5-19
  - Heritage 5-20
  - Future Open Space 5-20

Cost 5-21
Opportunities 5-21

CHAPTER 5: ADOPTED VISION, GOALS AND OBJECTIVES

INTRODUCTION

East Central first developed the vision, goals and objectives for transportation/land use planning in the mid 1970s, and updated those goals and objectives in the early 1980s. The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 required all MPOs to update and adopt long-range transportation plans which conformed to ISTEA's metropolitan planning requirements. ISTEA's requirements emphasized multimodal transportation, a strong transportation/land use interrelationship and an expanded public involvement process. This process meshed well with East Central's long-established planning process.

In 1998, the Transportation Equity Act for the 21st Century (TEA-21) replaced ISTEA. The overall differences between the two included increased funding levels and a budgetary clause that guaranteed promised funding for transportation projects. In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) replaced TEA-21. SAFETEA-LU continued the commitment for multimodal transportation funding.

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced all prior transportation legislation. MAP-21 carries on with the principles established in previous legislation; however, its primary difference is the need for further performance measures and standards. Additional areas of challenge under MAP-21 include:

- improving safety;
- maintaining infrastructure condition;
- reducing traffic congestion;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability; and
- reducing project delivery delays.

To carry out the comprehensive planning program, MAP-21 has reconfirmed the role of a cooperative planning institution, the MPO, to guarantee that all aspects of the Oshkosh Urbanized Area will be represented in the plan's development and that planning will be conducted on a continuing basis.

The vision, goals and objectives pertinent to the long range planning process are as follows:

VISION

In 2050, the Oshkosh Urbanized Area will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy and finances.

TRANSPORTATION GOALS AND OBJECTIVES

To obtain this vision, the following transportation goals were defined:

1. **Integrated planning.** Integrate the transportation program with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect centers of activity.

2. **Maximum system effectiveness for all residents.** Consider the capabilities and transportation preferences of all users and determine the relative effectiveness of various system alternatives.

3. **An efficient transportation system.** Provide an integrated transportation system that will meet short and long range needs and maximize the capabilities of all transportation modes including street and highway, rail and trucking facilities, public transportation, bicycle and pedestrian travel and air transportation.

4. **Safety.** Provide a safe transportation system throughout the region.

5. **Minimal environmental/cultural disruption.** Develop a transportation system that minimizes environmental disruption and maintains environmental quality.

6. **Compatibility with land use patterns.** Develop a transportation system compatible with existing and future land use patterns.

7. **Conservation of energy.** Provide a transportation system that promotes the conservation of energy resources.

8. **Performance Measures.** Develop and monitor relevant data sets to track the overall efficiency of the transportation system.

9. **Environmental Justice.** Ensure that access to transportation systems and the transportation planning process is available to all individuals, regardless of race or socioeconomic status.

10. **Coordination at all levels.** Coordination with local and state planning documents and programs.

11. **Complete Streets Policies.** Institute a Complete Streets policy to ensure consistent design and operation of the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders and pedestrians of all ages and abilities.[1]

12. **Sustainable and Livable Communities.** Foster the development of livable communities—places where coordinated transportation, housing, and commercial development give people access to affordable and environmentally sustainable transportation.[2]

[1] http://www.smartgrowthamerica.org/complete-streets. (02-19-14)
[2] http://www.dot.gov/livability/101. (02-19-14)

Goal 1: Integrated Planning

Objectives

A. The existing transportation system should be continually evaluated, deficiencies identified and solutions proposed in keeping with comprehensive planning goals and objectives.

B. The transportation system should be planned in support of current land use and desired patterns of future development.

C. All proposals and changes considered in the comprehensive planning program should be constructively reviewed in terms of their impact on the transportation system.

D. Local citizens impacted by changes in transportation should be formally involved in the transportation planning process.

E. Compatibility should be promoted among local, regional and state transportation policies and plans.

F. Compatibility should be promoted between public and private transportation services.

Goal 2: Maximum System Effectiveness for All Residents

Objectives

A. Transportation by all modes (i.e. personal vehicle, transit, bicycle/pedestrian facilities) should be provided to all persons residing in the region.

B. Methodologies should be employed capable of comparing the effectiveness of investments in alternative transportation networks and modes.

C. Subsidy programs should be considered to meet the needs of the economically disadvantaged.

Goal 3: An Efficient Transportation System

Highway Transportation

Ensure that appropriate levels of service for road transportation are provided to reduce congestion for the entire region.

Objectives:

A. The highway system should be designed to adequately accommodate projected future highway travel growth and the potential modal choices necessary for the efficient movement of goods and people.

B. Development of new or expanded highway corridors should only be considered after a determination that alternative transportation modes cannot address the need to:

1. Alleviate significant safety hazards
2. Relieve communities of heavy through-traffic burdens
3. Alleviate traffic congestion
4. Conserve energy in highway use
5. Stimulate economic development
6. Provide a framework for future planned land use

C. A community's development plan should incorporate all proposed future principal and minor arterial streets within their existing and extraterritorial powers jurisdictions.

D. Street and highway design standards should be based on functional class criteria set forth in WisDOT's *Design Manual*.

E. Community development regulations allowing private streets should require right-of-way and design standards consistent with WisDOT's *Design Manual* for local streets.

F. Adequate financial resources for upkeep and renewal of existing highways to prevent accelerated deterioration should be a high priority in the budgetary process.

G. Low-cost improvements such as channelization, signalization and removal of parking should be the first measure considered to maintain an adequate level of service on highway facilities.

H. Regulations concerning the use of highways should be strictly enforced, including those which prevent the deterioration of structures and the highway surface.

I. Appropriate access control measures should be established for existing and future routes functionally classified or proposed as principal or minor arterials.

J. Traffic control signals within the urbanized area should be coordinated or timed to facilitate the efficient flow of traffic.

K. Alternative intersections such as roundabouts, diverging diamond interchanges, etc. should be designed and implemented to promote safety, efficiency and reduce congestion within the transportation network.

L. Future residential developments should be designed to incorporate a street grid pattern to foster compact development, disperse traffic flows and provide for the efficient delivery of essential residential services such as utilities, refuse removal and winter snow removal.

Freight Transportation

Ensure that appropriate types and levels of freight transportation services are provided to the entire region.

Objectives:

A. Common-carrier truck service should be provided to all areas of the region.

B. Efficient truck routing should be oriented to the freeway, expressway and high-level arterial network to facilitate truck traffic and to reduce conflicts with autos.

C. Joint terminals and common pick-up and delivery services should be encouraged where efficient and practical for the transport companies concerned.

D. The location of truck and rail terminals should be determined cooperatively by public and private interests and expanded, when necessary to service new land uses.

E. Existing commercial/freight rail service should be maintained and strengthened according to standards set forth in the Wisconsin Rail Plan.

F. Air freight service should be provided at all metropolitan and regional centers.

Public Transportation

Maintain and expand public transportation choices to provide an alternative or base mode of transportation which supports the mobility needs in the urban area.

Objectives:

A. Local governments should recognize and support public transportation as a basic public service.

B. Public transportation should be provided in all urban areas using delivery systems appropriate to the density of development. Delivery systems include both fixed-route and demand-responsive services employing various sized buses, vans and taxis for the appropriate customers.

C. Human service/specialized transportation should be provided to seniors and individuals with disabilities that cannot access public transportation options within the service area.

D. Local governments should promote land use patterns and compact site design standards which can be efficiently served by public transportation.

E. Public transportation should be related to travel patterns within an urban area.

F. At a minimum, public transportation should meet the mobility needs of the transit dependent.

G. Public transportation should provide a level of service that is safe, convenient, reliable and affordable.

H. Funding and organizational mechanisms for public transportation should be based on principles of equity and reflect the interconnectivity of jurisdictions within an urban area.

I. Public transportation should strive to meet the service, performance, management and marketing standards determined for a given urban area.

J. Transportation services within an urban area should be coordinated to increase efficiency and avoid overlap and duplication of services. Mobility Management programs should be used to maximize resources as well as analyze needs and services. Coordination should encompass public and private transportation services and include such travel demand management

programs as ride-sharing, employee van pools, subsidized transit passes and park and ride lots.

K. Intercity public transportation should serve all populous areas of the region.

Bicycle and Pedestrian Travel

Make travel by foot or bicycle a safe, convenient, and healthy attractive alternative to motorized travel by providing adequate accommodations, education and enforcement, and proposing more compact land use patterns.

Objectives:

A. A network of suitable on and off-road routes should be developed which provide linkages between important origins and destinations that interconnect with other modes of transportation both locally and regionally.

B. Conflicts between motor vehicles and bicycles and pedestrians should be minimized.

C. Bicycle and pedestrian related improvements should be integrated into the planning, design, and construction of all appropriate highway and street improvement projects.

D. Facilities and amenities which make bicycling and walking more attractive alternatives to the motor vehicle should be provided at destinations.

E. Actions, activities and incentives which encourage increased walking and bicycling for transportation purposes should be promoted.

F. Efforts to increase community awareness of bicycle and pedestrian safety issues should be undertaken.

G. Enforcement of "rules of the road" which pertain to safe bicycling and walking should be increased.

H. Efforts to alert motorists to the presence of bicyclists and pedestrians on designated routes and at intersections/trail crossings should be undertaken.

I. Compact and mixed land uses should be encouraged to increase opportunities for bicycling and walking.

J. New development should be encouraged to integrate the bicycle and pedestrian modes of transportation.

K. Natural and man-made corridors should be utilized for bicycle/pedestrian trails.

L. Where possible, community/cultural amenities should connect with existing and future bicycle and pedestrian facilities of the region.

Air Transportation

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

Objectives:

A. An airport system should be maintained to provide an adequate level of service to existing and anticipated patterns of development, especially areas of population concentration and activities which generate significant travel demands throughout the region.

B. Each airport in the region should be designed to conform to the standards and provide the type of service indicated by its classification in the Wisconsin Airport Systems Plan.

C. Master plans should be prepared for all airports in the region included in the Wisconsin Airport System plan.

D. A zoning ordinance should be adopted for every airport in the region to ensure compatible uses adjacent to each airport.

E. Airports should cause minimal disruption of the environment and natural resource base.

F. Noise exposure forecast criteria should be considered when developing areas surrounding airports.

G. Priority should be given to maintaining existing airport facilities in a safe condition before constructing new facilities.

H. The airport system should be integrated with other major transportation modes.

I. Adequate public transportation should provide access to the airport and the community.

J. Adequate parking areas should be maintained at all airports in the region.

Passenger Rail

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

Objectives:

A. Local government should participate in the implementation of the Midwest Rail Initiative.

B. A future passenger rail system should be integrated with freight rail service infrastructure and supported by adequate parking and passenger facilities.

C. Rail crossings should minimize traffic congestion.

Water Transportation

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

Objectives:

A. Local government should coordinate with pertinent enforcement agencies to keep river travel safe.

B. Maintain high water quality standards on area waterways by working with the appropriate agencies/departments (i.e. Wisconsin DNR, health officials, etc.)

C. Bridge openings should cause minimal disruption to bridge traffic. Where possible, bridge reconstruction projects should take into consideration both auto and boat users to reduce traffic conflicts.

D. Water related facilities such as public launches and docking should be maintained and strengthened to meet economic and recreational needs.

E. Research potential opportunities to develop and coordinate a water taxi service for the Fox River waterfront area.

Goal 4: Safety

Objectives

A. The level of access control should be appropriate to the function of the highway.

B. Vehicle conflicts should be reduced through roadway and intersection designs appropriate for the desired level of service.

C. Accident-producing facility deficiencies should be accorded a high priority for correction.

D. Design standards should be adequate for the legal speeds, sizes, and weights of vehicles.

E. Appropriate marking, signing, and protection devices should be installed where justified by design, speed and accident exposure rates.

F. Safe speed limits and laws dealing with drunk driving should be strictly enforced and new strategies for dealing with these problems should be explored.

G. The strictest possible safety regulations should be employed during construction of active transportation sites.

H. Driver education programs should be designed not only to train new drivers but also to improve the techniques of present drivers.

I. Educational programs should be expanded to include pedestrian, motorcycle and bicycle safety and the safe use of public transportation.

J. Railway and highway grade crossings should be eliminated in high traffic areas and properly signalized in other areas.

K. Harbors and other navigable waters should be clearly marked and lighted where appropriate.

L. To ensure safe movement of hazardous material, infrastructure improvements should conform to guidelines set by local emergency services and state and federal regulations.

Goal 5: Minimal Environmental/Cultural Disruption

Objectives

A. Required federal and state environmental impact statements and assessments for transportation facilities should be carefully reviewed on the local and regional levels.

B. Care should be taken to protect historic or visually pleasing buildings and scenic, historic, scientific and cultural sites when constructing new or improving existing transportation facilities.

C. The location of roadways through environmentally sensitive areas should be minimized.

D. Transportation facilities should be designed to be aesthetically pleasing and sensitive to the natural landscape, incorporating such amenities as boulevards, berms and attractive landscaping on major arterials in urban areas and minimizing unsightly views such as junkyards, billboards, and strip commercial development in more rural areas.

E. Natural vegetation should be encouraged along roadsides to eliminate invasive species, protect wildlife, reduce the use of herbicides, cut maintenance costs and help alleviate air and noise pollution.

F. Transportation facilities should be located and designed to minimize exposure of people to harmful and/or annoying air, water or noise pollution levels.

G. Air pollution should be minimized through efficient traffic control measures and through encouragement of transit, bicycle and pedestrian travel.

H. Air quality should be monitored to ensure that motor vehicles, including air and water craft, do not exceed the exhaust emission standards set by the Environmental Protection Agency.

I. All transport related sewerage and other facilities should be constructed and maintained so that their contribution to water pollution will be minimized and will meet appropriate water quality standards.

J. Natural water depths should be used to the maximum extent possible to avoid unnecessary dredging. Where dredging is necessary, disposal sites should be planned and located consistent with state solid waste disposal regulations and/or disposed of in a nuisance-free and aesthetic manner.

K. National noise standards should be used to ensure that residential areas, schools, or other places with high concentrations of people are not exposed to harmful levels of noise from transportation facilities.

Goal 6: Compatibility with Land Use Patterns

Objectives

A. The proper use of land for and adjacent to highways should be maximized by coordinating street and highway planning with land development.

B. The relative accessibility provided by the highway system should be adapted to comprehensive plans by providing a higher level of accessibility to areas where development is to be encouraged.

C. The total amount of land used for roadways should be minimized and multiple uses of right-of-ways should be encouraged.

D. The disruption and dislocation of neighborhoods, households, businesses, industries and public and institutional buildings by construction of new or reconstruction of existing transportation facilities should be minimized.

E. Development of neighborhood units by arterial streets and highways should be avoided except where it can be demonstrated that the proposed location and design will improve the ability of the area to function effectively.

F. Location of new or relocation of existing transportation facilities in or through recreational facilities and historic, scenic or cultural sites should be avoided wherever possible to accommodate these amenities/features.

G. When constructing or improving roadways, prime farmland should be preserved wherever possible.

H. Transportation facilities should be designed to promote compact development. New transportation facilities should not be extended for new subdivisions until existing subdivisions are fully developed.

I. Right-of-ways for proposed transportation facilities should be reserved to minimize disruption of future development.

Goal 7: Conservation of Energy

Objectives

A. Local governments should develop transportation policies to conserve transportation energy and meet contingency situations in case of fuel shortfalls.

B. Development patterns that reduce the need to travel should be promoted.

C. Interruptions in traffic flow should be minimized.

D. Bypasses of urbanized areas should only be constructed where serious traffic congestion can be alleviated.

E. Highway facilities should be designed and maintained to conserve energy. This includes providing smooth pavements and the elimination of steep grades and sharp curves.

F. The use of ride sharing and mass transportation should be encouraged; including investigating potential opportunities to increase use of services with emerging technologies (i.e. smartphone applications and geographic information systems)

G. The most energy efficient methods of construction and maintenance should be identified and applied.

H. Efforts to improve energy conservation through improved fuel efficiency of vehicles and through educational programs on better driving and travel habits should be pursued.

Goal 8: Performance Measures

Objectives

A. Performance measures and targets should be monitored, tracked and integrated into the long-range transportation/land use plan.

B. Both motorized and non-motorized transportation modes should be monitored by performance measures.

C. Other performance measures to track should include (but are not limited to) the urban and rural road network, public transportation, bicycle counts, rail and bridge sufficiency ratings, air quality, non-recurring incidents, and WisDOT's MAPSS (Mobility, Accountability, Preservation, Safety and Service) performance measures.

Goal 9: Environmental Justice

Objectives

A. Efforts to include all individuals such as elected officials, transportation officials and other decision makers (healthcare, school districts, economic development, etc.) in the planning process should be made including utilizing all available forms of media and methods.

B. ECWRPC's Public Participation Plan (PPP) should be referenced to encourage and monitor participation of all citizens in the MPO planning boundaries.

Goal 10: Coordination at all Levels

Objectives

A. Efforts to ensure consistency with WisDOT's Connections 2030 State Long Range Transportation Plan and any relevant municipal transportation and comprehensive plans should be reviewed and incorporated into this planning process.

B. Consistency with WisDOT's MAPSS performance measures should be reviewed and incorporated into this planning process.

C. Consistency with planning efforts of local municipalities should be reviewed and incorporated into this planning process

Goal 11: Complete Streets Policies

Objectives

A. Transportation planners, engineers and municipalities should be cognizant of designing transportation systems that take into consideration all modes of travels and abilities of users.

B. Elected officials, transportation officials and other decision makers (healthcare, school districts, economic development, etc.) should recognize the interconnectedness of safety, health and economic vitality in the role of building a reliable transportation network.[3]

C. Work with and foster the development of complete streets policies with local municipalities.

Goal 12: Sustainable and Livable Communities

Objectives

A. Implementation of the U.S. DOT's livability principles should be incorporated into the MPO planning process.

B. The six livability principles are defined by the U.S. DOT:

1. **Provide more transportation choices** to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health.
2. **Expand location- and energy-efficient housing choices** for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
3. **Improve economic competitiveness of neighborhoods** by giving people reliable access to employment centers, educational opportunities, services and other basic needs.
4. **Target federal funding toward existing communities** – through transit-oriented and land recycling – to revitalize communities, reduce public works costs, and safeguard rural landscapes.
5. **Align federal policies and funding** to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth.
6. **Enhance the unique characteristics of all communities** by investing in healthy, safe and walkable neighborhoods, whether rural, urban or suburban.[4]

[3] http://www.smartgrowthamerica.org/complete-streets/a-to-z. (02-19-14)
[4] http://www.dot.gov/livability/101. (02-19-14)

LAND USE

The goals assembled pertaining to land use are intended to encourage efficient, orderly, and planned land use development patterns consistent with sound environmental management practices. The land use element provides direction and integrates four sub-element functional plans which have direct impacts on future land use. These functional areas are Growth Management, Urban Service Delivery, Environmental Resources, and Open Space.

Like the transportation objectives, the primary intent of the land use objectives is to guide land use decisions, particularly in terms of sewer service area actions. A secondary use of these objectives falls within the planning process itself.

LAND USE GOALS AND OBJECTIVES

The following sub-elements and goals were defined:

1. **Growth Management.** Encourage an orderly and planned pattern of community growth and development.

2. **Urban Service Delivery.** Promote urban services in an efficient, environmentally sound, and socially responsible manner.

3. **Environmental Resources.** Protect the environment and manage natural resources in an ecologically sound manner.

4. **Open Space.** Provide sufficient public open space to meet the recreational needs of all residents and protect and preserve natural and cultural resources.

Goal 1: Growth Management

Land Allocation

Promote balanced allocation of land areas to accommodate current and future urban development needs.

Objectives:

A. The supply of land allocated for urban development should approximate the current and future needs as determined from population, employment and land use projections which have been developed in conjunction with adopted comprehensive or urban service area plans.

B. New urban development patterns should incorporate planned areas of mixed use and density neighborhoods that are clustered and compatible with adjacent uses.

C. Work places, shopping centers, recreational facilities, and community facilities should be located to provide a mix of land uses for improved accessibility for residents.

D. Urban designs with higher density land use alternatives should be promoted.

E. Promote balanced allocation of land areas to accommodate current and future development of public and private utilities.

Land Use Standards

Promote planned urban communities which contain centralized, compact, contiguous and compatible urban development patterns.

Objectives:

A. Vacant developable lands within existing urban areas should first be infilled, then development staged outward from the existing development limits.

B. New subdivision development should be encouraged within existing urbanized areas or as an expansion of existing urban areas concurrent with the provision of necessary facilities and services.

C. The expansion of major commercial and industrial land use activities should be adjacent to existing areas or in areas designated for such development in adopted comprehensive plans.

D. Natural and man-made features, such as ridge lines, streams and major highways, should be considered in the expansion and staging of urban development.

E. Urban development should only take place in designated urban service areas.

F. Community development plans should be coordinated in multijurisdictional urban areas.

G. Urban sprawl in the form of unplanned development which is non-contiguous, low density scattered and inefficiently served should be discouraged.

H. Development and redevelopment of land parcels should consider a mix of uses and functions.

Development

Promote urban development which protects environmentally sensitive areas and is compatible with the natural resource base.

Objectives:

A. Urban development should be directed to suitable land and discouraged on unsuitable land, such as floodplains, wetlands, prime agricultural soils, areas of high bedrock and groundwater, steep slopes, prime wildlife habitat, unique scientific areas and areas of historical or archeological significance.

B. The development of environmentally sensitive areas should be discouraged.

C. Adverse development impacts to surface water and groundwater should be mitigated.

D. Designs and plans for new development should preserve open spaces for public use, complement the existing landscape, and conserve energy and natural resources.

E. Land reclamation should be required following extractive operations or other uses which significantly alter the land surface.

F. Urban redevelopment activities should weigh environmental, health and safety factors against associated costs and benefits.

Feasibility

Promote efficient and cost-effective development in urban growth areas.

Objectives:

A. Urban development should be encouraged at densities adequate to sustain reasonable urban service costs.

B. Urban development should occur in areas served by adequate public facilities and services.

C. A variety of types, prices and locations of housing should be provided to promote convenience, choice and affordability.

D. Development patterns and site designs that support multimodal transportation should be encouraged.

E. Major commercial and industrial areas should be provided with readily accessible major transportation systems.

F. Community comprehensive plans should be adopted prior to the extension of urban services.

Preservation

Preserve rural land uses by requiring planning which considers water and sanitary sewer adequacy.

Objectives:

A. Agricultural and open space characteristics of rural areas should be preserved.

B. Rural development should be limited to land with suitable physical characteristics and soils supporting conventional on-site sewage treatment systems.

C. Rural residential housing should be limited to dependent single lot use in agriculture and open space areas.

D. Rural subdivision development should be limited to areas which do not negatively impact agricultural or open space uses and the provision of public services.

E. Rural subdivision development should be restricted in urban planning areas until long-term urban services are provided.

Existing Infrastructure

Encourage development in areas that are served by existing transportation infrastructure.

Objectives:

A. Infill development and redevelopment projects should be promoted in order to avoid the need for extension of transportation infrastructure and service.

B. Design standards for infill should be given different consideration for transportation/traffic requirements compared to "greenfield" development.

Goal 2: Urban Service Delivery

Public Facilities

Provide efficient, economical, and equitable public facilities and services to urban development.

Objectives:

A. The use of existing public facilities and services should be maximized in the allocation of future urban growth.

B. Design of new and upgraded transportation and utility facilities with capacities sufficient to respond to existing demand levels and to the additional demand generated by planned development should be encouraged.

C. A full range of essential urban services and facilities should be provided to urban development areas.

D. The costs of providing urban services should be minimized through higher density development.

E. Major infrastructure extensions should be staged to coincide with community growth rates.

F. Utilities serving individual developments should be extended consistent with community water and wastewater system plans.

G. Provision of public facilities and services should be coordinated with the location and timing of new development.

Cooperation and Coordination

Provide services where efficiency, equity, and economies of scale can be obtained through cooperation and coordination.

Objectives:

A. Overlapping urban service areas, facility and system capacities and service capabilities should be discouraged.

B. The proliferation of major public infrastructure facilities that duplicate services should be discouraged.

C. Inter-municipal agreements should be promoted for the provision of joint service.

D. More uniform facility design and service standards should be encouraged for multiple jurisdiction development areas.

Goal 3: Environmental Resources

Water Resources

Improve and protect surface and groundwater quality.

Objectives:

A. The quality and supply of groundwater should be protected as the principal source of water supply and water conservation programs should be encouraged.

B. The use of natural drainage patterns and measures should be promoted to enhance water quality.

C. Wetlands should be preserved as an essential component of the hydrologic system.

D. The risk of groundwater contamination should be reduced in aquifer recharge areas.

E. Lakeshore and stream bank erosion should be minimized.

F. Construction site erosion should be controlled and urban stormwater runoff reduced.

G. Non-point source pollution abatement programs should be supported.

H. The adverse water quality impacts of agricultural runoff should be minimized.

Air Quality

Improve or maintain high air quality throughout east central Wisconsin.

Objectives:

A. Air pollution abatement programs and air quality regulations should be supported.

B. Geographically coordinated abatement strategies should be encouraged.

C. The public should be provided with information on air quality programs and specific air quality problems.

D. The increased use of transportation modes that are more efficient and environmentally sound than the private automobile should be encouraged.

E. Noise pollution should be reduced and noise sources isolated.

Environmental Areas and Corridors

Preserve and protect environmentally sensitive areas and promote the linkage of these areas into environmental corridors.

Objectives:

A. The natural environment should be recognized as an integrated system of interacting and finite land, water and air resources that protect the health and stability of the entire ecosystem.

B. Shoreland, floodplain and wetland areas should be protected as essential components of the hydrologic system and their scenic and recreational value preserved.

C. The disturbance of environmentally sensitive areas by utilities and transportation facilities construction should be minimized.

D. Critical natural areas should be preserved and protected from development and other adverse impacts.

E. Adjacent land uses which adversely impact sensitive areas should be restricted or mitigated.

F. The interrelationship of adjacent landscape types should be recognized to avoid dividing the natural units or breaking important linkages.

Ecosystems

Manage wildlife and wildlife habitat in a manner that maintains ecological stability and diversity, and considers social and economic impacts.

Objectives:

A. The diversity and population of plant and wildlife species should be maintained and increased.

B. Critical habitat areas for endangered and rare species should be preserved and enhanced.

C. Wildlife habitat such as fencerows, woodlots and natural areas should be protected and expanded.

D. Adequate public access to hunting and fishing areas should be provided.

E. Responsible public use of private land should be encouraged.

F. Wildlife and plant populations should be managed in ways that do not impose undue financial loss to individual property owners.

G. Plant and animal preserves used specifically for educational and observational purposes should be maintained and expanded.

Agriculture

Preserve land suitable for the production of food and fiber to meet present and future needs.

Objectives:

A. Land best suited for agriculture or forestry should be preserved for these uses or in other uses which enable the land to be readily converted to agricultural or forestry production.

B. Ecologically sound and economically feasible farm and forestry management practices which preserve soil productivity and minimize soil loss should be encouraged.

C. Soil should be recognized as one of the basic and most important resources and programs to preserve and improve productivity and wise use consistent with soil capability should be developed and promoted.

Waste Removal

Employ a comprehensive management approach for solid and organic wastes.

Objectives:

A. The amount of solid waste generated by households, business and industry should be reduced.

B. Solid waste should be recycled as an alternative raw material for construction, manufacturing, and energy production.

C. Organic wastes should be used as soil amendments.

D. Waste disposal operations and facilities should be centralized where economically feasible.

E. Cost-effective waste management systems should be provided that are consistent with development and water and air quality regulations.

F. On-site waste disposal systems should be managed to minimize adverse land use, environmental, and public health impacts.

G. Health threats from toxic substances in the environment should be reduced.

Goal 4: Open Space

Recreation

Provide all area residents an opportunity to partake in a wide range of active and passive recreational activities on a year-round basis.

Objectives:

A. Recreational facilities should be provided to address the level of activity participation, facility deficiencies and aesthetic needs of the community.

B. Park sites should be developed to fully serve the local and area wide needs of the community.

C. Safe, convenient and adequate access to all parks and recreation areas should be provided.

Heritage

Preserve areas of unique natural, historical, and cultural significance or unusual beauty for public use and enjoyment.

Objectives:

A. All significance preservation areas should be identified and mapped.

B. Unique areas should be protected by minimizing the impact of individual development proposals.

C. Significant natural areas should be preserved as public open space.

D. Public access and use within environmental corridors and drainage ways should be promoted.

Future Open Space

Plan for future development of open space and recreational needs of the urban area.

Objectives:

A. All municipalities should be encouraged to participate in the development of comprehensive park and open space plans.

B. Opportunities should be identified for developing a network of recreational trails along highly attractive environmental corridors, natural waterways, and transportation rights-of-way to link major recreational facilities and residential areas.

C. Coordination between neighboring jurisdictions should be facilitated for development of parks and recreation facilities and linkages.

D. Future parks and open space areas should be preserved so that suitable and adequate land will be available to provide active and passive recreational opportunities as growth occurs.

Cost

Provide recreational opportunities in a cost-effective manner.

Objectives:

A. Facilities should be developed which can provide multi-seasonal recreational opportunities.

B. The use of existing recreational facilities should be optimized.

C. Duplicative recreational facilities and programs should be avoided.

D. Grants and funding assistance should be maximized in the acquisition and development of recreational facilities.

E. Municipalities and school districts should be encouraged to cooperate in the development of community recreational and playground facilities.

F. The development of the county park system should be encouraged to complement recreational opportunities available in local parks.

G. Municipalities should be encouraged to establish capital funding and other parkland dedication methods to provide for future recreational needs.

Opportunities

Make individual communities, and the region as a whole, a more attractive place to live, work, and play.

Objectives:

A. Scenic areas should be preserved and landscaping and other site development requirements strengthened to promote community beautification.

B. Additional billboard proliferation should be prevented, their placement controlled and a phase-out program promoted.

C. Community tree planting programs on street terraces and public areas should be promoted.

D. Waterfront areas should be preserved and redeveloped to promote greater public recreational use.

E. Scenic easements to protect important viewsheds should be acquired.

CHAPTER 6

STREET & HIGHWAY NETWORK

CHAPTER 6 – STREET AND HIGHWAY NETWORK

TABLE OF CONTENTS

Introduction 6-1
Preservation 6-1
Safety 6-2
Sustainability/Livability 6-3
Complete Streets 6-3
Street and Highway Network Performance Measures 6-4
- Pavement Surface Evaluation and Rating System (PASER) 6-4
- Routine Maintenance 6-5
- Capital Preventive Maintenance 6-5
- Structural Improvements 6-5
- Oshkosh Urbanized Area PASER Data 6-5
- Pavement Condition Index (PCI) 6-6
  - Pavement Condition Index Background 6-6
  - Benefits of the Pavement Condition Index 6-7
  - The Pavement Condition Index Method 6-7
- Annual Average Daily Traffic Counts (AADT) 6-9
- Park and Ride Lot Counts 6-12
- WisDOT Rideshare Program 6-13
- Bridge Inspection and Ratings 6-13
- FHWA/WisDOT Highway Safety Improvement Program (HSIP) 6-16
- Transportation Improvement Program (TIP) Performance Indicators 6-18
- Census Transportation Planning Products (CTPP) 6-20

FIGURES

Figure 6-1: Oshkosh MPO PASER Paved Roads 2005 – 2013 6-6
Figure 6-2: Pavement Condition Index State Highways, Winnebago County Roads, 2012 6-8
Figure 6-3: 70-6051, USH 10-STH 441, W of CTH P, Menasha 6-9
Figure 6-4: 70-1061, USH 45 S of CTH T 6-10
Figure 6-5: 70-1440, USH 10-45 Between USH 10 East and USH 45 North 6-10
Figure 6-6: 70-1441, USH 10 East of USH 45, Winchester 6-11
Figure 6-7: 70-1442, USH 10 W of USH 45, Winchester 6-11
Figure 6-8: 70-1443, USH 45 Between CTH T and STH 116 6-12
Figure 6-9: 70-6111, STH 21 W of CTH FF 6-12
Figure 6-10: Oshkosh MPO Bridge Sufficiency Ratings 2013 6-16
Figure 6-11: TIP Funding by Source 6-18
Figure 6-12: TIP Funding by Project Type 6-19
Figure 6-13: TIP Funding by Preservation/Expansion 6-19
Figure 6-14: TIP Funding by Transportation Mode 6-20

TABLES

Table 6-1: Oshkosh MPO PASER Paved Roads 2005 – 2013 6-6
Table 6-2: WisDOT PCI Classification 6-7
Table 6-3: Distresses by Pavement Type 6-8

Table 6-4: AADT Stations 6-9
Table 6-5: Park and Ride Lot Counts, Winnebago County, 2004 – 2013 6-13
Table 6-6: County Rideshare Participants 6-13
Table 6-7: Oshkosh MPO Bridge Sufficiency Ratings, 2013 6-14
Table 6-8: 5-Year Rolling Average, FARS, Winnebago County 6-17
Table 6-9: 5-Year Rolling Average, Serious Injuries, Winnebago County 6-17
Table 6-10: 5-Year Rolling Average, Fatality Rate per 100 Million VMT, Winnebago County 6-17
Table 6-11: 5-Year Rolling Average, Rate of Serious Injuries/100 million VMT, Winnebago County 6-18
Table 6-12: Mode to Work, Winnebago County, 2000 – 2010 6-21
Table 6-13: Mean Travel Time by Mode to Work, Winnebago County, 2000 – 2010 6-21
Table 6-14: Number of Workers in Household, Winnebago County, 2000 – 2010 6-21

MAPS

Map 6-1: Oshkosh MPO Rural Functional Classification System 6-23
Map 6-2: Oshkosh MPO Urbanized Functional Classification System 6-25
Map 6-3: Oshkosh MPO High Crash Locations 2008 – 2013 6-27
Map 6-4: Oshkosh MPO PASER 2005 6-29
Map 6-5: Oshkosh MPO PASER 2007 6-31
Map 6-6: Oshkosh MPO PASER 2009 6-33
Map 6-7: Oshkosh MPO PASER 2011 6-35
Map 6-8: Oshkosh MPO PASER 2013 6-37
Map 6-9: Oshkosh MPO Bridge Sufficiency Rating 2013 6-39

CHAPTER 6: STREET AND HIGHWAY NETWORK

INTRODUCTION

This section assesses the existing conditions of the street and highway network of the Oshkosh Urbanized Area. The existing street and highway network in the urban area has generally kept pace with growth in population, employment, and the significant increase in auto trips. This general pattern of increasing auto trips has been the norm for decades most notably starting in the post-World War II era.

While the growth in population has been modest, traffic volumes have increased. In this sense, the Oshkosh Urbanized Area reflects the national trend, which is based on a number of factors. Vehicle ownership has continued to increase. This is largely a result of an increasing incidence of two career families. In addition to necessitating two vehicles for work trips, it creates a residual need for teens to be responsible for much of their own trip making, frequently resulting in a third, or fourth vehicle in the household.

Another factor which has contributed to the increase in vehicle use is the dispersion of land uses. Unlike the compact, mixed use neighborhood development characteristic of pre-1960 development, residential development is now more commonly on larger lots in subdivisions which are solely residential in nature, and likely miles from employment centers and shopping. The lower density development reduces the efficiency and effectiveness of public transit and produces trip lengths which are not conducive to bicycle and pedestrian modes. Many of these areas also do not have facilities to safely serve bicycle or pedestrian travel modes. The end result is more, longer trips, reflected in the increase in the statistic of Vehicles Miles Traveled (VMT). As the population of the Oshkosh Urbanized Area continues to grow, it will be important to consider all modes of transportation for the system.

PRESERVATION

The Oshkosh Urbanized Area is not only working to accommodate growing traffic needs through expansion, but also to preserve the current transportation network to ensure a safe and efficient system. Preservation is becoming a greater issue as the entire transportation system grows older and funding becomes tighter. The urbanized area is working to strengthen and preserve the overall transportation system through sound planning principles.

The transportation network in Winnebago County offers the foundation for movement of goods and people into, out of, through and within the county. An efficient transportation system is crucial for emergency service and evacuation. Major corridors within the county consist of U.S. Highways 41 and 45 and State Highways 21, 26, 44 and 76. U.S. Highways 41, 45 and State Route 76 provide north/south movement between Milwaukee and Green Bay. State Route 21 and 44 provide east/west route in Winnebago County. For context, **Map 6-1** provides the Oshkosh MPO Rural Functional Classification System of Roads; **Map 6-2** provides the Oshkosh MPO Urbanized Functional Classification System of Roads.

SAFETY

The goal of the Oshkosh Urbanized Area is to reduce the potential for traffic accidents and provide for safe and secure transportation of goods and people through and within the region, thus safety is an important aspect of the LRTP.

According to the Insurance Institute for Highway Safety (IIHS), 32,367 Americans were killed in traffic crashes in 2011.[1] In 2012 WisDOT reported that 601 persons were killed and 39,370 persons were injured in crashes throughout the State of Wisconsin.[2] The figures pertaining to persons killed do not include alternative modes fatalities. The transportation planning process can play a key role in reducing crashes through the identification of safety issues and common challenges.

By including all aspects of transportation safety in the planning process, engineering, education, enforcement, and emergency medical response, units of government are able to make safer and more efficient transportation improvement choices. It is also important to examine safety on a comprehensive scale by including all forms of transportation (automobile, transit, bicycle, pedestrian and rail) and how they interact system-wide. By examining current conditions and trends, future hazards and incidents can be reduced, if not prevented.

The Oshkosh Urbanized Area recognizes the importance of safety within the planning process and has conducted an in-depth analysis of multimodal crashes throughout the MPO to assist in the transportation decision-making process. By examining and understanding the crash data and incorporating safety conscious planning, the Oshkosh Urbanized Area can identify safety issues, common challenges and ways to over-come them, which will result in a safer system for all users.

The Oshkosh Urbanized Area collected crash locations data from January 1, 2005 – December 31, 2013. The data was aggregated to produce a crash density map of all reported crashes (includes vehicular, bicycle and pedestrian related crashes). The crash data was provided by the Wisconsin Traffic Operations and Safety Laboratory (TOPS) which is part of the University of Wisconsin College of Engineering. TOPS works closely with WisDOT to collect, analyze and share crash data for the state of Wisconsin.

Staff used GIS (geographic information systems) software to compile the crash data for the Oshkosh Urbanized Area. A GIS model was created to produce a “crash density” map. The basic GIS methodology involved the following generalized processes:

- Used road centerline files of the regional transportation network to locate all road intersections within the MPO planning area.

- Created a 100 foot buffer zone around all bridge data and “erased” intersections that were located on bridges (this was done to make sure that only true road intersections were considered and that more intersections were not created than truly exist).

- Applied a spatial join of the TOPs crash data to the buffered intersections data layer to visualize non-spatial data attributes in a spatial “map” format.

[1] http://www.iihs.org/iihs/topics/t/general-statistics/fatalityfacts/overview-of-fatality-facts. (02/28/14)
[2] http://www.dot.wisconsin.gov/safety/motorist/crashfacts/docs/crash-general.pdf. (02/28/14)

- Used GIS density tools (Kernel Density and Raster Calculator to convert data into square miles) to produce final map product.

Map 6-3 displays the crash data for the Oshkosh MPO; classified from low crash density to high crash density. A note on the density calculation: the GIS density calculations should be viewed "qualitatively" in the sense that darker (red areas) are higher crash areas and lighter (green areas) are lower crash areas relative to the overall crash data. Red areas mean that relative to the region as a whole, these areas have more crashes compared to the total average number of crashes; green areas mean that relative to the region as a whole, these areas have fewer crashes compared to the total average number of crashes from 2005 to 2013.

Based on visual inspection of Map 6-3, high crash areas include:

- USH 41 interchanges (STH 76, USH 45/Algoma Blvd and Lake Butte des Morts Drive, STH 21, Witzel Avenue, W 9th Avenue, STH 44/91 and STH 26/CTH N);
- Downtown and UW-Oshkosh Campus areas;
- STH 21 corridor from the City of Oshkosh to the planning area boundary;
- Witzel Avenue corridor (east of USH 41 to approximately the Fox River);
- W 9th Avenue corridor (east of USH 41 to approximately the Fox River);
- W 20th Avenue (east and west of USH 41 and around Wittman Regional Airport); and
- STH 44/STH 91 (east and west of USH 41 and around Wittman Regional Airport).

Staff will continue to collect and analyze crash information for intersections and roadways throughout the Oshkosh Urbanized Area and present this information to committee members and decision-makers. This information will be used to determine and identify high-risk areas so decision-makers can develop solutions to reduce incidents.

SUSTAINABILITY/LIVABILITY

Sustainability and livability are different concepts, but can coexist together. The concept of sustainability implies the capacity to endure while livability refers to the suitability of the human environment. Together they refer to a suitable human environment that can endure. In transportation planning this means creating a transportation network that adequately accommodates all users while enduring in the human environment. Sustainability and livability are two concepts that the Oshkosh MPO recognizes and will work to incorporate both into the long range planning process.

COMPLETE STREETS

"Complete Streets" concepts are an approach to design roads that accommodate all users including bicyclist, pedestrians, mass transit, persons with disabilities, the elderly, motorists, freight providers, and emergency responders. These policies also look at existing and future land use and users that use the surrounding land. These concepts attempt to create a safe, accessible and connected transportation network for all modes and users. Reference to "Complete Streets" concepts is included in federal and state law. Federal law (23 U.S.C. Section 217 (g)) details the planning and design of bicycle and pedestrian facilities in coordination with transportation projects. Insert included below:

(g) Planning and Design.—

(1) In general.— Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.

(2) Safety considerations.— Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings.[3]

State law states that the state department of transportation shall ensure that bike and pedestrian ways are established in all new highway construction and reconstruction projects funded in whole or in part from state funds or federal funds appropriated under s. 20.395 or 20.866 (Chapter Trans 75, Bikeways and Sidewalks in Highway Projects)[4]. Exceptions to these rules are the following:

- Bicyclist or pedestrians are prohibited by law from using the highway that is the subject of the project.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use of the bikeways or pedestrian ways. For purposes of this subdivision, cost is excessively disproportionate if it exceeds 20 percent of the total project cost.
- Establishing bike or pedestrian ways would have excessive negative impacts in a constrained environment.
- There is an absence of need for the bikeways or pedestrian ways, as indicated by sparsity of population, traffic volume, or other factors.
- The community where bike and pedestrian ways are to be located refuses to accept an agreement to maintain them.

The Oshkosh Urbanized Area supports “Complete Streets” through their goals, objectives and policies. The MPO also uses the components of the “Complete Streets” approach by including safety, multimodalism, and capacity as a criterion when selecting transportation projects for federal funding as part of the Transportation Improvement Program (TIP).

STREET AND HIGHWAY NETWORK PERFORMANCE MEASURES

Pavement Surface Evaluation and Rating System (PASER)

Pavement Surface Evaluation and Rating System (PASER) is a visual survey method used to rate the condition of the roads through the condition of various types of pavement distress on a scale of 1-10. PASER uses 10 separate ratings with 1 being the worst and 10 being a newly

[3] http://www.law.cornell.edu/uscode/text/23/217. (05/13/14)
[4] http://www.dot.wisconsin.gov/projects/state/docs/complete-streets-rules.pdf. (05/13/14)

constructed road. PASER measures the distress of a pavement's surface. This method is based upon sound engineering principles.

Routine Maintenance

Roads with PASER of 8, 9 and 10 require routine maintenance. Routine Maintenance is the day-to-day, regularly-scheduled activities to prevent wear and tear on the roadway surface. This includes street sweeping, ditch maintenance, gravel shoulder grading, and crack sealing. This category also includes roads that are newly constructed or recently seal-coated and require little or no maintenance.

Capital Preventive Maintenance

PASER ratings 5, 6, and 7 are included in this category. Capital preventive maintenance (CPM) is at the heart of asset management. It is the planned set of cost effective treatments to an existing roadway that retards further deterioration and maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of CPM is to protect the pavement structure; slow the rate of deterioration; and/or correct pavement surface deficiencies. Roads in this category still show good structural support but the surface is starting to deteriorate. CPM is intended to address pavement problems before the structural integrity of the pavement has been severely impacted.

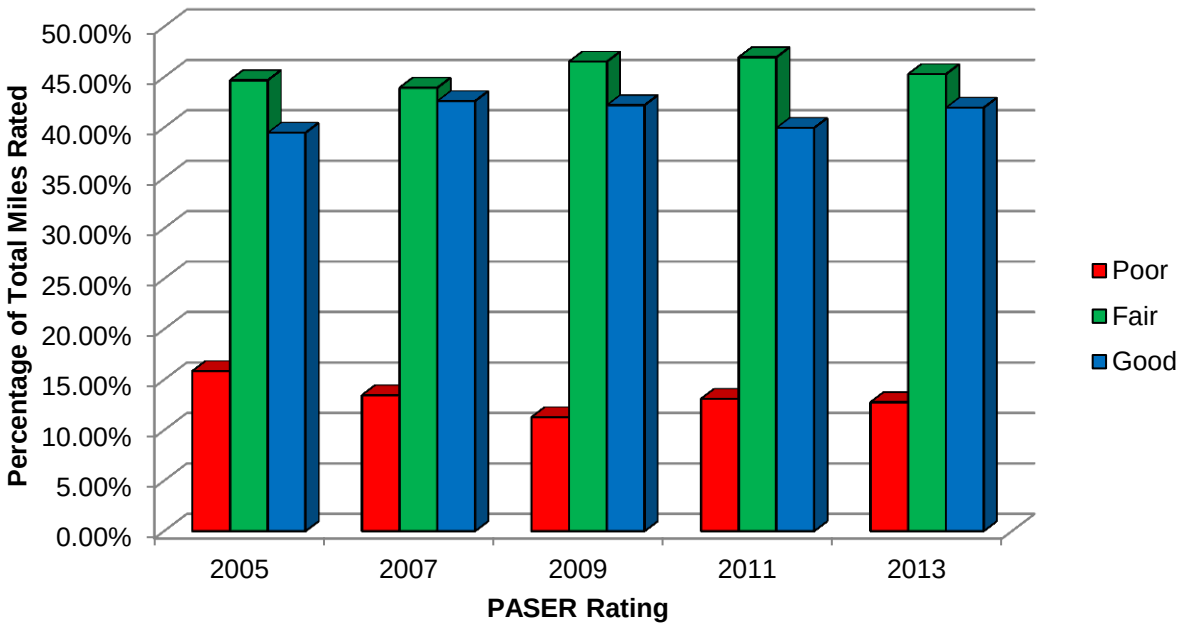
Structural Improvements

Roads with a PASER rating of 1, 2, 3, or 4 are in need of some type of structural improvement such as resurfacing or major reconstruction. Rutting is beginning to take place. Alligator cracking is evident.

Oshkosh Urbanized Area PASER Data

PASER data is collected by local municipalities every two years and submitted to WisDOT, who compiles and inputs the data into the Wisconsin Information System for Local Roads (WISLR) web based software and database. **Figure 6-1** is a compilation of the Oshkosh Urbanized Area PASER data from 2005, 2007, 2009, 2011 and 2013. **Table 6-1** also displays the same data. Collecting and comparing PASER data from one year to the next allows the MPO to gauge how the transportation system as whole changes over time. Ratings 1-4 decreased 3.08 percent, ratings 5-7 increased 0.60 percent and ratings 8-10 increased 2.48 percent from 2005 to 2013. The MPO is experiencing a shift from "poor" "fair" and "good" roads. The shift is slight, but should be noted.

Figure 6-1: Oshkosh MPO PASER Paved Roads 2005-2013



Source: 2005, 2007, 2009, 2011, 2013 WisDOT WISLR data

Table 6-1: Oshkosh MPO PASER Paved Roads 2005-2013

	2005	2007	2009	2011	2013
Poor	15.84%	13.45%	11.27%	13.09%	12.77%
Fair	44.68%	43.94%	46.52%	46.95%	45.28%
Good	39.47%	42.61%	42.21%	39.95%	41.95%
Total	100.00%	100.00%	100.00%	100.00%	100.00%

Source: 2005, 2007, 2009, 2011, 2013 WisDOT WISLR data

Maps 6-4 – 6-8 display 2005, 2007, 2009, 2011 and 2013 PASER data. Ratings 1-4 are identified in red and represent "poor" roads that require structural improvements. Ratings 5-7 are identified in green and represent "fair" roads that require capital preventative maintenance. Finally the ratings 8-10 are identified in blue and represent "good" roads that require routine maintenance. The map allows the MPO to visualize the system in its entirety and identify those areas that are in need of repairs.

Pavement Condition Index (PCI)[5]

Pavement Condition Index Background

The Pavement Condition Index (PCI) method of pavement condition rating was developed in the 1970s by the US Army Corps of Engineers. The PCI method has gained nationwide acceptance due to its ability to provide an objective and repeatable rating system. Agencies supporting the PCI method include the US Department of Defense, the American Public Works Association,

[5] Wisconsin Department of Transportation. (04/07/14)

the Federal Aviation Administration, and many others. ASTM standards for the PCI method have been published for both airfield and roadway pavement.

Benefits of the Pavement Condition Index

In addition to the rating index, the PCI method offers much more than a numerical index of condition. The distress type, severity, and quantity information that drives the PCI calculation provides pavement engineers with detailed data that identifies the pavement dynamics, or mechanism of distress, occurring in the pavement. With this data, cost-effective alternatives for maintenance and rehabilitation can be determined.

WisDOT asset managers have continued to increase their reliance on data-driven decision making mechanisms including the rigorous use of pavement condition data for programming and planning purposes. The Bureau of State Highway Programs requires more robust pavement data to support both existing and long-term asset management needs. To meet this need, the PCI method was chosen for its comprehensive design and long-standing proven track record. It is an excellent resource for determining existing condition, forecasting future condition and determining cost-effective maintenance and improvement strategies. Replacement of the pavement data collection van in 2008 provided an ideal opportunity to upgrade WisDOT's pavement data and rating procedures.

The Pavement Condition Index Method

A PCI is calculated based on the results of a detailed pavement distress survey that identifies pavement distress type, distress severity, and distress quantity. The PCI is a numerical rating that ranges from 0 for a totally failed pavement to 100 for a pavement in perfect condition. The PCI index is a robust and proven index that is proportional to pavement condition. For example, PCI ratings (numeric) can be consistently equated to pavement condition (class) as shown in **Table 6-2**. The WisDOT PCI is calculated based on the identification and measurement of the distresses identified in **Table 6-3** for asphalt and concrete pavement types. Once the distress types, severities, and quantities are identified, deductions to the rating are determined from the Corps of Engineers density deduct curves. The deduct points are subtracted from 100 to obtain the PCI. **Figure 6-2** displays PCI data for Winnebago County (2012) with the corresponding percentage of each pavement condition class.

Table 6-2: WisDOT PCI Classification

PCI Ratings (numeric)	Pavement Condition (class)
85-100	Very Good to Excellent
70-85	Good
55-70	Fair
40-55	Poor
25-40	Very Poor
10-25	Serious
0-10	Failed

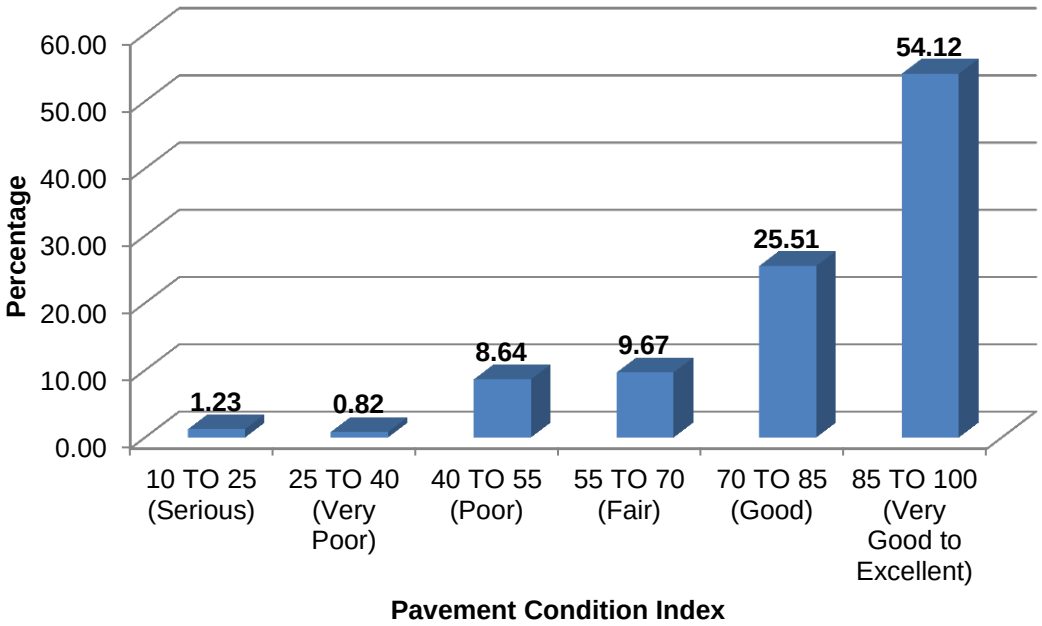
Source: WisDOT, 2014

Table 6-3: Distresses by Pavement Type

Asphalt & Composite Pavements	Jointed Concrete Pavements
Alligator Cracking	Blow Up/Buckling
Bleeding	Corner Break
Block Cracking	Divided/Shattered Slab
Bumps and Sags	Durability Cracking
Corrugation	Faulting
Depression	Lane/Shoulder Drop Off
Edge Cracking	Linear Cracking
Joint Reflection Cracking	Patching (large)
Lane/Shoulder Drop Off	Patching (small)
Longitudinal & Transverse Cracking	Popouts
Patching	Pumping
Potholes	Punchouts
Rutting	Scaling
Shoving	Shrinkage Crack
Slippage Cracking	Corner Spalling
Swell	Joint Spalling
Weathering/Raveling	

Source: WisDOT, 2014

Figure 6-2: Pavement Condition Index (PCI) State Highways, Winnebago County Roads, 2012



Annual Average Daily Traffic Counts (AADT)

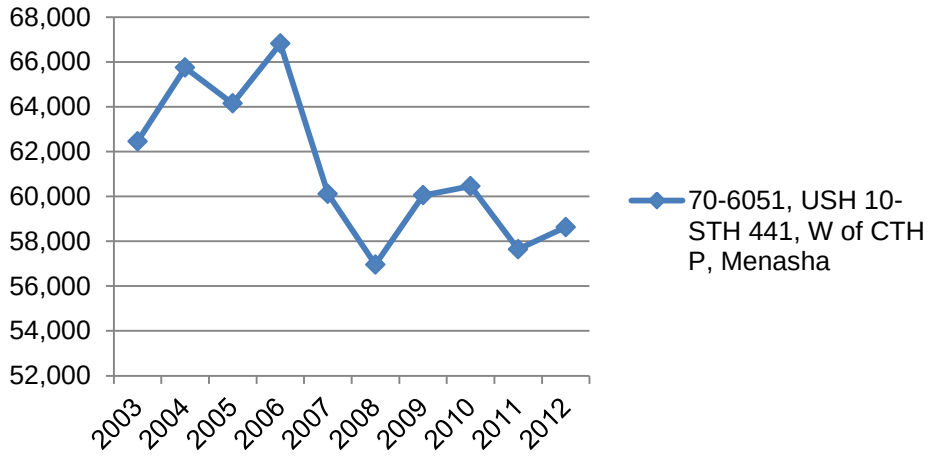
Annual Average Daily Traffic (AADT) counts were compiled from data provided by WisDOT which is defined as: The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.[6] AADT data ranges from the years 2003 to 2012 and provides a historical perspective of general traffic volumes on area roadways. The AADT values are based on continuous operation of the station for the entire year. Vehicles are detected and recorded as individual units, so that no axle adjustment factor is necessary.[7] **Table 6-4** details the automated traffic recorder location (by station, county and highway). **Figures 6-3 to 6-9** display the AADT for the corresponding automated traffic recorder location.

Table 6-4: AADT Stations

Station	County	Highway
70-6051, USH 10-STH 441, W of CTH P, Menasha	Winnebago	STH 441
70-1061, USH 45 S of CTH T	Winnebago	USH 45
70-1440, USH 10-45 Between USH 10 East & USH 45 North	Winnebago	USH 10-45
70-1441, USH 10 East of USH 45, Winchester	Winnebago	USH 10
70-1442, USH 10 W of USH 45, Winchester	Winnebago	USH 10
70-1443, USH 45 Between CTH T & STH 116	Winnebago	USH 45
70-6111, STH 21 W of CTH FF	Winnebago	STH 21

Source: WisDOT, 2003-2012

Figure 6-3: 70-6051, USH 10-STH 441, W of CTH P, Menasha



[6] http://www.dot.wisconsin.gov/travel/counts/docs/continuous2012-cover.pdf. (04/21/14)
[7] Ibid. (04/21/14)

Figure 6-4: 70-1061, USH 45 S of CTH T

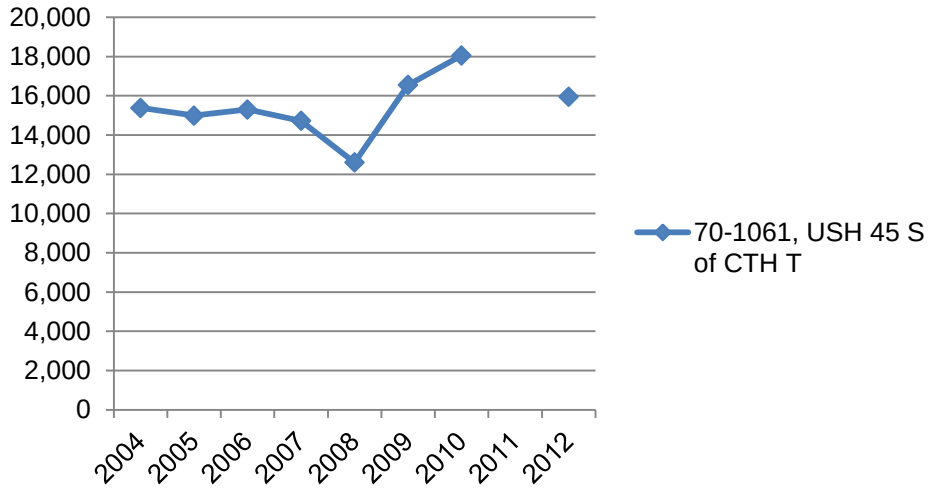


Figure 6-5: 70-1440, USH 10-45 Between USH 10 East & USH 45 North

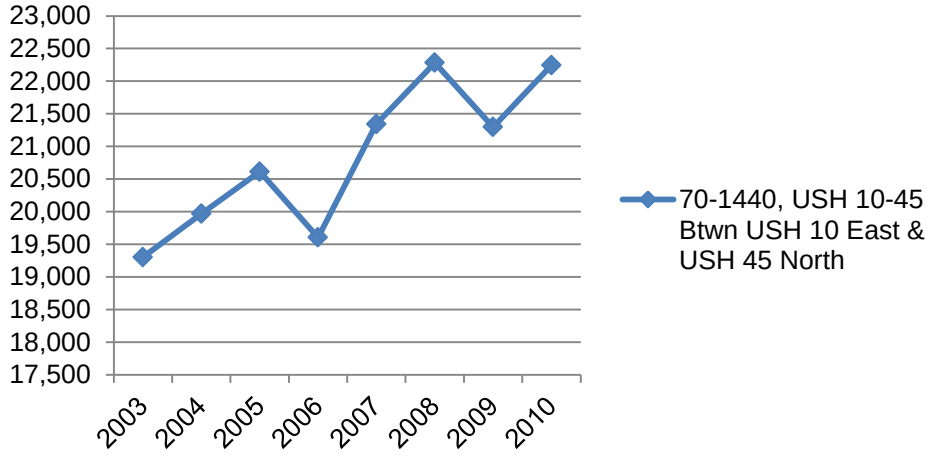


Figure 6-6: 70-1441, USH 10 East of USH 45, Winchester

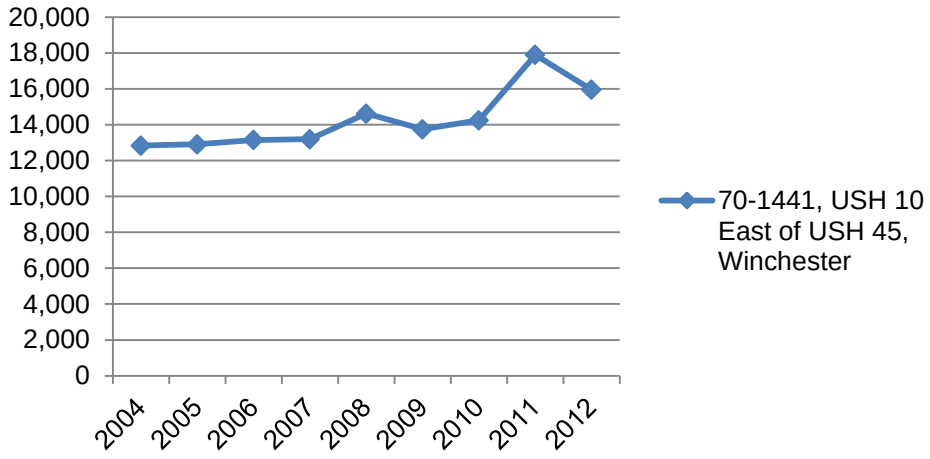


Figure 6-7: 70-1442, USH 10 W of USH 45, Winchester

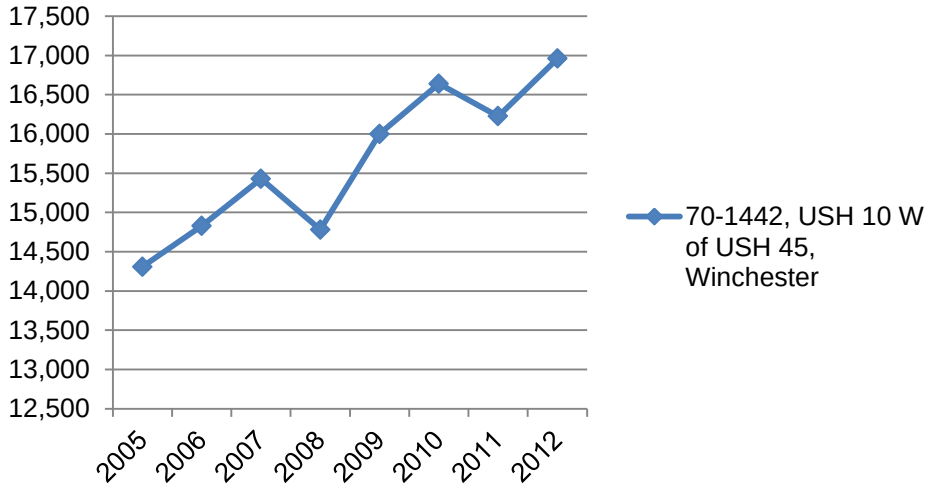


Figure 6-8: 70-1443, USH 45 Between CTH T & STH 116

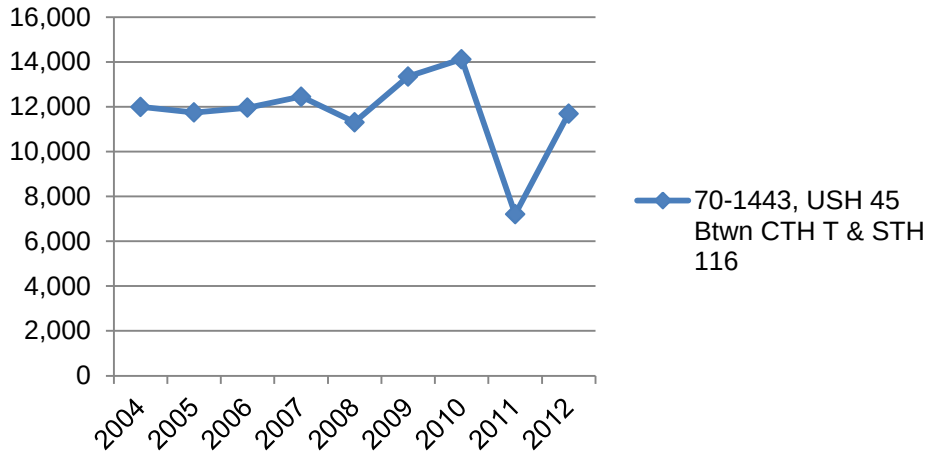
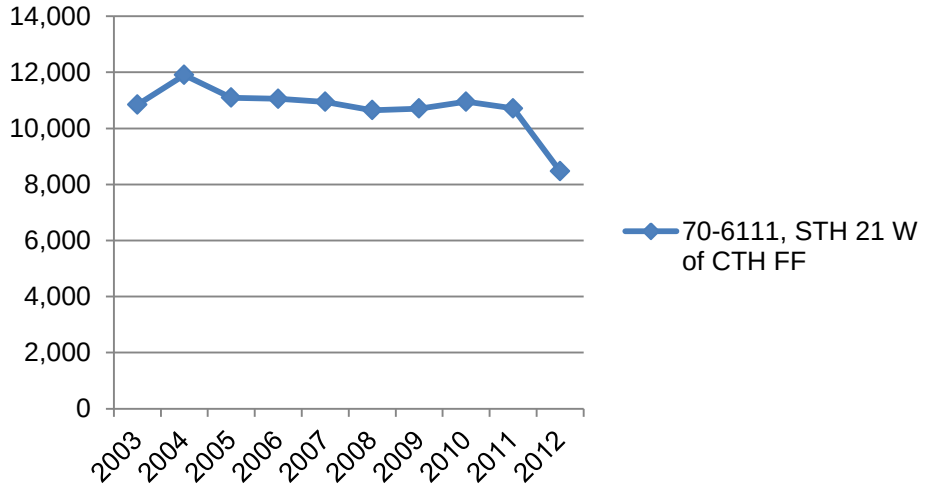


Figure 6-9: 70-6111, STH 21 W of CTH FF



Park and Ride Lot Counts

WisDOT maintains regular monthly counts on the number of cars parked in their park and ride lots. This monthly data was received from WisDOT for Winnebago County and is displayed in **Table 6-5**. Data collected for the purpose of this analysis was from 2004 to 2013. Lot ID 70-02 is not within the MPO planning area but was included to provide a regional perspective on park and ride usage within the county. As more park and ride data becomes available, it may be useful to see how the average vehicle counts and the ratio of average vehicle count/capacity change. This data may also be helpful for transportation officials to justify expanding lot capacity or increasing the number of park and ride lots if necessary.

Table 6-5: Park and Ride Lot Counts, Winnebago County, 2004-2013

County	Lot ID	Description	Lot Capacity	Total (2004-2013)	Average Vehicle Count	Average Vehicle Count/Lot Capacity
Winnebago	70-02	USH 45 & STH 116	97	486	6	6.0%
Winnebago	70-01	USH 41 & STH 44	40	2474	32	80.3%
Winnebago	70-03	STH 26 & USH 41	42	630	11	26.8%
Winnebago	70-04	USH 41 & STH 76	115	748	16	14.1%

Source: WisDOT, 2014

For the most current information regarding park and ride lots, please visit the following website: http://www.dot.wisconsin.gov/travel/parkride/ and click on county of interest from the map.

WisDOT Rideshare Program

WisDOT provides a free rideshare program that brings commuters together for carpooling and bicycle commuting. The rideshare program serves all of Wisconsin plus the bordering counties of neighboring states (IA, IL, MI and MN); the program serves individual commuters as well as employers who wish to participate in providing 'green' alternative commuting options.[8]

Rideshare Program registrants' data (county of residence and by county of where registrants work) was collected for Calumet, Outagamie and Winnebago Counties for 2013 and 2014. Note that all registrants' information is current back 24 months; older inactive records are deleted from the system.[9] Also, some duplication of count may occur as some registrants both live and work in the same county.[10] **Table 6-6** provides the number of registrants who both live and work in Calumet, Outagamie and Winnebago Counties for 2013 and 2014. In addition to registrant counts, a list of employers with multiple registrants was provided. Local employers whose employees' are participating in the Rideshare Program include Eaton Corporation, Kimberly Clark, Neenah Paper, Georgia Pacific, Plexus Corporation, Pierce Manufacturing, Bemis Curwood, SCA Tissue, Oshkosh Corporation, University of Wisconsin Fox Valley and University of Wisconsin Oshkosh.

Table 6-6: County Rideshare Participants

	2013	2014
Work in Winnebago County	135	86
Live in Winnebago County	95	72

Source: WisDOT, 2014

Bridge Inspection and Ratings

Wisconsin's bridges are inspected every two years and sometimes more frequently depending on any known deficiencies. Bridge inspections can range from routine to in-depth contingent on the bridge's characteristics and needs. Bridge inspectors are trained to follow FHWA standards

[8] http://www.dot.wisconsin.gov/travel/commuter/index.htm. (4/24/14)
[9] WisDOT Program Coordinator. (4/8/14)
[10] Ibid. (4/8/14)

and guidelines. Smaller bridges can be inspected on foot, while larger bridges require a "reach all" vehicle with a jointed arm and bucket to provide a detail analysis. Inspectors survey the following bridge facets:

- The superstructure or beams that support the deck looking for cracks, rust, or any problems with bolts or rivets;
- The substructure units (which support the superstructure);
- Bridge approaches and the deck or surface of the bridge; and
- On bridges over large bodies of water, inspections require divers to check supporting piers.[11]

The information collected from the bridge inspection is used to assign the bridges with a Sufficiency Rating (SR). SRs take into account 75 factors reviewed during the inspection. The SR ranges from 0 to 100 with 0 representing an in-sufficient or deficient bridge and 100 representing a sufficient bridge. Municipalities are eligible for rehabilitation funding with bridges with a SR of 80 or less and replacement funding with SR of 50 or less.

For 2013, there were 74 bridges rated within the MPO. Of that number, 48 bridges (65 percent) had a SR 81 and above; 26 bridges (35 percent) that qualify for rehabilitation funds (SR 51-80); and 0 bridges that qualify for replacement funds (SR <50). **Table 6-7** and **Figure 6-10** display this data below. **Map 6-9** displays the Bridge Sufficiency Ratings locations.

Table 6-7: Oshkosh MPO Bridge Sufficiency Ratings, 2013

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SUFFICIENCY RATING
B700100	TOWN	T-ALGOMA	OMRO RD	HONEY CREEK	99.90
B700275	STATE	C-OSHKOSH	USH 41 NB ramp to 45 NB	DRAINAGE DITCH	99.70
B700273	STATE	T-OSHKOSH	SNELL ROAD	USH 41 NB	99.50
B700138	STATE	T-ALGOMA	STH 44-STH 91 E	USH 41	99.40
B700239	CITY	C-OSHKOSH	OAKWOOD RD	SAWYER CREEK	99.20
B700277	CITY	C-OSHKOSH	LAKE BUTTE DES MORTS DR	DRAINAGE DITCH	99.10
B700200	STATE	T-NEKIMI	STH 26	USH 41	98.80
B700271	STATE	T-OSHKOSH	STH 45 NB RAMP TO 41SB	USH 45 SB RAMP	98.40
B700064	COUNTY	T-ALGOMA	CTH E	SAWYER CREEK	98.20
B700151	CITY	C-OSHKOSH	NINTH AVE	SAWYER CREEK	97.90
B700107	CITY	C-OSHKOSH	N CAMPBELL RD	CAMPBELL CREEK	97.90
B700312	CITY	C-OSHKOSH	N WESTFIELD ST	SAWYER CREEK	97.80
B700087	TOWN	T-BLACK WOLF	FISK AVE	WEYHURST CREEK	96.90
B700088	TOWN	T-BLACK WOLF	FISK AVE	WEYHURST CREEK	96.90
B700270	STATE	T-OSHKOSH	RAMP SB 45 TO SB 41	RAMP SB 45	96.70
B700262	STATE	T-OSHKOSH	USH 45	USH 41	96.60
B700216	STATE	T-OSHKOSH	USH 45 NB	CTH Y	96.40
B700215	STATE	T-OSHKOSH	USH 45 SB	CTH Y	96.40
B700086	COUNTY	C-OSHKOSH	CTH I-OREGON ST	GLATZ CREEK	96.30
B700272	STATE	T-OSHKOSH	LAKE BUTTE DES MORTS	USH 41 SB	96.30

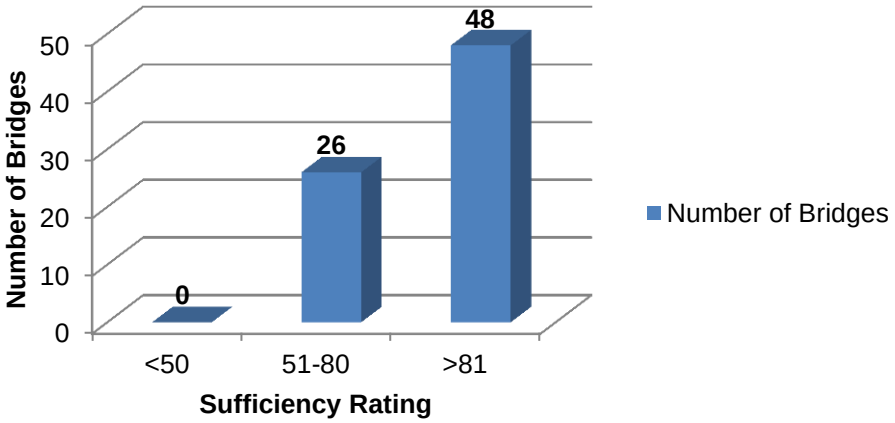
[11] http://www.dot.wisconsin.gov/projects/bridges/. (03/03/14)

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SUFFICIENCY RATING
			DR		
B700276	STATE	C-OSHKOSH	NB USH 45, Ramp G & E	DRAINAGE DITCH	96.20
B7000110001	STATE	C-OSHKOSH	OREGON ST	FOX RIVER	96.00
B700065	STATE	T-OSHKOSH	CTH Y SUNNYVIEW RD	USH 41	95.90
B700211	CITY	C-OSHKOSH	LAKE BUTTE DES MORTS DR	SLOUGH CREEK	94.70
B700283	STATE	C-OSHKOSH	NINTH AVE	USH 41	94.60
B700258	STATE	C-OSHKOSH	STH 121	USH 41	94.60
B700177	STATE	T-OSHKOSH	USH 41 NB	USH 76	94.50
B700213	STATE	T-OSHKOSH	USH 45 NB	SLOUGH CREEK	93.60
B700212	STATE	T-OSHKOSH	USH 45 SB	SLOUGH CREEK	93.60
B700122	CITY	C-OSHKOSH	WESTHAVEN DR	SAWYER CREEK	93.00
B700214	STATE	T-OSHKOSH	CTH T	USH 45	92.20
B700101	STATE	T-BLACK WOLF	USH 45	WILLOW HARBOR BAY TRIB	92.00
B700102	STATE	T-BLACK WOLF	USH 45	WILLOW HARBOR CREEK	92.00
B700264	STATE	T-ALGOMA	USH 41 SB	LAKE BUTTE DES MORTS	91.50
B700266	STATE	T-OSHKOSH	USH 41 SB	LAKE BUTTE DES MORTS	91.50
B700176	STATE	T-OSHKOSH	USH 41 SB	STH 76	91.30
B700052	COUNTY	T-NEKIMI	CTH I	WEYHURST CREEK	90.90
B700282	STATE	C-OSHKOSH	CTH K	USH 41 SB	89.20
B700260	STATE	C-OSHKOSH	USH 41 SB	SAWYER CREEK	88.90
B700257	STATE	C-OSHKOSH	CTH E - WITZEL AVE	USH 41 SB	88.40
B700281	TOWN	T-BLACK WOLF	KOELPIN RD	WILLOW HARBOR CREEK	88.00
B700103	STATE	T-BLACK WOLF	USH 45-STH 175	WEYHURST CREEK	86.20
B700171	TOWN	T-NEKIMI	KNAPP ST RD	GLATZ CREEK	85.30
B700085	COUNTY	T-ALGOMA	CTH I	MERRITTS CREEK	85.20
B7000110003	STATE	C-OSHKOSH	OREGON ST	FOX RIVER	84.70
B700236	CITY	C-OSHKOSH	STEARNS DRIVE	SLOUGH CREEK	83.00
B700246	COUNTY	T-ALGOMA	CTH K-W 20TH AVE	BR SAWYER CREEK	81.50
B700007	STATE	T-ALGOMA	USH 41 NB	LAKE BUTTE DES MORTS	81.00
B700248	CITY	C-OSHKOSH	SAWYER ST	SAWYER CREEK	80.30
B700008	STATE	T-OSHKOSH	USH 41 NB	LAKE BUTTE DES MORTS	80.00
B7000110002	STATE	C-OSHKOSH	OREGON ST	FOX RIVER	79.70
B700006	STATE	T-OSHKOSH	USH 41 NB	LAKE BUTTE DES MORTS	79.60
B700274	STATE	C-OSHKOSH	USH 41	TRIB LAKE BUTTE DES MORT	79.10
B700278	CITY	C-OSHKOSH	N KOELLER ST	SAWYER CREEK	78.80
B700261	CITY	C-OSHKOSH	WASHBURN ST	SAWYER CREEK	78.60
P700712	CITY	C-OSHKOSH	W 35TH AVE	MERRITS CREEK	78.40
P700708	CITY	C-OSHKOSH	W 28TH AVE	MERRITTS CREEK	76.50
P700714	CITY	C-OSHKOSH	ONPRATT TRAIL RD	LAKE WINNEBAGO	75.50
B7000910003	STATE	C-OSHKOSH	STH 21-CONGRESS ST	FOX RIVER	71.40

BRIDGE ID	OWNER	MUNICIPALITY	FEATURE ON	FEATURE UNDER	SUFFICIENCY RATING
B7000560001	STATE	C-OSHKOSH	USH 45-S MAIN ST	FOX RIVER	71.30
B7000560003	STATE	C-OSHKOSH	USH 45-S MAIN ST	FOX RIVER	71.30
B7002470001	STATE	C-OSHKOSH	WISCONSIN ST	SHARED USE PATH	70.80
B7002470002	STATE	C-OSHKOSH	WISCONSIN ST	FOX RIVER	70.80
B700098	STATE	T-ALGOMA	STH 21	HONEY CREEK	70.00
B700099	STATE	T-ALGOMA	STH 21	HONEY CREEK	70.00
B7002470004	STATE	C-OSHKOSH	WISCONSIN ST	FOX RIVER	69.80
B7002470005	STATE	C-OSHKOSH	WISCONSIN ST	SHARED USE PATH	69.80
B7000910001	STATE	C-OSHKOSH	STH 21-CONGRESS ST	FOX RIVER	69.50
B7000910002	STATE	C-OSHKOSH	STH 21-CONGRESS ST	FOX RIVER	66.40
B700104	CITY	C-OSHKOSH	USH 45-STH 175	MERRITTS CREEK	65.90
B7002470003	STATE	C-OSHKOSH	WISCONSIN ST	FOX RIVER	65.80
B700137	CITY	C-OSHKOSH	USH 45-STH 175	GLATZ CREEK	63.90
P700713	CITY	C-OSHKOSH	WAUKAU AVE	MERRITTS CREEK	62.40
B7000560002	STATE	C-OSHKOSH	USH 45-S MAIN ST	FOX RIVER	53.70

Source: WisDOT/FHWA, 2014

Figure 6-10: Oshkosh MPO Bridge Sufficiency Ratings 2013



Source: WisDOT/FHWA, 2014

FHWA/WisDOT Highway Safety Improvement Program (HSIP)

MAP-21 legislation has made safety a priority for the overall design and preservation of the street and highway network and has specifically designated $43 million in funding to address safety issues through the Highway Safety Improvement Program (HSIP). Additionally the HSIP:

- Requires data driven reporting on performance measures and targets.
- Focuses on crash reductions by analyzing both crash numbers and crash rates.

- Includes four program subareas (HSIP, High Risk Rural Roads Program, Railway-Highway Crossings – Warning Devices, and Railway-Highway Crossings – Elimination of Hazards).
- Is **NOT** a grant program (funding structure is 90% federal with 10% state/local match).
- Is funded on a four year funding cycle (next eligible application is 2018).
- Involves the development and continuation of intersection safety improvements such as: (installing/modifying traffic signals, roundabouts and channelization/turning radii improvements, straightening isolated curves or hills, improving sight distance, access modifications, constructing turning, bypass or other auxiliary lanes, eliminating roadside obstacle(s), installing guardrails, barriers and crash attenuators, installing signs, delineators, flashing warning lights (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings, in school zones and other problem areas).[12]

More information regarding the HSIP can be found by accessing the following links from WisDOT: http://www.dot.state.wi.us/localgov/highways/hsip.htm and FHWA: https://www.fhwa.dot.gov/map21/guidance/guidehsip.cfm.

As per 23 CFR Part 490, state departments of transportation are required to develop performance measures and targets to carry out the Highway Safety Improvement Program (HSIP) and to assess serious injuries and fatalities per vehicle miles traveled, and the number of serious injuries and fatalities. Fatalities are monitored by the Fatality Analysis Rating System (FARS) as part of the National Highway Traffic Safety Administration (NHTSA); serious injuries and fatalities rates are documented in the Highway Performance Monitoring System (HPMS). Lastly, serious injuries are documented by WisDOT. All of the above measures were calculated by deriving the 5-year rolling averages of their respective datasets. **Tables 6-8 – 6-11** display this data below.

Table 6-8: 5-Year Rolling Average, FARS, Winnebago County

Year	2008	2009	2010	2011	2012	5-Year Rolling Average
Fatalities	13	9	15	10	7	10.80

Source: NHTSA (FARS), 2014 ***Wisconsin 5-yr avg. is 615.20 (from 2007-2011)***

Table 6-9: 5-Year Rolling Average, Serious Injuries, Winnebago County

Year	2007	2008	2009	2010	2011	5-Year Rolling Average
Injuries	1,154	1,184	1,005	1,058	1,044	1,089

Source: WisDOT, 2014 ***Wisconsin 5-yr avg. is 31,613 (from 2007-2011)***

Table 6-10: 5-Year Rolling Average, Fatality Rate per 100 Million VMT, Winnebago County

Year	VMT (Vehicle Miles Traveled)	VMT millions (000,000)	VMT (100 million)	Fatalities	Fatalities per 100 million VMT
2012	1,600,287,020	1,600	16.00	7	0.44
2011	1,629,822,090	1,630	16.30	10	0.61
2010	1,674,285,660	1,674	16.74	15	0.90
2009	1,679,000,000	1,679	16.79	9	0.54
2008	1,681,300,000	1,681	16.81	13	0.77
					(5yr average) 0.65

Source: HPMS/FARS, 2014 ***Wisconsin 5-yr avg. is 1.06 (from 2007-2011)***

[12] http://www.dot.state.wi.us/localgov/highways/docs/hsip.pdf. (03/03/14)

Table 6-11: 5-Year Rolling Average, Rate of Serious Injuries/100 Million VMT, Winnebago County

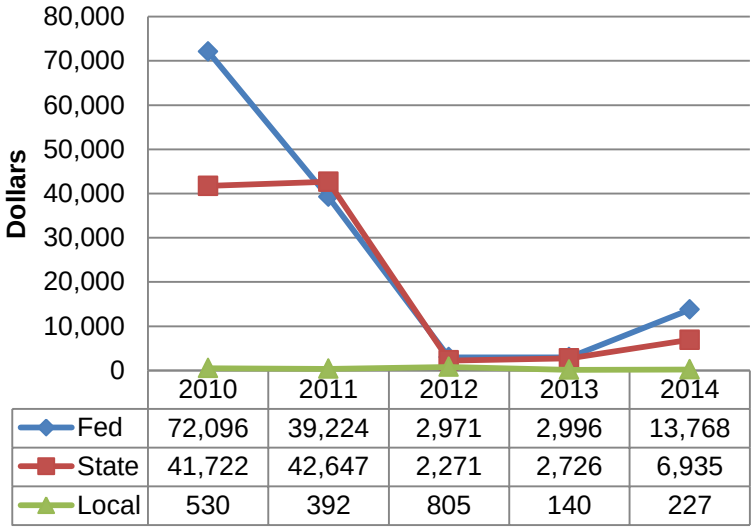
Year	VMT (Vehicle Miles Traveled)	VMT millions (000,000)	VMT (100 million)	Serious Injuries	Serious Injuries per 100 million VMT
2012	1,600,287,020	1,600	16.00	1,020	63.75
2011	1,629,822,090	1,630	16.30	1,044	64.05
2010	1,674,285,660	1,674	16.74	1,058	63.20
2009	1,679,000,000	1,679	16.79	1,005	59.86
2008	1,681,300,000	1,681	16.81	1,184	70.43
					(5yr average) 64.26

Source: WisDOT, 2014 ***Wisconsin 5-yr avg. is 53.94 (from 2007-2011)***

Transportation Improvement Program (TIP) Performance Indicators

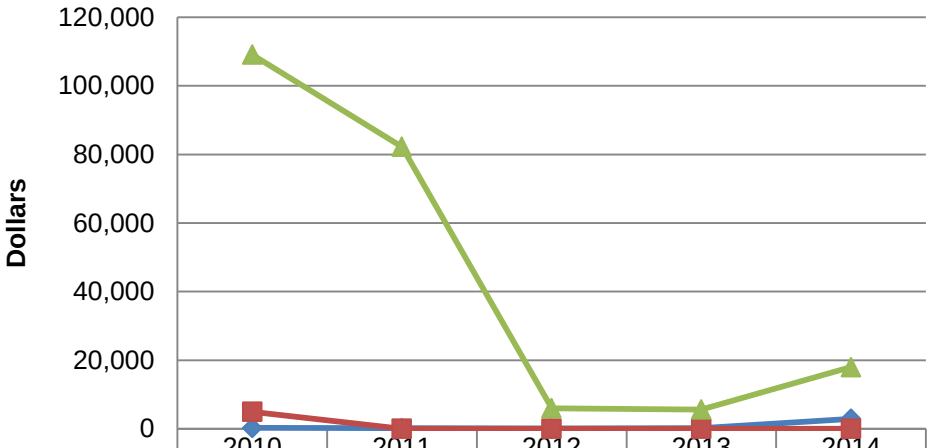
Another performance measure that ECWRPC initiated in 2014 is to track the Transportation Improvement Program (TIP) spending allocations for the MPO. Items include tracking funding allocation by federal, state and local sources; by project and engineering (PE), right of way (ROW) and construction (CONST) costs; preservation (P) and engineering (E); and by project types (highway, rail, bicycle/pedestrian and transit). Funds were tabulated from 2010 to 2014 TIP project years. **Figures 6-11 – 6-14** display this information below. **Note that dollar amounts represent millions of dollars.**

Figure 6-11: TIP Funding by Source ($000)



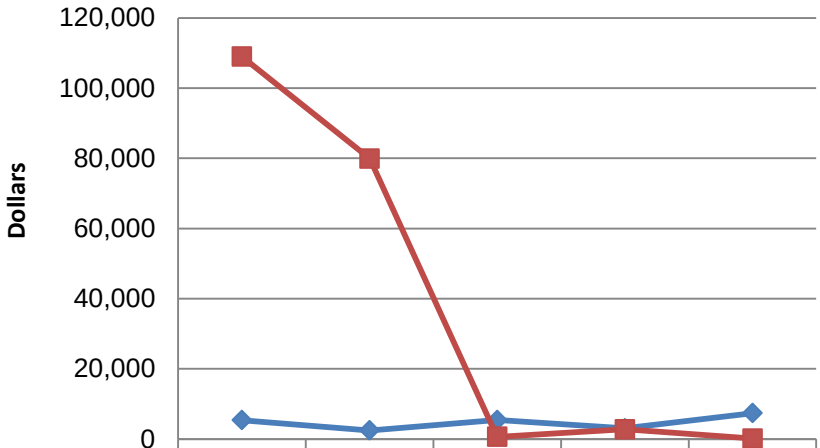
	2010	2011	2012	2013	2014
Fed	72,096	39,224	2,971	2,996	13,768
State	41,722	42,647	2,271	2,726	6,935
Local	530	392	805	140	227

Figure 6-12: TIP Funding by Project Type ($000)



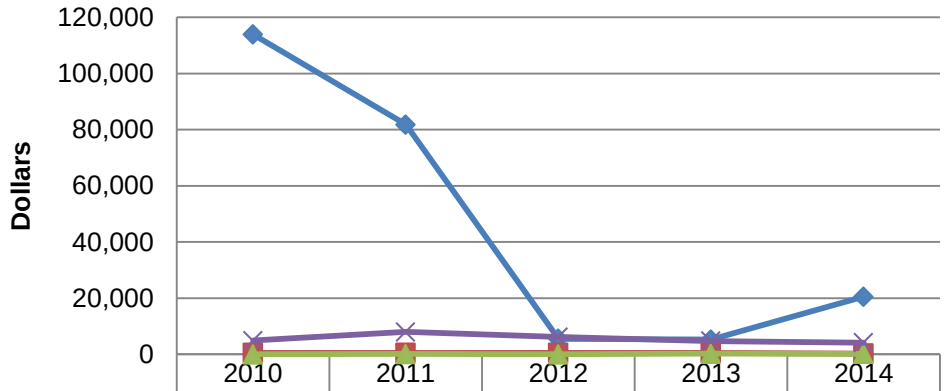
	2010	2011	2012	2013	2014
PE	275	140	62	220	2,922
ROW	4,975	1	0	0	0
CONST	109,098	82,239	5,985	5,623	18,008

Figure 6-13: TIP Funding by Preservation/Expansion ($000)



	2010	2011	2012	2013	2014
Preservation Subtotal	5,395	2,473	5,429	3,068	7,368
Expansion Subtotal	108,953	79,907	618	2,794	142

Figure 6-14: TIP Funding by Transportation Mode ($000)



	2010	2011	2012	2013	2014
Highway	113,888	81,817	5,509	5,228	20,508
Rail	460	460	460	460	280
Bike/Ped	0	103	0	174	142
Transit	4,880	7,979	6,156	4,724	4,121

Census Transportation Planning Products (CTPP)

The Census Transportation Planning Products (CTPP) is a database developed by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) and provides census data on demographic characteristics, home and work locations and journey to work travel flows. Data was gathered at the county level and collected as part of the CTPP 2000 and 2006-2010 American Community Survey (ACS) 5 year estimates and compared. For the purpose of this analysis, CTTP variables include collecting data on the following variables which can be tracked over time as performance indicators:

- mode to work (workers 16 and over), Winnebago County (**Table 6-12**);
- travel time to work (workers 16 and over), Winnebago County (**Table 6-13**); and
- number of workers in household, Winnebago County (**Table 6-14**).

Table 6-12: Mode to Work, Winnebago County, 2000-2010

Mode to Work[a]	CTPP2000			2006-2010 ACS			Is Change Statistically Significant in Number?*
	Number	Percent	MOE (+/-)*	Number	Percent	MOE (+/-)	
	At Place of Residence						
Total Workers	81,110	100.0	801	83,011	100.0	986	Yes
Drove Alone	68,555	84.5	795	69,200	83.4	1,153	No
2-Person Carpool	5,350	6.6	291	5,452	6.6	496	No
3-Or-More-Person Carpool	985	1.2	127	1,435	1.7	759	No
Public Transportation	560	0.7	96	616	0.7	186	No
Bike	420	0.5	83	726	0.9	197	Yes
Walked	2,675	3.3	207	2,242	2.7	357	Yes
Taxi, Motorcycle and Other Means	485	0.6	89	883	1.1	165	Yes
Worked at Home	2,090	2.6	184	2,457	3.0	305	Yes

*Source: CTPP, 2014, a. Residence place information is from CTPP2000 Table 1-002 and 2006- 2010 ACS Table B08301 and workplace information is from CTPP2000 Table 2-002 and 2006-2010 ACS Table B08406, *90% Confidence Interval*

Table 6-13: Mean Travel Time by Mode to Work, Winnebago County, 2000-2010

Mean Travel Time by Mode to Work[b]	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes?*
	Minutes	MOE(+/-)	Minutes	MOE(+/-)	
	At Place of Residence				
Total Workers (does not include workers who worked at home)	17.8	0.3	17.7	0.4	No
Drove Alone	17.8	0.3	17.4	0.5	No
Carpooled	19.4	1.1	19.8	3.3	No
Public Transportation	28.7	4.3	35.5	15.1	No
Taxi, Motorcycle, Walk, Bicycle and Other Means	13.1	1.2	16.3	3.1	No

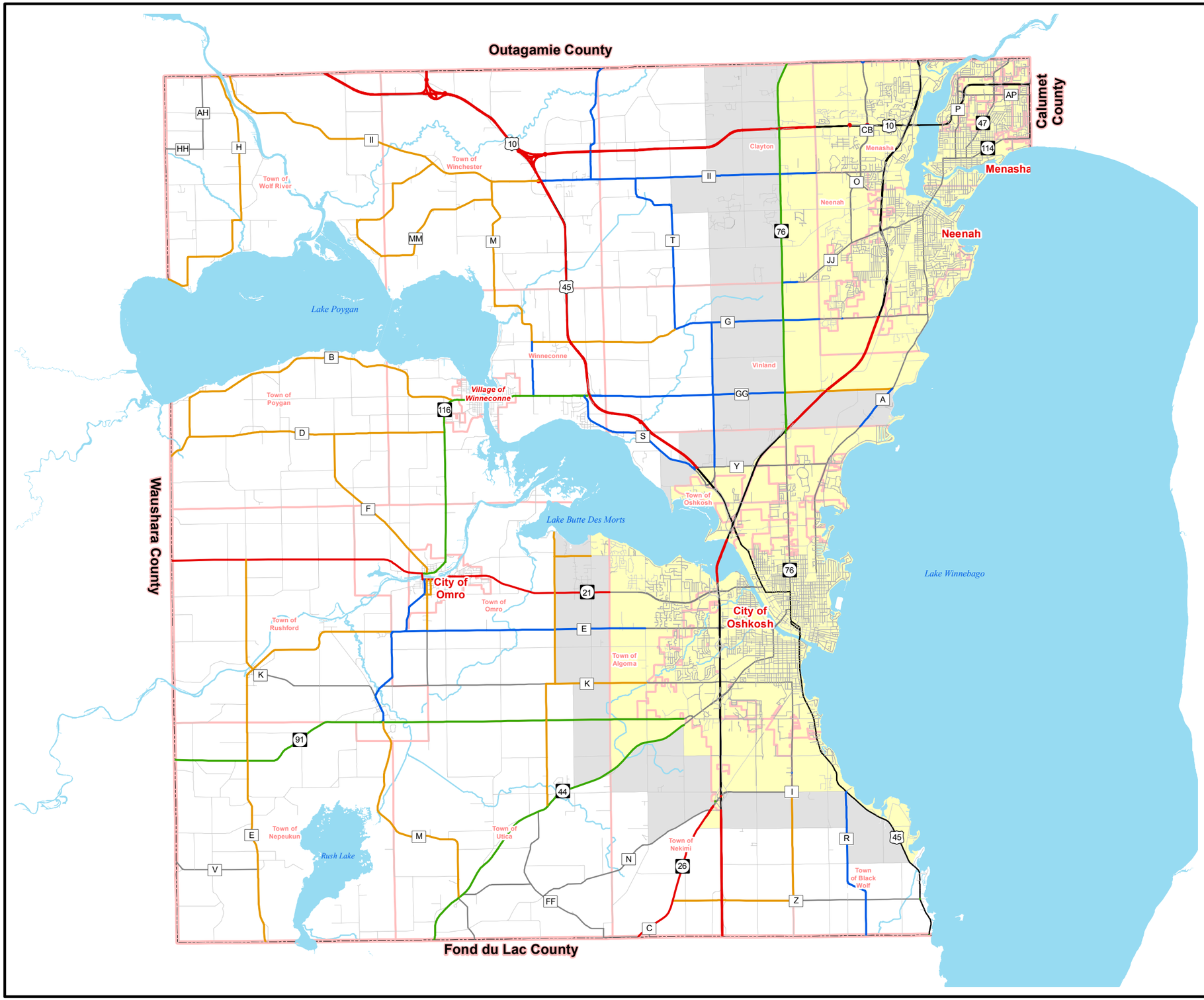
*Source: CTPP, 2014, b. CTPP2000 Table 1-118 and 2006-2010 ACS Table C08136, *90% Confidence Interval*

Table 6-14: Number of Workers in Household, Winnebago County, 2000-2010

Number of Workers in Household	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes?*
	Number	MOE(+/-)	Number	MOE(+/-)	
	At Place of Residence				
Total Workers at Place of Residence[c]	82,720	800	85,000	1,152	Yes

*Source: CTPP, 2014, c. Census 2000 SF3 Table P43 and 2006-2010 ACS Table B23001, *90% Confidence Interval*

Map 6-1
Oshkosh MPO
Rural Functional Classification System



Rural Principal Arterial

Rural Planned Principal Arterial

Rural Major Collector

Rural Planned Major Collector

Rural Minor Arterial

Rural Minor Collector

Local Roads

Municipal Boundary

County Boundary

Adjusted Urbanized Area

Planning Area Boundary

N

W E

S

0 1 2

Scale in Miles

Source:
WisDOT and ECWRPC provided 2010 metropolitan planning and adjusted urbanized areas
WisDOT and ECWRPC provided 2010 functional classification system
Base data provided by Winnebago County 2010.

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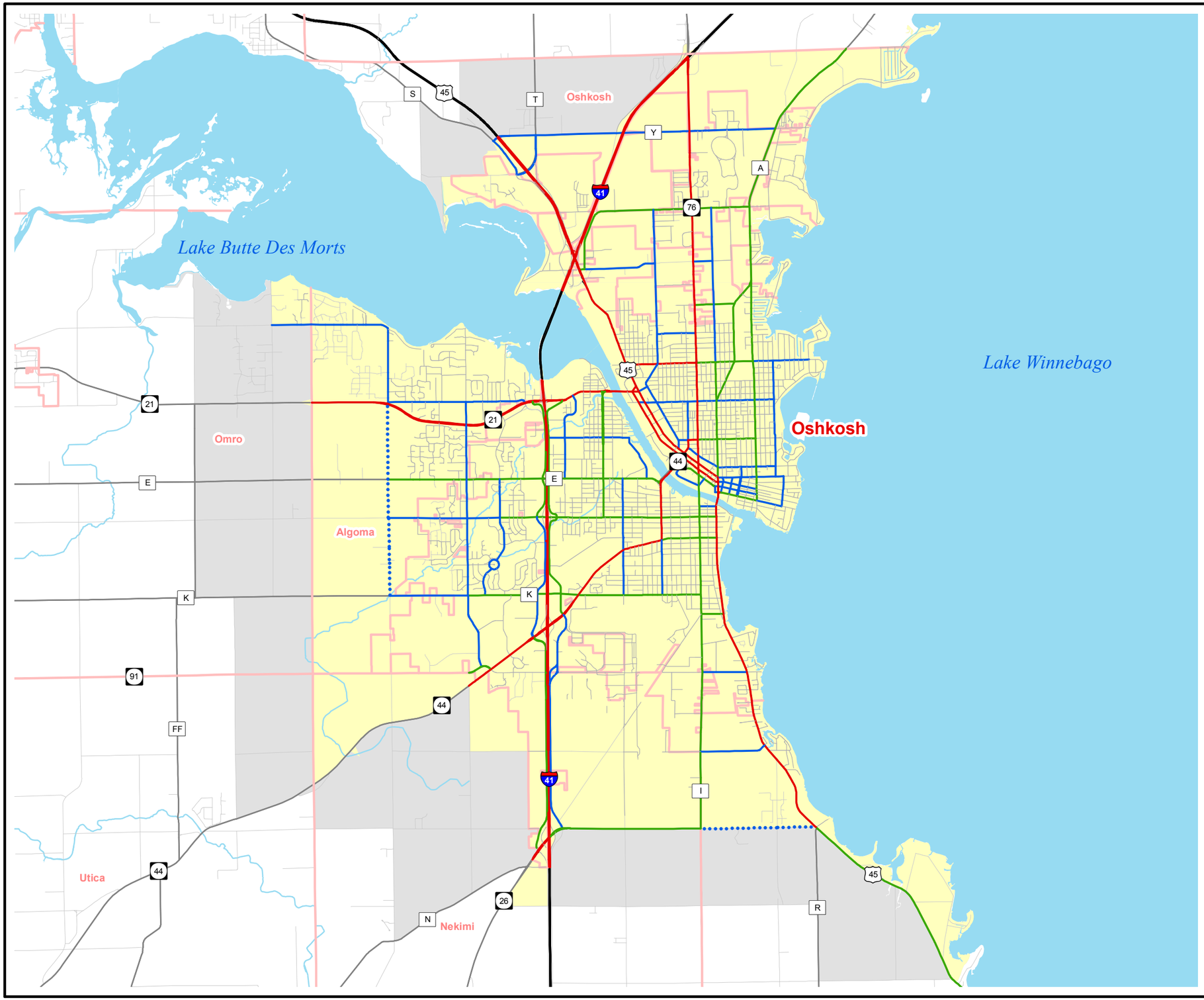
Map 6-2
Oshkosh MPO
Urbanized Functional Classification System



- Urban Principal Arterial
- Urban Planned Principal Arterial
- Urban Collector
- Urban Planned Collectors
- Urban Minor Arterial
- Urban Local
- Municipal Boundary
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary

N
W E
S

0 1 2

Scale in Miles

Source:
WisDOT and ECWRPC provided 2010 metropolitan planning and adjusted urbanized areas
WisDOT and ECWRPC provided 2010 functional classification system
Base data provided by Winnebago County 2010.

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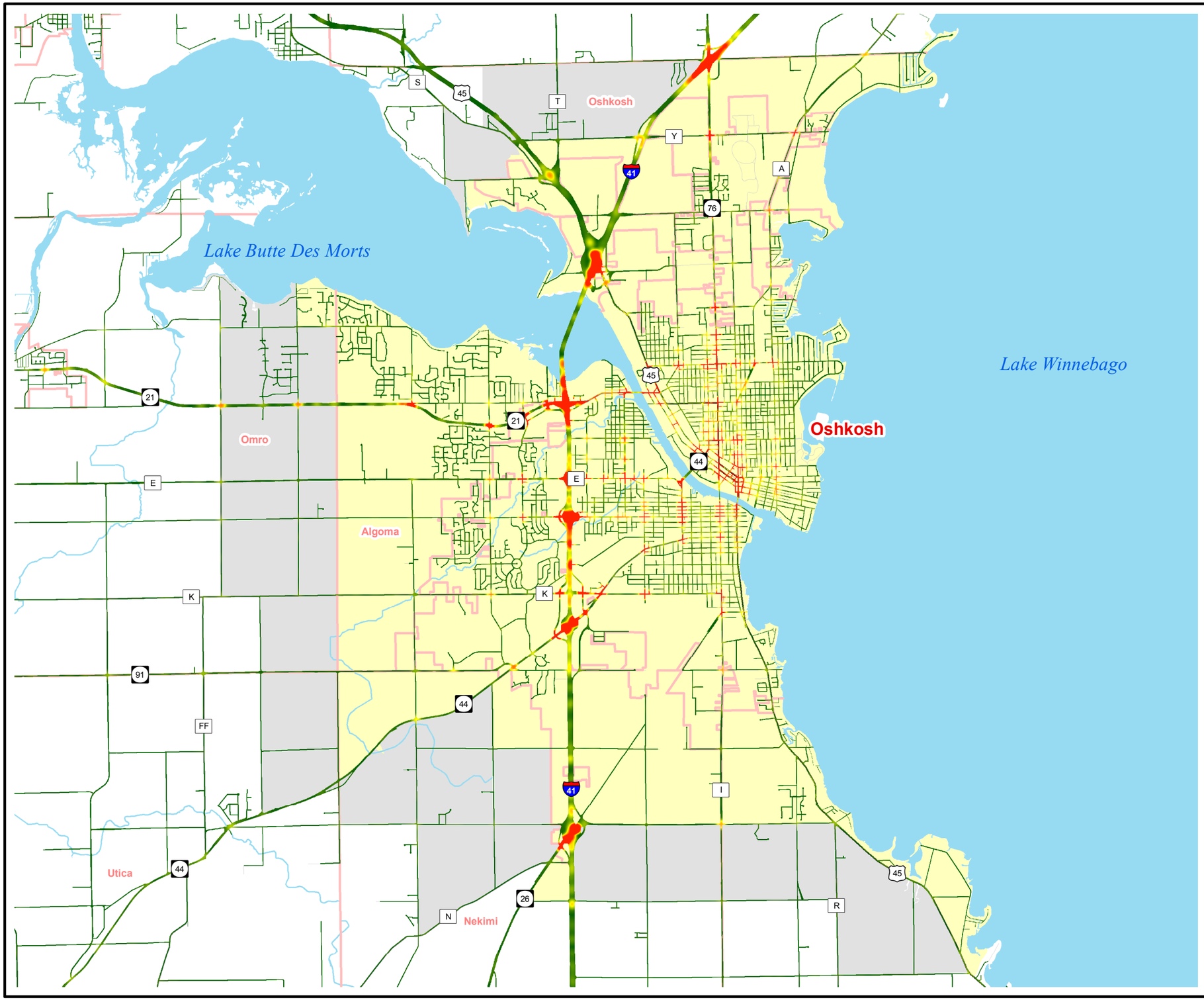
Map 6-3
Oshkosh MPO
High Crash Locations
2008 to 2013



High Crash Density

Low Crash Density

Municipal Boundary

Adjusted Urbanized Area

Planning Area Boundary

N

W E

S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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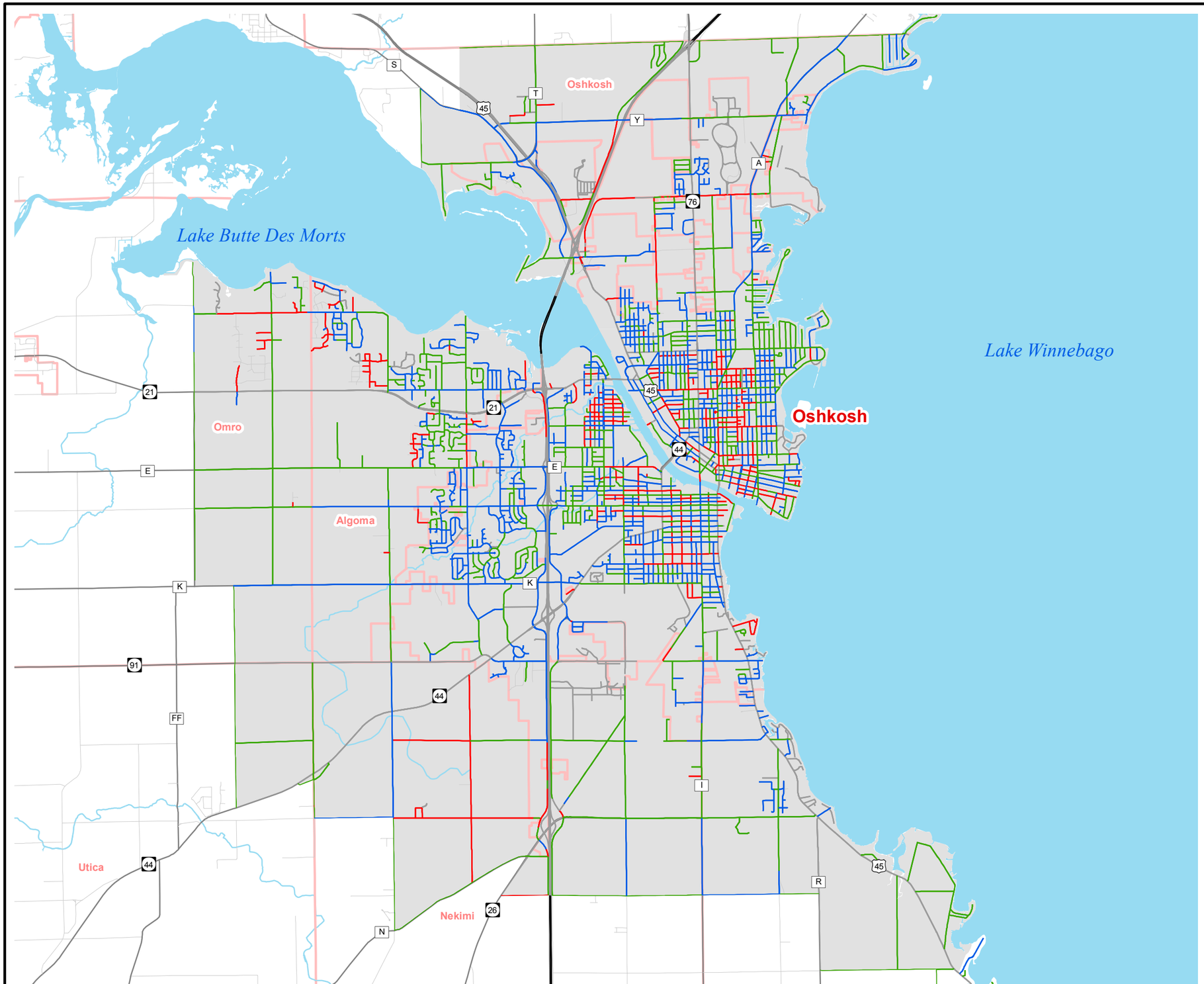

Map 6-4
Oshkosh MPO
PASER 2005

- Poor
- Fair
- Good
- Not Rated
- Municipal Boundary
- Oshkosh Planning Area Boundary
- City
- Village

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
PASER data provided by WisDOT

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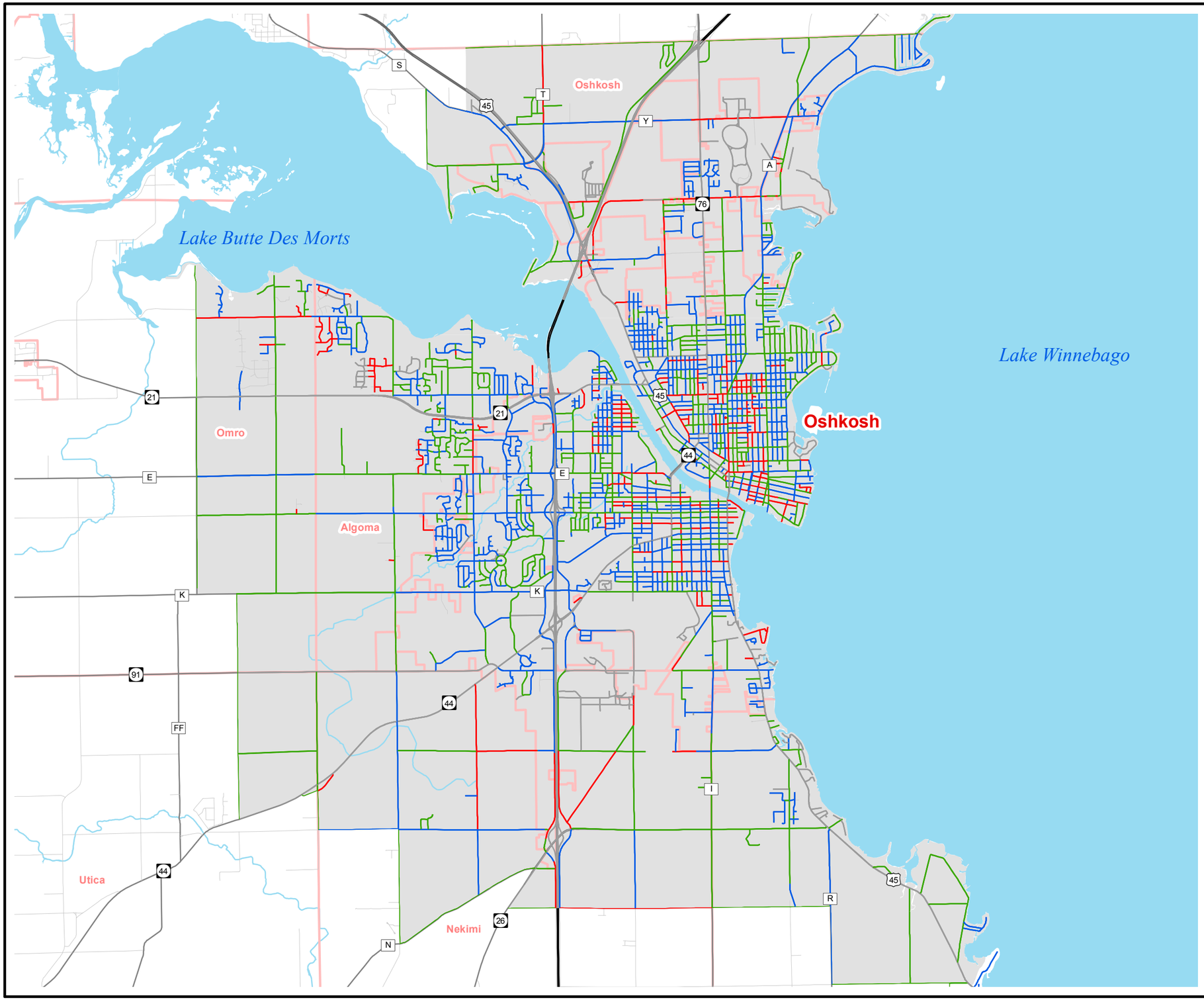

Map 6-5
Oshkosh MPO
PASER 2007

- Poor
- Fair
- Good
- Not Rated
- Municipal Boundary
- Oshkosh Planning Area Boundary
- City
- Village

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
PASER data provided by WisDOT

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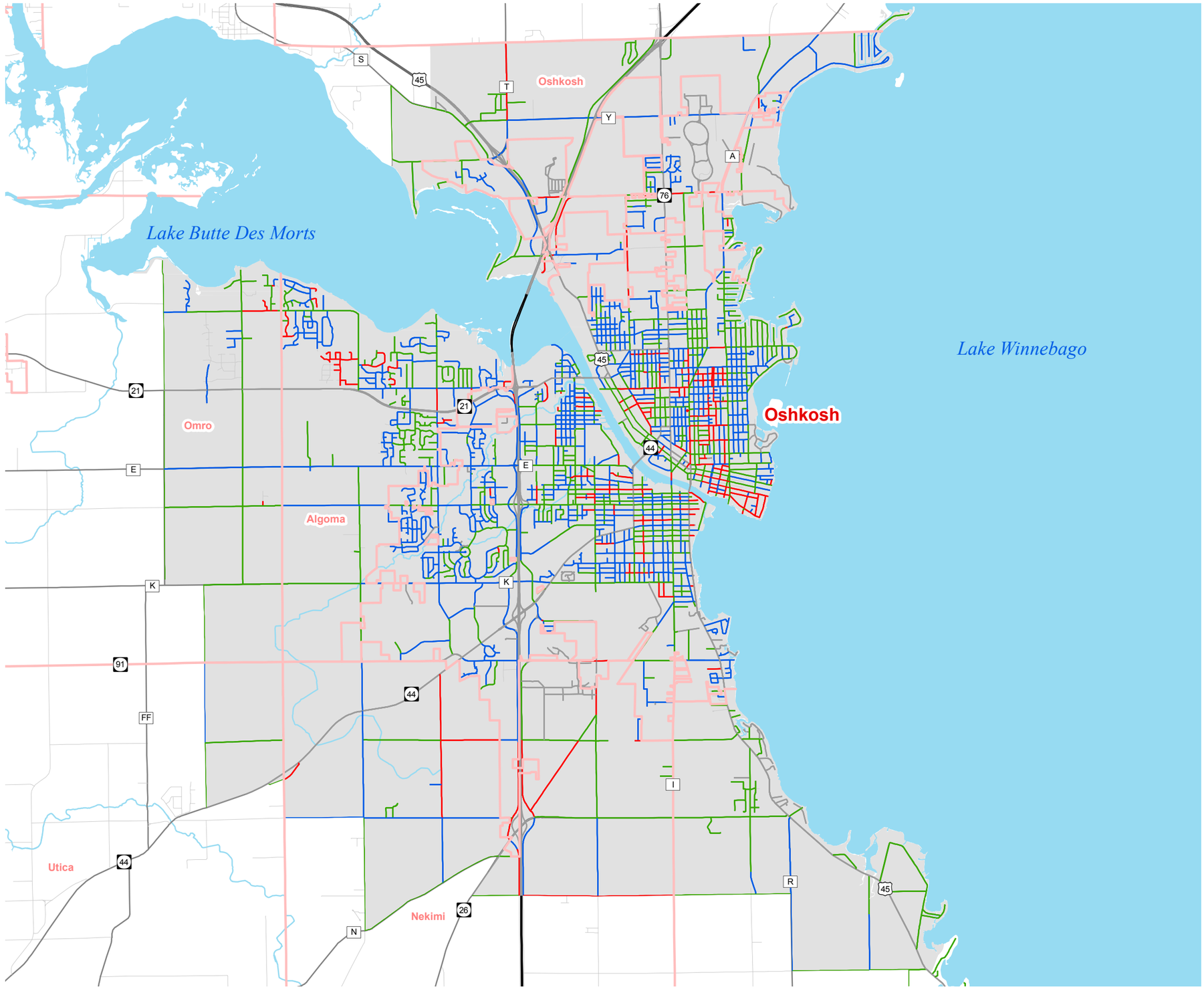

Map 6-6
Oshkosh MPO
PASER 2009

- Poor
- Fair
- Good
- Not Rated
- Municipal Boundary
- Oshkosh Planning Area Boundary
- City
- Village

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
PASER data provided by WisDOT

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East Central Wisconsin Regional Planning Commission
ECWRPC

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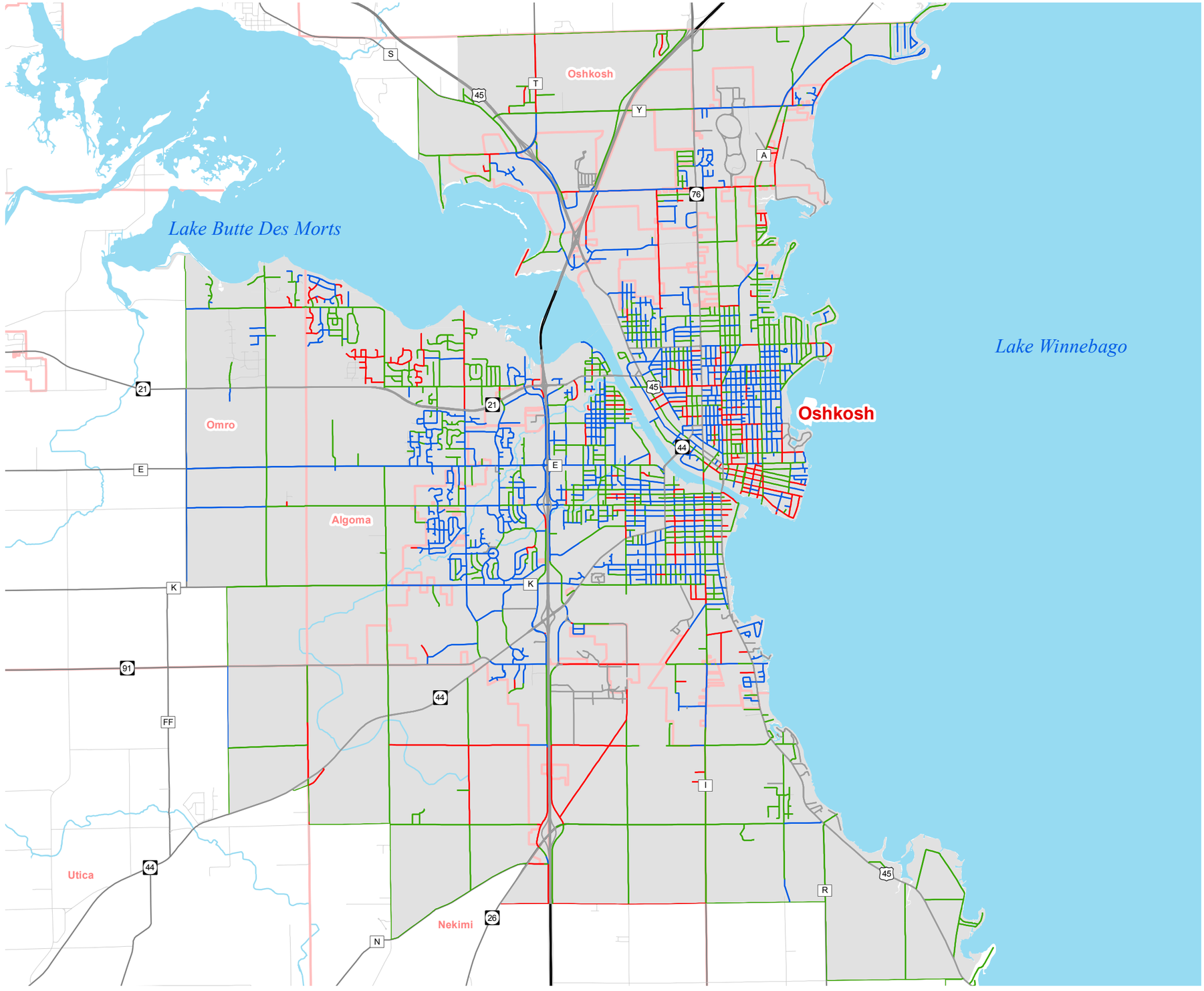
Map 6-7
Oshkosh MPO
PASER 2011



- Poor
- Fair
- Good
- Not Rated
- Municipal Boundary
- Oshkosh Planning Area Boundary
- City
- Village

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
PASER data provided by WisDOT

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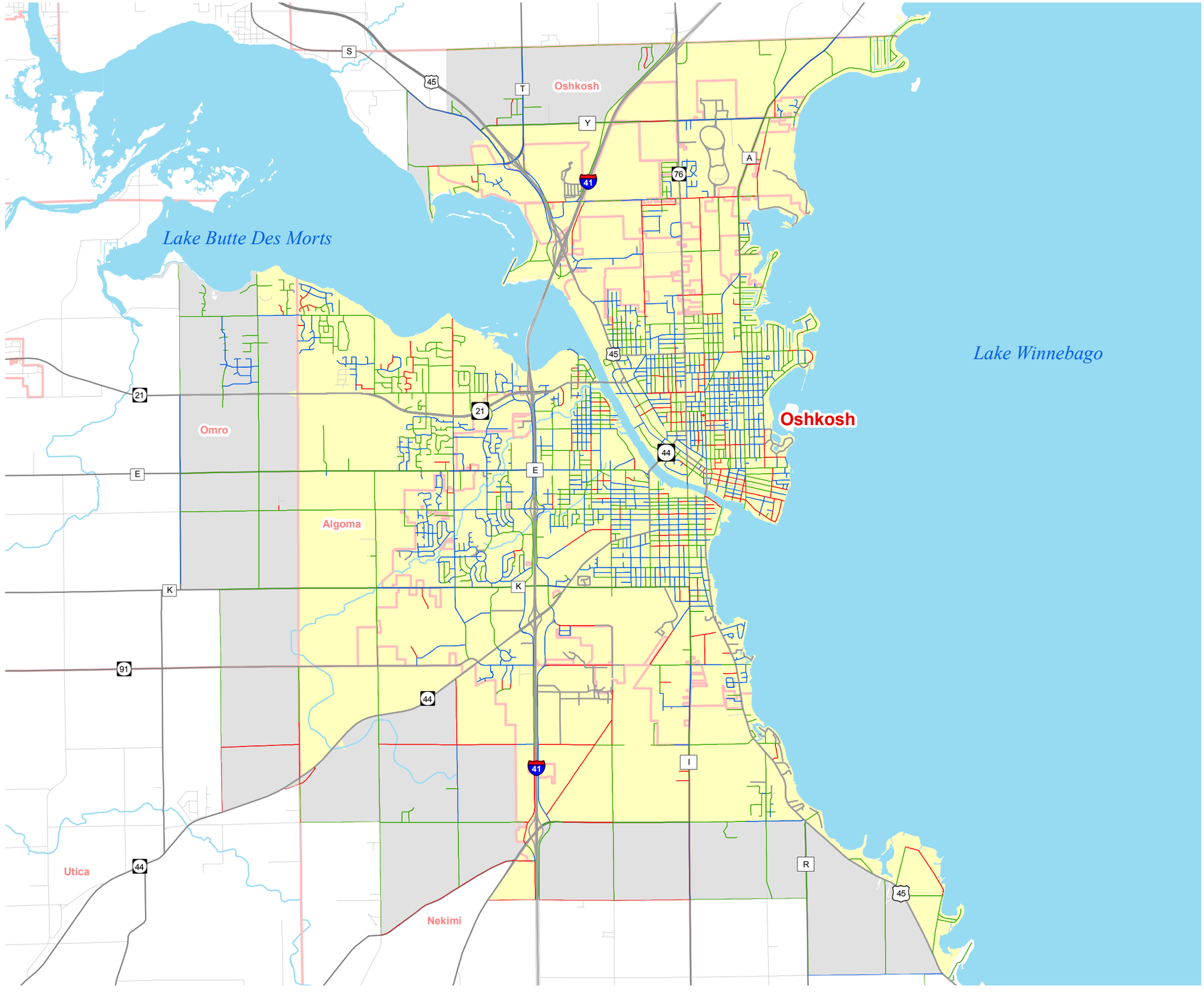
Map 6-8
Oshkosh MPO
PASER 2013



- Poor
- Fair
- Good
- Not Rated
- Municipal Boundary
- Oshkosh Planning Area Boundary
- Oshkosh Adjusted Urbanized Area

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
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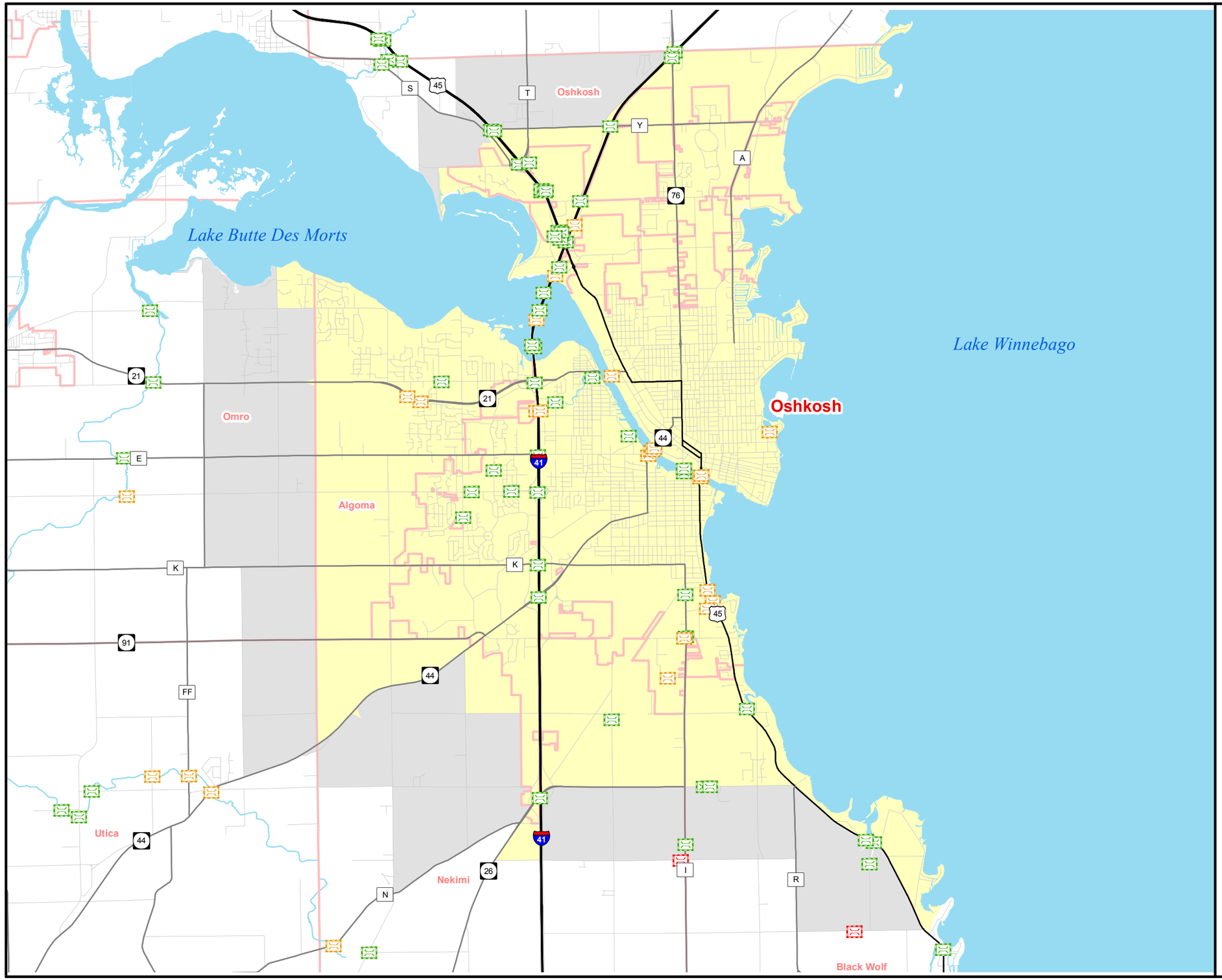

Map 6-9
Oshkosh MPO
Bridge Sufficiency Rating 2013

- Replacement Funding Eligible
- Rehabilitation Funding Eligible
- Sufficient
- Municipal Boundary
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Bridge data provided by WisDOT

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CHAPTER 7

TRAVEL DEMAND MODEL

CHAPTER 7 – TRAVEL DEMAND MODEL

TABLE OF CONTENTS

Travel Demand Model (TDM) Analysis 7-1

TABLES

Table 7-1: Level of Service (LOS) Threshold Comparison 7-2
Table 7-2: Oshkosh MPO Congestion Status by Miles, 2010 7-4
Table 7-3: Oshkosh MPO Congestion Status by Miles, 2045 7-5

MAPS

Map 7-1: Oshkosh MPO Level of Service 2010 7-7
Map 7-2: Oshkosh MPO Level of Service 2045 7-9

CHAPTER 7: TRAVEL DEMAND MODEL

TRAVEL DEMAND MODEL (TDM) ANALYSIS

Travel Demand Models (TDM) are used to evaluate transportation systems and predict future traffic demands. The 2013 Northeast Regional TDM covers all of Outagamie, Winnebago, Calumet, Fond du Lac, Sheboygan, Manitowoc, Brown, Kewaunee, Door Counties and part of Oconto, Shawano, Waupaca, Dodge, Washington Counties and portions of Waupaca County. The model is further broken down into trip generation areas which include the Appleton/Fond du Lac/Oshkosh, Green Bay, Sheboygan/Manitowoc and rural areas. The Northeast TDM uses a trip based four-step model consisting of trip generation, trip distribution, mode choice, and assignment. The TDM uses socio-economic data, roadway attributes and various parameters to estimate the trip making within and across the model planning area. New for the 2013 model version is the integration of the transportation network with a geodatabase. A geodatabase allows for demographic/socio-economic data to be linked to geographic features such as census tracts, census block groups, municipal boundaries and other geographic features. Having the capabilities of a geodatabase linked with the Northeast TDM lets planners and others use data to show spatial relationships and ultimately gain a better understanding of the region in terms of transportation needs for the future.

The model estimates trips by calculating the number and types of trips traveling between transportation analysis zones across the transportation network. The model uses base year data from 2010 to forecast travel demands/patterns out to year 2045. Within each analysis year, the Northeast TDM estimates traffic movement for four distinct time periods, AM, midday, PM and evening. The TDM is used to analyze the composition of traffic, purpose of travel, peak hour usage, and origin-destination linkages. This allows for explicit analysis of future travel behavior along the Oshkosh MPO region's major transportation corridors. The TDM is also useful for forecasting traffic volumes and patterns across the TMA region.

The Northeast TDM is also capable of estimating link-based operational deficiencies for each analysis year. To determine the planning-level operational deficiencies, sufficiency thresholds must be established. WisDOT's *Connections 2030 Plan* establishes a functional hierarchy of the state's corridors and parameters to classify the traffic operations of these particular roadways which can be translated into sufficiency thresholds. The classification system within WisDOT's *Connections 2030 Plan* is based on regional functionality and urban or rural location and is used to determine sufficiency thresholds. The sufficiency thresholds are then converted to Level of Service (LOS) thresholds by applying roadway characteristics such as access, signal density, travel lanes and posted speed limit. The LOS thresholds are then compared to the roadway's current traffic counts and forecasted traffic volumes to determine congestion status. LOS is a quantitative measure of quality of service of a transportation facility. The LOS measures is stratified into six letter grades, "A" through "F" with "A" being the best and "F" being the worst.[1] The Northeast TDM's LOS threshold is equivalent to a LOS C. Each roadway segment depending on functionality and its urban or rural location has a specific LOS C or LOS D threshold.

[1] Facilities Development Manual, Wisconsin Department of Transportation, Chapter 11 Design, Section 5 General Design Considerations. (3/4/2013)

For the purpose of this LRTP, the TDM was used to locate existing and potential congestion areas on regional roadways by calculating Level of Service (LOS) thresholds comparing base year 2010 to forecast year 2045 on roadways within the MPO planning area.

Table 7-1 illustrates the LOS model thresholds. The Northeast TDM is centered on LOS C (un-congested). LOS of A and B (not shown in Table 7-1) are considered not congested as well and LOS of D, E and F are considered moderately to extremely congested. Planning level thresholds are represented by average annual daily traffic (AADT).

Table 7-1: Level of Service (LOS) Threshold Comparison

Planning Level Capacity Thresholds				
Facility Type	**Average Annual Daily Traffic (AADT)**			
	LOS C (4.0) un -congested (upper limit)	**LOS D (5.0) moderate congestion** (upper limit)	**LOS E (6.0) severe congestion** (upper limit)	**LOS F (>6.0) extreme congestion** (lower limit)
Urban Freeway, 55 mph				
Four-Lane	53,800	74,900	88,500	> 88,500
Six-Lane	90,300	122,000	142,200	> 142,200
Eight-Lane	126,900	165,700	180,100	> 180,100
Urban Freeway, 65 Mph				
Two-Lane	29,400	38,400	45,800	> 45,800
Four-Lane	58,800	76,800	91,600	> 91,600
Six-Lane	97,800	124,800	146,300	> 146,300
Eight-Lane	136,900	169,000	195,000	> 195,000
Rural Freeway, 65 Mph				
Four-Lane	60,100	76,400	89,500	> 89,500
Six-Lane	99,800	124,300	143,600	>143,600
Eight-Lane	139,500	168,300	191,500	> 191,500
Urban Multilane Highway				
Four-Lane	46,000	61,000	72,000	> 72,000
Six-Lane	70,000	93,000	109,000	>109,000
Rural Multilane Highway				
Four-Lane	47,700	61,200	68,000	> 68,000
Six-Lane	71,900	92,000	102,300	> 102,300
Signalized Arterial				
2-Lane Undivided	14,200	16,100	17,600	> 17,600
1-Lane One-Way	14,200	16,100	17,600	> 17,600
2-Lane with TWLTL	15,000	16,900	18,600	> 18,600
2-Lane Divided	15,000	16,900	18,600	> 18,600
4-Lane Undivided	20,400	23,300	25,900	> 25,900
2-Lane One-Way	20,400	23,300	25,900	> 25,900
4-Lane with TWLTL	26,300	29,900	33,200	> 33,200

Planning Level Capacity Thresholds				
Facility Type	**Average Annual Daily Traffic (AADT)**			
	LOS C (4.0) un -congested (upper limit)	**LOS D (5.0) moderate congestion** (upper limit)	**LOS E (6.0) severe congestion** (upper limit)	**LOS F (>6.0) extreme congestion** (lower limit)
4-Lane Divided	27,800	31,700	35,100	> 35,100
6-Lane Divided	40,900	46,300	51,200	> 51,200
3-Lane One-Way	40,900	46,300	51,200	> 51,200
6-Lane with TWLTL	39,400	44,500	49,300	> 49,300
8-Lane Divided	53,800	60,800	67,100	> 67,100
4-Lane One-Way	53,800	60,800	67,100	> 67,100
Non-Signalized Arterial				
Urban Non-Signalized 2-Lane	16,100	23,000	30,400	> 30,400
Urban Non-Signalized 4-Lane	23,100	33,300	44,700	> 44,700
Rural Non-Signalized 2-Lane	8,700	15,200	30,400	> 30,400

Source: Wisconsin Department of Transportation

This table provides generalized threshold values that should be used for **planning applications. WisDOT approved software should be used for more specific operational or design applications. The LOS and capacity calculations are based on the TRB 2010 Highway Capacity Manual. AADT generalized volumes are based on a K250 design hour.*

Table 7-2 illustrates congestion levels throughout the Oshkosh MPO for the analysis of road miles. Note: sufficient roadway miles are not illustrated in the table. **Map 7-1** illustrates the LOS thresholds for the Oshkosh MPO in base year 2010. LOS D is equivalent to "approaching" congestion levels, LOS E is equivalent to "potential" congestion levels and LOS F is equivalent to "deficient" congestion levels.

In 2010, areas with the MPO "approaching" congested levels included: USH 41 (approximately bounded by the Lake Butte Des Morts Bridge south to STH 26, STH 21 near the USH 41 interchange as well as west on this highway leading to the City of Omro; 9th Avenue from roughly Knapp Street on the east boundary to Westfield Street on the west boundary; portions of STH 44 over the Fox River Bridge; as well as STH 44 and 26 on the outlying areas of the urbanized area (west of USH 41).

Map 7-2 illustrates the LOS thresholds for the MPO projected by year 2045. Roadways showing elevated congestion (LOS D, E, F) include STH 45 just south of Interstate 41, STH 21 interchange just west of Interstate 41, 9th Avenue immediately east and west of the Interstate 41 interchange, STH 44 and Interstate 41 interchange and immediately west of this interchange, as well as STH 44 and STH 26 on the western outskirts of the urbanized area.

A complete listing of the LOS road segments and summary are included in **Table 7-2** below comparing 2010 data to projected 2045 data (**Table 7-3**) for LOS D, E and F from high to low mileage.

Table 7-2: Oshkosh MPO Congestion Status by Miles, 2010

Road Name	Bounding Roads	Grade	City	Mileage
State Highway 44	Knott Road & N Clay Road	Approaching (D)	Town of Utica & Nekimi	3.64
State Highway 21	Reighmoor Road & Omro Road	Approaching (D)	Town of Omro & Algoma	2.33
Interstate 41	S Washburn Street & Plainview Drive	Approaching (D)	City of Oshkosh	2.21
Interstate 41	Lake Butte Des Morts Drive & Omro Road	Approaching (D)	City of Oshkosh	1.51
Interstate 41	Oshkosh Avenue & S Washburn Street	Approaching (D)	City of Oshkosh	1.09
Interstate 41	S Koeller Street & W South Park Avenue	Approaching (D)	City of Oshkosh	0.93
W 9th Avenue	S Westfield Street & Knapp Street	Approaching (D)	City of Oshkosh	0.71
State Highway 26	County Highway N & Nekimi Avenue East	Approaching (D)	Town of Nekimi	0.62
State Highway 21	N Sawyer Street & High Avenue	Approaching (D)	City of Oshkosh	0.39
State Highway 44	Pearl Avenue & Witzel Avenue	Approaching (D)	City of Oshkosh	0.33
State Highway 21	Brooks Lane & Interstate 41	Approaching (D)	City of Oshkosh	0.28
W 9th Avenue	Graceland Drive & S Washburn Street	Approaching (D)	City of Oshkosh	0.14
State Highway 44	W Irving Avenue & Church Avenue	Approaching (D)	City of Oshkosh	0.1
State Highway 21	Oshkosh Avenue & N Westfield Street	Approaching (D)	City of Oshkosh	0.1
W 9th Avenue	S Washburn Street & S Koeller Street	Approaching (D)	City of Oshkosh	0.06
			Total Miles	**14.44**

Source: WisDOT (NE TDM, 2015)

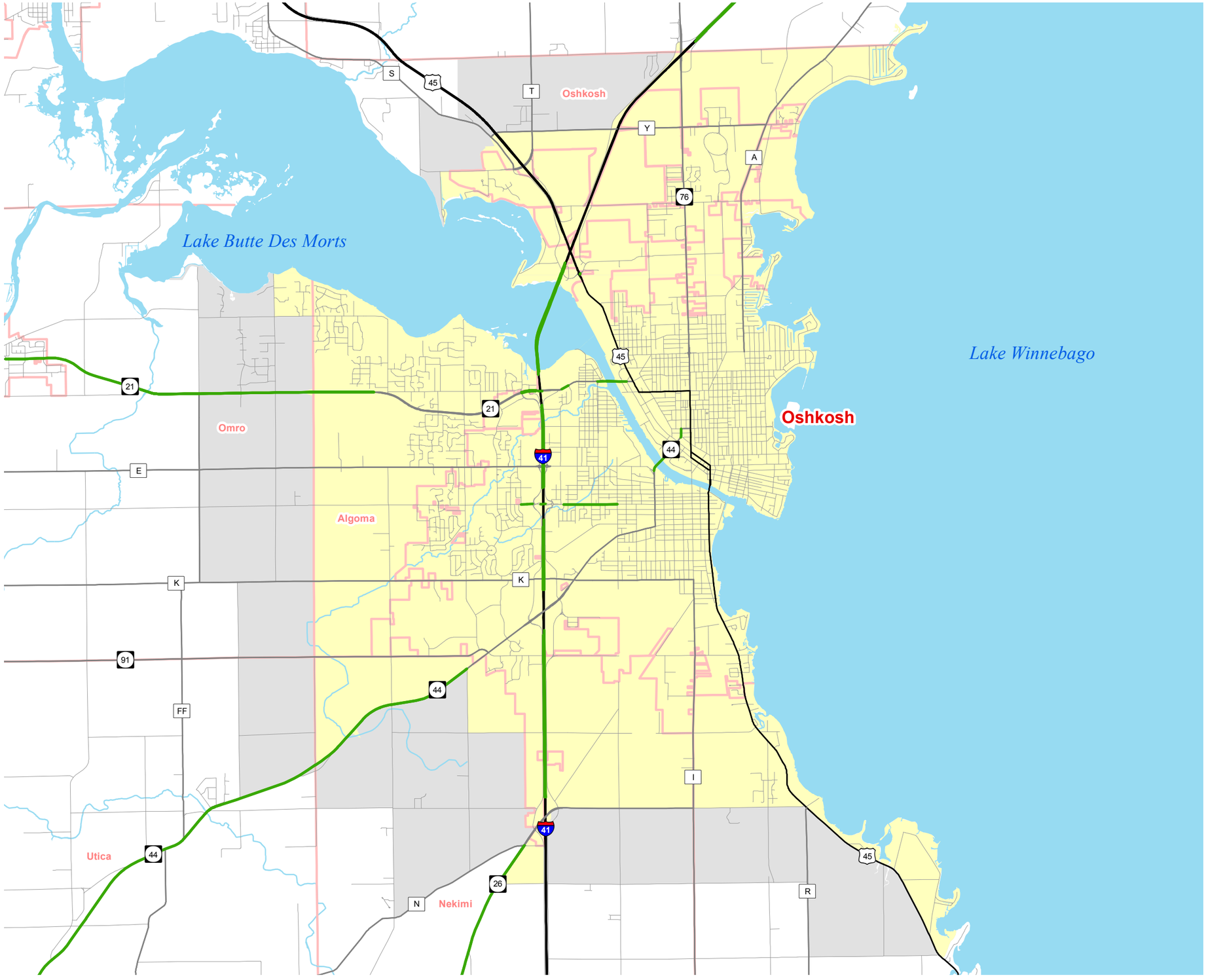
Table 7-3: Oshkosh MPO Congestion Status by Miles, 2045

Road Name	Bounding Roads	Grade	City	Mileage
State Highway 44	Knott Road & N Clay Road	Approaching (D)	Town of Utica & Nekimi	3.64
State Highway 21	County Highway FF & Omro Road	Approaching (D)	Town of Omro & Algoma	2.33
State Highway 45	Leach Road & County Highway Y	Approaching (D)	Town of Oshkosh	1.12
State Highway 21	Oshkosh Avenue & High Avenue	Approaching (D)	City of Oshkosh	0.85
State Highway 26	County Highway N & Nekimi Avenue East	Approaching (D)	Town of Nekimi	0.62
State Highway 44	Witzel Avenue & Pearl Avenue	Approaching (D)	City of Oshkosh	0.33
State Highway 44	Knapp Street & Georgia Street	Approaching (D)	City of Oshkosh	0.26
State Highway 45	W Fernau Avenue & Interstate 41	Potential (E)	City of Oshkosh	0.23
W 9th Avenue	S Sawyer Street & Knapp Street	Approaching (D)	City of Oshkosh	0.22
W 9th Avenue	Reichow Street & Huntington Place	Deficient (F)	City of Oshkosh	0.2
State Highway 21	Omro Road & Interstate 41 Ramp	Deficient (F)	City of Oshkosh	0.2
W 9th Avenue	Graceland Drive & S Washburn Street	Potential (E)	City of Oshkosh	0.15
State Highway 44	Interstate 41 Ramp & Interstate 41 Ramp	Approaching (D)	City of Oshkosh	0.14
State Highway 44	Church Avenue & W Irving Avenue	Approaching (D)	City of Oshkosh	0.12
State Highway 45	Near Interstate 41 Interchange	Approaching (D)	City of Oshkosh	0.12
N Oakwood Avenue	Danbe Road & County Highway E	Approaching (D)	Town of Algoma	0.11
State Highway 44	S Washburn Street	Approaching (D)	City of Oshkosh	0.1
W 9th Avenue	Huntington Place & Mason Street	Approaching (D)	City of Oshkosh	0.1
State Highway 44	S Washburn Street & Interstate 41 Ramp	Deficient (F)	City of Oshkosh	0.09
W 9th Avenue	Interstate 41 Ramp & Interstate 41 Ramp	Deficient (F)	City of Oshkosh	0.06
W 9th Avenue	Interstate 41 Ramp & S Koeller Street	Approaching (D)	City of Oshkosh	0.06
W 9th Avenue	Mason Street & Hawthorne Street	Deficient (F)	City of Oshkosh	0.06
W 9th Avenue	S Washburn Street & Interstate 41 Ramp	Approaching (D)	City of Oshkosh	0.05
W 9th Avenue	S Westfield Street & Reichow Street	Potential (E)	City of Oshkosh	0.05
State Highway 21	Interstate 41 Ramp & Interstate 41 Ramp	Deficient (F)	City of Oshkosh	0.05
W 9th Avenue	Cumberland Trail & Graceland Drive	Approaching (D)	City of Oshkosh	0.03

Road Name	Bounding Roads	Grade	City	Mileage
W 9th Avenue	Hawthorne Street & S Sawyer Street	Approaching (D)	City of Oshkosh	0.03
State Highway 21	Interstate 41 Ramp & Interstate 41 Ramp	Potential (E)	City of Oshkosh	0.03
W 9th Avenue	S Sawyer Street & S Sawyer Street	Potential (E)	City of Oshkosh	0.02
Interstate 41	Near 45 Interchange	Approaching (D)	Town of Oshkosh	0.02
State Highway 76	Intersection @ Green Valley Road	Approaching (D)	Town of Oshkosh	0.01
			Total Miles	**11.4**

Source: WisDOT (NE TDM, 2015)

Map 7-1
Oshkosh MPO
Level of Service 2010



- Approaching (D)
- Potential (E)
- Deficient (F)
- Municipal Boundary
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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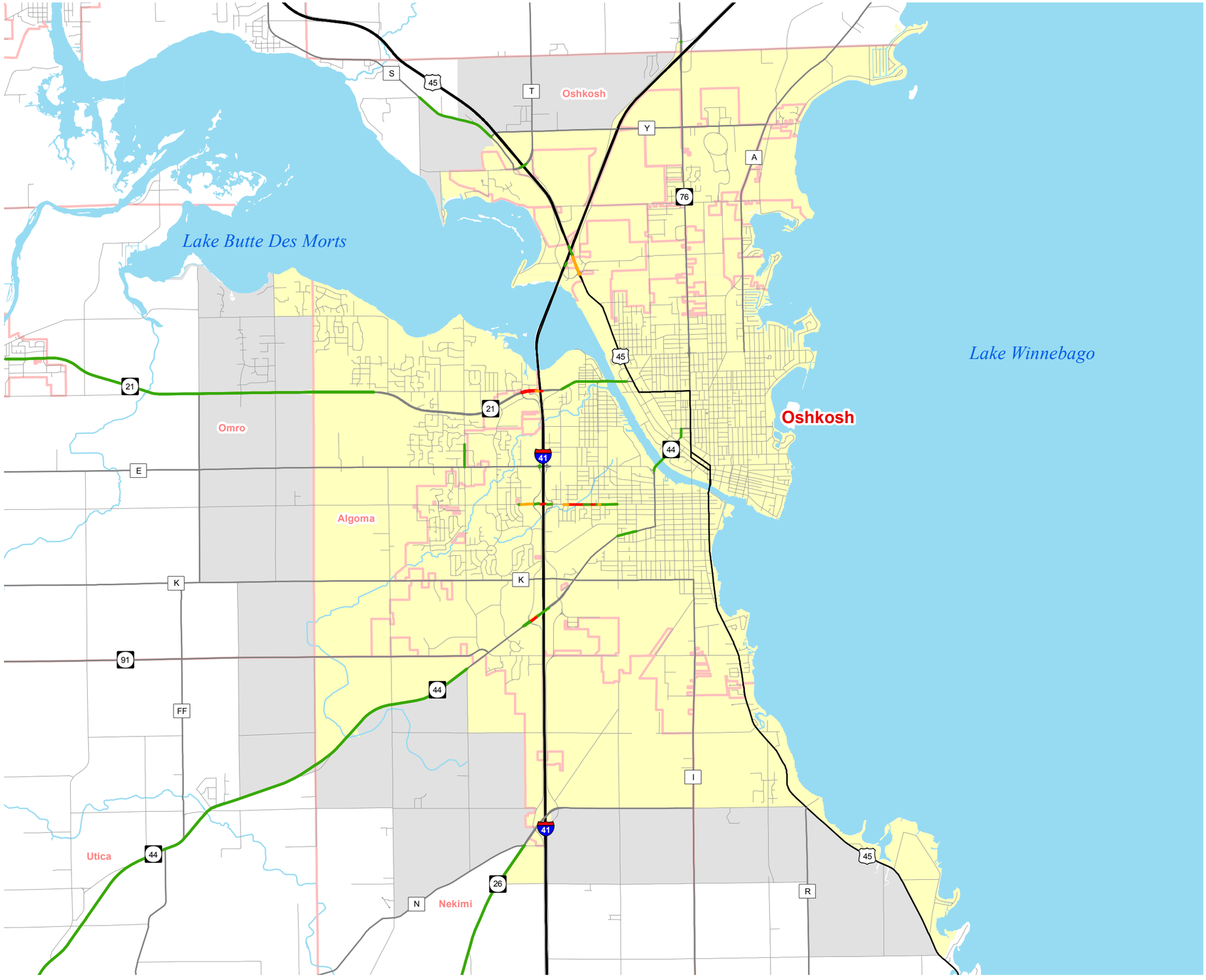
Map 7-2
Oshkosh MPO
Level of Service 2045



- Approaching (D)
- Potential (E)
- Deficient (F)
- Municipal Boundary
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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CHAPTER 8

PUBLIC & SPECIALIZED TRANSPORTATION

CHAPTER 8 – PUBLIC AND SPECIALIZED TRANSPORTATION

TABLE OF CONTENTS

Introduction 8-1
Transit 8-1
- Service Area 8-1
- Service Characteristics 8-1
  - Fixed Routes 8-1
  - Fixed Route Ridership 8-1
  - Fixed Route Fare Revenues and Operating Expenses 8-2
  - Paratransit Service 8-3
  - Cabulance 8-3
  - Dial-A-Ride 8-3
  - Paratransit Ridership 8-3
  - Paratransit Fare Revenues and Operating Expenses 8-4
- Transit System Summary 8-4
  - Operating Funds (Dollars and Percentage) 8-4
  - Capital Funds (Dollars and Percentage) 8-5
- Specialized Transportation 8-6
- County Human Services-Public Transportation Coordination Plan 8-7
- System Summary Analysis 8-8

Transit Performance Measures 8-9
- Unlinked Passenger Trips per Vehicle Revenue Mile 8-9
- Transit Bicycle Rack Counts 8-10
- Population within a Quarter Mile of Public Transportation 8-10

TABLES

Table 8-1: Fixed Route Service Characteristics, 2002 – 2014 8-2
Table 8-2: Fixed Route Service Fare Revenues and Operating Expenses, 2002 – 2012 8-2
Table 8-3: Demand Response Service Characteristics, 2002 – 2012 8-3
Table 8-4: Demand Response Service Fare Revenues and Operating Expenses, 2002 – 2012 8-4
Table 8-5: Operating Funds (Dollars) for Fixed and Demand Response Systems, 2002 – 2012 8-4
Table 8-6: Operating Funds (Percentage) for Fixed and Demand Response Systems, 2002 – 2012 8-5
Table 8-7: Capital Funds (Dollars) for Fixed and Demand Response Systems, 2002 – 2012 8-5
Table 8-8: Capital Funds (Percentage) for Fixed and Demand Response Systems, 2002 – 2012 8-6
Table 8-9: Demographic Profile Winnebago County 8-7
Table 8-10: Winnebago County Coordination Facilitation 8-8
Table 8-11: GO Transit Profile, 2000 – 2012 8-9
Table 8-12: GO Transit Bicycle Rack Counts, 2009 – 2014 8-10

MAPS

Map 8-1: Oshkosh MPO Transit Routes 8-11
Map 8-2: Oshkosh MPO Route 1 8-13
Map 8-3: Oshkosh MPO Route 2 8-15
Map 8-4: Oshkosh MPO Route 3 8-17
Map 8-5: Oshkosh MPO Route 4 8-19
Map 8-6: Oshkosh MPO Route 5 8-21
Map 8-7: Oshkosh MPO Route 6 8-23
Map 8-8: Oshkosh MPO Route 7 8-25
Map 8-9: Oshkosh MPO Route 8 8-27
Map 8-10: Oshkosh MPO Route 9 8-29
Map 8-11: Oshkosh MPO Route 10 8-31

CHAPTER 8: PUBLIC AND SPECIALIZED TRANSPORTATION

INTRODUCTION

Chapter 53 of title 49, United States Code, as amended by MAP-21, notes that the metropolitan transportation planning process work "to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes."[1] The public and specialized transportation options within the Oshkosh MPO are both necessary elements that move people throughout the planning area. This chapter documents the current public and specialized transportation services within the Oshkosh MPO as well as lists performance measures to track and follow over subsequent plan updates.

TRANSIT

Service Area

GO Transit provides transit services primarily within the City of Oshkosh. An exception to this is a route between the City of Oshkosh and the City of Neenah (Route 10). For planning purposes, the GO Transit service area generally follows the Oshkosh Urbanized Area boundary. This boundary includes the City of Oshkosh and parts of the Towns of Algoma, Black Wolf, Nekimi, Omro, Oshkosh and Vinland. An overview of the service area is displayed in **Map 8-1**.

Service Characteristics

Fixed Routes

Individual route maps are included in **Maps 8-2 to 8-11**.

Fixed Route Ridership

From 2002 to 2014, fixed route ridership surpassed 1 million unlinked trips three times (2006 – 2008). Other years have consistently seen 800,000 to 900,000 riders during this same time period. **Table 8-1** shows GO Transit service characteristics for unlinked passenger trips, vehicle revenue miles and vehicle revenue hours. The data was provided by the National Transit Database transit profiles.[2] Unlinked passenger trips represent the total number of boardings (trips), including all transfers on the system. Revenue miles represent the number of miles a bus is in service carrying passengers, while generating revenue. Revenue hours represent the number of hours a bus is in service carrying passengers, while generating revenue.

[1] http://www.fta.dot.gov/documents/chap53MAP21.pdf. (10/7/14)
[2] http://www.ntdprogram.gov/ntdprogram/profiles.htm. (10/13/14)

Table 8-1: Fixed Route Service Characteristics, 2002 – 2014

Ridership	GO Transit		
Year	Unlinked Passenger Trips	Vehicle Revenue Miles	Vehicle Revenue Hours
2002	892,133	588,823	39,749
2003	893,098	575,478	38,599
2004	911,265	581,075	38,822
2005	984,625	598,942	40,651
2006	1,007,609	569,041	38,446
2007	1,056,364	574,701	38,561
2008	1,075,099	546,381	39,931
2009	913,226	538,328	39,785
2010	883,052	536,080	39,379
2011	921,295	542,832	39,697
2012	987,696	547,817	38,881
2013	913,185	544,333	38,828
2014	907,249	552,420	38,114

Source: National Transit Database, 2002-2014

Fixed Route Fare Revenues and Operating Expenses

From 2002 to 2012, GO Transit operating expenses remained steady between $2 to 3 million. Fare revenues have generally fluctuated during this same time period, ranging from $257,946 in 2003 to $683,861 in 2011 for fixed route services. Please reference **Table 8-2**.

Table 8-2: Fixed Route Service Fare Revenues and Operating Expenses, 2002 – 2012

Ridership	GO Transit	
Year	Operating Expenses ($)	Fare Revenues ($)
2002	2,199,991	280,152
2003	2,277,064	257,946
2004	2,299,040	270,379
2005	2,508,074	302,801
2006	2,600,161	360,982
2007	2,751,071	383,949
2008	2,941,287	410,797
2009	2,897,511	476,075
2010	2,949,478	578,069
2011	3,153,058	683,861
2012	3,064,612	537,274

Source: National Transit Database, 2002-2012

Paratransit Service

In addition to fixed-route service, GO Transit currently provides paratransit service within the city limits. Wheelchair-accessible Cabulance is offered to the non-ambulatory disabled and Dial-A-Ride taxi service is provided to the elderly population, age 60 and over.

Cabulance

The level of service to the disabled was increased in 1990 by contracting with a private operator, Oshkosh City Cab, for Cabulance door to door wheelchair accessible service 24 hours daily. Cabulance operates during normal GO Transit hours between 6:15 am and 6:45 pm (Monday – Saturday). It also operates beyond these hours on Sundays and holidays. Fares include $2.00 for basic curb-to-curb service; $3.00 for premium service (additional service when driver is away from vehicle; and $5.00 for after hour trips.

Dial-A-Ride

As a component of the ADA planning process and to improve coordination and cost-effectiveness, in 1991 GO Transit assumed responsibility for the Dial-A-Ride program administered by the City through the Oshkosh Senior Center. Service is provided to the elderly age 60 or over and the disabled, 24 hours daily by Oshkosh City Cab. Fares are $3.50 a trip for during GO Transit hours of operation and $5.00 for out of regular hours of operation and holidays.

Paratransit Ridership

Paratransit trips have fluctuated, ranging from 101,971 unlinked trips in 2012 to 152,876 unlinked trips in 2004. Please reference **Table 8-3**.

Table 8-3: Demand Response Service Characteristics, 2002 – 2012

Ridership	Demand Response Characteristics		
Year	Unlinked Passenger Trips	Vehicle Revenue Miles	Vehicle Revenue Hours
2002	124,896	500,362	33,650
2003	136,966	586,237	39,140
2004	152,876	603,002	40,216
2005	139,780	597,906	35,977
2006	130,993	556,155	32,700
2007	139,886	579,751	34,633
2008	149,085	598,292	40,191
2009	147,923	605,513	39,757
2010	134,289	549,209	37,227
2011	108,571	388,652	29,470
2012	101,971	426,741	27,754

Source: National Transit Database, 2002-2012

Paratransit Fare Revenues and Operating Expenses

Paratransit operating expenses have remained steady from 2002 – 2012 at about $1 million annually. The system reached its highest expense total in 2009 at $1,546,840. This figure is without depreciation and interest factored in. Overall, fare revenues have fluctuated, ranging from $169,543 in 2006 to $489,670 in 2012. Please reference **Table 8-4**.

Table 8-4: Demand Response Service Fare Revenues and Operating Expenses, 2002 – 2012

Ridership	Demand Response Characteristics	
Year	Operating Expenses ($)	Fare Revenues ($)
2002	1,022,509	187,779
2003	1,095,947	207,305
2004	1,188,186	196,767
2005	1,304,237	186,147
2006	1,302,871	169,543
2007	1,430,854	183,744
2008	1,526,769	218,419
2009	1,546,840	296,450
2010	1,480,367	329,528
2011	1,274,219	424,419
2012	1,243,424	489,670

Source: National Transit Database, 2002-2012

Transit System Summary

Operating Funds (Dollars and Percentage)

Table 8-5 shows the operating funds (dollars) of funding sources for both the GO Transit fixed route system as well as the demand response systems.

Table 8-5: Operating Funds (Dollars) for Fixed and Demand Response Systems, 2002 – 2012

Year	Fare Revenues	Local Funds	State Funds	Federal Assistance	Other Funds
2002	467,931	810,438	1,050,882	880,126	37,880
2003	465,251	852,157	1,059,125	990,706	38,112
2004	467,146	890,643	1,126,375	989,869	41,298
2005	488,948	1,064,388	1,128,607	1,114,938	40,370
2006	530,525	1,009,741	953,815	1,388,004	42,874
2007	567,693	1,154,604	1,088,355	1,355,474	35,066
2008	629,216	1,303,044	1,198,265	1,309,050	28,481
2009	772,525	852,166	1,211,194	1,581,596	26,869
2010	907,597	652,242	1,267,939	1,576,066	26,000
2011	1,108,280	668,910	1,212,267	1,404,571	33,247
2012	1,026,944	758,378	1,134,446	1,360,876	27,392

Source: National Transit Database, 2002-2012

Table 8-6 shows the operating funds (as a percentage) of funding sources for both the GO Transit fixed route system as well as the demand response systems.

Table 8-6: Operating Funds (Percentage) for Fixed and Demand Response Systems, 2002 – 2012

Year	Fare Revenues	Local Funds	State Funds	Federal Assistance	Other Funds
2002	14	25	32	27	1
2003	14	25	31	29	1
2004	13	25	32	28	1
2005	13	28	29	29	1
2006	14	26	24	35	1
2007	14	27	26	32	1
2008	14	29	27	29	1
2009	17	19	27	36	1
2010	20	15	29	36	1
2011	25	15	27	32	1
2012	24	18	26	32	1

Source: National Transit Database, 2002-2012

Capital Funds (Dollars and Percentage)

Table 8-7 shows the capital funds (dollars) of funding sources for both the GO Transit fixed route system as well as the demand response systems.

Table 8-7: Capital Funds (Dollars) for Fixed and Demand Response Systems, 2002 – 2012

Year	Local Funds	State Funds	Federal Assistance	Other Funds
2002	76,619	0	305,641	0
2003	564,318	0	2,257,273	0
2004	4,636	0	18,540	0
2005	28,509	0	114,036	0
2006	27,586	0	110,345	0
2007	0	0	0	0
2008	0	0	0	0
2009	0	0	21,841	0
2010	0	0	2,125,794	0
2011	30,023	0	120,093	0
2012	37,938	0	151,753	0

Source: National Transit Database, 2002-2012

Table 8-8 shows the capital funds (as a percentage) of funding sources for both the GO Transit fixed route system as well as the demand response systems.

Table 8-8: Capital Funds (Percentage) for Fixed and Demand Response Systems, 2002 – 2012

Year	Local Funds	State Funds	Federal Assistance	Other Funds
2002	20	0	80	0
2003	20	0	80	0
2004	20	0	80	0
2005	20	0	80	0
2006	20	0	80	0
2007	0	0	0	0
2008	0	0	0	0
2009	0	0	100	0
2010	0	0	100	0
2011	20	0	80	0
2012	20	0	80	0

Source: National Transit Database, 2002-2012

Specialized Transportation

"Specialized transportation services" means a transportation system, either publicly or privately owned, which provides to elderly or disabled persons general or special service on a regular and continuing basis in a designated service area (WI State Statute 85.21). In order to understand the need/demand for specialized transportation services in the Oshkosh MPO, it is important to have an understanding of the basic demographic profile of the region. **Table 8-9** provides a demographic profile by age cohort for Winnebago County. **Table 8-9** compares census data from 2000 to 2010. As shown in this table, there has been a substantial increase in the total number and percentage of the 45 to 64 years old and 65+ years old cohorts; a pattern that will likely continue for the life of this LRTP.

Table 8-9: Demographic Profile Winnebago County

Population by Age Cohort					
Age Cohort	**2000**		**2010**		**2000 to 2010**
	Number	**Percent of Total**	**Number**	**Percent of Total**	**Percent Change**
Median Age	35.4		37.9		7.1
Total Population	156,763		166,994		6.5
Under 18 Years Old	37,343	23.8	36,132	21.6	-3.2
18 to 24 Years Old	18,493	11.8	19,870	11.9	7.4
25 to 44 Years Old	47,595	30	43,349	26.0	-8.9
45 to 64 Years Old	33,669	22	45,307	27.1	34.6
65 + Years Old	19,663	12.5	22,336	13.4	13.6

Source: US Census Bureau 2000 and 2010, Table DP-1

County Human Services-Public Transportation Coordination Plan

A County Human Services-Public Transportation Coordinated Plan is a five year plan dedicated to sharing resources both intra- and inter-county to assist the transportation disadvantaged public in getting rides based on their individual mobility needs. Broad and encompassing strategies and actions are developed to enhance the mobility needs of the elderly and disabled for the life of the plan.

According to Federal Transit Administration (FTA) rules, a human service-public transportation coordinated plan must include the following four elements:

1. An assessment of available services that identifies current transportation providers (e.g., public, private and nonprofit).

2. An assessment of the transportation needs for individuals with disabilities and older adults. The assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts and gaps in service.

3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery.

4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Federal transit law, as amended by Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (2005), and continued in Moving Ahead for Progress in the 21st Century Act (MAP-21) (2012), requires that projects selected for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.”[3]

[3] http://www.dot.wisconsin.gov/localgov/transit/toolkit.htm.

MAP-21 repealed 5316 (Job Access and Reverse Commute) and 5317 (New Freedom) programs. 5316 projects are now eligible for funding under public transportation grants programs (5311 and 5307), which do not require coordinated planning. 5317 projects are now eligible under 5310 and require coordinated planning. Wisconsin State Statue 85.21 (Specialized Transportation Assistance Program) candidate projects also require coordinated planning to receive funding. Projects selected for 5310 and 85.21 funding must align with the County Human Services-Public Transportation Coordinated Plan.

System Summary Analysis

As part of the Winnebago County Human Services-Public Transportation Coordinated Plan, a system summary analysis was completed. The following gaps/needs and barriers were recognized along with potential strategies to improve the specialized transportation system (see **Table 8-10**:

Table 8-10: Winnebago County Coordination Facilitation

Gap/Need/Barrier	Strategy	Priority
No county or regional mobility manager	Utilize the Winnebago Specialized Transportation Study to contact other counties for regional transportation coordination, coordination center, look at other case studies/examples	**1**
Long wait times	Taking a deeper look into the system, eligibility requirements (evaluate and improve), continue to work with existing agencies (Evergreen, Lutheran Homes, Cerebral Palsy, North Point, Clarity Care)	**2**
Limited options for trips leaving the county	Additional funding sources, local funding sources (specifically look for matching funds), establishing a transportation coordination center	**3**
Reduce the 24 hour calling and make it more "on-demand"	Greater coordination with healthcare agencies in northern Winnebago County (ThedaCare, Affinity, Aurora)	**4**
More effective way to provide weekend transportation; possible providing service on Sundays in Oshkosh	Re-evaluate at the next TDP, coordination with local/regional employers	**5**

TRANSIT PERFORMANCE MEASURES

Unlinked Passenger Trips per Vehicle Revenue Mile (UPTVRM)

One way to measure the service effectiveness of public transportation and paratransit services is to examine annual vehicle revenue miles and annual unlinked trips. Vehicle revenue miles are the miles that vehicles are scheduled to or actually travel while in revenue service; unlinked trips represent the number of passengers who board public transportation vehicles and are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.[4]

Table 8-11 provides a Transit Profile of GO Transit for their bus and demand response services. The Unlinked Passenger Trips per Vehicle Revenue Mile (UPTRVM) is the calculated ratio of unlinked trips to vehicle revenue miles and are displayed in the table. Larger UPTVRM ratios indicate higher service effectiveness.

Table 8-11: GO Transit Profile (2000 - 2012)

	Bus			Demand Response		
Year	**Annual Unlinked Passenger Trips**	**Annual Vehicle Revenue Miles**	**Unlinked Passenger Trips per Vehicle Revenue Mile**	**Annual Unlinked Passenger Trips**	**Annual Vehicle Revenue Miles**	**Unlinked Passenger Trips per Vehicle Revenue Mile**
2000	884,955	531,687	1.66	137,564	769,021	0.18
2001	882,465	626,433	1.41	122,338	515,178	0.24
2002	892,133	588,823	1.52	124,896	500,362	0.25
2003	893,098	575,478	1.55	136,966	586,237	0.23
2004	911,265	581,075	1.57	152,876	603,002	0.25
2005	984,625	Q		139,780	597,906	0.23
2006	1,007,609	569,041	1.77	130,993	556,155	0.24
2007	1,056,364	574,701	1.84	139,886	579,751	0.24
2008	1,075,099	546,361	1.97	149,085	598,292	0.25
2009	913,226	538,328	1.70	147,923	605,513	0.24
2010	883,052	536,080	1.65	29,474	173,238	0.17
2011	921,295	542,832	1.70	NA	NA	
2012	987,696	547,817	1.80	NA	NA	
Avg	**945,605**	**565,971**	**1.67**	**128,344**	**553,150**	**0.23**

Source: National Transit Database, 2000-2012

[4] http://www.mbta.com/uploadedfiles/About_the_T/Financials/Stats%20Presentation%209-7-11.pdf. (4/3/14)

Transit Bicycle Rack Counts

Additionally, bicycle rack counts are tracked by GO Transit. Bicycle rack counts are displayed in **Table 8-12.**

Table 8-12: GO Transit Bicycle Rack Counts (2009 - 2014)

Year	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Yearly Totals
2009									320	233	263	85	**901**
2010	75	75	212	172	207	328	402	550	517	519	408	166	**3,631**
2011	121	155	279	355	439	626	619	620	591	630	517	367	**5,319**
2012	359	346	485	450	581	782	712	696	741	903	563	379	**6,997**
2013	188	133	268	459	674	872	1,087	1,039	789	826	650	334	**7,319**
2014	315												**315**
Totals by Month	**1,058**	**709**	**1,244**	**1,436**	**1,901**	**2,608**	**2,820**	**2,905**	**2,958**	**3,111**	**2,401**	**1,331**	**24,482**

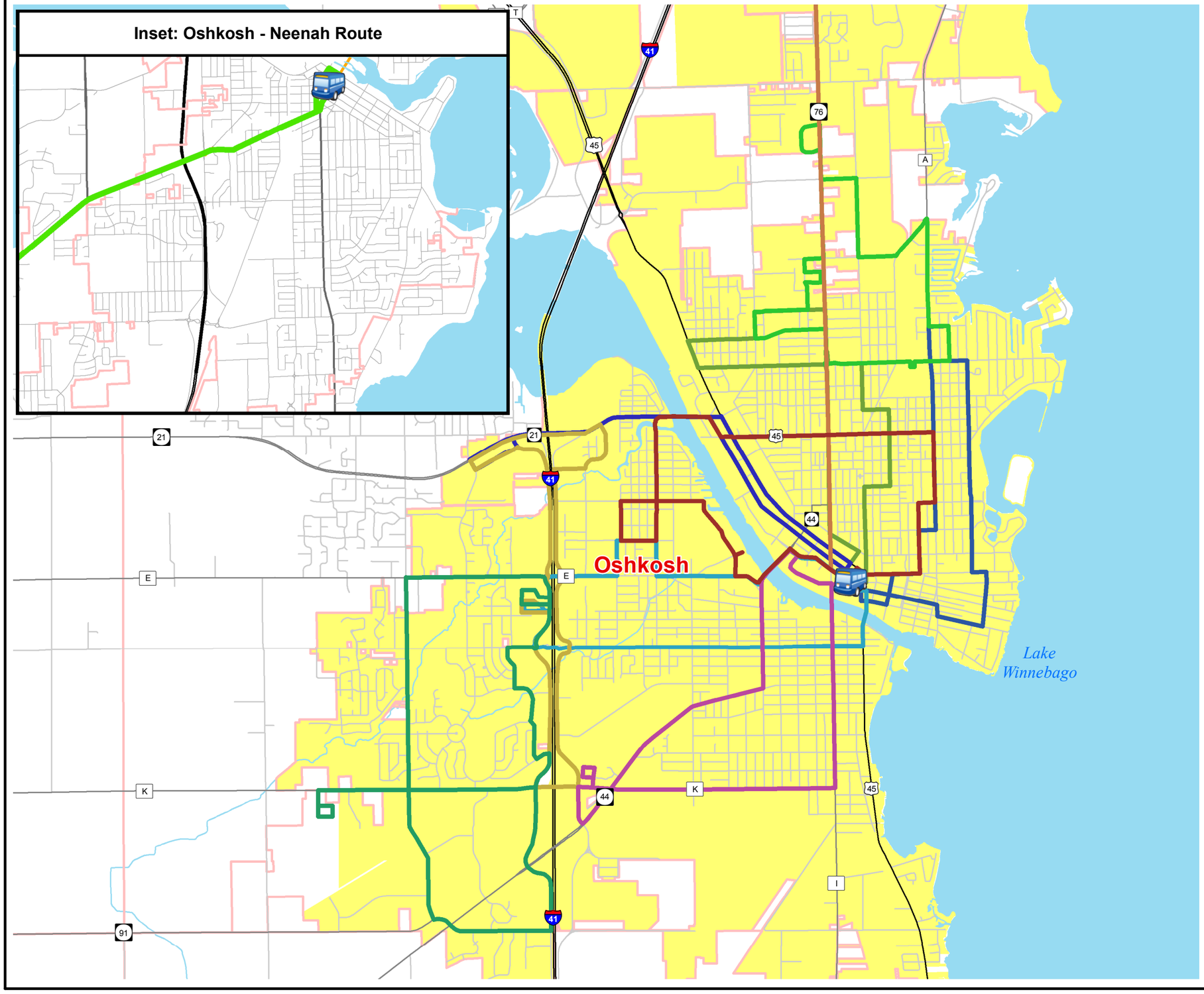
Source: GO Transit

Population within a Quarter Mile of Public Transportation

Public transportation ridership is dependent upon a variety of factors, one of which is the distance a person/family lives from a scheduled fixed route stop. The general rule of thumb is that people will be willing to walk up to about a quarter mile to and from a fixed route stop to use public transportation.[5] Using this quarter mile rule, ECWRPC calculated the total Oshkosh MPO population within a quarter mile of a fixed route service stop. In 2013, the approximate population living within a quarter mile of a fixe route service stop was 60,981. The approximate population of the Oshkosh MPO was 83,100 (2010 Census), which equates to about 73 percent of the population living within a quarter mile of public transportation. As future updates to the long range transportation plan occur, ECWRPC will continue to monitor this performance measure as a means to maintain and promote public transportation within the Oshkosh MPO planning area.

[5] http://www.vtpi.org/tdm/tdm45.htm. (4/24/14)

Map 8-1
Oshkosh MPO
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

Municipal Boundary

City

Village

N
W
E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton
MPO/Adjusted Urbanized Area provided by
WidDOT/ECWRPC

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Map 8-2
Oshkosh MPO
Route 1

- Oshkosh Transit Center
- Oshkosh Transit Stop
- Transit Route 1
- USH
- STH
- CTH
- Local Road

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton
MPO/Adjusted Urbanized Area provided by
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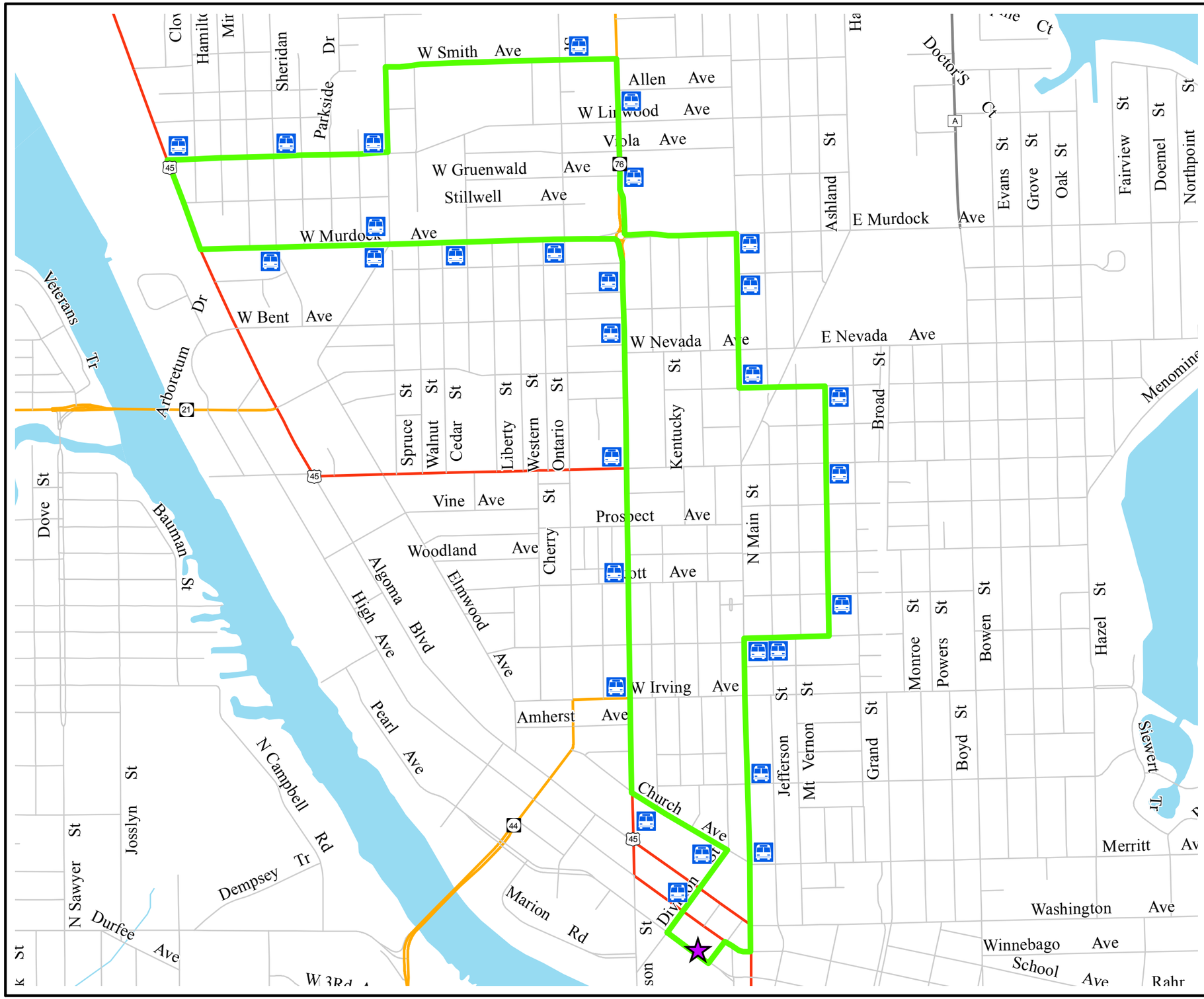

Map 8-3
Oshkosh MPO
Route 2

- Oshkosh Transit Center
- Oshkosh Transit Stops
- Transit Route 2
- USH
- STH
- CTH
- Local Road

N
W E
S

0 750 1,500
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton MPO/Adjusted Urbanized Area provided by WidDOT/ECWRPC

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Map 8-4
Oshkosh MPO
Route 3

- Oshkosh Transit Center
- Oshkosh Transit Stops
- Transit Route 3
- USH
- STH
- CTH
- Local Road

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton MPO/Adjusted Urbanized Area provided by WidDOT/ECWRPC

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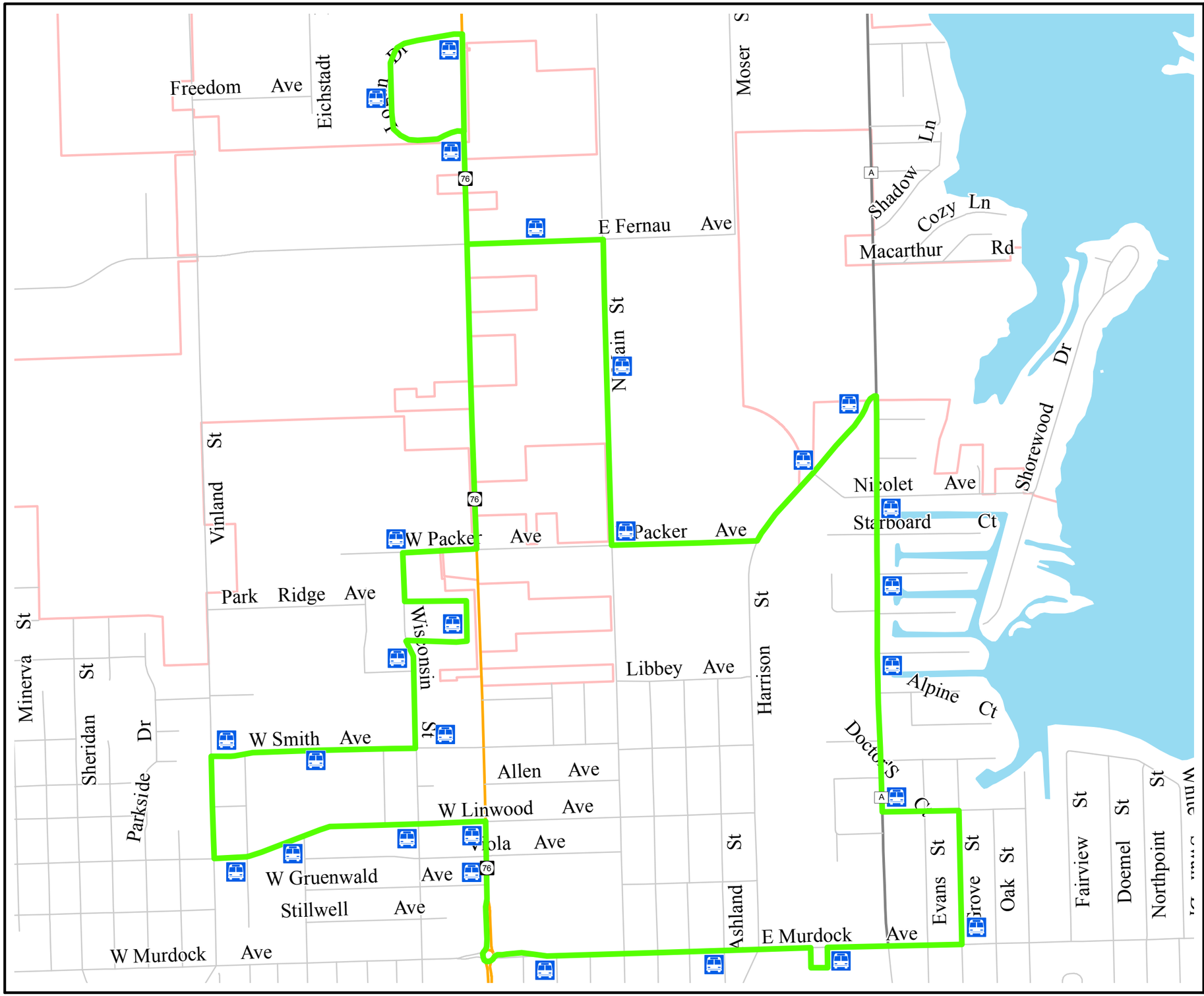

Map 8-5
Oshkosh MPO
Route 4

- Oshkosh Transit Stops
- Transit Stops
- USH
- STH
- CTH
- Local Road
- Municipal Boundary

N
W E
S

0 750 1,500
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton
MPO/Adjusted Urbanized Area provided by
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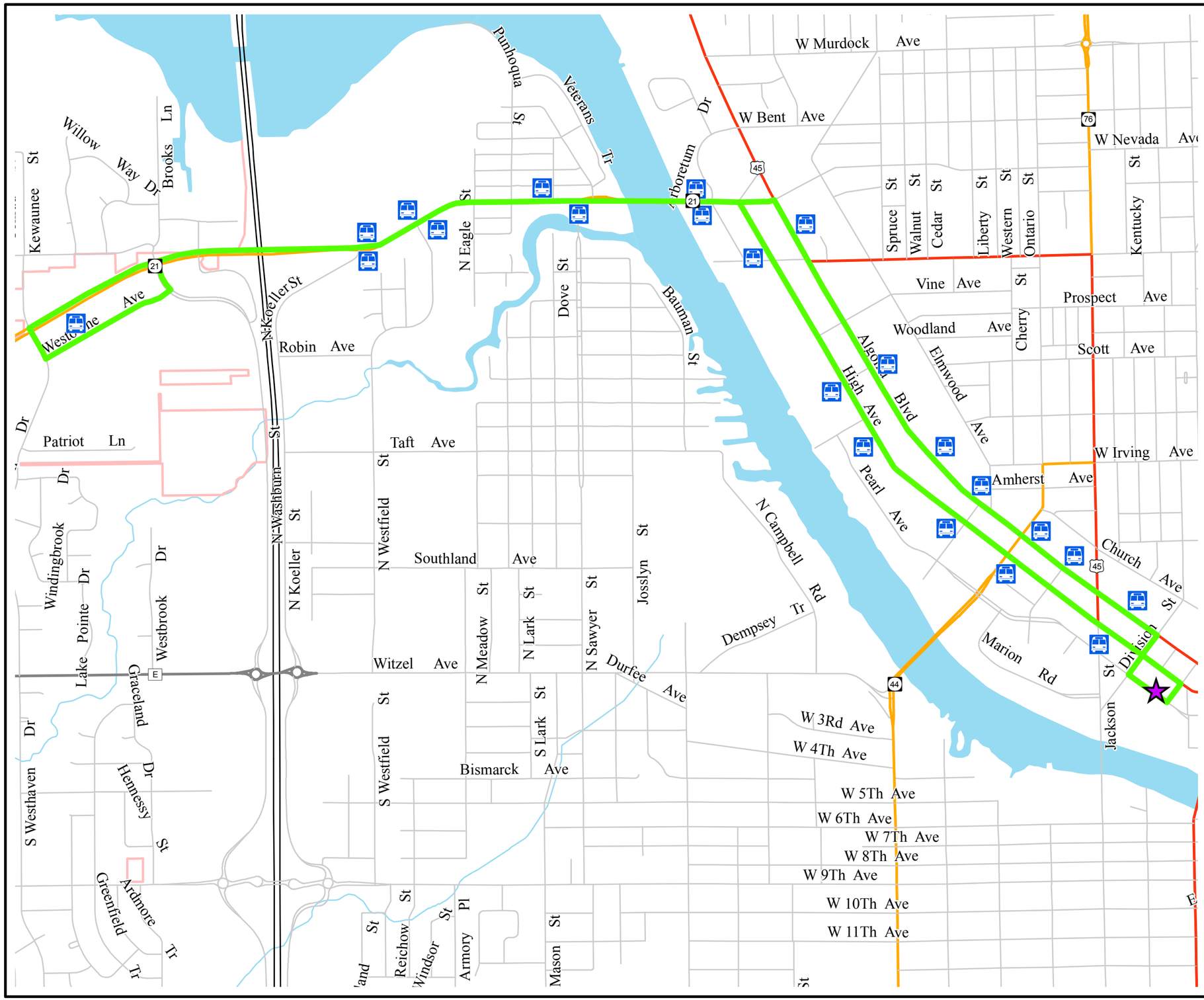
Map 8-6
Oshkosh MPO
Route 5



- Oshkosh Transit Center
- Oshkosh Transit Stops
- Transit Route 5
- USH
- STH
- CTH
- Local Road
- Municipal Boundary

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton
MPO/Adjusted Urbanized Area provided by
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Map 8-7
Oshkosh MPO
Route 6

- Oshkosh Transit Center
- Oshkosh Transit Stops
- Transit Route 6
- USH
- STH
- CTH
- Local Road
- Municipal Boundary

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton
MPO/Adjusted Urbanized Area provided by
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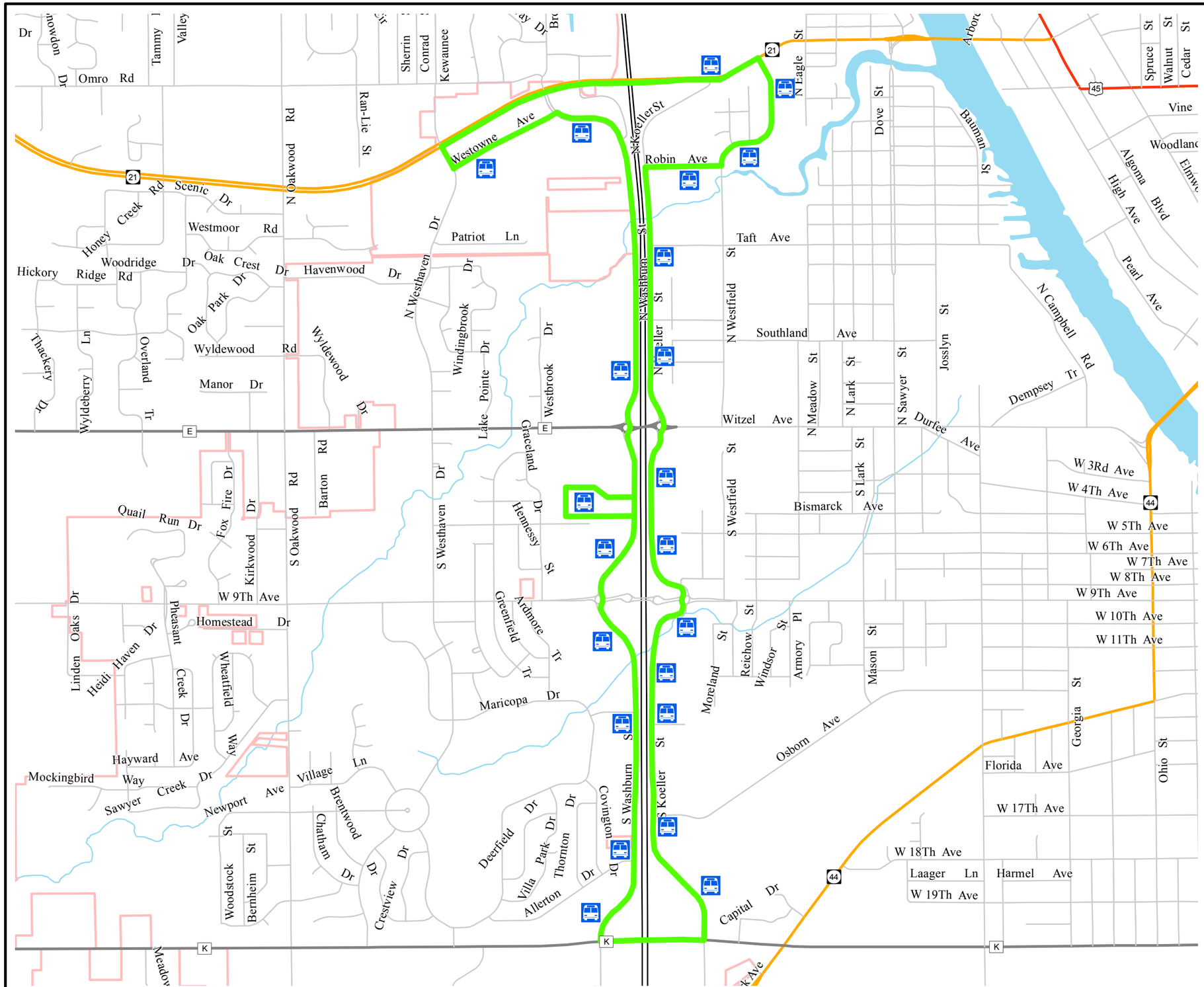
Map 8-8
Oshkosh MPO
Route 7



Legend

- Oshkosh Transit Stops
- Transit Route 7
- USH
- STH
- CTH
- Local Road
- Municipal Boundary

N W E S

0 1,000 2,000

Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton
MPO/Adjusted Urbanized Area provided by
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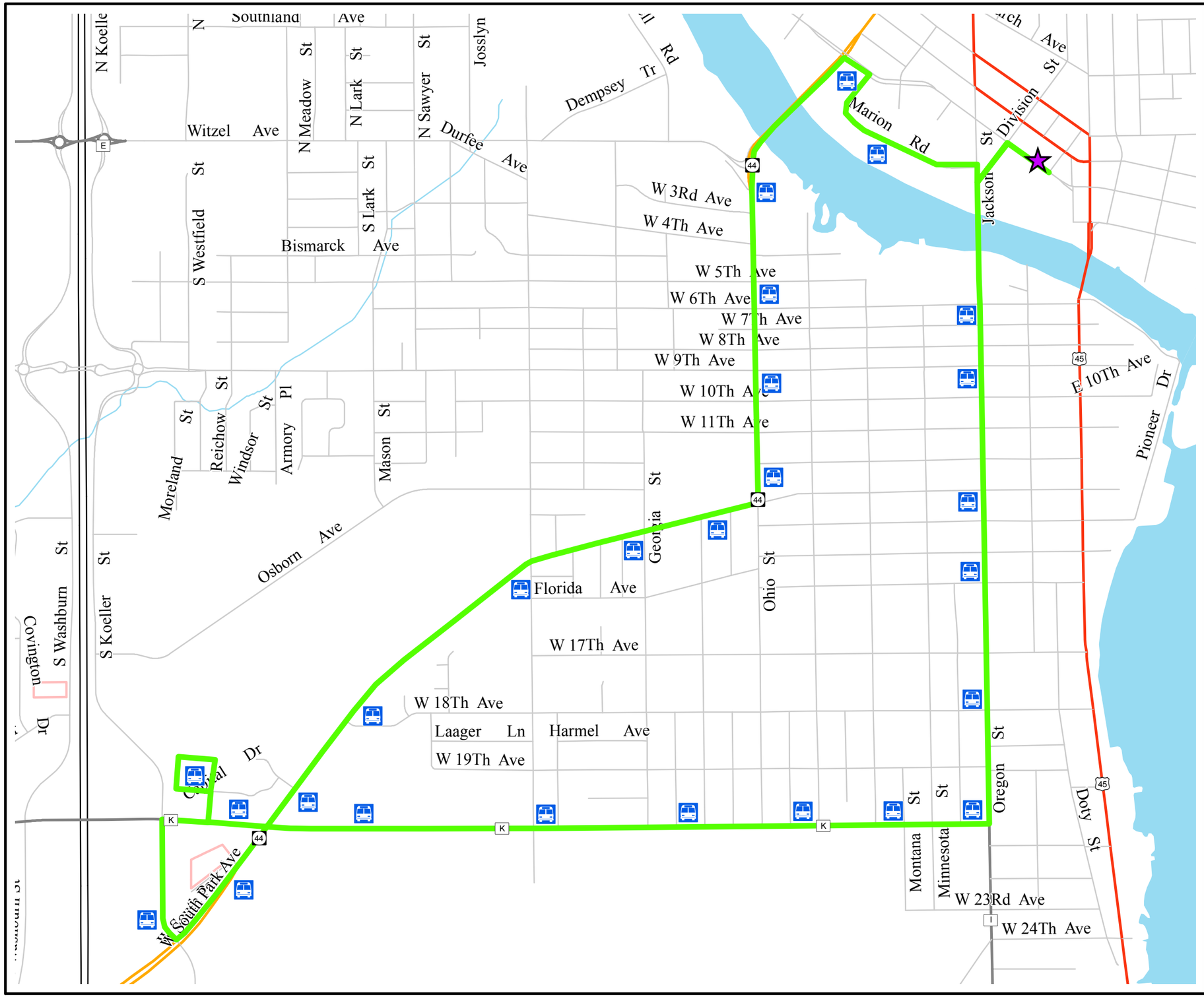

Map 8-9
Oshkosh MPO
Route 8

- Oshkosh Transit Center
- Oshkosh Transit Stops
- Transit Route 8
- USH
- STH
- CTH
- Local Road
- Municipal Boundary

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton
MPO/Adjusted Urbanized Area provided by
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Map 8-10
Oshkosh MPO
Route 9

- Oshkosh Transit Stops
- Transit Route 9
- USH
- STH
- CTH
- Local Road
- Municipal Boundary

N
W E
S

0 1,000 2,000
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton
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Map 8-11
Oshkosh MPO
Route 10

- Oshkosh Transit Center
- Oshkosh Transit Stops
- Transit Route 10
- USH
- STH
- CTH
- Local Road
- Municipal Boundary

N
W E
S

0 2,000 4,000
Feet

Source:
Base data provided by Winnebago County 2010.
Transit Routes provided by City of Oshkosh and Appleton MPO/Adjusted Urbanized Area provided by WidDOT/ECWRPC

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Prepared August 2014 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

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CHAPTER 9

FREIGHT

CHAPTER 9 – FREIGHT

TABLE OF CONTENTS

Introduction 9-1
National Primary Freight Network (US DOT) 9-1
Highway and Local Road System (Connections 2030 Plan) 9-6
Rail System (Wisconsin Rail Plan 2030) 9-7
Commodity Profiles (WisDOT) 9-10
2030 State Freight Shipments Forecasts (All Travel Modes) 9-15
Canadian National Rail Profile 9-17
East Wisconsin Rail Transit Commission (RTC) 9-17
Airport Freight 9-17
Fox River Lock System 9-19
Port of Green Bay 9-20
    Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System 9-20
Center for Freight and Infrastructure Research and Education and the MAFC Regional Freight Study 9-21
Transportation Research Board: Stakeholder Engagement 9-22
Freight Performance Measures 9-23
    Bridges 9-23
    Canadian National 9-24
    Federal Rail Administration (FRA) Office of Safety Analysis 9-24
    American Transportation Research Institute (ATRI) 9-27

FIGURES

Figure 9-1: Average Daily Long-Haul Truck Traffic on the National Highway System, 2011 . 9-2
Figure 9-2: Average Daily Long-Haul Truck Traffic on the National Highway System, 2040 . 9-2
Figure 9-3: Major Truck Routes on the National Highway System, 2011 9-3
Figure 9-4: Major Truck Routes on the National Highway System, 2040 9-4
Figure 9-5: Peak-Period Congestion on the National Highway System, 2011 9-5
Figure 9-6: Peak-Period Congestion on the National Highway System, 2040 9-6
Figure 9-7: Transportation of Coal by Volume by Mode 9-10

TABLES

Table 9-1: Wisconsin Commodities by Rail, 2007 9-8
Table 9-2: Top 10 Destinations of Wisconsin Originating Rail Tonnage, 2007 9-8
Table 9-3: Top 10 Originations of Wisconsin Terminating Rail Tonnage, 2007 9-9
Table 9-4: Winnebago County Outbound Freight, 2012 9-10
Table 9-5: Top State Destinations of Winnebago County Outbound Tonnage 9-11
Table 9-6: Top Winnebago County Outbound Truck Commodities 9-12
Table 9-7: Top Winnebago County Outbound Rail Commodities 9-12
Table 9-8: Winnebago County Inbound Freight, 2012 9-13
Table 9-9: Top State Origins of Winnebago County Inbound Tonnage 9-13
Table 9-10: Top Winnebago County Inbound Truck Commodities 9-14
Table 9-11: Top Winnebago County Inbound Rail Commodities 9-15

Table 9-12: Wisconsin Freight Shipments by Weight, 2007 and 2030 (thousands of tons)... 9-16
Table 9-13: Wisconsin Freight Shipments by Value, 2007 and 2030 (thousands of $) 9-16
Table 9-14: Historical Air Cargo Activity and Forecasts..... 9-19
Table 9-15: Total Port, Terminal and Waterway Infrastructure Investments
(In US and Canadian dollars) 9-21
Table 9-16: CN Railroad Crossing and Trespassing Accidents U.S. and Canada 9-24
Table 9-17: Federal Rail Accidents/Incidents (2011 – 2013) 9-26
Table 9-18: ATRI Top Industry Issues, 2013..... 9-27

MAPS

Map 9-1: Oshkosh MPO Truck Routes and Freight Locations..... 9-29
Map 9-2: Oshkosh MPO Rail Routes 9-31

CHAPTER 9: FREIGHT

INTRODUCTION

The State of Wisconsin's long range multimodal plan, *Connections 2030*, mentions that "quality of life and economic growth depend on a safe, efficient, effective and coordinated multimodal transportation system that provides choices for people and goods, enabling quick and convenient transfers among modes".[1] Our regional economy is dependent upon timely transportation modes which are dependable and reliable. Freight movement via over the road trucks, rail and air is important for the state at a regional and local scale. Nationally, truck transportation revenues exceeded $200 billion and class I freight railroads exceeded $46 billion in 2009.[2,3]

NATIONAL PRIMARY FREIGHT NETWORK (US DOT)

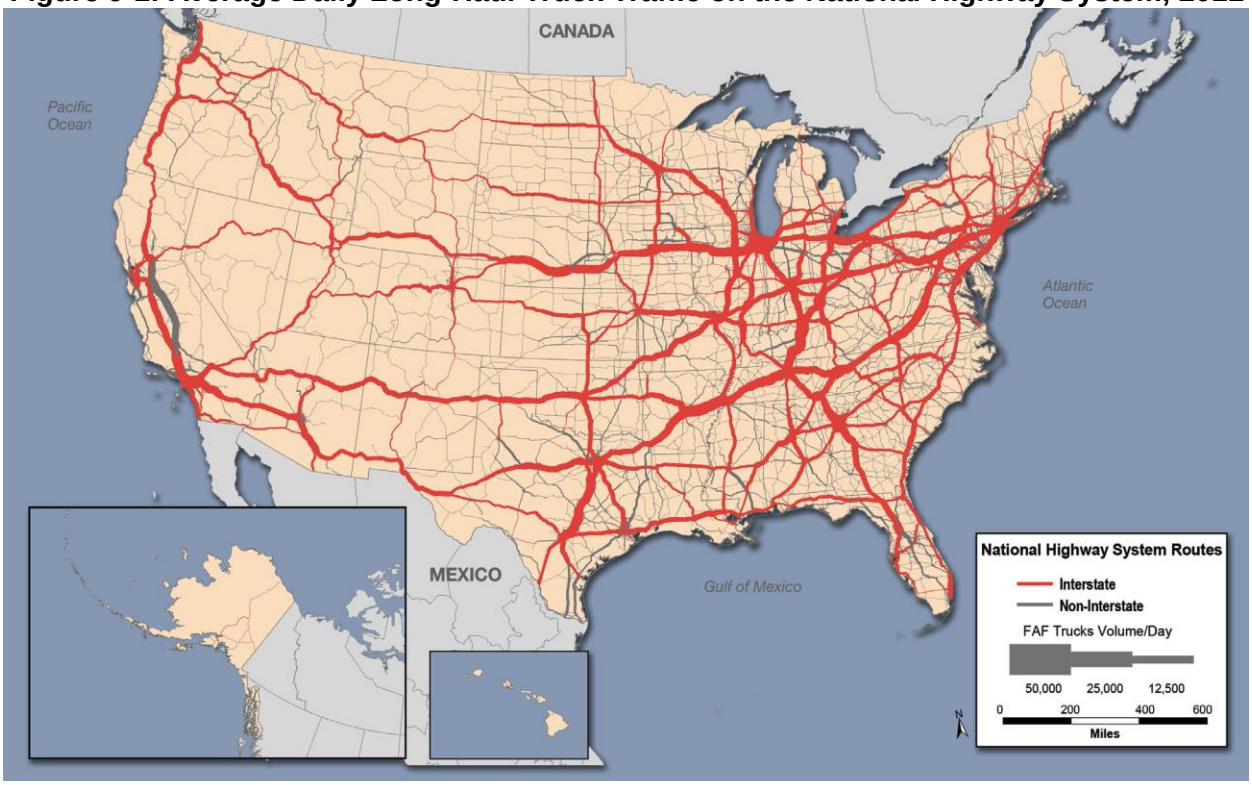
Section 167(c) of title 23 United States Code (U.S.C.), which was established in Section 1115 of MAP-21, directs the Secretary [of the US DOT] to establish a national freight network to assist states in strategically directing resources toward improved system performance for efficient movement of freight on the highway portion of the Nation's freight transportation system. This includes the National Highway System, freight intermodal connectors, and aerotropolis transportation systems.[4]

Under 23 U.S.C. 167(c), the national freight network will consist of the primary freight network, the portions of the Interstate System not designated as part of the primary freight network, and critical rural freight corridors. The designation of the primary freight network will be based on an inventory of national freight volume conducted by the Administrator of the Federal Highway Administration, in consultation with stakeholders, including system users, transport providers, and states. The primary freight network will be comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight, but the 27,000 mile cap may be increased by an additional 3,000 centerline miles of existing and planned roadways that the Secretary deems critical to the future efficient movement of goods on the primary freight network.[5]

Within the Oshkosh MPO, US Highway 41 (and future Interstate 41) is designated as part of the national "Primary Freight Network" or PFN. A map of the entire PFN for Wisconsin may be found in **Appendix D** of this document. US Highway 41 with a starting point at US Highway 45 and an ending point of US Highway 141 has an estimated 123 miles that are part of the PFN.[6]

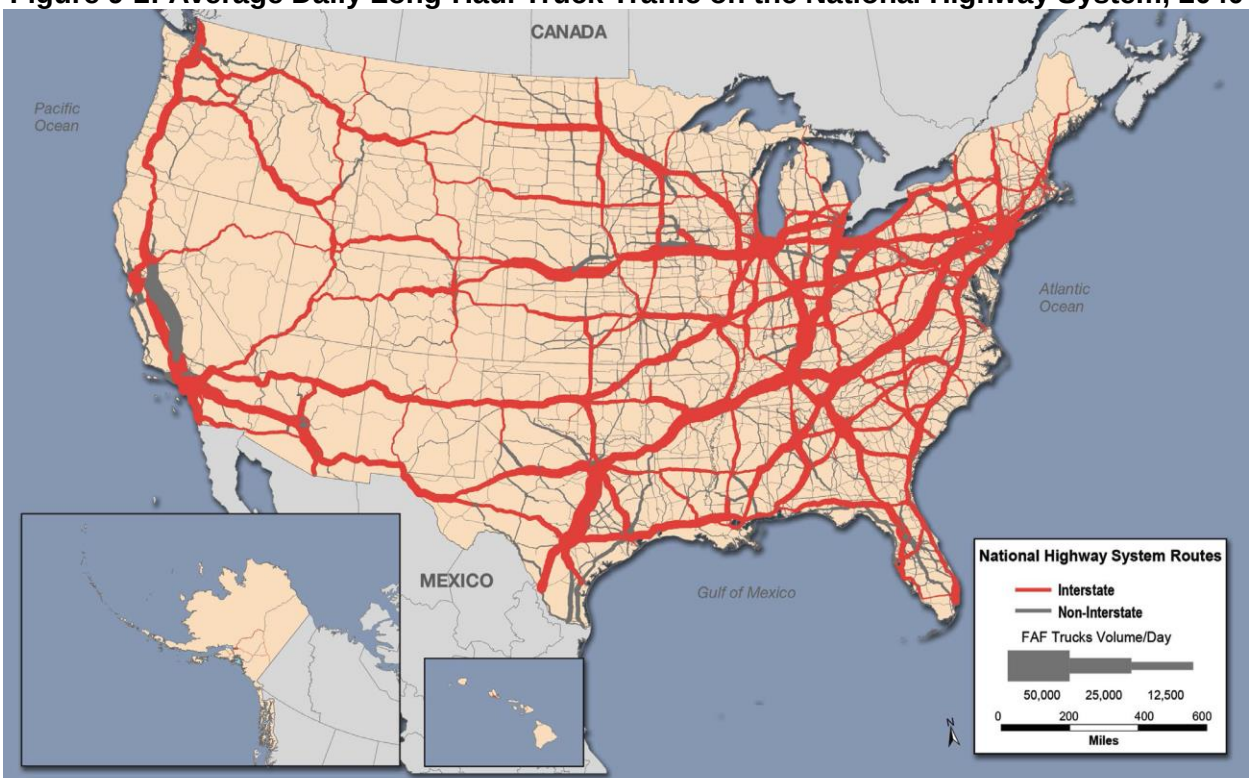
[1] http://www.dot.state.wi.us/projects/state/docs/2030-chapter1.pdf. (06/26/14)
[2] http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/html/table_rail_profile.html. (07/07/14)
[3] http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/html/table_rail_profile.html. (07/07/14)
[4] http://www.ops.fhwa.dot.gov/freight/infrastructure/nfn/. (07/03/14)
[5] Ibid. (07/03/14)
[6] http://www.ops.fhwa.dot.gov/freight/infrastructure/pfn/pfn41k_tables/pfn41k_wi.pdf. (07/03/14)

Figure 9-1: Average Daily Long-Haul Truck Traffic on the National Highway System, 2011



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

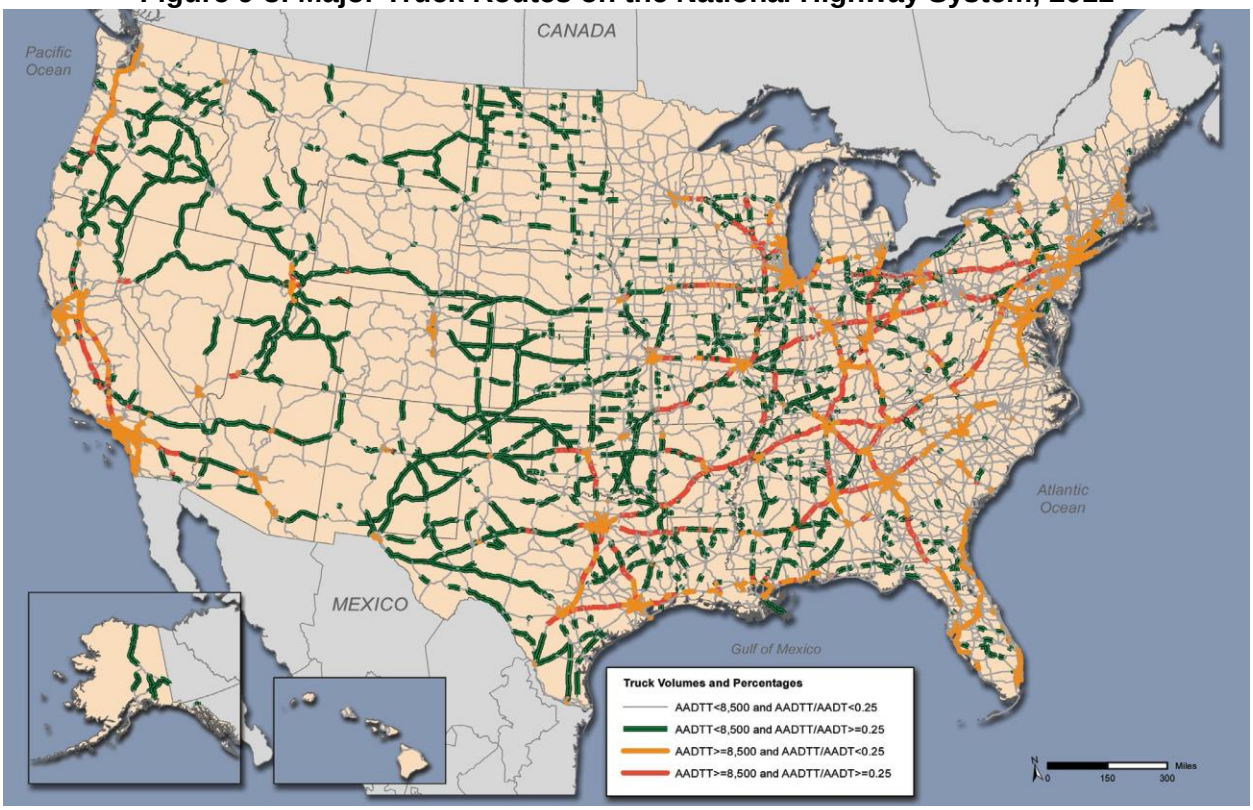
Figure 9-2: Average Daily Long-Haul Truck Traffic on the National Highway System, 2040



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

According to a FHWA/Bureau of Transportation Statistics 2013 report, *Freight Facts and Figures*, long-haul freight truck traffic is primarily concentrated on the Interstate System. This report notes that "By 2040, long haul freight truck traffic in the United States is expected to increase dramatically on the National Highway System. Forecast data indicate that truck travel may reach 460 million miles per day".[7] Please see **Figures 9-1** and **9-2**. Regionally, USH 41 remains the vital travel corridor for the Oshkosh MPO.

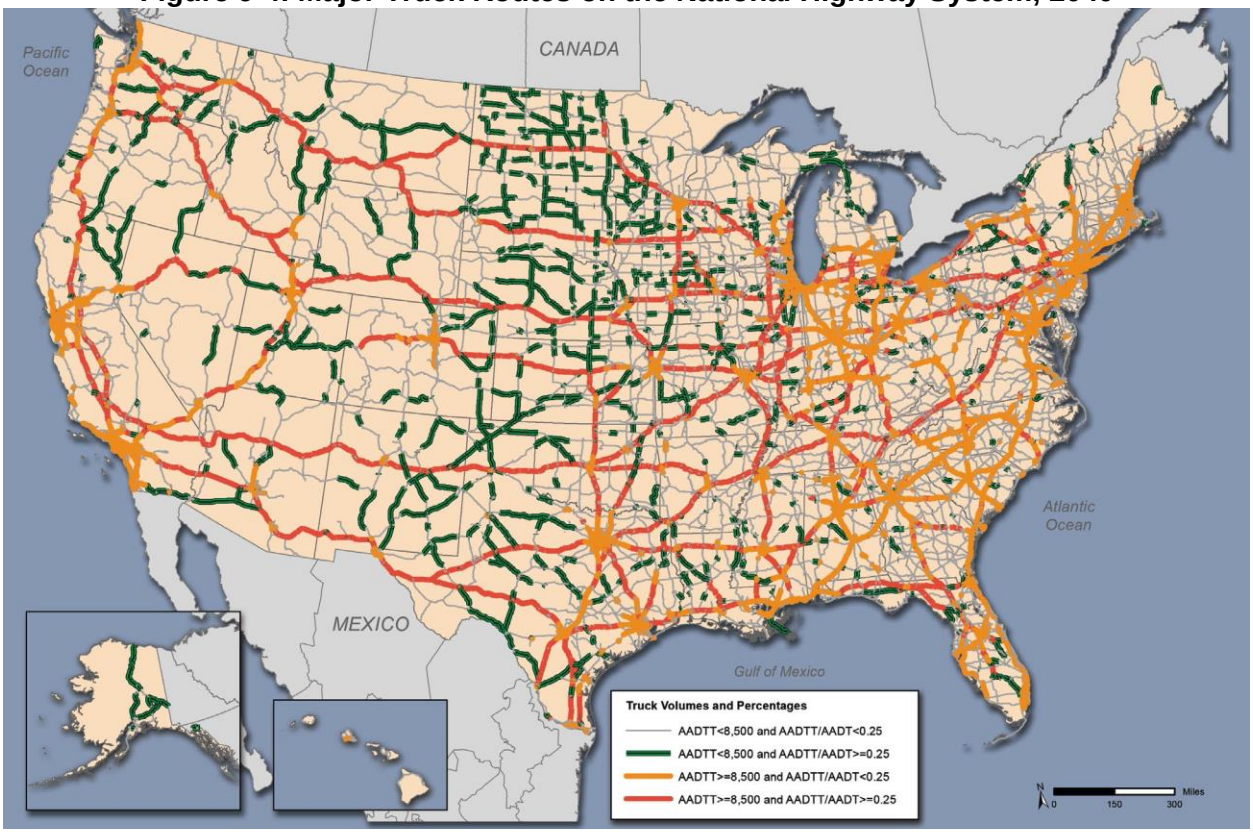
Figure 9-3: Major Truck Routes on the National Highway System, 2011



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

[7] Freight Facts and Figures 2013. (FHWA and Bureau of Statistics) (10/20/14)

Figure 9-4: Major Truck Routes on the National Highway System, 2040

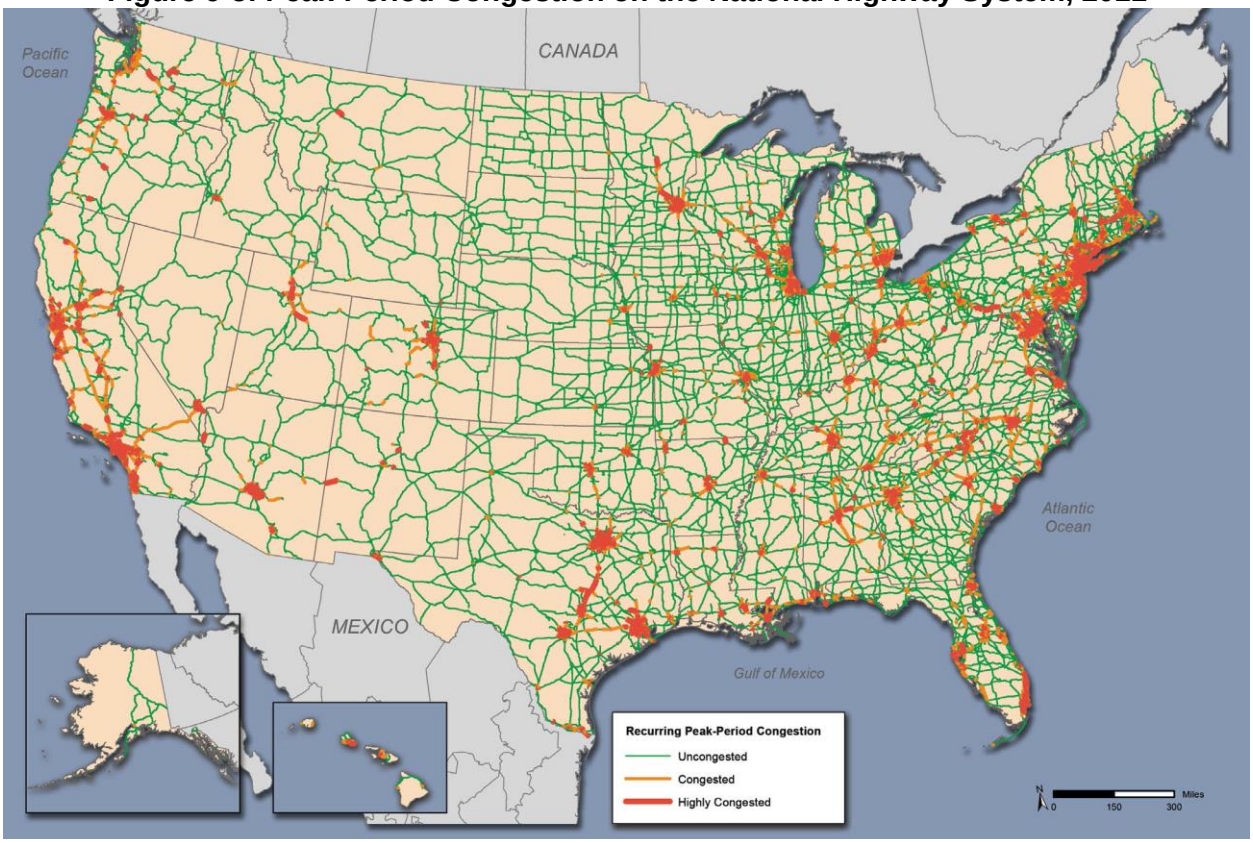


Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

Figures 9-3 and 9-4 show truck volumes as absolute numbers and as a percentage of the traffic stream. According to the same FHWA report, nearly 14,530 miles of the National Highway System carry more than 8,500 trucks per day on sections where at least every fourth vehicle is a truck. This report also notes that segments carrying more than 8,500 trucks per day are expected to increase by approximately 42,000 miles or by 175 percent by 2040. For east central Wisconsin, USH 41 is forecasted (by 2040) to have at least 8,500 or more annual average daily truck traffic; this represents less than 25 percent of total vehicle traffic on these road segments.[8]

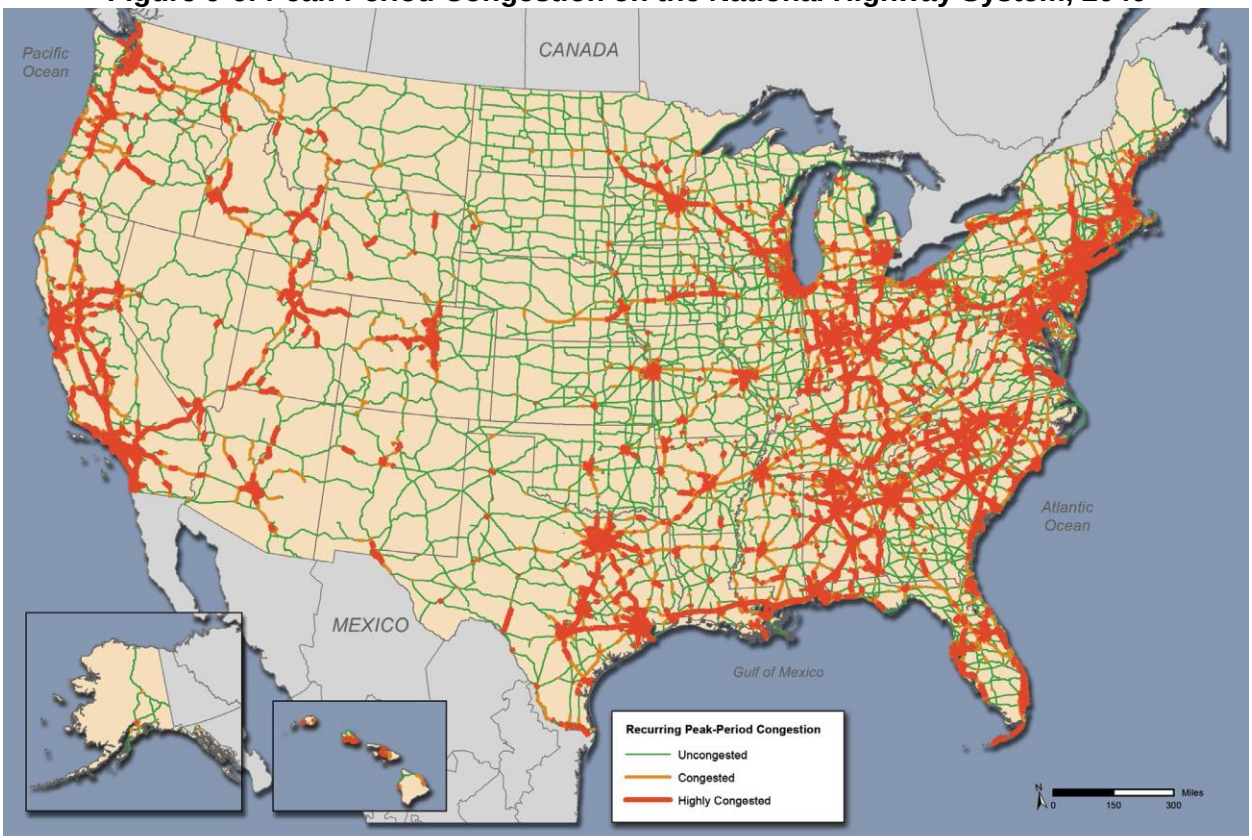
[8] Freight Facts and Figures 2013. (FHWA and Bureau of Statistics) (10/20/14)

Figure 9-5: Peak-Period Congestion on the National Highway System, 2011



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

Figure 9-6: Peak-Period Congestion on the National Highway System, 2040



Source: Freight Facts and Figures 2013 (FHWA and Bureau of Transportation Statistics)

Figures 9-5 and 9-6 show peak period congestion on the National Highway System in 2011 and forecasted to 2040. Assuming no changes in network capacity, increases in truck and passenger vehicle traffic are expected to expand areas of recurring peak-period congestion to 34 percent of the National Highway System in 2040 compared to 10 percent in 2011.[9] This has the potential to slow traffic on 28,000 miles of the National Highway System and create stop-and-go conditions on an additional 46,000 miles.[10] At the regional level, the TMA will continue to monitor traffic patterns and trends and work with municipalities to make appropriate recommendations.

HIGHWAY AND LOCAL ROAD SYSTEM (CONNECTIONS 2030 PLAN)

Wisconsin's has approximately 122,177 miles of highways and local roadways of which 11,769 miles are dedicated to the state and interstate highways.[11] Trucking has traditionally been and is projected to be an integral part of the regional economy. For example, in 2002, the total value of goods shipped just within the state accounted for $108,148 (millions of dollars); by 2035, this amount is expected to reach $198,784 (millions of dollars).[12] Trucking is expected to account for 68 percent of all 2035 freight shipments measured by weight and 76 percent of all 2035 freight

[9] Freight Facts and Figures 2013. (FHWA and Bureau of Statistics) (10/20/14)
[10] Ibid. (10/20/14
[11] http://www.dot.state.wi.us/projects/state/docs/2030-chapter2.pdf. (06/26/14)
[12] http://www.dot.state.wi.us/projects/state/docs/2030-chapter3.pdf. (Table 3-12) (06/26/14)

shipments measured by value.[13] For the local MPO scale, it is important to preserve and maintain the local and regional road networks which facilitate efficient and dependable truck transportation options.

RAIL SYSTEM (WISCONSIN RAIL PLAN 2030)

Wisconsin's rail system is another integral part in the movement of freight within and out of the state. The state has approximately 3,600 miles of track, of which only about 530 miles are owned by the state and leased out to rail companies.[14] Rail transportation within Wisconsin is projected to be an important part of the regional economy for several reasons as noted by WisDOT in their *Wisconsin Rail Plan 2030*[15]:

- Rail service provides a low cost transportation alternative for high volume, lower value commodities that are essential to many of Wisconsin's manufacturing industries.
- Rail freight movement between Wisconsin, Canada and Mexico is expected to continue to grow.
- Intercity passenger rail provides a travel option for those who cannot, or choose not to, drive or fly.
- Both rail freight and passenger service provide an energy efficient way to move goods and people.

Additionally, WisDOT outlined several policies and actions to guide future coordination of the *Wisconsin Rail Plan 2030*[16], including to:

- Establish a freight focus in WisDOT to better understand freight needs across the state and to integrate freight transportation policies into department planning and investment decision-making processes.
- Assume the role of facilitator and advocate for freight between public and private interests.
- Collect and analyze data to support freight planning.
- Conduct an all-mode freight study.
- Work with railroads to ensure that appropriate rail service is provided to all shippers statewide.
- Preserve corridors for future rail use
- Acquire lines into public ownership to preserve essential railroad service.
- Fund track and bridge upgrades for publicly-owned rail corridors.
- Continue to preserve corridors for future transportation use.
- Provide loan assistance to Wisconsin businesses and communities.

In terms rail freight data, 179.1 million tons of commodities were shipped within and through the state in 2007, representing about 15 percent of total freight value ($182.6 billion) [17] Canadian National (CN) is the major rail company within the East Central Wisconsin region. In 2007, CN shipped an average of 40-59.9 gross tons on their rail lines which run through Fond du Lac,

[13] Ibid. (06/26/14)
[14] http://www.dot.state.wi.us/projects/state/docs/railplan-chapter1.pdf. (06/26/14)
[15] Ibid. (06/26/14)
[16] http://www.dot.state.wi.us/projects/state/docs/railplan-chapter5.pdf. (06/26/14)
[17] http://www.dot.wisconsin.gov/projects/state/docs/railplan-chapter4.pdf. (07/07/14)

Oshkosh and to the Fox Cities.[18] Wisconsin commodities are shown in detail in **Table 9-1**. Destinations for Wisconsin originating rail freight are shown in **Table 9-2**; originations of rail freight terminating in Wisconsin are shown in **Table 9-3**.

Map 9-2 Oshkosh MPO Rail Routes displays the maximum allowable railcar weight limits. Within the Oshkosh MPO, the allowable weights are classified as 263,000 pounds per railcar or 286,000 pounds for the Canadian National (CN) mainline running north/south. Spur Rail or those rail lines not in use are also show in this map.

Table 9-1: Wisconsin Commodities by Rail, 2007 (Millions of Tons)

Commodity	Millions of Tons
Coal	45.0
Metallic Ores	19.0
Farm Products	18.9
Chemicals/Allied Products	17.6
Lumber/Wood	12.4
Food/Kindred Products	12.3
Freight All Kind	11.9
Pulp and Paper	10.4
Nonmetallic Minerals	8.6
Clay/Concrete/Glass/Stone	5.9
All Other	18.9

Source: WisDOT Rail Plan 2030

Table 9-2: Top 10 Destinations of Wisconsin Originating Rail Tonnage, 2007

State/Province	Total Tons	Percent of Total
Illinois	5,770,030	30.3 %
Wisconsin	3,770,996	19.8 %
Texas	1,655,889	8.7 %
Minnesota	645,276	3.4 %
Ontario	604,096	3.2 %
Indiana	536,640	2.8 %
Colorado	484,108	2.5 %
Iowa	482,362	2.5 %
Louisiana	474,922	2.5 %
Ohio	463,280	2.4 %
Other	4,164,428	21.9 %
TOTAL	**19,052,027**	**100.0 %**

Source: WisDOT Rail Plan 2030

[18] Ibid. (07/07/14)

Table 9-3: Top 10 Originations of Wisconsin Terminating Rail Tonnage, 2007

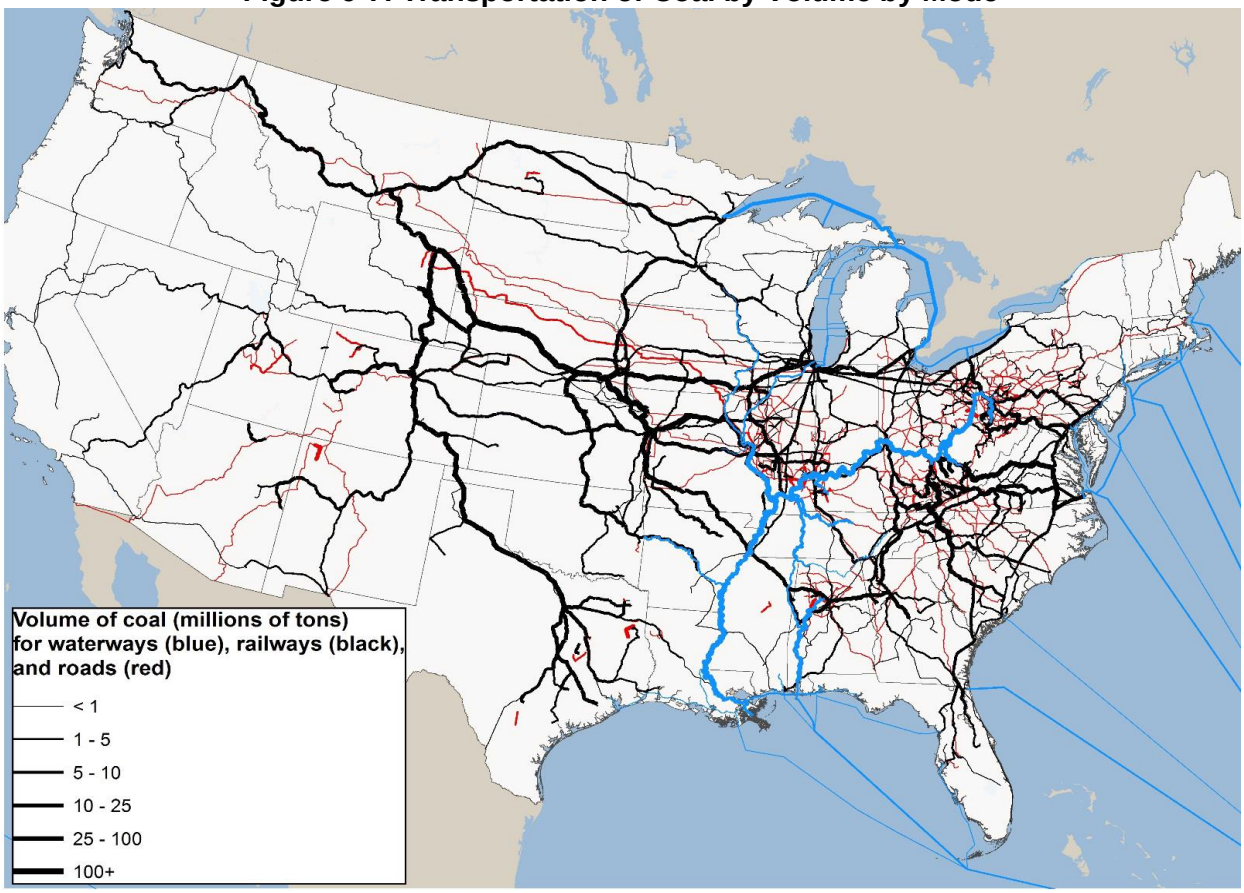
State/Province	Total Tons	Percent of Total
Wyoming	29,768,641	37.6 %
Minnesota	15,294,030	19.3 %
Montana	11,832,082	14.9 %
Wisconsin	3,770,996	4.8 %
North Dakota	2,772,279	3.5 %
Illinois	1,516,158	1.9 %
Saskatchewan	1,248,307	1.6 %
Michigan	1,247,640	1.6 %
Ontario	1,209,880	1.5 %
Alberta	1,057,160	1.3 %
Other	9,545,158	12.0 %
TOTAL	79,262,331	100.0 %

Source: WisDOT Rail Plan 2030

The top three destinations of rail shipments that originate in Wisconsin are Illinois, at 30 percent; Wisconsin, at 20 percent; and Texas, at nine percent of the total originating rail tonnage. The top three originations of commodity rail shipments that terminate in Wisconsin are Wyoming, at 38 percent; Minnesota, at 19 percent, and Montana, at 15 percent.[19] The high percentage of shipments from Wyoming is due to importing coal from the Powder River Basin. Please reference **Figure 9-7**. Utilities, which rely on rail to supply large quantities of coal for power generation, contribute approximately $4.3 billion annually and provide almost 11,100 jobs to the state's economy[20].

[19] Ibid. (07/07/14)
[20] http://www.dot.wisconsin.gov/projects/state/docs/railplan-chapter4.pdf. (09/11/14)

Figure 9-7: Transportation of Coal by Volume by Mode



Source: Kentucky Transportation Center, 2010 (presentation part of Mid-Continent Transportation Research Symposium, 2014)

COMMODITY PROFILES (WISDOT)

WisDOT also has commodity profile data that details commodity flows at the county level. **Tables 9-4 to 9-11** display outbound and inbound freight data. Please note that this data is from 2012 for Winnebago County.

Table 9-4: Winnebago County Outbound Freight, 2012

Mode	Tons	% of Total	Value ($)	% of Total
Truck	7,871,575	98.0%	13,733,571,165	97.0%
Rail	163,908	2.0%	422,798,157	3.0%
Other	117	0.0%	337,829	0.0%
Total	**8,035,781**	**100.0%**	**14,156,756,396**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-5: Top State Destinations of Winnebago County Outbound Tonnage

State	Truck Tons	%
WI	2,864,290	36.4%
IL	1,599,283	20.3%
MI	454,119	5.8%
IN	411,977	5.2%
IA	309,539	3.9%
MN	306,174	3.9%
OH	222,456	2.8%
NY	130,198	1.7%
TX	116,091	1.5%
FL	97,951	1.2%
Other	1,359,498	17.3%
Total	**7,871,575**	**100.0%**
State	**Rail Tons**	**%**
WI	80,140	48.9%
IL	44,248	27.0%
MI	10,920	6.7%
GA	5,520	3.4%
CA	4,040	2.5%
VA	3,640	2.2%
TX	3,280	2.0%
NJ	2,880	1.8%
SC	1,840	1.1%
KS	1,560	1.0%
Other	5,840	3.6%
Total	163,908	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-6: Top Winnebago County Outbound Truck Commodities

Commodity	Truck Tons	% of Total Truck
Broken Stone or Riprap	3,047,624	38.7%
Warehouse & Distribution Center	894,847	11.4%
Motor Vehicles	580,846	7.4%
Grain	291,869	3.7%
Misc. Plastic Products	258,961	3.3%
Sanitary Paper Products	239,362	3.0%
Dairy Farm Products	195,523	2.5%
Ready-mix Concrete, Wet	172,834	2.2%
Passenger Motor Car Bodies	163,970	2.1%
Soft Drinks or Mineral Water	156,709	2.0%
Other	1,869,030	23.7%
Total	**7,871,575**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-7: Top Winnebago County Outbound Rail Commodities

Commodity	Rail Tons	% of Total Rail
Grain	64,632	39.4%
Oil Kernels, Nuts or Seeds	29,556	18.0%
Motor Vehicles	17,880	10.9%
Metal Scrap or Tailings	14,400	8.8%
Pulp or Pulp Mill Products	10,960	6.7%
Ordnance or Accessories	8,600	5.2%
Paper Waste or Scrap	7,720	4.7%
Primary Forest Materials	4,000	2.4%
Primary Iron or Steel Products	3,640	2.2%
Fiber, Paper or Pulpboard	2,520	1.5%
Total	**163,908**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-8: Winnebago County Inbound Freight, 2012

Mode	Tons	% of Total	Value ($)	% of Total
Truck	6,736,688	90.8%	10,266,196,912	93.1%
Rail	680,080	9.2%	756,845,845	6.9%
Other	127	0.0%	5,024,028	0.0%
Total	**7,416,896**	**100.0%**	**11,028,204,941**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-9: Top State Origins of Winnebago County Inbound Tonnage

State	Truck Tons	%
WI	3,377,246	50.1%
IL	854,076	12.7%
IN	346,121	5.1%
MI	317,287	4.7%
IA	307,888	4.6%
MN	236,619	3.5%
OH	183,347	2.7%
KY	72,469	1.1%
PA	67,590	1.0%
MO	61,199	0.9%
Other	912,847	13.6%
Total	**6,736,688**	**100.0%**
State	**Rail Tons**	**%**
AL	102,600	15.1%
TX	83,000	12.2%
WY	69,120	10.2%
LA	63,400	9.3%
AB	59,520	8.8%
WI	47,400	7.0%
State	**Rail Tons**	**%**
SC	37,840	5.6%
ON	35,800	5.3%
IN	35,680	5.2%

ID	28,800	4.2%
Other	116,920	17.2%
Total	**680,080**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-10: Top Winnebago County Inbound Truck Commodities

Commodity	Truck Tons	% of Total Truck
Broken Stone or Riprap	1,168,221	17.3%
Grain	645,504	9.6%
Gravel or Sand	564,886	8.4%
Warehouse & Distribution Center	527,741	7.8%
Petroleum Refining Products	389,649	5.8%
Misc. Waste or Scrap	250,603	3.7%
Primary Forest Materials	186,504	2.8%
Motor Vehicle Parts or Accessories	182,642	2.7%
Ready-Mix Concrete, Wet	143,771	2.1%
Metal Scrap or Tailings	129,578	1.9%
Misc. Internal Combustion Engines	120,406	1.8%
Primary Iron or Steel Products	105,206	1.6%
Fiber, Paper or Pulp board	101,160	1.5%
Other	2,220,817	33.0%
Total	**6,736,688**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

Table 9-11: Top Winnebago County Inbound Rail Commodities

Commodity	Rail Tons	% of Total Rail
Plastic Mater or Synth Fibres	189,960	27.9%
Pulp or Pulp Mill Products	116,200	17.1%
Nonmetal Minerals, Processed	76,320	11.2%
Metal Scrap or Tailings	55,960	8.2%
Primary Iron or Steel Products	37,120	5.5%
Fiber, Paper or Pulp board	36,040	5.3%
Potassium or Sodium Compound	34,560	5.1%
Paper	27,800	4.1%
Misc. Indus Inorganic Chemicals	25,320	3.7%
Misc. Industrial Organic Chemicals	19,200	2.8%
Other	61,600	9.1%
Total	**680,080**	**100.0%**

Source: WisDOT, 2012 Transearch Commodity Flows

2030 STATE FREIGHT SHIPMENTS FORECASTS (ALL TRAVEL MODES)

Table 9-12 displays Wisconsin freight shipments by weight in 2007 historic values and projections for shipments out to 2030 (measured in thousands of tons). This data was obtained from WisDOT's State Rail Plan 2030 (Chapter 5). The data is shown in four categories: freight leaving Wisconsin, freight entering Wisconsin, freight travelling within Wisconsin, and Overhead (travelling through Wisconsin). This data was collected for all freight modes including rail, truck, water and air. In total, rail freight shipments by weight are forecasted to increase by about 16 percent by 2030; truck freight shipments by weight are forecasted to increase by about 14 percent by 2030; data not available for air and water freight data. Please note: These forecasts were prepared prior to the recent rapid growth in the outbound movement of non-metallic minerals; more specifically, frac sand. These forecasts were also prepared prior to the announced closings, or conversions, of several coal-fired power plants. Future forecasts are likely to change.[21]

[21] WisDOT State Rail Plan 2030, Chapter 5, page 5-8. (09/15/14)

Table 9-12: Wisconsin Freight Shipments by Weight, 2007 and 2030 (thousands of tons)

	Leaving WI			Entering WI			Within State			Overhead			All		
	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change
Rail	15,234	14,580	-4.3	75,415	72,635	-3.7	3,771	3,971	5.3	86,067	118,073	37.2	180,487	209,934	16.3
Truck	92,467	99,387	7.5	52,990	67,702	27.8	118,392	112,779	-4.7	76,462	106,568	39.4	340,350	386,519	13.6
Water	21,365	NA	NA	8,106	NA	NA	425	NA	NA	0	NA	NA	29,896	NA	NA
Air	199	NA	NA	76	NA	NA	<1	NA	NA	0	NA	NA	275	NA	NA
Unknown	54	NA	NA	621	NA	NA	0	NA	NA	0	NA	NA	675	NA	NA
Total	129,319	NA	NA	137,208	NA	NA	122,519	NA	NA	161,799	NA	NA	5,550,845	NA	NA

Source: WisDOT (Global Insight TRANSEARCH)

Table 9-13 displays Wisconsin freight shipments by value in 2007 historic values and projections for shipments out to 2030 (measured in thousands of dollars). This data was obtained from WisDOT's State Rail Plan 2030 (Chapter 5). The data is shown in four categories: freight leaving Wisconsin, freight entering Wisconsin, freight travelling within Wisconsin, and Overhead (travelling through Wisconsin). This data was collected for all freight modes including rail, truck, water and air. In total, rail freight shipments by value are forecasted to increase by about 18 percent by 2030; truck freight shipments by value are forecasted to increase by about 40 percent by 2030; data not available for air and water freight data. Please note: These forecasts were prepared prior to the recent rapid growth in the outbound movement of non-metallic minerals; more specifically, frac sand. These forecasts were also prepared prior to the announced closings, or conversions, of several coal-fired power plants. Future forecasts are likely to change.[22]

Table 9-13: Wisconsin Freight Shipments by Value, 2007 and 2030 (thousands of $)

	Leaving WI			Entering WI			Within State			Overhead			All		
	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change	2007	2030	% Change
Rail	12,751	7,867	-38.3	20,843	23,356	12.1	1,867	1,905	2.0	146,887	180,531	22.9	182,348	214,262	17.5
Truck	226,014	263,031	16.4	248,884	380,169	52.7	184,272	229,436	24.5	329,504	513,445	55.8	988,726	1,386,298	40.2
Water	6,939	NA	NA	1,113	NA	NA	387	NA	NA	0	NA	NA	8,439	NA	NA
Air	763	NA	NA	1,218	NA	NA	2	NA	NA	0	NA	NA	1,983	NA	NA
Unknown	6	NA	NA	187	NA	NA	0	NA	NA	0	NA	NA	193	NA	NA
Total	246,473	NA	NA	272,245	NA	NA	186,497	NA	NA	475,900	NA	NA	1,181,689	NA	NA

Source: WisDOT (Global Insight TRANSEARCH)

[22] WisDOT State Rail Plan 2030, Chapter 5, page 5-8. (9/15/14)

CANADIAN NATIONAL (CN) RAIL PROFILE

Within the East Central Wisconsin Region, Canadian Nation (CN) is the primary railroad operator. CN operates 1,578 miles (44 percent of total mileage) of track within Wisconsin and employs 440 staff (2009 data). CN operates a major railroad yard in North Fond du Lac and yards in Oshkosh, Neenah and Appleton.[23] The maximum allowable car weights for railcars on CN's routes within the MPO can range from 263,000 to 286,000 pounds.[24] For those interested, CN has a price calculator which allows customers to obtain a price quote by the carload. Please access the following link for more information: https://ecprod.cn.ca/velocity/POWCarloadFrontend/public/english/GetCarloadPrice. See **Appendix E** documenting the entire rail system for Wisconsin.

EAST WISCONSIN RAIL TRANSIT COMMISSION (RTC)

Viable railroad lines are sometimes purchased to retain freight service for smaller communities. The State of Wisconsin has over 530 miles of publicly-owned rail lines that are jointly owned by the state and a combination of RTCs, Consortia, and/or Transit Authorities (collectively Rail Transit Commissions). RTCs were created to help preserve rail service or the potential for rail service, and to influence policies on the future use of rail corridors if rail service is discontinued.[25]

Within the MPO planning area, the East Wisconsin Rail Transit Commission (RTC) is responsible agency that manages portions of the state's publicly owned rail lines. The RTC was established in 1980, representing Winnebago, Dodge, Green Lake, Washington, Fond du Lac, Columbia, Ozaukee, Sheboygan and Milwaukee Counties and manages approximately 198 miles of track within these counties.[26] The East Wisconsin RTC works closely with the Wisconsin and Southern Railroad.

AIRPORT FREIGHT

The Wittman Regional Airport supports the following airport uses[27]:

- Personal/Recreational
- Business/Corporate
- Flight Training
- Charter

Annual operations and enplanements (boardings) (2010) at Wittman Regional Airport are as follows[28]:

- Air Carrier (18)
- Air Taxi (928)

[23] http://www.dot.state.wi.us/projects/state/docs/railplan-chapter3.pdf. (06/26/14)
[24] Ibid. (07/03/14)
[25] Ibid. (06/26/14)
[26] Ibid. (06/26/14)
[27] Wisconsin State Airport System Plan 2030, Table 3-9. (08/11/14)
[28] Wisconsin State Airport System Plan 2030, Table 3-11. (08/11/14)

- Air Cargo (0)
- Military-Local and Itinerant (646)
- General Aviation-Local (35,701)
- General Aviation-Itinerant (38,502)
- Total Operations (75,795)
- Enplanements (passenger boardings) (0)

Regionally, air cargo/freight operations are provided by Appleton International Airport. According to a survey produced by the State Airport System Plan, Appleton International Airport handles approximately 25,962,500 pounds of inbound and outbound cargo in 2010; of which 5 percent was freight, 5 percent was US Mail and the remainder 90 percent was Express cargo.[29] The Outagamie County Regional Airport currently has one air cargo operation - Federal Express. The facility provides overnight, next day and freight service.[30]

In terms of forecasting for future cargo demands for Appleton International Airport, the airport is expected to see a jump to 36,748,200 pounds of inbound and outbound cargo by the year 2030 or an increase of approximately 10,785,700 pounds.[31]

Outagamie County Regional Airport Sustainable Master Plan **(2012**) also published their historic air cargo activity and forecasts. For comparison, their information is included in **Table 9-14**. They note, "Forecasts of total annual pounds of cargo shipped at the airport are developed by applying the proportional changes in U.S. activity 2012-2031 to the airport's 2011 total of 25,371,771 total pounds shipped."[32] Air cargo handled at ATW is projected to increase to over 42 million pounds by 2031, an increase of approximately 70 percent.[33] Federal Express is the primary freight tenant at Appleton International Airport.

[29] Wisconsin State Airport System Plan 2030, Table 3-12. (08/11/14)
[30] http://www.atwairport.com/index.php/airport-terminal/tenant-list.html. (03/17/14)
[31] Wisconsin State Airport System Plan 2030, Table 4-24. (08/11/14)
[32] *Outagamie County Regional Airport Sustainable Master Plan* (2012), Chapter 2, page 2-22. (09/15/14)
[33] Ibid, Chapter 4, page 4-13. (09/15/14)

Table 9-14: Historical Air Cargo Activity and Forecasts

Year	ATW Air Cargo Pounds [a]			Total Domestic Revenue Ton Miles (millions) [b]
	Total	Outbound	Inbound	
Historic:				
2002	21,548,037	10,109,277	11,438,760	12,967
2003	19,070,867	8,592,396	10,478,471	14,270
2004	19,853,107	8,588,012	11,265,095	16,341
2005	21,673,038	9,066,168	12,606,870	16,090
2006	23,472,127	9,268,397	14,203,730	15,711
2007	24,897,904	9,520,816	15,377,088	15,818
2008	31,153,868	10,433,062	20,720,806	14,411
2009	19,763,890	8,284,687	11,479,203	11,900
2010	25,962,484	10,847,630	15,114,854	12,833
2011	25,371,771	10,739,041	14,632,730	12,048
CAGR (Compounded Annual Growth Rate) 2002-2011	*1.83%*	*0.67%*	*2.77%*	*-0.81%*
Projected:				
2016	30,873,890	12,750,916	18,122,974	13,354
2021	34,372,291	14,195,756	20,176,535	14,209
2031	42,232,742	17,442,122	24,790,620	16,674
CAGR 2011-2031	*2.58%*	*2.45%*	*2.67%*	*1.64%*

[a] Source: Airport records
[b] Source: FAA Aerospace Forecasts 2006-2017, 2010-2030, 2012-2032.

Additionally important to Outagamie County Airport and the potential to continue to expand upon freight planning is the facilities' Airport Business Park. The business park is an undeveloped area of the airport (approximately 75 acres) on the northwest side of the property. As of September 2014, one of the 8 business park lots was leased.[34]

FOX RIVER LOCK SYSTEM

The Lower Fox River is a 39 mile long river controlled by 17 wooden hand operated locks and 4 dams. At one time, the Lower and Upper Fox River was a thriving transportation route, moving passengers and freight from the Port of Green Bay to Lake Winnebago to Portage. However, with the development of the railroads the Fox River commercial transport business ceased to be relevant. In 1983 the U.S. Army Corps of Engineers closed the Fox River lock system to commercial traffic. All but 3 out of the 17 locks were abandoned and left to slowly decay until 2001 when the State of Wisconsin took over the lock system and began restoration.

Today, the Fox River Lock System is not only an important historical asset and transportation network for tourism and recreation, but a foundation of a once thriving commercial transport network. If the current modes of commercial transportation can no longer support the demand of the freight users, then the Fox River lock system should be considered as a viable solution to meet future transportation needs.

[34] http://www.atwairport.com/index.php/airport-business-a-aviation-info/atw-business-park.html. (09/15/14)

PORT OF GREEN BAY

The Port of Green Bay (a recognized Free Trade Port) remains a vital transportation link for the entire Northeast Wisconsin region and beyond as it imports dry and liquid bulk commodities for manufacturing businesses.[35] Major shipments to the port include coal, limestone, salt and cement; total commerce is about 2.2 million metric tons (2013).[36] It is recommended that the Port of Green Bay increase the depth of the Fox River channel from 24 feet to 26 feet and widen the channel from 100 feet to 250 feet to accommodate larger ships. The 2010 Green Bay Metropolitan Planning Organization Long Range Transportation/Land Use Plan also recommends looking for additional exports such as finished products area foundries, paper converting machines from local and regional paper mills, wood pulp and grain from producers in northeast Wisconsin.[37] Additionally, the MPO recommends that local and regional municipalities look to create/expand the Maritime Highway Corridor (M-41/43) into the Port of Green Bay, possibly creating more economic opportunities for trade/commerce for northeast Wisconsin.[38]

Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System

In a 2015 report titled, *Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System*, the authors sent a survey to some 600+ companies and government agencies involved with the maritime freight industry. This report compiled data from 2009 to 2013. Some of the major highlights from this survey included[39]:

- A total of $7 billion is being spent on asset renewal and infrastructure improvements by both public and private sectors (in Canada and the United States).
- Between 2009-2013 more than $4.7 billion has been invested in ships, ports and terminals, and waterway infrastructure.
- An additional $2.2 billion has been committed for infrastructure investments in the system by companies and governments.
- American, Canadian and international ship owners are spending more than $4 billion on the biggest renewal of the Great Lakes fleets in 30 years.
- Total port, terminal and waterway infrastructure investments by state and province total $2.9 billion.

Specifically for the State of Wisconsin, Total Port, Terminal and Waterway Infrastructure Investments (in US and Canadian dollars) are shown in **Table 9-15**. Other Midwestern States are also included to provide a regional comparison.

[35] http://www.portofgreenbay.com/about/history. (08/25/14)
[36] http://www.portofgreenbay.com/media/55367/year%20end%20tonnage%202013%20final.pdf. (08/25/14)
[37] http://www.co.brown.wi.us/departments/page_5de9b9d570a4/?department=2317176c7f00&subdepartment=b4d10bb9388e. (08/26/14)
[38] http://www.marad.dot.gov/documents/AMH_Fact_Sheet_V11.pdf. (08/26/14)
[39] American Great Lakes Ports Association Press Release, January 14, 2015.

Table 9-15: Total Port, Terminal and Waterway Infrastructure Investments (In US and Canadian dollars)

U.S. dollars	**Actual 2009-2013**	**Committed Post-2013**	**Total**
Illinois	40,711,359	16,136,913	**56,848,272**
Indiana	73,238,952	1,997,742	**75,236,694**
Michigan	78,824,573	36,235,272	**115,059,845**
Minnesota	76,666,601	43,760,483	**120,427,084**
New York	79,445,760	101,336,359	**180,782,119**
Ohio	124,847,579	5,502,159	**130,349,738**
Pennsylvania	5,219,571	5,307,767	**10,527,338**
Wisconsin	89,739,221	11,750,342	**101,489,563**
Total U.S.	**568,693,616**	**222,027,037**	**790,720,653**
Canadian dollars			
Illinois	41,932,700	16,621,020	**58,553,720**
Indiana	75,436,120	2,057,674	**77,493,795**
Michigan	81,189,310	37,322,330	**118,511,640**
Minnesota	78,966,599	45,073,297	**124,039,897**
New York	81,829,133	104,376,450	**186,205,583**
Ohio	128,593,006	5,667,224	**134,260,231**
Pennsylvania	5,376,158	5,467,000	**10,843,158**
Wisconsin	92,431,398	12,102,853	**104,534,250**
Total U.S.	**585,754,425**	**228,687,848**	**814,442,273**
Total (U.S. + CN)	**1,154,448,041**	**450,714,885**	**1,605,162,926**

Source: Infrastructure Investment Survey of the Great Lakes & St. Lawrence Seaway System (Tables A-6, B-6) (2015)

CENTER FOR FREIGHT AND INFRASTRUCTURE RESEARCH AND EDUCATION AND THE MAFC REGIONAL FREIGHT STUDY

The Oshkosh MPO is cooperating to study freight transportation patterns (via road and rail) in Northeast Wisconsin to determine the current and future needs of the areas stakeholders. This research project is sponsored by WisDOT, the National Center for Freight and Infrastructure Research and Education (C-FIRE) at the University of Wisconsin Madison and the Mid-America Freight Coalition (MAFC).

“The ten states (Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio and Wisconsin) of the Mid-America Freight Coalition are undertaking a study of the movement of freight through and within the region. The primary goal of this study is to maximize the benefit that transportation can contribute to regional economic health. The economy of the region is heavily reliant on manufacturing and agriculture, both of which generate significant amounts of freight, both for the inputs and for the products of economic activities. Both of these major economic engines also face major competition from foreign producers. Success in that competition depends in part on producing quality products at competitive prices, but it also depends on the ability to deliver those products to national and international markets at competitive prices. In delivered, or landed, price, transportation can be a significant factor. Any

measures that can be taken to make the movement of freight within the region more efficient will benefit regional producers and the general economy of the region".[40]
The states have defined the following objectives for this study[41]:

- The use of transportation and the movement of freight to support and encourage a regional approach to economic development.
- Identification of bottlenecks, particularly at intermodal connections, how they affect freight movements throughout the entire region, and how they might be alleviated.
- Uniformity and consistency applied to freight movements across the regions, especially regarding permitting, truck sizes and weights, and oversize/overweight rules.
- Development of major routes and corridors as regional entities that account for multi-modal and intermodal aspects.
- Identification of unused freight capacity in different areas and modes and how this and how this capacity might be better used.
- Support for disaster planning, scenario planning, and incident management when a major node, or corridor, is crippled by forces of man or nature.
- Environmental considerations such as air quality, fuel efficiency, land use, and mitigation of invasive species.

The final results of this study have yet to be published. For more information regarding the MAFC and their work within the region, please consult their website.[42]

TRANSPORTATION RESEARCH BOARD: STAKEHOLDER ENGAGEMENT

The mission of the Transportation Research Board (TRB) is to provide leadership in transportation innovation and progress through research and information exchange, conducted within a setting that is objective, interdisciplinary, and multimodal.[43] The TRB recently released a 2014 report titled *Integrating Freight Considerations into Collaborative Decision Making for Additions to Highway Capacity*. Within this report, the TRB outlines a series of "best practices" that transportation agencies and officials can utilize to better plan and integrate freight ideas and stakeholder engagement into the planning process. The following is a summary of these best practices noted in the report (which could possibly be pursued further by the MPO and its staff)[44]:

- ***Nurture "freight champions."*** Freight champions are individuals with the ability to mobilize interest in advancing freight planning. A freight champion may be a private sector leader, a policy maker, or an individual working for a transportation agency. An important role of the freight champion is to be a face for freight and to build trust and relationships with industry stakeholders.

- ***Engage early and frequently.*** Engagement should be conducted early and often, but targeted at key decision points to help conserve resources and avoid stakeholder fatigue, which can cause participants to lose interest in the planning process altogether.

[40] http://www.wistrans.org/cfire/research/projects/mafc-13/. (03/17/14)
[41] Ibid. (03/17/14)
[42] http://midamericafreight.org/. (03/17/14)
[43] http://www.trb.org/AboutTRB/MissionandServices.aspx. (10/2/14)
[44] http://onlinepubs.trb.org/onlinepubs/shrp2/SHRP2_S2-C15-RW-1.pdf. (10/2/14)

- ***Improve freight planning capacity.*** Agencies should continue their efforts to improve freight planning knowledge and staff capacity. Stakeholders indicate that freight agency staff with knowledge of freight issues, trends, and operations provide additional value to the outreach and maximize the benefits of stakeholder engagement.

- ***Collaborate with other agencies.*** Work with other agencies and organizations to share private-sector freight stakeholder input, which sometimes makes its way into the planning process through elected officials and others with frequent and direct contact with the business community (e.g., chambers of commerce, economic development organizations).

- ***Improve interagency communication.*** Communications can break down between local, regional, or state government institutions and the DOT and MPO planners related to the highway impacts of new development projects (e.g., BCO purchases property near a highway interchange through an arrangement with local leaders, causing a bottleneck, and DOT is instructed to "make it work"). Inclusion of the MPO in discussions is helpful.

- ***Assist policy makers.*** Build their knowledge about supply chain and logistics; helps them connect with freight constituents.

- ***Focused meetings and materials.*** Stakeholders respond to plans and products that already have been prepared or summarized in a way that minimizes the time they need to spend reviewing materials. Stakeholder meetings should be focused with clearly defined agendas and action items.

- ***Institutionalize outreach.*** Establish regular meetings and outreach activities to build relationships and to improve the understanding of freight issues in the jurisdiction.

- ***Limited but creative engagement is most effective.*** Use technology, other venues (industry events), focus groups, and so forth. Engagement is dependent on the scale of the freight stakeholder interest in the project. A more robust engagement strategy can be developed for a major truck route improvement versus a commuter route with few trucks.

- ***Post and integrate feedback.*** Transportation agencies should assimilate feedback from private-sector stakeholders, post it online, and make sure that stakeholders recognize that their valuable feedback is being integrated into the planning documents.

FREIGHT PERFORMANCE MEASURES

Bridges[45]

All of Wisconsin's 13,600 bridges are inspected at least once every two years and sometimes more frequently depending on a bridge's age, traffic load and any known deficiencies or load restrictions. Inspection dates and reports for all Wisconsin bridges can be found on the Highway Structures Information System portion of the WisDOT website.

[45] http://www.dot.state.wi.us/projects/bridges/. (04/17/14)

There are different types of bridge inspections from routine to in-depth depending on a bridge's individual characteristics and needs. WisDOT's trained bridge inspectors follow Federal Highway Administration (FHWA) standards and guidelines. Some smaller bridges can be inspected on foot, while others require use of a special "reach-all" vehicle with a jointed arm and bucket that provides inspectors an up-close look at the underside of a bridge. Depending on the size of a bridge, weather conditions and other factors, a bridge inspection can take from one hour to more than a week. During bridge inspections, certified inspectors' survey:

- The superstructure or beams that support the deck looking for cracks, rust, or any problems with bolts or rivets.
- The substructure units (which support the superstructure).
- Bridge approaches and the deck or surface of the bridge.
- On bridges over large bodies of water, inspections require divers to check supporting piers.

Following a thorough review of the deck, superstructure and substructure, bridges are assigned a "sufficiency rating" number between one and 100. The rating takes into account some 75 factors reviewed during an inspection and also considers a bridge's age, length and width, and the average amount of traffic the bridge handles. WisDOT uses the sufficiency ratings to help prioritize bridge improvements.

Under WisDOT's Local Bridge Improvement Assistance program, municipalities are eligible for rehabilitation funding on bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50. Each year, all states including Wisconsin are required to submit a report to the FHWA that reviews the condition of its bridges.

Canadian National (CN)

Canadian National (CN), the major railroad company, provides a safety report which documents railroad crossing and trespassing accidents. Crossing and trespassing accidents data on CN railroads was taken directly from their *Leadership in Safety Report* from 2013 and 2014. This data is from the United States and Canada for the years 2010 through 2013. CN's *Leadership in Safety Report* also provides target goals for crossing and trespassing accidents for 2014. **Table 9-16** displays crossing and trespassing accidents for a regional perspective.

Table 9-16: CN Railroad Crossing and Trespassing Accidents U.S. and Canada

Data	2010	2011	2012	2013	CN 2014 Target
Crossing Accidents	220	226	191	207	180
Trespassing Accidents	88	66	43	57	50
Totals	308	292	234	264	230

Source: CN Leadership in Safety Report 2013, 2014

Federal Rail Administration (FRA) Office of Safety Analysis

Additionally, the FRA Office of Safety Analysis provides yearly safety data such as: Total Accidents/Incidents, Total Fatalities, Total Nonfatal Conditions, Highway Rail Accidents/Incidents, Total Fatalities, Total Nonfatal Conditions, Number of Crossings, Public Crossings, Private Crossings, Crossings with gates, Other Active Crossings and Number of Crossings with Passive Warnings at the county level. **Table 9-17** displays this data for the years

2011 through 2013 for Calumet, Fond du Lac, Outagamie and Winnebago Counties and the State of Wisconsin.

Table 9-17: Federal Rail Accidents/Incidents (2011- 2013)

	Calumet			Fond du Lac			Outagamie			Winnebago			Wisconsin		
	2011	2012	2013	2011	2012	2013	2011	2012	2013	2011	2012	2013	2011	2012	2013
Total Accidents/ Incidents	**1**	**2**	**2**	**6**	**10**	**11**	**3**	**1**	**3**	**3**	**3**	**7**	**188**	**131**	**165**
Total Fatalities	0	0	0	0	0	1	0	0	0	0	0	0	11	5	6
Total Nonfatal Conditions	1	1	0	5	7	9	2	2	1	2	1	4	114	76	110
Highway Rail Accidents/ Incidents	**1**	**2**	**2**	**1**	**0**	**1**	**2**	**1**	**2**	**1**	**2**	**5**	**56**	**43**	**60**
Total Fatalities	0	0	0	0	0	1	0	0	0	0	0	0	5	4	2
Total Nonfatal Conditions	1	1	0	0	0	0	1	2	0	0	0	2	16	12	22
Number of Crossings	**92**	**92**	**92**	**134**	**134**	**134**	**194**	**194**	**194**	**182**	**182**	**184**	**6,298**	**6,298**	**6,300**
Public Crossings	62	62	62	81	81	81	137	137	137	115	115	117	4,021	4,021	4,023
Private crossings	30	30	30	53	53	53	57	57	57	67	67	67	2,277	2,277	2,277
Crossings with gates	5	5	5	22	22	22	44	44	44	51	51	51	878	878	878
Other Active Crossings	21	21	21	22	22	22	26	26	26	22	22	22	972	972	972
Number Crossings with Passive Warnings	36	36	36	37	37	37	67	67	67	42	42	44	2,171	2,171	2,171

Source: Federal Rail Administration

American Transportation Research Institute (ATRI)

The American Transportation Research Institute (ATRI) is a 501(c) (3) non-profit organization that has been engaged in transportation studies and operational tests since 1954. Their mission is to "conduct transportation research with an emphasis on the trucking industries essential role in a safe, efficient, and viable transportation system."[46] Each year ATRI conducts a "top industry issues" survey on behalf of the American Trucking Associations (ATA) which is used to identify and monitor the issues that are important to the industry at a national level. ATRI posts the results of industry surveys on their website. Surveys are available from 2005 to 2013.[47] Over time, it would be beneficial to track the results of this survey and keep current on the trucking industry trends. The results of the 2013 Issues Survey is included below and ranked in order of significance:

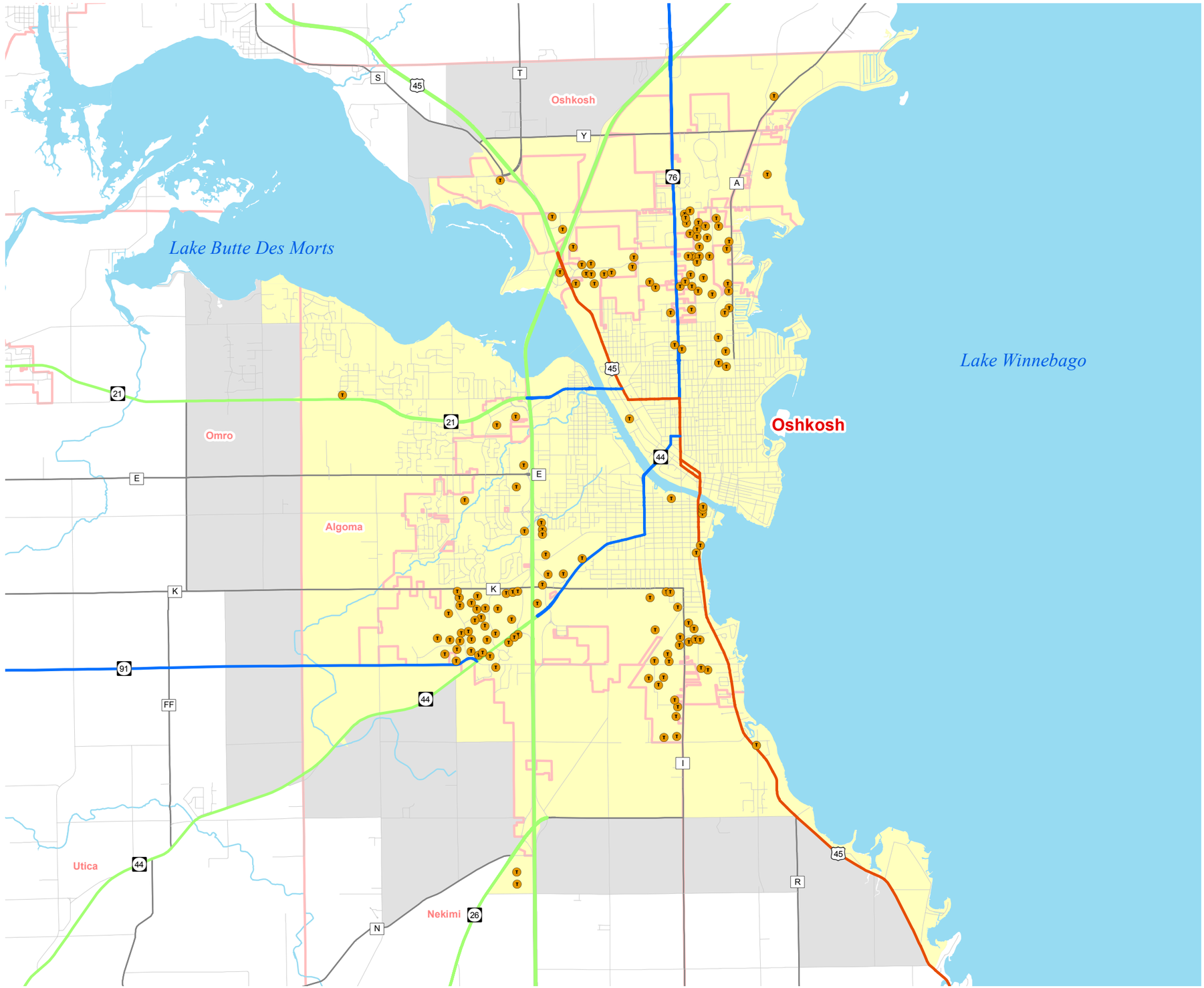
Table 9-18: ATRI Top Industry Issues, 2013

2013 Issues	
1. Hours of Service	6. Truck Parking
2. CSA	7. Driver Retention
3. Driver Shortage	8. Fuel Supply/Fuel Prices
4. Economy	9. Infrastructure/Congestion/Funding
5. Electronic Logging Mandate	10. Driver Health/Wellness

Source: ATRI, 2014

[46] http://atri-online.org/. (05/15/14)
[47] http://atri-online.org/2012/10/08/critical-issues-in-the-trucking-industry/. (05/15/14)

Map 9-1
Oshkosh MPO
Truck Routes & Freight Locations



- Freight Locations
- None
- 75 Foot Trailer Length Restriction
- 65 Foot Trailer Length Restriction
- Municipal Boundary
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Freight locations provided by ECWRPC
Freight rotues provided by Wisconsin DOT

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

Prepared August 2014 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

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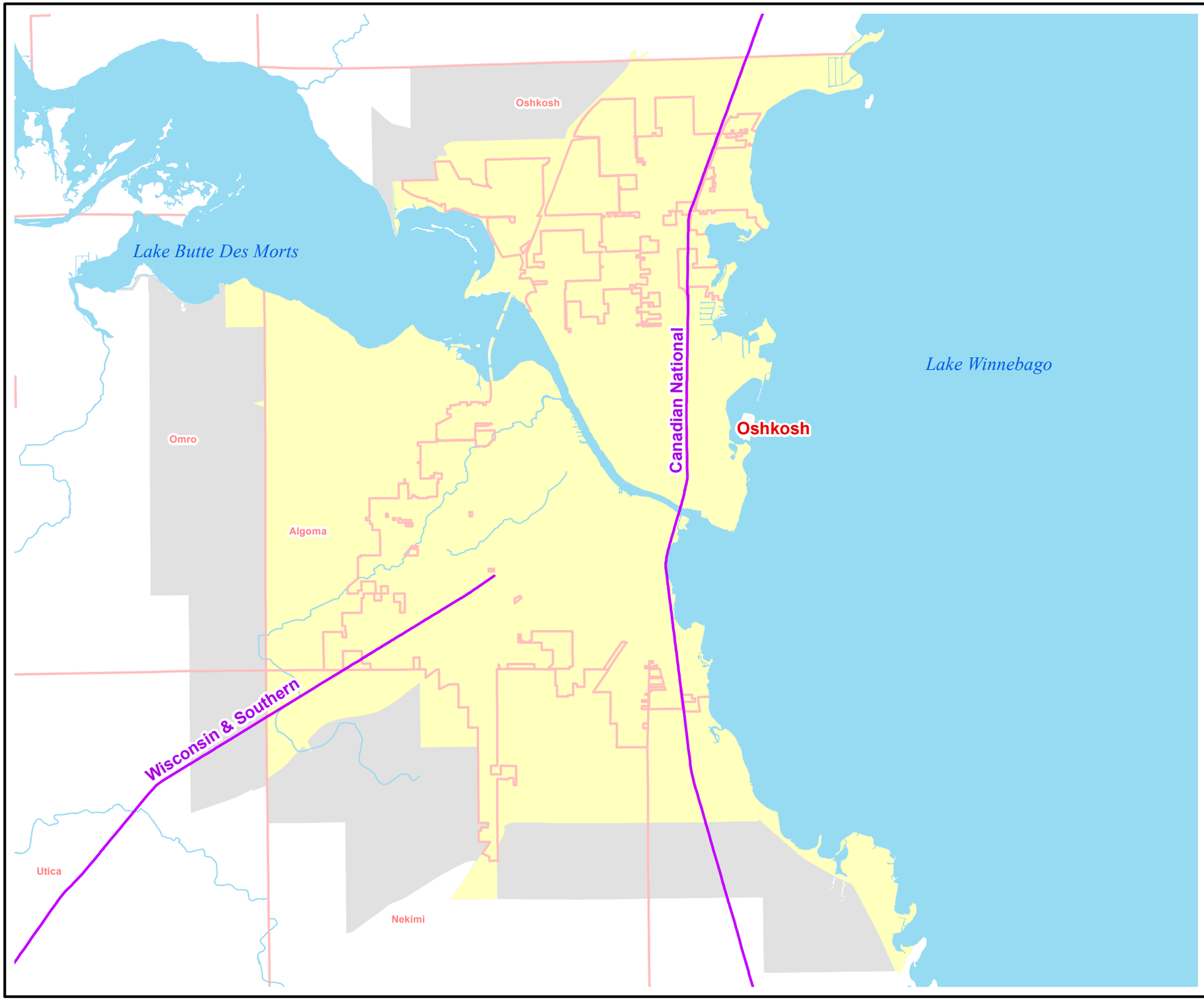
Map 9-2
Oshkosh MPO
Rail Routes



Maximum Allowable Weight by Rail

- 286,000 Pound Rail Cart Limit
- Municipal Boundary
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary

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0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.

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Prepared August 2014 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

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CHAPTER 10

MULTIMODAL TRANSPORTATION

CHAPTER 10 – MULTIMODAL TRANSPORTATION

TABLE OF CONTENTS

Introduction 10-1
Definitions 10-1
Existing Conditions 10-2
Performance Measures 10-5
- Intergovernmental Measures 10-5
  - Local Measures 10-5
  - Census Data 10-6
- Advocacy Organizations and Partners 10-6
  - Oshkosh Cycling Club 10-6
  - Weight of the Fox Valley 10-6
  - Well City Fox Cities and Well City Oshkosh 10-7
- Local Advocacy Measures 10-7
  - Fox Cities Bike Challenge 10-7

Funding 10-7
- Local Capital Improvement Programs (CIPs) 10-8
- Surface Transportation Program – Urban (STP-Urban) 10-8
- Transportation Alternatives Program (TAP) 10-8
- Highway Safety Improvement Program (HSIP) 10-9
- Recreational Trails Aid Program (RTA) 10-9
- Metropolitan Planning (PL) Funds 10-9
- EPA “Climate Showcase Communities” Grants 10-10
- U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) 10-10
- The Robert Wood Johnson Foundation 10-10
- Fox Cities Visitors Bureau and Convention Center – Tourism Development Grant Fund 10-10
- Public Private Partnerships 10-11

Additional Resources 10-12
Recommendations 10-13
- Infrastructure Improvements 10-13
- Non-Infrastructure Improvements 10-14
- Complete Streets Improvements 10-14

FIGURES

Figure 10-1: Complete Streets Diagram 10-15

TABLES

Table 10-1: Oshkosh MPO Existing Pedestrian Facility Miles 10-3
Table 10-2: Oshkosh MPO Existing Bicycle Facility Miles 10-4
Table 10-3: Existing Roadways with Pedestrian and Bicycle Facilities 10-5
Table 10-4: Quick Reference Funding Source Summary Table 10-11

MAPS

Map 10-1: Oshkosh MPO Existing Pedestrian Facilities 10-17
Map 10-2: Oshkosh MPO Existing Bicycle Facilities 10-19
Map 10-3: Oshkosh MPO Bicycle Rack Inventory 10-21
Map 10-4: Oshkosh MPO Existing, Planned, and Recommended Pedestrian Facilities 10-23
Map 10-5: Oshkosh MPO Existing, Planned, and Recommended Bicycle Facilities 10-25

CHAPTER 10: MULTIMODAL TRANSPORTATION

INTRODUCTION

This chapter of the Oshkosh LRTP will look at the existing conditions of the Oshkosh MPO and address possible improvements and strategies through the recommendations sections. This chapter will also provide existing and recommended performance measures as well as funding opportunities and additional resources. Existing data resources such as U.S. Census data, local and regional municipality facility counts and Wisconsin Department of Transportation (WisDOT) materials should be referenced. Additional municipal surveys, existing facility audits and local advocacy and action groups should also be consulted.

The multimodal chapter is designed to be a guide that corroborates existing plans and provides additional resources. This chapter is not intended to supplant existing municipal plans, but provide an additional resource for the planning and implementation process.

The multimodal chapter is designed to be a guide that corroborates existing plans and provides additional resources. This chapter is not intended to supplant existing municipal plans, but provide an additional resource for the planning and implementation process. There are a number of benefits to developing a well-rounded transportation system. Benefits of developing and maintaining these multimodal transportation facilities are well documented and include:

- health benefits;
- economic benefits;
- environmental benefits; and
- social benefits.

These multimodal transportation options should remain viable modes for both recreation and active transportation within the urbanized area. The remainder of this chapter documents the existing inventory of bicycle and pedestrian facilities within the Oshkosh MPO as well as lists recommendations regarding future long term projects (proposed and "wish list" items). The inventory and recommendations were primarily provided by the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* which was adopted by ECWRPC Policy Board in October 2014. MPO staff support these recommendations and will work with local municipalities where possible to facilitate their advancement.

DEFINITIONS

The following definitions were defined within the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* – 2014 and the *City of Oshkosh Bicycle and Pedestrian Circulation Plan* – 2011 and are consistent with WisDOT's Chapter Trans 75 legislation[1]:

Bicycle Facilities – are infrastructure improvements such as sharrows, marked bike lanes, and shared use paths (both paved and unpaved). For consistency through the LRTP document, bicycle facilities that are signed or unsigned will not be calculated within the existing facilities section.

[1] http://docs.legis.wisconsin.gov/code/admin_code/trans/75. (02/13/15)

Bike Lanes – A portion of a roadway that has been designated for preferential or exclusive use by bicyclists and delineated by pavement markings and signs.

Complete Streets – Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities. *Green complete streets* are designed the same as a complete street, but also include a storm water management piece.

Multi-Use Trail – A travelway separated and distinct from facilities in the right-of-way which are physically separated from motorized vehicle traffic by an open space or barrier either within the right-of-way or within an independent area. Multi-use trails are typically used exclusively by pedestrians, bicycles or non-motorized users.

Pedestrian – A person on foot, in a wheelchair, on skates or on a skateboard.

Pedestrian Facilities – Defined within the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* as sidewalks or shared use paths (both paved and unpaved).[2]

Road Diet – A technique in transportation planning whereby a roads number of travel lanes are reduced and/or the effective width of each lane is narrowed in order to achieve systemic improvements.

Shared Roadway – A roadway that is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated.

Sharrow (also known as stripe less bike lanes) – An arrow-like design painted on a roadway to mark a bicycling route. Sharrows are place in the center of a travel lane to indicate that a bicyclist may use the full lane. The name “sharrow” is a contraction of “shared roadway marking”

EXISTING CONDITIONS

The Oshkosh MPO encompasses 8 municipalities (1 city, 7 towns), and resides in the east central portion of Winnebago County, Wisconsin. The MPO has a population of 74,495, holds two school districts, one university and one technical college. Existing bicycle and pedestrian facilities are divided into different categories ranging from completed route systems to existing built structures.

Table 10-1: Oshkosh MPO Existing Pedestrian Facility Miles addresses the total mileage of pedestrian facilities provided within the MPO boundaries. Using the 2010 US Census population data and the total pedestrian facilities data, a measurable percentage metric was developed. The right column shows the total percentage per population and was developed so as to track future facility increases. Total percentage of pedestrian facilities by population (0.53%) within the Oshkosh MPO is comparatively high related to surrounding regions. With a ratio of 5.32 miles of sidewalk facilities per 1,000 residents, the MPO as a whole is well supplied. **Map 10-1: Oshkosh MPO Existing Pedestrian Facilities** displays the location of pedestrian facilities constructed within the MPO boundary.

[2] Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan – 2014.

The MPO core has a well implemented pedestrian network, but as you travel further from the center, available facilities decrease. Several explanations can cause the decrease in pedestrian related facilities. The core of the Oshkosh MPO is dominated by the City of Oshkosh. With the City of Oshkosh's policy of developing "urban" style roadways when constructing new or replacing old surfaces, the policy of installing pedestrian sidewalks where necessary is followed. This policy has allowed the city to provide large quantities of sidewalk over a longer time period. The surrounding townships have a more rural style development model that does not normally facilitate the construction of right-of-way based pedestrian facilities. With smaller municipalities limited ability to fund road construction projects with an "urban" style design, which can be quite costly, often makes the project infeasible. In addition to the cost structure of an "urban" vs "rural" style development, the general tendency of surrounding municipalities is geared towards nodes of commercial development and larger residential neighborhoods separated from those commercial centers. The reliance of the automobile and the increased distance from businesses, most located outside of the local town, to the personal residence does not easily validate the construction of traditional right-of-way based pedestrian facilities.

Table 10-1: Oshkosh MPO Existing Pedestrian Facility Miles

Communities	Population	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Sidewalks (Miles)	Total Pedestrian Facilities (Miles)	Miles Per Capita 1000
City						
Oshkosh	66,083	10.2	3.78	431.78	445.76	6.75
Towns						
Algoma	6,822	0	0	0	0	0.00
Black Wolf	2,410	0	0	0	0	0.00
Nekimi	1,429	0	0	0	0	0.00
Omro	2,116	0	0	0	0	0.00
Oshkosh	2,475	1.8	1.39	0	3.19	1.29
Vinland	1,765	0	0	0	0	0.00
Utica	1,299	0	0	0	0	0.00
Oshkosh MPO Total	**84,399**	**12**	**5.17**	**431.78**	**448.95**	**5.32**

Bicycle and pedestrian data provided by local municipalities in 2013.

Table 10-2: Oshkosh MPO Existing Bicycle Facility Miles displays the quantity of designated bicycle facilities for each municipality and the Oshkosh MPO as a whole. Recent trends moving towards supplying bicycle related facilities have begun to gain momentum. Traditionally, the use of bicycles and other pedestrian related modes of transportation were the norm. With the advent of the automobile and the increased construction of roads and highways, the pedestrian oriented development model gave way to automobile based development. The importance of the bicycle, pedestrian and complete streets have begun to guide construction in a more smart sustainable fashion. The inclusion of bike lanes or designated facilities is increasing in

momentum within the Oshkosh MPO. As of 2013, a ratio of 0.26 miles of bicycle related facilities per 1,000 residents is provided within the MPO boundary. The bulk of the infrastructure, 17.08 miles is provided within the City of Oshkosh. The Town of Oshkosh has the highest per capita rating of 1.29 miles per 1000 capita.

Table 10-2: Oshkosh MPO Existing Bicycle Facility Miles

Communities	Population	Bike Racks (Number)	Bike Lanes x2 (Miles)	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Total Bicycle Facilities (Miles)	Miles Per 1000 Capita
City							
Oshkosh	66,083	46	3.10	10.20	3.78	17.08	0.26
Towns							
Algoma	6,822	1	0	0	0	0	0.00
Black Wolf	2,410	1	0	0	0	0	0.00
Nekimi	1,429	0	0	0	0	0	0.00
Omro	2,116	6	0	0	0	0	0.00
Oshkosh	2,475	0	0	1.80	1.39	3.19	1.29
Vinland	1,765	0	0	0	0	0	0.00
Utica	1,299	0	0	0	0	0	0.00
Oshkosh MPO Total	**84,399**	**54**	**3.10**	**12.00**	**5.17**	**20.27**	**0.26**

Bicycle and pedestrian data provided by local municipalities in 2013.

Map 10-2: Oshkosh MPO Existing Bicycle Facilities shows the distribution of bicycle facilities within the MPO. As with the pedestrian facilities, the majority of the facilities are located within the City of Oshkosh. The ongoing construction of the Riverwalk development and the increased momentum towards implementing bike lanes has drastically increased the amount of facilities within the city.

Two regional outliers that should be noted are the WIOUWASH Trail running parallel to USH 45 and the multimodal trail along CTH A. Both facilities provide valuable connections that can serve as nodes of future bicycle and pedestrian growth.

Map 10-3: Oshkosh MPO Bike Rack Inventory shows the existing location of bicycle rack facilities. The increased reliance of the bicycle and the newly implemented bike racks on GO Transit bus system has represented positive strides towards providing alternative transportation structures. The placement of these structures, to date, has been along major corridors and adjacent to public and private developments. Additional concentrations of bike racks are located near the downtown (N. Main Street) area and adjacent to University of Wisconsin – Oshkosh campus buildings.

With the successful completion of the USH 41 reconstruction project, six new overpasses were constructed within the Oshkosh MPO. All six overpasses have pedestrian facilities consistent with the State of Wisconsin's Trans 75 guidelines. Bicycle and pedestrian facilities were

provided in the form of wider sidewalks, bike lanes and bike oriented transitions and ramps. These overpasses are consistent with local and regional bike and pedestrian plan recommendations.

Table 10-3: Existing Roadways with Pedestrian and Bicycle Facilities categorizes the total roadways within the Oshkosh MPO and compares that total to the total mileage of roadways with sidewalks and bicycle facilities. A percentage metric was developed to better understand the total level of complete streets.

Table 10-3: Existing Roadways with Pedestrian and Bicycle Facilities

	Miles	Percentage
Roadway	530	
Roadway with Sidewalk	294	55%
Roadway with Bicycle Facilities	7	1%
Roadway with Sidewalk, Bicycle Facilities, and Transit Routes (i.e. Complete Streets)	1.77	0.33%

Bicycle and pedestrian data provided by local municipalities in 2013.

It is noted that bicycles are considered vehicles based on Wisconsin State Statute [340.01(5)][3] and they can be used on roadways however, consideration should be given to provide space for bicyclists on the roadway as it related to safety.

PERFORMANCE MEASURES

Recommended facility improvements should be regularly measured for functionality and sustainability. On an annual basis, it is important to measure the success of multimodal facilities. Performance measures such as facility use metrics and local advocacy measures should be recorded regularly. Performance measures can be categorized into two different fields; intergovernmental measures and local advocacy measures. Intergovernmental measures are guides where infrastructure counts, usage patterns and facility quality analyses are completed. Local advocacy measures look at the use of facilities through alternative means. While Intergovernmental measures look at individual segments of a route, local advocacy measures focus on the rider/walker and the individual metric traits. Examples of each measurable are listed below.

Intergovernmental Measures

Local Measures

Data on regional bike/pedestrian facilities (by mileage) was recently inventoried through the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* in 2014. Miles of facilities of trails and sidewalks were documented. For the Oshkosh MPO, the following mileages were recorded:

[3] Wisconsin State Statute [340.01(5)] http://docs.legis.wisconsin.gov/statutes/statutes/340/01/5. (9/19/14)

- 3.1 miles of bike lanes;
- 12.0 miles of off-road paved trails;
- 5.17 miles of off-road non-paved trails; and
- 431.78 miles of sidewalks.

In terms of performance measures for the LRTP, it will be important to monitor the status of these mileages for each bicycle/pedestrian facilities. Over time, with the implementation of recommendations of the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan*, the MPO can work to maintain and increase the quantity and quality of the regional multimodal transportation network.

Census Data

US Census Bureau perform regular audits on 5 and 10 year cycles. With data recently collected in 2010, the census is an excellent source for data pertaining to districts and individual census tracts. Regular maintenance of the data is important to receive the highest quality results. Relevant data includes population, density, income metrics, demographics and employment trend data.

Website: www.census.gov

Advocacy Organizations and Partners

Oshkosh Cycling Club

The Oshkosh Cycling Club was incorporated in 2005, is a group of cycling enthusiasts in the Oshkosh Area. The mission of the club is *to support and promote safe cycling in the community for all levels of community.* The OCC promotes special events including bike ride, re:TH!NK's Drive Your Bike Campaign, the Fox Valley Bike Swap, the Tour de Titan, and is an active participant in the bicycle and pedestrian plan for the Oshkosh Community. Website: http://oshkoshcyclingclub.com/

Weight of the Fox Valley

The Weight of the Fox Valley is a three-county initiative to build a community that achieves and maintains a healthy weight at every age. The Weight of the Fox Valley is a movement working together to build a healthier community. Partners include but are not limited to: school districts, government organizations, businesses, and non-profit organizations. Facebook Site: https://www.facebook.com/WeightoftheFoxValley

Well City Fox Cities and Well City Oshkosh

Well City Fox Cities and Well City Oshkosh is part of a national movement to build healthier communities. This innovative program was created in 1991 by the Wellness Council of America (WELCOA), a national non-profit organization and leading resource for health and wellness promotion. To build healthier communities and earn the Well City designation, local businesses team up, pledging to earn Well Workplace designations within three years. It requires 20% of a community's population to be employed by Well Workplace Award-winning companies/organizations. Website: Well City Fox Cities http://www.wellcityfoxcities.com/about-us.html ; Well City Oshkosh http://www.welloshkosh.com/Home

Local Advocacy Measures

Fox Cities Bike Challenge

The League of American Bicyclists in partnership with Kimberly-Clark Corporation sponsors a national event known as the National Bike Challenge. This annual event is a free and interactive way for bicyclists across the country to log the number of miles they ride for sport/recreation and for active transportation (work, errands, etc.). At the local level, the Fox Cities Cycling Association participates in this national event by hosting its own cycling challenge: Fox Cities Bike Challenge. As part of the National Bike Challenge, individuals and groups can participate by logging the number of miles they ride with their bicycles. The official bicycle challenge period begins May 1st and runs through September 30th each year. Riders are automatically eligible for prizes and awards simply by recording the number of miles they ride.

In terms of performance measures for the LRTP, staff will monitor the local miles ridden as part of the Fox Cities Cycling Association/Fox Valley Bike Challenge. For the 2014 Challenge, local participants (2,305 riders) accounted for:

- 995,517 miles (approximately 2 round trips to the moon)
- 53,963,816 calories burned
- $562,457 dollars saved
- 895,965 pounds of CO_2 saved

FUNDING

Primary funding for multimodal facilities and pedestrian and bicycle improvements should be budgeted annually within each municipality. It is critical that the municipality provide funding for pedestrian based improvements. In point of fact, many grant and funding opportunities require a percentage based match. An example of a required match is the 20% match for most Surface Transportation Program-Urban (STP-Urban) grants. STP-Urban awards require that 20% of the overall project cost be funded through local funds. The remaining 80% of the project cost will

then be awarded (federal funds). The purpose of the match based system is to ensure that local municipalities show a willingness to fund the improvements they request and that funds are not awarded and subsequently unused.

Funding options are available from a wide range of sources and endowments. With many funding resources having strict requirements on inclusions and implementation procedures, the overall cost of the project can see a large increase. It is prudently recommended that all parties interested in obtaining alternative funding resources contact the administrator of the funds or ECWRPC and WisDOT to gain additional information and assistance on funding requirements and matching totals. Listed below is a brief list of available funding resources relevant to the Oshkosh MPO. This list is but a small sample of the opportunities available and represents a wide range of federal, state and private opportunities.

Local Capital Improvement Programs (CIPs)

As local streets are scheduled for reconstruction or resurfacing, bicycle and pedestrian accommodations should be considered by the local municipality. It is much more cost efficient to include bicycle and pedestrian accommodations as part of the project versus trying to retrofit once the project is completed. The costs of bicycle and pedestrian accommodations can then be built into the cost of the project.

Surface Transportation Program – Urban (STP-Urban)

The Surface Transportation Program – Urban (STP-Urban) allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. All projects must meet federal and state requirements. Communities are eligible for funding on roads that are functionally classified as a major collector or higher.[4] Metropolitan Planning Organizations (MPOs) and the Wisconsin Department of Transportation (WisDOT) coordinate with local municipalities to select projects that are eligible for STP-Urban funds. The Appleton (Fox Cities) and Oshkosh MPO have worked with the Technical Advisory Committee (TAC) to develop selection criteria for projects that are eligible (see the Appleton (Fox Cities) Transportation Improvement Program and the Oshkosh Transportation Improvement Program for more information). In the past STP-Urban Infrastructure Projects that have been awarded funds have included bicycle and pedestrian accommodations. In the future it is recommended that the Appleton (Fox Cities) TMA and Oshkosh MPO also consider funding non-infrastructure projects (i.e. education, encouragement, enforcement, and evaluation projects) through STP-Urban funds. The federal funding ration for STP-Urban projects is usually 80% federal funds, 20% local funds.

Website: http://www.dot.wisconsin.gov/localgov/highways/stp-urban.htm

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a new legislative program that was authorized in 2012 by federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21). Projects that meet eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle and Pedestrian Facilities Program will be eligible TAP projects. The funding ratio is usually 80% federal funds, 20% local matching funds.

[4] Wisconsin Department of Transportation (WisDOT) Surface Transportation Program: http://www.dot.wisconsin.gov/localgov/highways/stp-urban.htm.

In MAP-21, MPOs with populations over 200,000 (or Transportation Management Areas – TMAs) will now have the ability to select and award TAP projects at the local level.[5] The Appleton (Fox Cities) TMA has an annual federal allocation of $314,140 annually to award to TAP projects. WisDOT also coordinates a statewide TAP grant cycle for projects that are not located within the TMAs.

With the changes in the Transportation Alternatives Program, the Safe Routes to School projects now require a 20% local match. This local match may be difficult for smaller local municipalities to obtain and it is recommended that local municipalities work with private entities or a variety of municipality departments to help fund the 20% match.

Website: http://www.dot.state.wi.us/localgov/aid/tap.htm

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is to develop and implement, on a continuing basis, stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (both state and local). The federal funding ratio for the HSIP funds is usually 90% federal and a 10% match of state and/or local funds. The HSIP Program currently prioritizes sites that have experienced a high crash history with an emphasis on low-cost options that can be implemented quickly.[6]

Website: http://www.dot.wisconsin.gov/localgov/highways/hsip.htm

Recreational Trails Aid Program (RTA)

The Recreation Trails Program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized the Recreational Trails Program through federal fiscal years 2013 and 2014 as a set-aside from the Transportation Alternatives Program.

Website: FHWA - http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm
WDNR - http://dnr.wi.gov/aid/rta.html

Metropolitan Planning (PL) Funds

Metropolitan Planning (PL) Funds provides federal funding under MAP-21 to metropolitan planning organization to carry out the federal transportation planning activities within a MPO area. The primary purpose of these funds is for the administration of the MPO process including the development of a regional multi-modal long range transportation plan and the transportation improvement program. MPOs over 200,000 in population will also administer the Transportation Alternatives Program and Congestion Management Process. Funding can be used for sub-regional and other modal planning activities including plans, studies, and programs for bicycle and pedestrian accommodations.

[5] Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program: http://www.dot.state.wi.us/localgov/aid/tap.htm.
[6] Wisconsin Department of Transportation (WisDOT) Highway Safety Improvement Program (HSIP): http://www.dot.state.wi.us/localgov/highways/hsip.htm.

EPA "Climate Showcase Communities" Grants

The Environmental Protection Agency (EPA) announced the availability of up to $10 million in first-of-its-kind, "Climate Showcase Communities" grants to local and tribal governments to establish and implement climate change initiatives that will help reduce greenhouse gas emissions. The agency awards cooperative agreements, each one ranging from $100,000 to $500,000. Approximately 5 percent of the funds are set-aside for tribal governments. The EPA requests proposals from local governments, federally recognized Indian tribal governments, and inter-tribal consortia to efficiently reduce greenhouse gas emissions, and improve the environmental, economic, public health, and social conditions in a community.

Website: http://www.epa.gov/statelocalclimate/local/showcase/index.html

U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG)

The CDBG program provided eligible metropolitan cities and urban counties (called "formula communities") with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve communities facilities and services, typically to benefit underserved communities (low- and moderate-income communities). Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities.[7]

Website:
http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to "promote healthy communities and lifestyles." Specifically, the Foundation has an ongoing "Active Living by Design" grant program that promotes the principles of active living including non-motorized transportation. Other related calls for grant proposals are issues as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

Website: http://www.rwjf.org/en/grants.html#q/maptype/grants/ll/37.91,-96.38/z/4

Fox Cities Visitors Bureau and Convention Center – Tourism Development Grant Fund

Since its inception, the Fox Cities Convention and Visitors Bureau has allocated a percentage of its room tax revenue for the development or expansion of visitor attractions and amenities through a grant program previously called the *Capital Development Grant Program.* Since 2011, the grant program is referred to as the *Fox Cities Tourism Development Grant Program.* During the Bureau's 25 year history it has made nearly $7.0 million in grants through the program. Grants have ranged between $2,500 and $1,000,000. As a general rule the Tourism

[7] U.S. Department of Housing and Urban Development: http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs.

Development Grant Committee does not fund elements of trail construction projects. There are, however, rare exceptions where a trail project will be considered under the capital project category. Most often these will be unique or unusual crossings or bridges that are key to the success of a particular trail project. This includes a grant for the Herb and Dottie Smith Park Trail Trestle Bridge Project of $50,000 and the Friendship Trestle Trail.

Public Private Partnerships

As federal and state funds become more competitive for local communities, it is recommended that local municipalities work with the private sector to help secure funds for various types of bicycle and pedestrian projects. The private sector could help to provide the 20% local match for state grant programs, making the local grant application more competitive for funding. Additionally, local businesses have a vested interested in bicycle and pedestrian accommodations, as healthy active employees help to reduce the businesses health insurance costs and the employees are also more productive. Local health insurance companies are interested in having healthy residents, as it reduces the health insurance claims related to chronic diseases. Private and public partnerships should be explored by local municipalities as the built environment as a direct correlation with the health of local residents.

Table 10-4: Quick Reference Funding Source Summary Table summarizes the main points of the provided list and categorizes the main points of each funding resource into one guide.

Table 10-4: Quick Reference Funding Source Summary Table

Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Surface Transportation Program (STP)	Federal	MPO/WisDOT	Construction, resurfacing, and operational improvements for highways and bridges, including transit and other modes.	Construction of pedestrian/bicycle transportation facilities; Non-construction projects for safe bicycle use; Upgrade public sidewalks to comply with ADA standards.	80% Federal / 20% Local
Transportation Alternatives Program (TAP)	Federal	Local / WisDOT			80% Federal / 20% Local
Recreational Trails Aids Program (RTA)	Federal	WDNR	Develop and maintain recreational trails and trail related facilities for non-motorized and motorized recreational trail uses.	Motorized and non-motorized trails. Eligible categories are trail maintenance and rehabilitations, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.	80% Federal / 20% Local
Highway Safety Improvement Program (HISP)	Federal	WisDOT	Reduction in traffic fatalities and serious injuries on public roads	Improvements for pedestrian/bicyclist safety; Construction of yellow-green signs at pedestrian/bicycle crossings and in school zones. Correction of hazardous locations including roadside obstacles, railway-highway crossing needs, and poorly marked roads that constitutes a danger to bicyclists/pedestrians. Highway safety improvement projects on bicycle/pedestrian pathways or trials.	90% Federal / 10% Local

Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Metropolitan Planning (PL) Funds	Federal	MPO	Funds are for MPOs to carry out federal transportation planning activities within the MPO area. Activities include administering the MPO process, development of a regional multimodal long range transportation plan, and maintaining a multiyear transportation improvement program.	Funding can be used for region, sub-regional, and other modal planning activities including plans, studies, and programs for bicycle and pedestrian improvements.	80% Federal / 20% Local
EPA "Climate Showcase Communities" Grants	Federal	EPA	Assist local governments in developing plans, conducting demonstration projects, and implement projects that reduce greenhouse gas (GHG).	Activities must achieve reductions in GHG emissions by addressing one of ten priority areas including land use, transportation, and community planning and include reductions in vehicle miles traveled.	50% Federal / 50% Non-Federal
Community Development Block Grant (CDBG)	Federal	City/HUD	Directly provides funds to cities and towns for projects with community-wide benefits. Activities must benefit low to moderate income communities.	Sidewalks, greenways, trails, and bicycle facilities that provide increased safety, access, and transportation options.	100% Federal
Bikes Belong Coalition	Private	Bikes Belong Coalition	Bikes Belong will accept requests for funding of up to $10,000 for facility and advocacy projects.	Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	None, but encouraged.
Robert Wood Johnson Foundation (RWJF)	Private	RWJF	Active Living Research – supports research to identify promising policy and environmental strategies for increasing physical activity, decreasing sedentary behaviors and preventing obesity among children and adolescents.	Active Living Research supports research examining how environments and policies impact physical activity, especially among ethnic minorities and children living in low-income communities. Findings are expected to inform environmental and policy changes that will promote active living among children and families.	Varies

ADDITIONAL RESOURCES

Additional resources are available through existing local and regional bicycle and pedestrian plans:

- *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* – 2014
- *City of Oshkosh, Wisconsin Pedestrian and Bicycle Circulation Plan* – 2011
- Department of Transportation Bikeways and Sidewalks Highways Projects – 2010
- Rails for Trails – 2013
- *Wisconsin DNR Trails Network Plan* – 2003
- *WisDOT Bicycle Transportation Plan* 2020
- *WisDOT Facilities Development Manual*

RECOMMENDATIONS

The recommendations section of the Chapter 10: Multimodal Transportation is intended to provide thoughtful recommendations that rely on already established local and state plans and documents. With 10 different municipalities including town, city, county, and state represented, these recommendations stress the importance of intergovernmental cooperation and the understanding that pedestrian flow does not follow local municipal boarders, but is a system of networks that follow commercial, residential, industrial and recreational corridors and nodes. A consistent theme and ongoing cooperation is vital to provide high a quality multimodal infrastructure network.

This chapter recognizes that many different experience and skill levels may be present. Special consideration should be made to who will be using the designed facility and what the skill level of the user may be. Different intensities such as the inclusion of on street facilities like bike lanes or sharrows versus multi-use trails or pathways should be considered and who the target user is. Different users have different needs on the same corridor. It is important that the type of user be understood and facilities implemented with a complete streets policy in mind.

The recommendations made within this chapter are derived by the inclusion of existing bicycle and pedestrian documents or complete streets policies. Every attempt has been made to include existing plan recommendations and documents. See the Additional Resources section for a list of existing bicycle and pedestrian documents.

Infrastructure Improvements

As mentioned above, bicycle and pedestrian systems should be closely tied to existing nodes of influence. Whenever possible, multimodal facilities should be located within the right-of-way with bicycle facilities on the roadway. Riding a bicycle on the sidewalk can be more dangerous because of driveways, close proximity to walking pedestrians, decreased visibility and greater points of conflict at existing intersections. A bicycle on the roadway, though closer to moving traffic, is still considered safer than travelling along the sidewalk where vehicles don't generally look for bicycle traffic.

Recommended infrastructure improvements are categorized into three different sections; existing, planned, and recommended facilities:

- **Existing Facilities:** include sidewalks, shared use paths, bike lanes, and sharrows.
- **Planned Facilities:** are facilities that have funding committed to them or the facilities are included in a previously recorded map document.
- **Recommended Facilities:** are facilities that were identified as needed connections throughout the planning process.

The Regional Bicycle and Pedestrian Network was facilitated through the development of the *Appleton (Fox Cities) TMA and Oshkosh MPO Regional Bicycle and Pedestrian Plan* – 2014. The network can be found on **Maps 10-4 and 10-5**. Each map is broken into these three major categories with Parks and the Oshkosh MPO boundary delineated. Additional features of the map include Regional Network recommendations that will need multiple municipalities and regional cooperation for successful completion. The recommended facilities and regional network features stress the importance of connecting known points of interest to existing and planned infrastructure facilities. Regional centers, points of interest and existing facilities should

be reviewed for plan consistency and used as the starting points for new infrastructure installation. Bicycle and pedestrian infrastructure can be successful only if the system as a whole has a start and end point connected to points of value and has an interconnecting system of routes.

Non-Infrastructure Improvements

Non-infrastructure improvements are centered on the "5-E" concept. The "5-Es" (Education, Encouragement, Enforcement, Engineering and Evaluation) look at the overriding process of providing complete multimodal facilities. Sound planning principals recognize that it takes more than infrastructure installation to produce a high quality product.

- **Education** encompasses all efforts to teach, train, and facilitate discussion regarding safe driving, cycling, and walking skills and techniques and is an important role of raising the awareness of multiple road users.

- **Encouragement** activities are those that motivate people to choose walking or biking to make trips rather than driving a car. Often times, these activities are coordinated for broad impacts across municipal boundaries.

- **Enforcement** identifies the needed cooperation of law enforcement officials, legislative bodies, and judicial systems to insure equitable application of the law, respecting the right and responsibilities of motorists, cyclists, and pedestrians alike.
- **Engineering** refers to any physical improvement intended to enhance the safety of cyclists and pedestrians.

- **Evaluation** refers to data collection and methods of analysis used to identify proper us and provide justification for future developments and programs.

Complete Streets Improvements

A complete streets policy is defined as a section of right-of-way that addresses all the needs of the user in an attractive and functional manner. Complete streets emphasize multiple modes of transportation along the same section of roadway and include bicycle, pedestrian, mass transit and traditional automobile based transportation.

The State of Wisconsin – Department of Transportation recognized the importance of the complete streets policy and in 2009 developed Trans 75. Trans 75 is a program where the Wisconsin DOT will require that all state and county projects receiving tax dollar funding will provide accommodations for all modes of transportation to be accounted for and provided when appropriate. Many municipalities around the country have active complete streets policies. As of 2014, only the Town of Grand Chute; Outagamie County, WI has a complete streets policy within the east central Wisconsin region.

Figure 10-1: Complete Streets Diagram

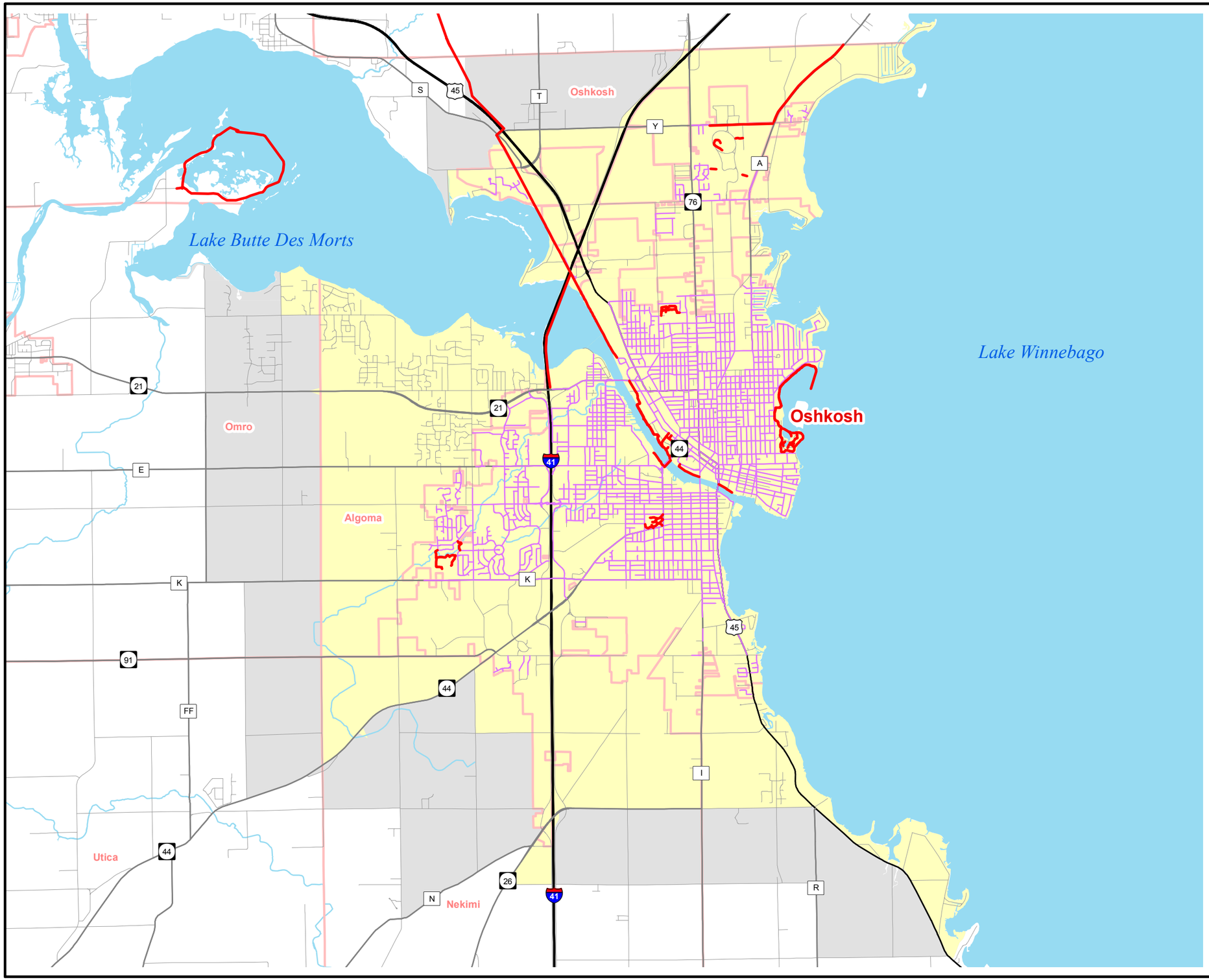
Image curtesy of www.nacto.org/usdg/dedicated-median-bus-lanes/

Figure 7-1: Complete Streets Policy with Dedicated Bus Lanes

Complete streets allocate space within the right-of-way for all users. Note the designated bus median and the bicycle boulevard that separates automobile traffic from other street users. The end result is an efficient green approach to right-of-way design.

It is recognized that not every street within the Oshkosh MPO or individual municipalities will have the complete streets designation; there are simply too many roads. Instead, a complete streets policy should be adopted for each municipality that describes in detail the policies to be followed for the construction of new or reconstruction of existing right-of-ways. A street can still provide for the needs of the area and have many of the pieces inherent within a complete street with little to no additional cost to the development. It is recommended that pedestrian facilities be installed within all urban roads and major corridors both rural and urban. Additional multimodal facilities should be constructed where possible along all right-of-way corridors that connect major point of commercial, industrial, recreational and residential uses. Schools, parks and places of gathering should also be connected using the complete streets model.

Map 10-1
Oshkosh MPO
Existing Pedestrian Facilities



- Sidewalk
- Existing Pedestrian Facility
- Municipal Boundary
- Adjusted Urbanized Area
- Planning Area Boundary

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
Trail data provided by ECWRPC
MPO/Adjusted urbanized area provided by

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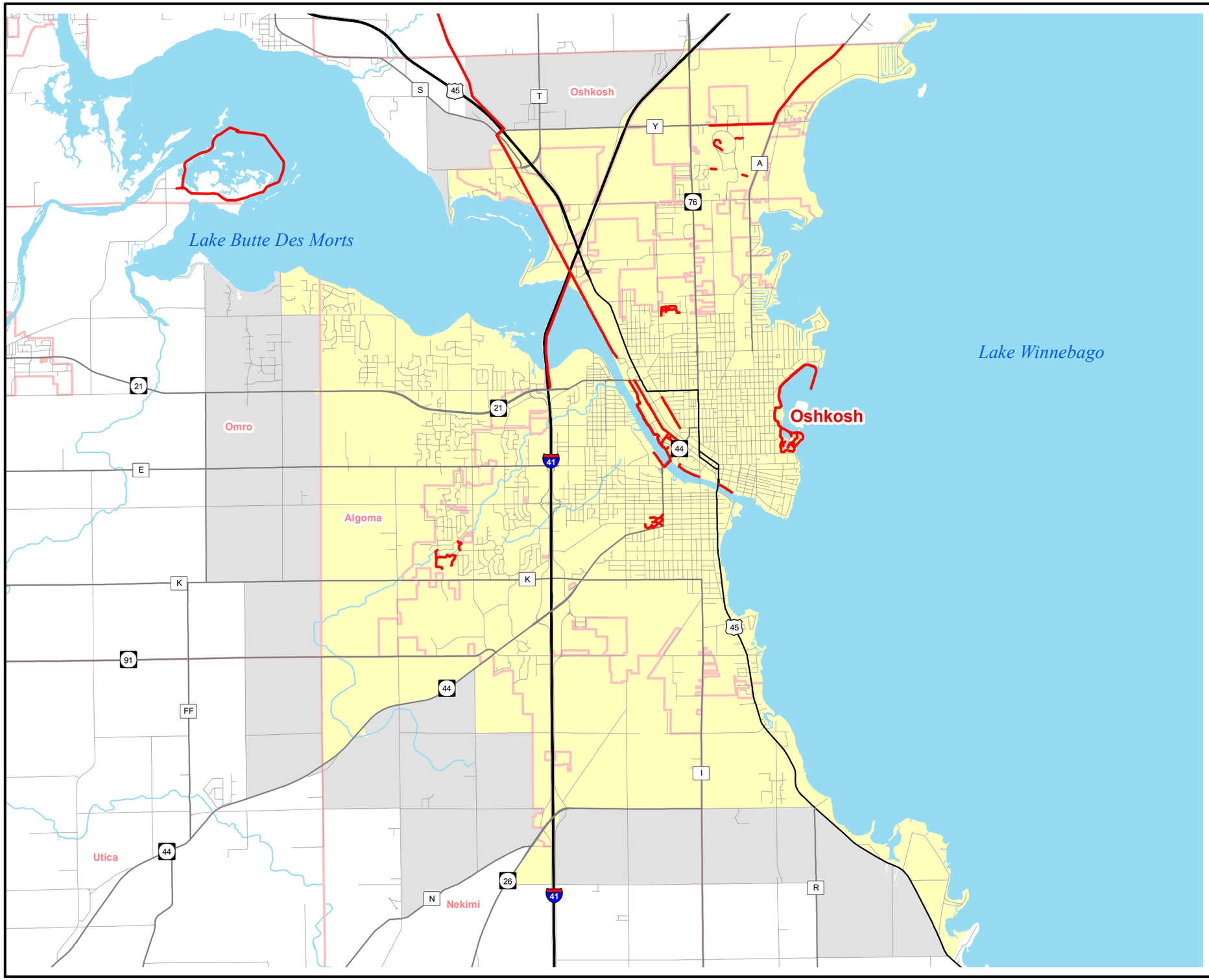
Map 10-2
Oshkosh MPO
Existing Bicycle Facilities



- Existing Bicycle Facility
- Municipal Boundary
- Adjusted Urbanized Area
- Planning Area Boundary

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
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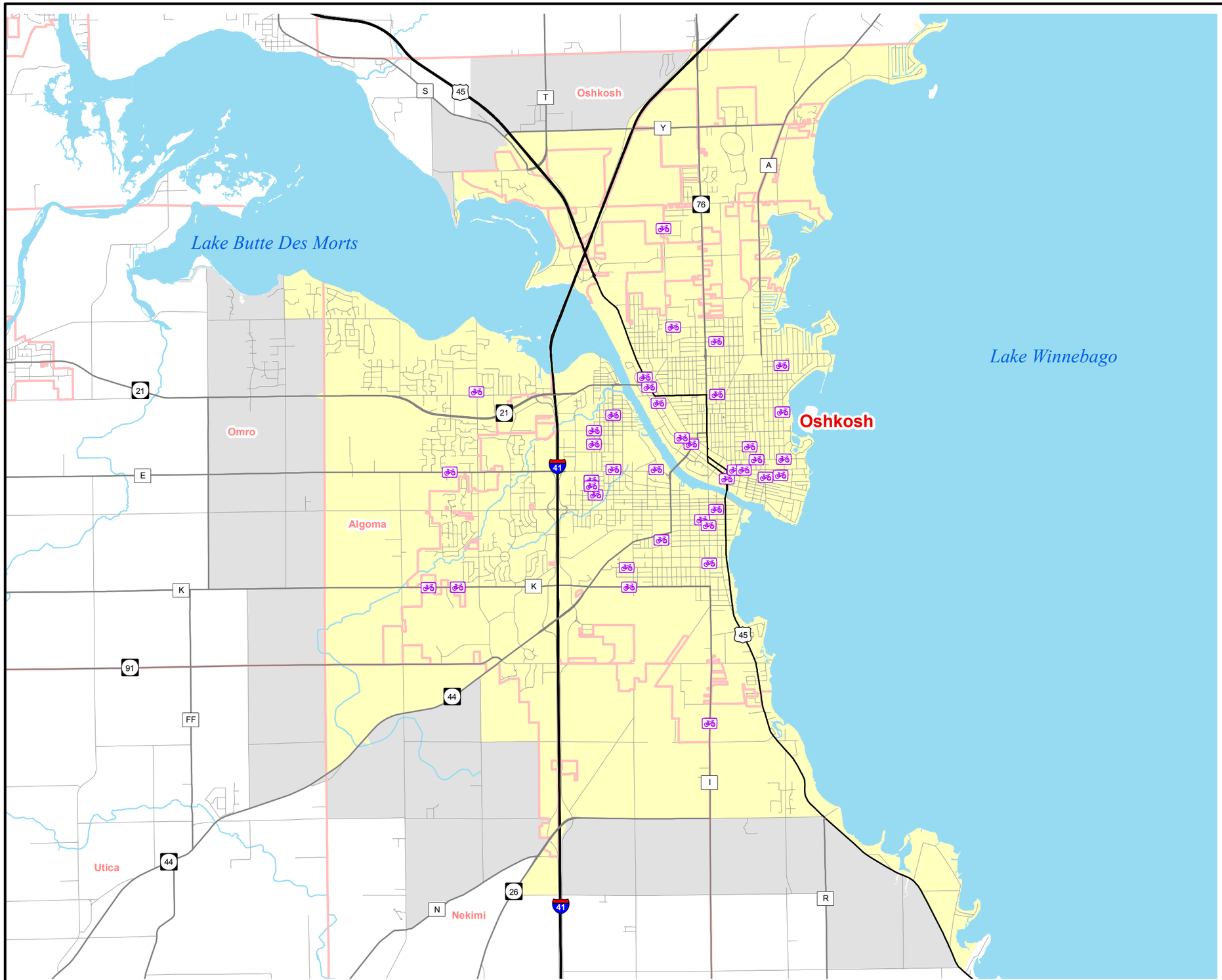
Map 10-3
Oshkosh MPO
Bicycle Rack Inventory



Bike Rack

Municipal Boundary

Adjusted Urbanized Area

Planning Area Boundary

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
Trail data provided by ECWRPC
MPO/Adjusted urbanized area provided by

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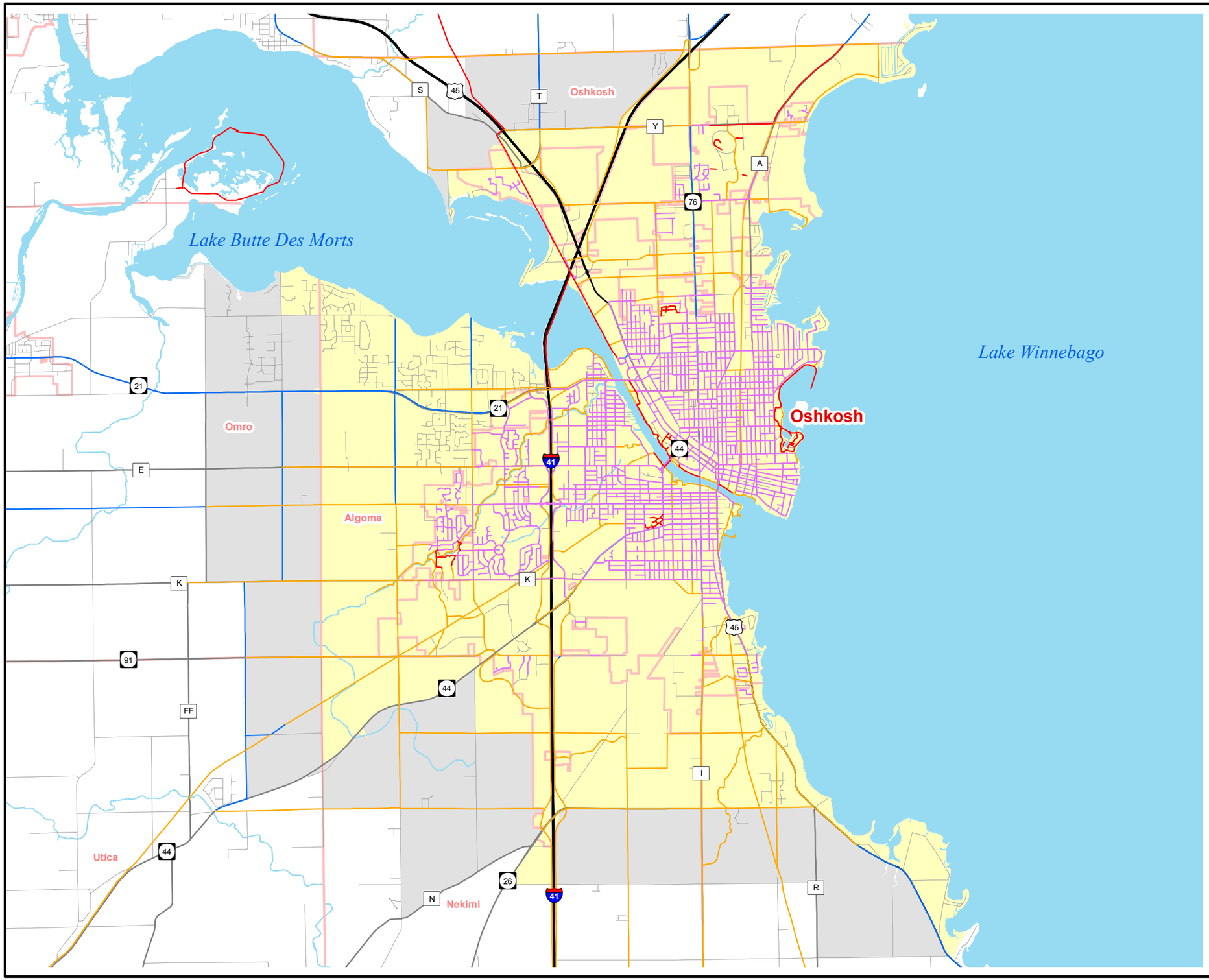
Map 10-4
Oshkosh MPO
Existing, Planned, and Recommended Pedestrian Facilities



- Existing Pedestrian Facility
- Sidewalk
- Planned Facility
- Recommended Facility
- Municipal Boundary
- Adjusted Urbanized Area
- Planning Area Boundary

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
Trail data provided by ECWRPC
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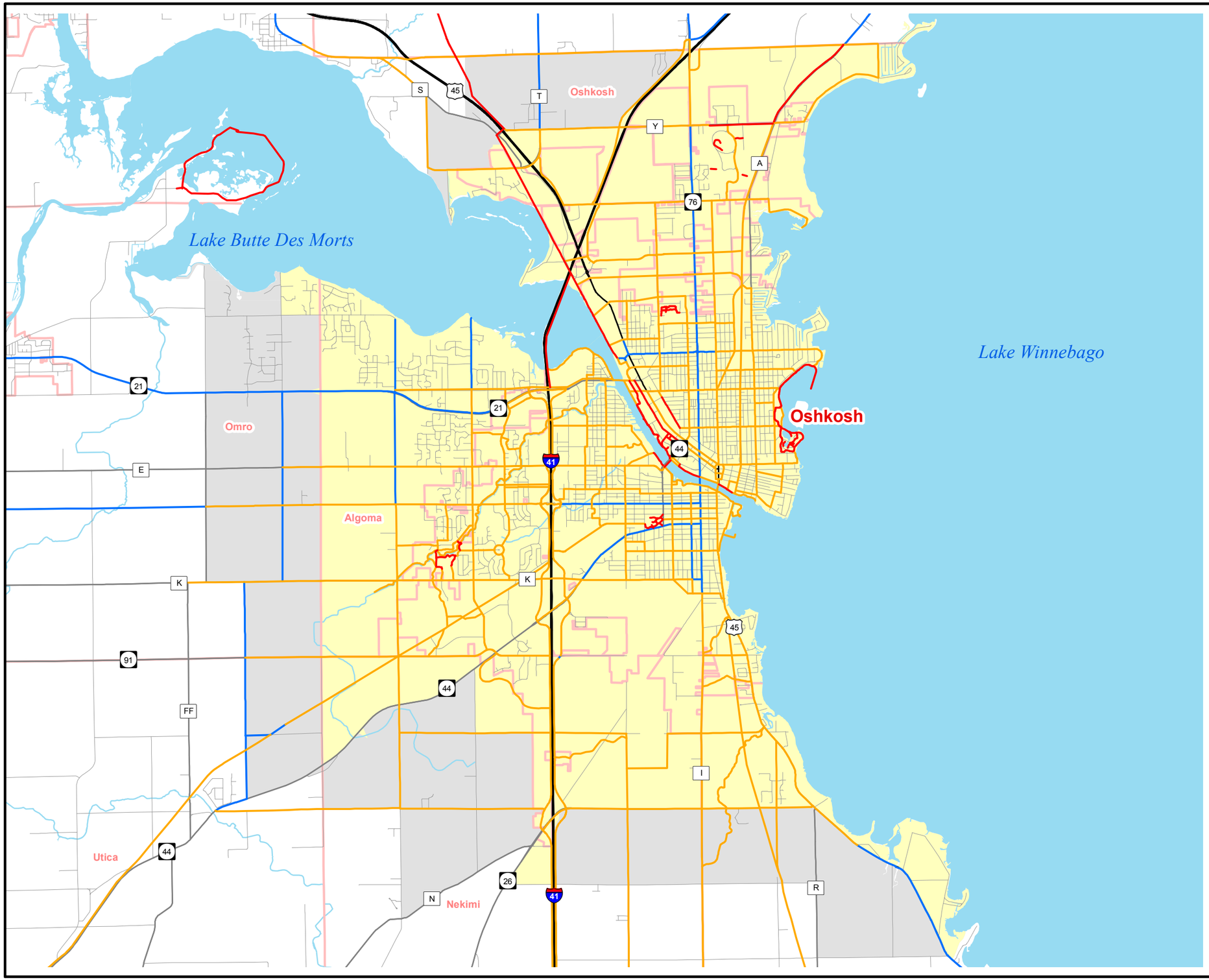
TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\Trails\Map_10_4_ExistingPlannedRecommendedPedestrian.mxd

Map 10-5
Oshkosh MPO
Existing, Planned, and Recommended Bicycle Facilities



- Existing Bicycle Facility
- Planned Facility
- Recommended Facility
- Municipal Boundary
- Adjusted Urbanized Area
- Planning Area Boundary

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
Trail data provided by ECWRPC
MPO/Adjusted urbanized area provided by

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Prepared August 2014 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\Trails\Map_10_5_ExistingPlannedRecommendedBicycle.mxd

CHAPTER 11

SAFE ROUTES TO SCHOOL

CHAPTER 11 – SAFE ROUTES TO SCHOOL

TABLE OF CONTENTS

Introduction 11-1
The 5 E's of SRTS 11-1
- Education 11-1
- Encouragement 11-2
- Enforcement 11-2
- Engineering 11-2
- Evaluation 11-2

Why Safe Routes to School 11-2
- Safety 11-2
- Health and Obesity 11-3
- Environment 11-4
- Traffic Congestion 11-5
  - Bus Transportation Costs 11-5

History and Funding of SRTS 11-6
East Central Wisconsin Regional SRTS Program 11-9
- Five-Year Highlights 11-10
- East Central's Regional SRTS Partners 11-11
- Regional SRTS Advisory Committee 11-11
- Regional SRTS Program Funding 11-13
- Regional SRTS Programs and Events 11-13
  - International Walk to School Day 11-13
  - Winter Walk to School Day/Month 11-13
  - Bike Safety Month 11-14
  - Frequent Walker Program/Mileage Club 11-14
  - Fire Up Your Feet Program 11-14
  - Walking School Bus Program or Bicycle Train 11-14
  - Youth Engagement 11-14
- Local SRTS Programs 11-15
  - Student Surveys 11-15
  - Parent Surveys 11-15
  - Bike and Walk Audits 11-15
  - Local SRTS Task Force 11-15
  - Local SRTS Action Plans 11-15

Oshkosh MPO SRTS Program 11-16
- Oshkosh Area School District 11-16

FIGURES

Figure 11-1: Safe Routes to School Timeline 11-6
Figure 11-2: Regional SRTS Map 11-9
Figure 11-3: Regional SRTS Timeline 11-10
Figure 11-4: Increased Participation in the Regional SRTS Program 11-10
Figure 11-5: Regional Safe Routes to School Strategic Plan (2012-2016) 11-12

TABLES

Table 11-1: Federal SRTS Program Funding 11-7
Table 11-2: Wisconsin SRTS Program Funding 11-8
Table 11-3: Regional SRTS Advisory Committee Members 11-11
Table 11-4: East Central Wisconsin Regional SRTS Program Funding 11-13
Table 11-5: Demographic Data for Oshkosh MPO Schools Participating in Regional SRTS Program 11-18

CHAPTER 11: SAFE ROUTES TO SCHOOL

INTRODUCTION

Safe Routes to School (SRTS) is a national and international initiative to create safe, convenient and fun opportunities for children to bicycle and walk to and from school. The goal of the program is to enable and encourage children Kindergarten-8th grade, including those with disabilities, to walk and bike to school.

The primary purposes of the Safe Routes to School program are as follows:

1. to enable and encourage children, including those with disabilities, to walk and bicycle to school;

2. to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and

3. to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).[1]

THE 5 E'S OF SRTS

Comprehensive SRTS programs focus on the "5 E's"; engineering, encouragement, education, enforcement, and evaluation. Planning efforts assess the pedestrian and bicycle facilities at and around schools, how students are traveling to school, and concerns or issues parents and the community have with students walking and/or bicycling to school. Recommendations are formed and then implemented by communities, participating schools, and parents.

Education

Education on bicycle and pedestrian safety for students, parents, and the community is essential when implementing a SRTS program. Education efforts teach children how to be safe pedestrians and bicyclists and teach drivers how to make the environment around the schools safer for children. Bike rodeos or other community events can teach students and parents the proper bicycling safety tips. Parents and community members are further educated about the East Central Regional SRTS Program initiatives through local news media, social media platforms such as Facebook, Twitter and YouTube and East Central's SRTS website www.eastcentralsrts.org.

[1] http://www.fhwa.dot.gov/environment/safe_routes_to_school/overview/. (1/5/15)

Encouragement

Encouragement strategies are used to show that walking and biking to school can be a safe, fun, healthy and exciting. This is done through a variety of one time and on-going events and activities such as Walk to School Day, Bike to School Day, Walking School Bus Program, frequent walker clubs and more to promote walking and biking to school throughout the community.

Enforcement

Enforcement strategies increase awareness of children walking and biking to school, improve driver behavior, and teach children to follow traffic rules by partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools. A community approach to enforcement involves not only law enforcement officers but also students, parents, teachers, and crossing guards.

Engineering

Engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle traffic speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways. Engineering efforts can include increased signage, lighting, bike lanes, sidewalks, crosswalks, or curb ramps.

Evaluation

Evaluation is an important component of SRTS programs that can be incorporated into each of the other E's. SRTS programs can be evaluated through bike and walk audits around schools, parent surveys and student arrival and departure tallies. Collecting data before and after program activities or projects are implemented allow communities to track progress and provide information to guide program development.

Together, all of these components create a comprehensive approach to implementing a Safe Routes to School program and increase the number of students walking and biking to and from school.

WHY SAFE ROUTES TO SCHOOL

Safety

Safe Routes to School projects focus on infrastructure improvements, student traffic education, and driver enforcement to improve safety for children, many of whom already walk or bicycle in unsafe conditions.

- Pedestrians are more than twice as likely to be struck by a vehicle in locations without sidewalks. [2]

[2] R. Knoblauch, B. Tustin, S. Smith, and M. Pietrucha. "Investigation of Exposure-Based Pedestrian Accident Areas: Crosswalks, Sidewalks, Local Streets, and Major Arterials." Washington DC: US Dept. of Transportation; 1987.

- In 2009, approximately 23,000 children ages 5-15 were injured and more than 250 were killed while walking or bicycling in the United States. [3]
- From 2000-2006, 30% of traffic deaths for children ages 5-15 occurred while walking or bicycling. [4]
- The medical costs for treating children's bicycle and pedestrian fatalities cost $839 million in 2005 and another $2.2 billion in lifetime lost wage costs. [5]
- A safety analysis by the California Department of Transportation estimated that the safety benefit of SRTS was up to a 49 percent decrease in the childhood bicycle and pedestrian collision rates. [6]

Health and Obesity

Children today are simply not getting enough physical activity, contributing to growing rates of obesity and obesity-related health problems, such as diabetes. Safe Routes to School projects make it safer for more children to walk and bicycle to school, which will help address this obesity crisis among children by creating increases in physical activity.

- Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents—more than 33%—are now overweight or obese or at risk of becoming so.[7]
- Kids are less active today, and 23% of children get no free time physical activity at all.[8]
- The prevalence of obesity is so great that today's generation of children may be the first in over 200 years to live less healthy and have a shorter lifespan than their parents.[9]
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity,[10] and health care costs just for childhood obesity are estimated at approximately $14 billion per year.[11]

[3] "Pedestrians: 2009 Data" and "Bicyclists and Other Cyclists: 2009 Data" Washington, DC: National Highway Traffic Safety Administration, 2009. Available at http://www-nrd.nhtsa.dot.gov/Pubs/811394.pdf and http://www-nrd.nhtsa.dot.gov/pubs/811386.pdf.

[4] Borse, N, et al., *CDC Childhood Injury Report. Patterns of Unintentional Injuries among 0-19 Year Olds in the United States, 2000-2006,* December 2008. Available at http://www.cdc.gov/SafeChild/images/CDC-ChildhoodInjury.pdf.

[5] WISQARS (Web-based Injury Statistics Query and Reporting System). 2005 Cost of Injury Reports. Centers for Disease Control and Prevention, National Center for Injury Prevention and Control, Office of Statistics and Programming. Database queried for injuries and fatalities to child pedestrians and bicyclists ages 5 to 14, accessed June 2, 2011, http://wisqars.cdc.gov:8080/costT/.

[6] Marla Orenstein, Nicolas Gutierrez, Thomas Rice, Jill Cooper, and David Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). *UC Berkeley Traffic Safety Center.* Paper UCB-TSC-RR-2007-1. http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1.

[7] Ogden, C.L. et al., "Prevalence of Overweight and Obesity in the United States, 1999-2004." Journal of the American Medical Association, 295, no. 13 (2006). Available at http://jama.ama-assn.org/cgi/content/full/295/13/1549#JOC60036T2.

[8] "Physical activity levels among children aged 9-13 years—United States, 2002." Morbidity and Mortality Weekly Report 2003; 52[33]:785-8.

[9] S. Jay Olshansky, Ph.D., Douglas J. Passaro, M.D., Ronald C. Hershow, M.D., Jennifer Layden, M.P.H., Bruce A. Carnes, Ph.D., Jacob Brody, M.D., Leonard Hayflick, Ph.D., Robert N. Butler, M.D., David B. Allison, Ph.D., and David S. Ludwig, M.D., Ph.D., "A Potential Decline in Life Expectancy in the United States in the 21st Century," New England Journal of Medicine: Volume 352: 1138-1145, March 17, 2005.

[10] Trasande L and S Chatterjee. "The impact of obesity on health service utilization and costs in childhood." Obesity 17 (2009): 1749–54.

[11] Marder, William and Stella Chang. "Childhood Obesity: Costs, Treatment Patterns, Disparities in Care and Prevalent Medical Conditions.
New York: Thomson Medstat Research Brief, 2006. Accessed June 3, 2011, www.medstat.com/pdfs/childhood_obesity.pdf.

- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.[12]
- Walking one mile to and from school each day is two-thirds of the recommended sixty minutes of physical activity a day. Plus, children who walk to school have higher levels of physical activity throughout the day.[13] [14]

Environment

Safe Routes to School projects increase the number of children walking and bicycling to school, which also cuts down on the number of cars. As cars emit pollutants for each mile traveled, reducing traffic can improve the quality of air that children breathe in and around their schools.

- Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults.[15]
- Over the last 25 years, among children ages 5 to 14, there has been a 74 percent increase in asthma cases.[16] In addition, 14 million days of school are missed every year due to asthma.[17]
- One-third of schools are in "air pollution danger zones."[18]
- Schools that are designed so children can walk and bicycle have measurably better air quality.[19]
- A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.[20]
- Returning to 1969 levels of walking and bicycling to school[21] would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants[22] — equal to keeping more than 250,000 cars off the road for a year.

[12] Frank LD, Andresen MA, Schmid TL. "Obesity relationships with community design, physical activity, and time spent in cars." American Journal of Preventative Medicine 2004; 27: 87-96.
[13] Alexander et al., The broader impact of walking to school among adolescents. BMJonline.
[14] Cooper et al., Commuting to school: Are children who walk more physically active? Amer Journal of Preventative Medicine 2003: 25 (4).
[15] Gauderman, W. J., E. Avol, F. Lurmann, N. Kuenzli, F. Gilliland, J. Peters and R. McConnell, "Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide," *Epidemiology*, Volume 16, No. 6, November 2005. AND Gauderman, W.J., H. Vora, R. McConnell, K. Berhane, F. Gilliland, D. Thomas, F. Lurmann, E. Avol, N. Kunzli, M. Jerrett, and J. Peters, "Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study," *The Lancet*, Volume 368, February 2007.
[16] Centers for Disease Control and Prevention. Surveillance for Asthma—United States, 1960-1995: CDC Surveillance Summaries, April 24, 1998. MMWR Morbidity and Mortality Weekly Report, Vol. 47 (SS-1), 1998, pp. 1-27.
[17] Centers for Disease Control and Prevention. Healthy Youth! Health Topics: Asthma. Available at http://www.cdc.gov/HealthyYouth/asthma/index.htm.
[18] Appatova, A. S., Ryan, P., LeMasters, G., Grinshpun, S. "Proximal exposure of public schools and students to major roadways: a nationwide US survey," *Journal of Environmental Planning and Management*, Volume 51, Issue 5, 2008.
[19] US EPA. Travel and Environmental Implications of School Siting, October 2003. Available at www.smartgrowth.umd.edu/pdf/SchoolLocationReport.pdf.
[20] Lawrence D. Frank, James F. Sallis, et al. "Many Pathways from Land Use to Health" *Journal of the American Planning Association*, Volume 72, Issue 1, Winter 2006.
[21] McDonald, N. "Active Transportation to School: Trends among U.S. Schoolchildren, 1969-2001," *American Journal of Preventive Medicine*, Volume 32, Number 6, June 2007.
[22] "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks," U.S Environmental Protection Agency. Available at http://www.epa.gov/otaq/consumer/f00013.htm.

Traffic Congestion

Neighborhoods are becoming increasingly clogged by traffic. By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion.

- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969[23] to just 13% in 2009.[24]
- While distance to school is the most commonly reported barrier to walking and bicycling[25], private vehicles still account for half of school trips between 1/4 and 1/2 mile[26]—a distance easily covered on foot or bike.
- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.[27]
- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.[28]

Bus Transportation Costs

Schools often make cutbacks in bus routes to save money—meaning that more children will be walking and bicycling in potentially unsafe conditions, or more parents will drive their children, which increases traffic congestion and air quality concerns.

- Approximately 55% of children are bused, and we spend $21.5 billion nationally each year on school bus transportation, an average of $854 per child transported per year.[29]
- Eliminating one bus route, based on average per-pupil expenditure and average number of pupils per bus, would save a school district approximately $45,000 per year.[30]
- Nationwide, approximately 22 percent of school districts made busing reductions during the 2010-2011 school year due to fuel price increases.[31] [32]

[23] Transportation Characteristics of School Children, Report no. 4. Washington, DC: Nationwide personal Transportation Study, Federal Highway Administration, July 1972.
[24] McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press).
[25] U.S. Centers for Disease Control and Prevention, Morbidity and Mortality Weekly Report September 30, 2005, "Barriers to Children Walking to or from School, United States 2004." Available at www.cdc.gov/mm wr/preview/mmwrhtml/mm5438a2.htm.
[26] Federal Highway Administration, National Household Travel Survey 2001; NHTS Brief on Travel to School, January 2008.
[27] McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press).
[28] Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). *UC Berkeley Traffic Safety Center.* Paper UCB-TSC-RR-2007-1. http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1.
[29] Digest of Education Statistics, 2010. Tables 184, 186 and 187. Washington, DC: U.S. Department of Education, National Center for Education Statistics, 2011.
[30] Digest of Education Statistics, 2010. Table 184. U.S. Department of Education, National Center for Education Statistics, 2011 AND "School Bus Safety Overview." School Transportation News, http://www.stnonline.com/stn/data_statistics/safetyoverview/index.htm.
[31] Babcock, Stephane. "STN Fuel Survey: Schools feeling pinch from rise in prices." STN Online, March 14, 2011. Accessed June 1, 2011, http://www.stnonline.com/home/top-stories/3218-stn-fuel-survey-schools-feeling-pinch-from-rise-in-prices.
[32] http://saferoutespartnership.org/resourcecenter/quick-facts. (1/9/15)

HISTORY AND FUNDING OF SRTS

The concept of Safe Routes to School (SRTS) first started in Odense, Denmark in the late 1970s. It was designed as part of an initiative to reduce the number of children killed while walking and bicycling to school. Following its success, the program spread throughout Europe and in Australia, New Zealand, Canada, the United States and other countries around the world.

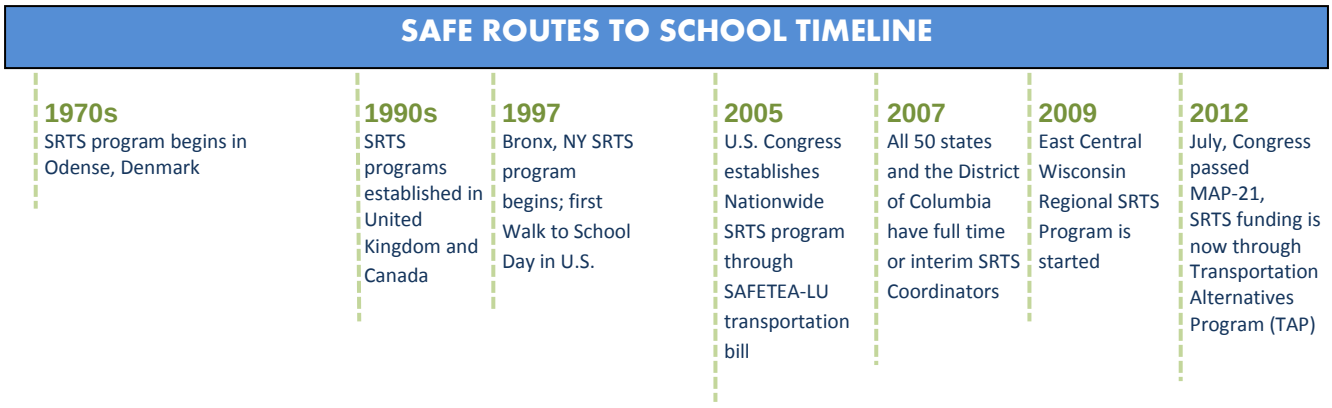
The first modern Safe Routes to School program in the U.S. began in 1997 in the Bronx, NY. In 1998, Congress funded two pilot SRTS programs through the US Department of Transportation. The National Highway Traffic Safety Administration (NHTSA) issued $50,000 each for Safe Routes to School pilot programs in Marin County, California and Arlington, Massachusetts. Within a year after the launch of the pilot programs, many other grassroots Safe Routes to School efforts were started throughout the United States.

In 2003, the League of American Bicyclists organized the first meeting of leaders in pedestrian and bicycle advocacy to talk about SRTS issues and how a national program might work. At the same time, a number of states were developing their own SRTS programs, continuing to build momentum for the movement.

In 2005, U.S. Congress passed federal legislation to establish a National Safe Routes to School Program. The federal transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) was signed into law in August 2005 and dedicated a total of $612 million towards SRTS from 2005 to 2009.[33]

The Federal Highway Administration administers the federal Safe Routes to School program funds and provides guidance and regulations pertaining to SRTS programs. Federal SRTS funds are distributed to state Departments of Transportation (DOT) based on student enrollment; no state received less than $1 million per year in 2005. The legislation also required each state to have a Safe Routes to School Coordinator to serve as a central point of contact for the state.

Figure 11-1: Safe Routes to School Timeline



Source: Report of the National Safe Routes to School Task Force[34]

[33] http://www.saferoutesinfo.org/about-us/mission-and-history. (1/9/15)
[34] http://www.saferoutesinfo.org/sites/default/files/task_force_report.web_.pdf. (1/9/15)

Safe Routes to School programs operate in all 50 states and D.C. Children benefiting from SRTS funds live in urban, rural and suburban communities representing varying income levels and a range of walking and bicycling conditions. With legislative extensions, the federal Safe Routes to School Program has apportioned nearly $1.15 billion to states as of September 30, 2012. These funds have benefited or will benefit close to 15,000 schools.[35]

The Wisconsin Department of Transportation distributed more than $19 million in federal funds for SRTS projects, throughout the state, from 2005 to 2012. The Safe Routes to School Program in Wisconsin provides funding for planning, infrastructure and non-infrastructure projects within two miles of an elementary or middle school (kindergarten–8th grade).

In July 2012, Congress passed a transportation bill: Moving Ahead for Progress in the 21st Century Act (MAP-21). Starting in October 2012, Safe Routes to School (SRTS) activities were eligible to compete for funding alongside other programs, including the Transportation Enhancements program and Recreational Trails program, as part of a new program called Transportation Alternatives (TAP). The SRTS funding under the SAFETEA-LU legislation can continue to be awarded as long as funds remain.[36]

As of the 2013 fiscal year, SRTS projects are eligible to compete for funding under TAP and therefore subject to all TAP requirements. This includes the match requirements; 80 percent federal funding with a 20 percent local match. The tables below display funding allocations at federal and state levels for the Safe Routes to School program, allocated through SAFETEA-LU from 2005-2012 and TAP starting in 2013.

Table 11-1: Federal SRTS Program Funding

FISCAL YEAR	ALLOCATION
2005	$51,000,000
2006	$96,030,000
2007	$122,000,000
2008	$147,000,000
2009	$180,000,000
2010	$180,000,000
2011	$202,439,733
2012	$168,042,127
TOTAL 2005-12 (SAFETEA-LU)	**$1,146,511,860**
2013 (TAP)	**$727,129,608***

Source: http://www.fhwa.dot.gov/environment/safe_routes_to_school/funding/

[35] http://www.saferoutesinfo.org/about-us/mission-and-history. (1/9/15)
[36] http://apps.saferoutesinfo.org/legislation_funding/state_apportionment.cfm.

Table 11-2: Wisconsin SRTS Program Funding

FISCAL YEAR	ALLOCATION
2005	$1,000,000
2006	$1,554,314
2007	$2,048,636
2008	$2,499,641
2009	$3,072,413
2010	$3,072,413
2011	$3,411,016
2012	$2,868,305
TOTAL 2005-12 (SAFETEA-LU)	**$19,526,738**
2013 (TAP)	**$16,496,910***

Source: http://www.saferoutesinfo.org/program-tools/find-state-contacts/wisconsin

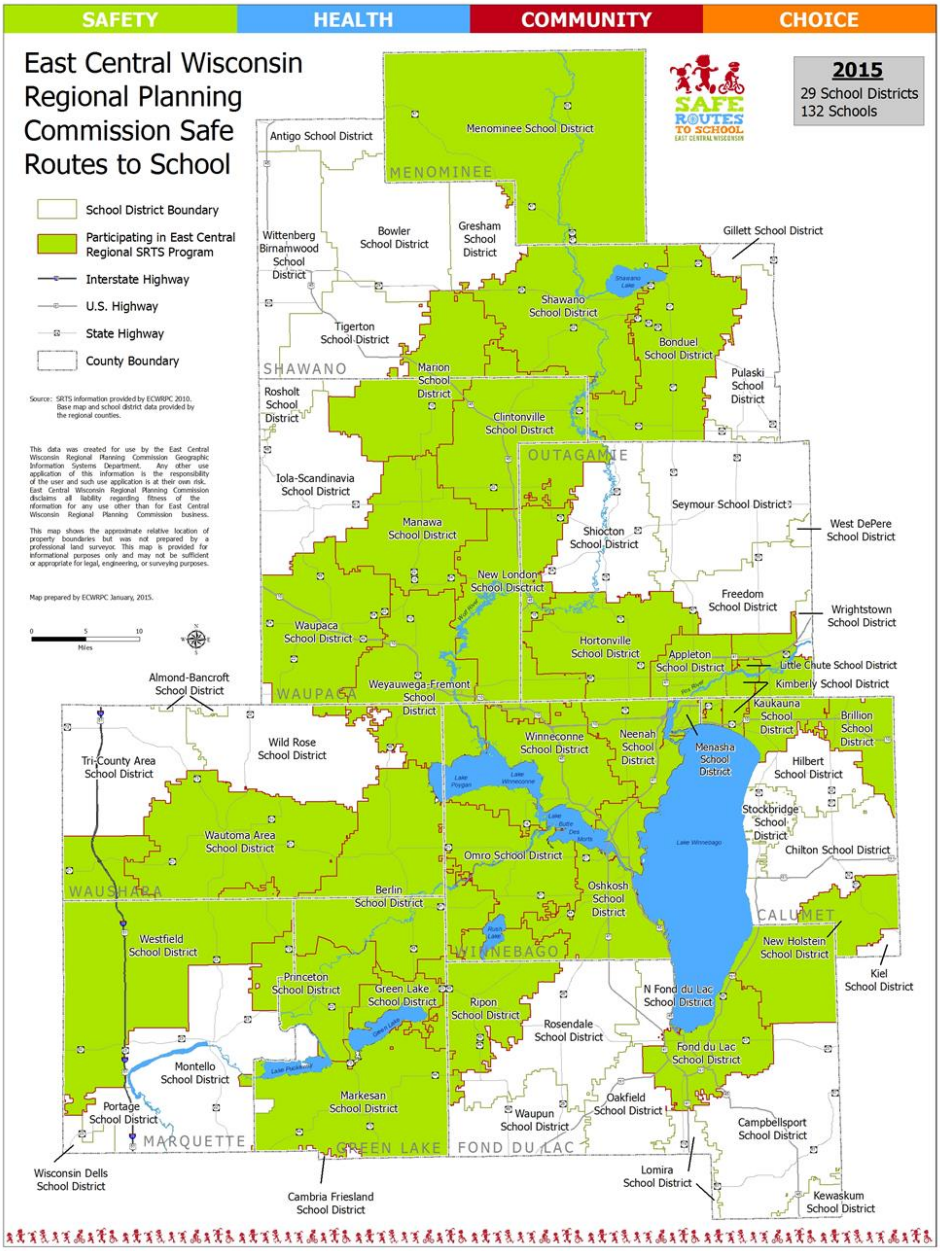
***This dollar amount represents grant funding allocated through the Transportation Alternatives Program (TAP), not all of it was allocated in the last grant award. With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle and Pedestrian Facilities Program are eligible TAP projects.*[37]

[37] http://www.dot.wisconsin.gov/localgov/aid/tap.htm.

EAST CENTRAL WISCONSIN REGIONAL SRTS PROGRAM

The East Central Wisconsin Regional Safe Routes to School (SRTS) Program, started in October of 2009, focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS projects and activities. The Regional SRTS Program is open to any public or private school (grades K-8) within the East Central Wisconsin Regional Planning Commission's ten-county region including Calumet, Fond du Lac, Green Lake, Marquette, Menominee, Outagamie, Shawano, Waupaca, Waushara and Winnebago Counties. As shown in Figure 11-2, in January 2015 there were 132 schools in 29 school districts participating in the Regional SRTS Program.

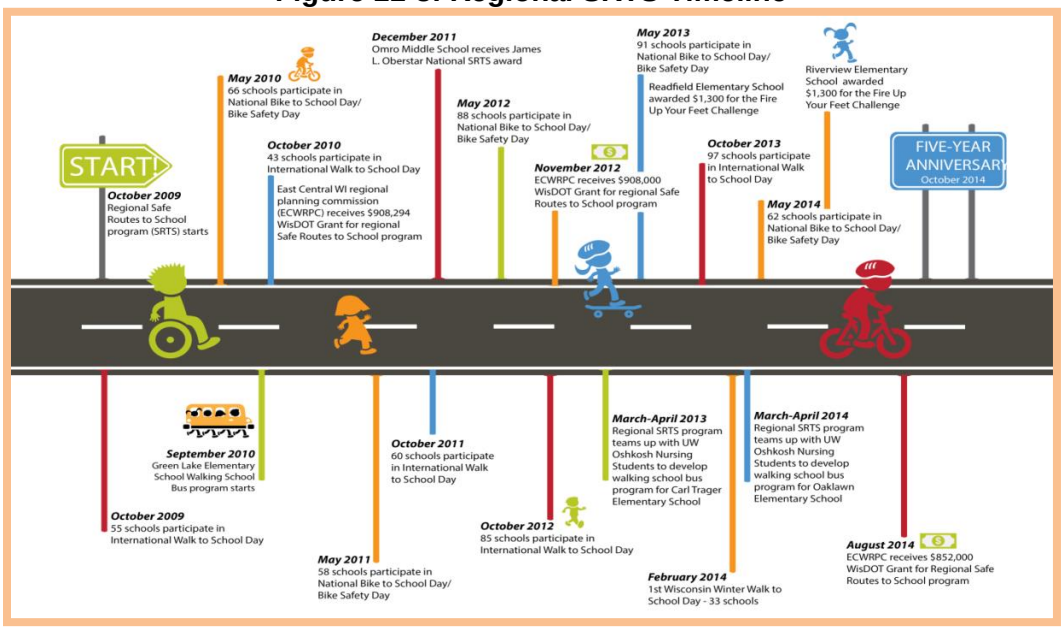
Figure 11-2: Regional SRTS Map



Source: ECWRPC SRTS Regional Database

The Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities by making it safer and more appealing for students to walk and bike to school. The Regional SRTS Program celebrated its five-year anniversary in 2014.

Figure 11-3: Regional SRTS Timeline

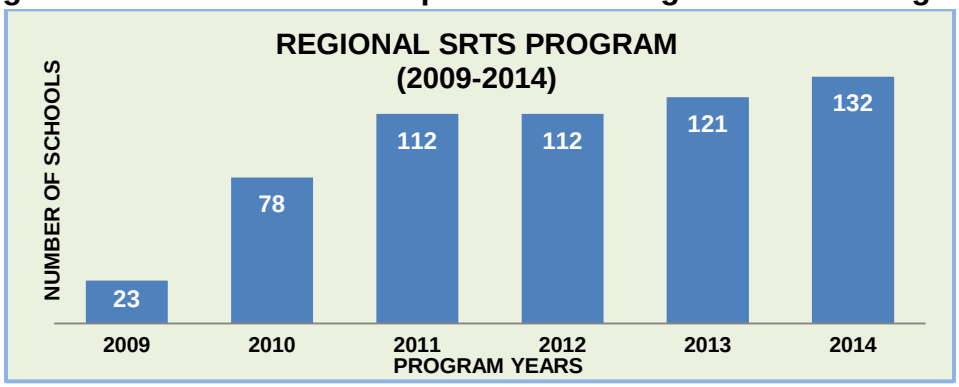


Source: ECWRPC SRTS Regional Database

Five-Year Highlights

The number of schools participating in the Regional SRTS Program increased significantly; there was also increased participation in SRTS events such as International Walk to School Day and Bike Safety Month/National Bike to School Day within the region. In December 2011, Omro Middle School received the James L. Oberstar National SRTS Award. Readfield Elementary School (New London School District) won $1,200 in the Fire Up Your Feet Activity Challenge in the fall of 2013. Riverside Elementary School (Fond du Lac School District) won $1,300 in the Fire Up Your Feet Activity Challenge in the spring of 2014 and again in the fall of 2014.

Figure 11-4: Increased Participation in the Regional SRTS Program



Source: ECWRPC SRTS Regional Database

East Central's Regional SRTS Partners

This list includes but is not limited to partners that have worked with the East Central Regional SRTS Program:

- East Central Wisconsin Regional SRTS Advisory Committee
- Safe Routes to School National Partnership
- National Center for Safe Routes to School
- Wisconsin Department of Transportation
- Wisconsin Department of Health Services
- Federal Highway Administration
- Wisconsin Bike Federation
- Alliance for Bicycling and Walking
- Local municipalities and county health, park and recreation, planning, law enforcement, public works and highway departments
- Local School Districts
- re:TH!NK Winnebago County Health Coalition
- UW – Oshkosh
- Fox Cities Greenways, Inc.
- Well City Fond du Lac
- Well City Fox Cities
- Well City Oshkosh
- People for Bikes
- America Walks
- Weight of Fox Valley
- Activate Fox Cities
- Oshkosh Cycling Club

Regional SRTS Advisory Committee

The Regional SRTS Program and its Advisory Committee are built on collaborative partnerships among many stakeholders including educators, parents, students, East Central's SRTS staff, elected officials, city planners and engineers, business and community members, bicycle and pedestrian advocates, and local health coalitions. The Advisory Committee provides guidance to East Central's SRTS staff and helps implement the SRTS Strategic Plan. Table 11-3 gives a complete list of committee members, as of February 2015.

Table 11-3: Regional SRTS Advisory Committee Members

COMMITTEE MEMBERS	ORGANIZATION
Marian Sheridan, Chair	Fond du Lac School District
Cheryl Laabs	Winnebago County Health Department
Joe Horvath	Omro Middle School
Lauree Renaud	Green Lake Greenways
Derek Weyer	WisDOT - Northeast Region
Matt Halada	WisDOT - Northeast Region
Brenna Root	Winnebago County Health Department
Emily Dieringer	re:TH!INK
Ann Marx	City of Brillion
Mary Feldt	Waupaca Area School District
Tanya Iveron	WisDOT - Madison
Mikki Duran	Appleton Area School District

Source: ECWRPC SRTS Regional Database

In 2011, the Regional SRTS Advisory Committee developed the East Central Regional Safe Routes to School Strategic Plan. The East Central Regional Safe Routes to School Strategic Plan (2012-2016) was approved by the East Central Wisconsin Regional Planning Commission Board in January, 2012. Each year a Regional SRTS Action Plan is developed, reviewed and approved by both the Regional SRTS Advisory Committee and the East Central Wisconsin Regional Planning Commission Board.

Figure 11-5: Regional Safe Routes to School Strategic Plan (2012-2016)

Mission: Safe Routes to School engages and empowers schools and communities to improve the health and well-being of children and families by advocating safe walking and bicycling.

Vision: Through collaboration, Safe Routes to School is a catalyst that empowers communities and schools to become more walkable and bikeable, creating safe, healthy, active lifestyles.

Student Engagement	**Policy, Planning, & Infrastructure Leadership**	**Robust Partnerships**	**Communication**	**Regional Sustainability & Evidence-based Practice**
Engage and empower students on all levels to develop and implement walking, biking, and other active lifestyle initiatives.	***Provide resources, leadership & expertise to foster diverse collaboration & a framework to build a healthy & active community.***	***We will create & strengthen both public and private partnerships, resulting in increased advocacy, sustainable funding, & corporate participation in SRTS.***	***Through frequent & consistent outreach, SRTS will offer accessible communications, increase awareness, educate stakeholders, & engage communities.***	***Regional SRTS will be the leader in establishing evidence-based criteria to support & sustain SRTS community cultures.***
Develop and assist school districts with school-based Biking and Walking Clubs.	Establish written hazardous bussing policy/criteria.	Develop partnerships with businesses, non-profits, & business organizations for funding support.	Engage policy stakeholders with face to face meetings on key themes, targets, and objectives.	Develop a Performance Evaluation Analysis that shows benefits: health, economic, and environmental.
Organize the participation of parents, grandparents, and the community in Safe Routes to School Initiatives	Revise & create land use, neighborhood development, & street design bike friendly standards.	Encourage work-life practices (like flex hours) that allow for participation in SRTS activities.	Engage school districts in development of online consortiums and intranet links to share best practices.	Implementation of regional guidelines via annual safety assessments.
Youth engagement is enhanced through programming and membership in SRTS Committees.	Partner with non-profits and local businesses to increase infrastructure linkages to school.	Increase collaboration with healthcare partners on community events-bike helmet programs, etc.	Engage families & students at all levels with online gaming format.	Influence region-wide practices through policy/media advocacy.
Expand SRTS partnerships to summer and afterschool programs.	Develop Comprehensive approach to planning and funding.	Leverage relationships with local partners to increase programming.	Engage media through increased frequency, expansion to national media to promote regional brand.	Establish consistent messaging that demonstrates effectiveness of SRTS to policy makers.

Source: ECWRPC SRTS Regional Database

Regional SRTS Program Funding

The East Central Wisconsin Regional SRTS Program is funded through grant awards, administered by the Wisconsin Department of Transportation (WisDOT). WisDOT aims to solicit SRTS project applications as part of the Transportation Alternatives Program (TAP) award cycle every other calendar year.[38] The Regional SRTS program started receiving non-infrastructure grant awarded funding in 2009. Prior to 2009, East Central staff worked with local communities utilizing local funds to support SRTS projects.The table below shows the amount East Central Wisconsin Regional Planning Commission was awarded each grant cycle to use towards the Regional SRTS Program.

Table 11-4: East Central Wisconsin Regional SRTS Program Funding

WisDOT GRANT CYCLE	GRANT AWARD ALLOCATION
2009* (SRTS)	$183,900*
2010 (SRTS)	$908,294
2013 (SRTS)	$908,000
2014 (TAP)	$852,000
TOTAL	**$2,852,194**

Source: ECWRPC SRTS Regional Database
*Notes: * 2009 was the pilot year, that dollar amount only reflects one year.*

Regional SRTS Programs and Events

East Central staff also work with local SRTS task forces to promote SRTS initiatives through programs and events such as International Walk to School Day, Winter Walk to School Month, Bike Safety Month, Frequent Walker Program, Fire Up Your Feet, Walking School Bus Program, and Youth Engagement Programs.

International Walk to School Day (1st Wednesday in October)

International Walk to School Day is a global event that involves communities from more than 40 countries walking and bicycling to school on the same day. It began in 1997 as a one-day event. Over time, this event has become part of a movement for year-round safe routes to school programs. In 2013, there were 4,447 Walk to School Day events held nationally and 97 held across the East Central Wisconsin Region.

Winter Walk to School Day/Month (Month of February)

Winter Walk to School Day is an international event held in February to promote walking to school year-round. In Wisconsin it started as a one day event in February 2013. Due to potential weather related challenges and to accommodate as many schools as possible, the entire month of February has been designated by East Central Wisconsin Regional Planning Commission as

[38] http://www.dot.wisconsin.gov/localgov/docs/srts.pdf.

Winter Walk to School Month**.** In February 2015, there were over 30 schools participating in this event across the East Central Wisconsin Region.

Bike Safety Month

The East Central Regional SRTS Program observes Bike Safety Month annually in May in conjunction with National Bike Awareness Month, National Bike to School Day, and Bike to Work Week. The event focuses on increasing awareness and bicycle safety while encouraging students to bike to school. In past years, up to 91 public and private schools from across the East Central Region have participated in Bike Safety Month.

Frequent Walker Program/Mileage Club

Schools within the region develop frequent walker programs (i.e. Walking Wednesdays) to encourage families to walk to school more often. Students attending rural schools may not have opportunities to bike and walk to school. For that reason, several schools within the East Central Region have developed Frequent Walker Program on their campus where students can walk a designated route on school grounds. Many schools have developed mileage club programs in which frequent walker punch cards are provided so children can track their physical activity. As of 2015, there are approximately 30 schools with the East Central Wisconsin region participating in a frequent walker program.

Fire Up Your Feet Program

The Fire Up Your Feet Program offers free resources such as, an online Activity Challenge Tracker with monetary awards, a school fundraising organizer and more, all aimed at encouraging families, students, and schools to work together to create active lifestyles which inspire our children to be healthy and physically active. The Fire Up Your Feet Wisconsin Program was started by local SRTS coalitions in Milwaukee, La Crosse, Madison, and the East Central Region. Website: http://wi.fireupyourfeet.org.

Walking School Bus Program or Bicycle Train

A Walking School Bus (WSB) is a group of children who walk to school together under the supervision of trained adult leaders. The program promotes good health, a cleaner environment, and reduced traffic around schools. A variation on the walking school bus is the bicycle train, in which trained adults supervise children riding their bikes to school instead of walking. In the 2014 spring semester, there were 5 schools and approximately 77 students within the East Central region continually participating in a walking school bus program.

Youth Engagement

The purpose of the Youth Engagement Program is to engage middle school youth to develop SRTS activities for their peers. Refer to the East Central WI Youth Engagement Program Guidebook on the East Central WI Regional SRTS website: http://eastcentralsrts.org/regional-srts-programs/youth-engagement-program.

Local SRTS Programs

Student Surveys

Student surveys tally how students are currently traveling to and from school. Student surveys are conducted one week for 3 days (Tuesday, Wednesday, and Thursday). National Safe Routes to School Forms are used for student surveys. Student surveys are distributed in the fall and spring.

Parent Surveys

Parent surveys are used to find out parent's concerns with allowing their child(ren) to walk or bike to school and from school. These can be sent home in take home folders or in registration packets at the beginning of school, there is also a form available online. National Safe Routes to School Forms will be used for parent surveys. Parent surveys are distributed in the fall and spring.

Bike and Walk Audits

Task force members will go through a Bike/Walk Audit training where they look at various scenarios and discuss how they would solve them using the 5 E's. Bike/Walk Audits are observations and evaluations of existing walking/biking conditions at and around a school. East Central staff will assist the task force in conducting these audits and providing the task force with maps, a checklist and a comment sheet.

Local SRTS Task Force

A Local SRTS Task Force is made up of a variety of stakeholders including but not limited to local law enforcement, school representatives, government representatives, health professionals, department of transportation, parents, and students.

Local SRTS Action Plans

Local SRTS action plans include the following: student and parent surveys; bike and walk audits; and school specific recommendations. When addressing safety concerns and making recommendations, the Regional SRTS program is guided by the 5 E's framework; Education, Encouragement, Engineering, Enforcement, and Evaluation.

OSHKOSH MPO SRTS PROGRAM

Within the Oshkosh urbanized area there are three school districts; Oshkosh Area School District, Omro School District, and Winneconne Community School District. While the Omro School District and Winneconne Community School District boundaries are located within the Oshkosh urbanized area, these school districts do not have schools located within the Oshkosh urbanized area.

The Oshkosh School District currently has 20 schools participating in the East Central WI Regional SRTS Program, within the Oshkosh urbanized area:

- Carl Traeger Elementary/Middle School
- Emmeline Cook Elementary School
- Franklin Elementary School
- Green Meadow Elementary School
- Jacob Shapiro Elementary School
- Jefferson Elementary School
- Lakeside Elementary School
- Merrill Elementary School
- Merrill Middle School
- Oaklawn Elementary School
- Oakwood Elementary School
- Perry Tipler Middle School
- Read Elementary School
- Roosevelt Elementary School
- Smith Elementary School
- South Park Middle School
- Washington Elementary School
- Webster Stanley Elementary School
- Webster Stanley Middle School

Oshkosh Area School District

The Oshkosh Area School District has been participating in the East Central Regional SRTS Program since the program began in 2009. The Oshkosh SRTS Task Force is comprised of the Oshkosh Police Department, Oshkosh Transportation Department, Oshkosh Area School District, students, parents, community members, and city, regional, and state government.

The Oshkosh SRTS Task Force began in 2006 as a group of concerned individuals who came together after a student was struck and injured by a vehicle. The group has been meeting periodically since that time. The Task Force partnered with ECWRP to develop a Local SRTS Plan for the community which was completed in 2008. Oshkosh Metropolitan Planning Organization funds were utilized for the development of the plan. The 2008 Oshkosh SRTS Plan can be viewed on the East Central Regional SRTS Program website at http://eastcentralsrts.org/local-programs/oshkosh-area-school-district. Since that time a few schools have also gone through the process of completing school-specific Local SRTS Action Plans which can be found online at the same location.

Schools in Oshkosh have actively participated in annual events and programs that are part of the Regional SRTS Program. Jefferson Elementary School and Oaklawn Elementary School host an annual community bike rodeo which encourages and educates students about bicycling safety, along with helping them build confidence and improve their riding abilities. The events at the bike rodeo give students hands on experience in real world situations to help them learn the rules of the road.

The City of Oshkosh is also home to an annual event called Safety City. This is a week long program ran by the Oshkosh Police and Fire Departments, Oshkosh Health Department, Oshkosh Area School District and other community partners. The program teaches hands-on safety education to children ages 4-6 and ages 7-9, in two separate groups, including courses on pedestrian and bike safety and proper helmet use.

The City of Oshkosh Police Department Speed Zone Campaign program has been utilized for several years in the past and plans on continuing in the future. The program utilizes parent and student volunteers and is conducted over a three week period in the spring and fall. The first week student and parent volunteers stand outside their respective schools holding signs and banners which remind drivers to please slow down and pay attention in school zones. The second week parent volunteers, who have been trained by the police department on how to use radar guns, stand outside the schools and take speeds from cars passing by. The license plate number is recorded of any car going 10 mph or more over the posted school zone speed limit and a letter is sent home to that individual informing them they were going too fast in a school zone. The third and final week of the program officers are on hand at the schools and citations are handed out to speeding motorists.

Oshkosh Schools have participated in the following programs and events:

- International Walk to School Day since 2009
- Bike to School Day/Bike Safety Month since 2009
- Walking School Bus since 2013
    - The Oshkosh Area School District partnered with the University of Wisconsin - Oshkosh Nursing Program and ECWRPC to pilot a Walking School Bus (WSB) program at Carl Traeger Elementary School. With assistance from ECWRPC, UW-Oshkosh students were responsible for planning, recruiting students and volunteer route leaders, organizing, and promoting the program. The WSB pilot program at Carl Traeger Elementary School has been very successful. The same process was repeated at Oaklawn Elementary School in 2014 and additional schools will be added in the future.
- Fire Up Your Feet since 2013
- Winter Walk to School Month since 2014

Table 11-5: Demographic Data for Oshkosh MPO Schools Participating in Regional SRTS Program

	Grade Levels of Students	Student Enrollment	Students Walking to School	Students Biking to School	Students Living Within Two Miles of School	Students Not Eligible for Busing	Students Eligible for Free/Reduced Cost Meals
Carl Traeger Elementary School	K-5	491	11%	10%	*	300	26%
Carl Traeger Middle School	6-8	526	*	*	*	*	13%
Emmeline Cook Elementary School	K-5	283	*	*	*	*	58%
Franklin Elementary School	K-5	404	55%	5%	*	*	49%
Green Meadow Elementary School	4-5	80	*	*	*	*	26%
Jacob Shapiro Elementary School	K-5	289	*	*	*	*	44%
Jefferson Elementary School	K-5	171	45%	4%	*	165	66%
Lakeside Elementary School	K-3	163	*	*	*	*	26%
Merrill Elementary School	K-5	272	*	*	*	*	64%
Merrill Middle School	6-8	436	40%	10%	*	360	56%
Oaklawn Elementary School	K-5	269	40%	5%	*	240	53%
Oakwood Elementary School	K-5	507	*	*	*	*	14%
Perry Tipler Middle School	6-8	354	*	*	*	*	49%
Read Elementary School	K-5	410	*	*	*	*	46%
Roosevelt Elementary School	K-5	256	*	*	*	*	65%
Smith Elementary School	K-5	186	36%	0%		186	45%
South Park Middle School	6-8	401	19%	9%	*	*	41%
Washington Elementary School	K-5	265	*	*	*	*	71%
Webster Stanley Elementary School	K-5	359	*	*	*	*	62%
Webster Stanley Middle School	6-8	371	20%	9%	*	*	57%

Source: Data from ECWRPC SRTS Regional Website[39] (2013-2014 school year)
Notes: ***** *Data unavailable*

[39] http://eastcentralsrts.org/wp-content/uploads/2013/12/FondduLacSchoolDistrict.pdf. (2/10/15)

CHAPTER 12

SECURITY

CHAPTER 12 – SECURITY

TABLE OF CONTENTS

Introduction 12-1
Transportation Security 12-1
Intelligent Transportation System (ITS) 12-2
Transit Security 12-4
What to Do Before an Emergency Happens 12-5

CHAPTER 12: SECURITY

INTRODUCTION

The need for ensuring the operation and integrity of America's surface transportation system is evident following such events as September 11, 2001, Hurricane Katrina, Superstorm Sandy and other similar emergency incidents. A resilient and efficient transportation system is critical to ensuring safe, continuous movement of people and goods during a natural or human catastrophe. Major corridors within the county consist of US Highways 41, 45 and State Highways 21, 26, 44 and 76. US Highways 41 and 45 and State Highway 76 provide north/south movement between Milwaukee and Green Bay. State Highways 21 and 44 provide east/west movement within and through Winnebago County. The full capability of the transportation system must be harnessed and optimized to effectively move people and goods during a natural or human catastrophe.

TRANSPORTATION SECURITY

MAP-21 emphasizes the need to improve transportation security to strengthen America's highways.[1] The Oshkosh MPO recognizes the importance of security within the Urbanized Area and will consult with local municipalities to insure transportation system security.

All states are required to develop hazardous mitigation plans under the planning requirements found in the Code of Federal Regulations (CFR), specifically 44 CFR Parts 201.4 and 201.5. Local communities are required to do the same under CRF Part 201.6. Wisconsin Emergency Management (WEM) is that state agency in charge of updating the statewide plan which follows a three year cycle. The latest version of Wisconsin's hazard mitigation plan is current as of 2011.

Winnebago County has an active hazard mitigation plan.[2,3] Each Wisconsin county is designated as an emergency planning district and has a Local Emergency Planning Committee (LEPC) to administer the local program. LEPC membership includes local elected officials, members of emergency response agencies (fire, law enforcement, EMS, health, etc.), and representatives for transportation, public works, the media, community groups, environmental groups, and operators of affected facilities.[4]

The following goals were taken from the State of Wisconsin's hazard mitigation plan which serve as the foundation for the updated State Mitigation Strategy and are supported by the Oshkosh MPO:

1. Minimize human, economic and environmental disruption and reduce the potential for injury and loss of life from natural hazards.
2. Enhance public education about disaster preparedness and resilience, and expand public awareness of natural hazards.

[1] http://www.fhwa.dot.gov/map21/summaryinfo.cfm. (4/30/14)
[2] http://emergencymanagement.wi.gov/mitigation/maps/Local_Hazard_Mitigation_Plan_Map.asp. (4/30/14)
[3] http://www.co.winnebago.wi.us/sites/default/files/EmergencyManagement/Winnebago_County_HMP_draft_3.pdfm. (5/1/14)
[4] http://emergencymanagement.wi.gov/EPCRA/docs/epcra_lepc_info.pdf. (4/30/14)

3. Encourage and promote continued comprehensive hazard mitigation planning and implementation of the plan.
4. Support coordination and collaboration among federal, state, and local authorities, and non-governmental organizations regarding hazard mitigation activities.
5. Improve the disaster resistance of buildings, structures, and infrastructure whether new construction, expansion or renovation.[5]

A security incident can affect any number of people at any time and any place. Being prepared to handle catastrophic events requires coordination and planning. The Oshkosh MPO recommends the development of an evacuation plan, an alternative route(s) plan, and an intelligent transportation system (ITS) plan at a regional level to help ensure preparedness. The *Winnebago County Hazard Mitigation Plan* should be consulted and coordinated throughout the process.

At the statewide level, WisDOT's Statewide Traffic Operations Center (STOC) provides additional guidance to assist in any type of roadway emergency and/or evacuation. STOC recommends that local municipalities notify them for any type of roadway emergency and/or evacuation. WisDOT has a comprehensive emergency transportation operations (ETO) plan and the STOC is able to activate the appropriate response to an emergency 24/7. The STOC may also assist local municipalities with the following for traffic control and traveler information[6]:

- Updating messages on overhead Dynamic Message Signs (DMS) and on state-owned Portable Changeable Message Signs (PCMS).
- Posting evacuation information on the 511 website, phone system and Twitter accounts. The STOC has the ability to post floodgate messages on 511 so that all individuals are notified of the emergency situation immediately upon calling in to the phone system or accessing 511 via the website. 511 is an efficient and effective method for providing traveler information.
- Sending email notifications. Email distribution lists have been developed for the media, trucking companies and neighboring state's DOTs.
- Monitoring cameras and detectors. This information can be provided to first responders that have access to the cameras. This information can also be found on the online LINK system through the UW-Madison TOPS lab.

Throughout the event the STOC must be given status updates to ensure accurate information is being provided to motorists, the media, and others.

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

The US Department of Transportation defines an Intelligent Transportation System (ITS) as a means to "improve transportation safety and mobility and enhance American productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems (ITS) encompass a broad range of wireless and wire line communications-based information and electronics technologies"[7]. Winnebago County implemented a number of ITS deployments as part of the US Highway 41

[5] http://emergencymanagement.wi.gov/mitigation/docs/Executive%20Summary.pdf. (4/30/14)
[6] Brown, Outagamie, Winnebago and Fond du Lac Emergency Evacuation Route and Traffic Control Guidance document. (08/25/14)
[7] http://www.its.dot.gov/faqs.htm. (4/30/14)

Reconstruction Project which finished in 2013. Please see **Appendix F** which shows a map of recent ITS improvements within Winnebago County. ITS deployments included are:

- ramp exit number signage;
- closed circuit TV cameras;
- closed circuit TV camera trailer;
- ramp closure gates;
- type III barricades;
- dynamic message signs;
- portable changeable message sign;
- traffic detection sensors; and
- crash investigation site.

Benefits of ITS[8]:

- **Safety –** reduced crashes and crash severities (Examples: collision avoidance, dynamic message signs, speed and right of way warnings, speed enforcement, road weather information and management, traffic signal enforcement, work zone management and variable speed limits[9])
- **Mobility –** reduced delay and improved travel reliability (Examples: dynamic message signs, advanced signal systems, adaptive signal controls, transit signal priority, pre-trip information, surveillance, work zone management and automatic vehicle location/computer-aided dispatch[10])
- **Productivity –** reduced operating costs for both public and private entities (Examples: automatic vehicle location/computer-aided dispatch, commercial vehicle operations electronic screening, road weather information and management, winter maintenance strategies, commercial vehicle operations credential administration, service patrols, dynamic message signs and freight and asset tracking[11])
- **Efficiency –** improved use of existing infrastructure capacity and costly right-of-way
- **Energy and Environment –** reduced emissions and fuel consumption (Examples: advanced signal systems, dynamic message signs, service patrols, roadway surveillance, pre-trip information, speed control, congestion pricing and electronic toll collection[12])
- **Customer Satisfaction –** improved information, smarter use of resources, and smoother travel

[8] https://97c26a8d-a-62cb3a1a-s-sites.googlegroups.com/site/itswisconsin/ITSWI_overview.pdf?attachauth=ANoY7coaj5q5noaaX4XvG2wMS71uwyjowjXnlfLa1yNyUSb-WpNbjUZNasXJ9Hq7BuYxxHhjQZA7ghO1DWfApCF2fFcc8koSqnPYWStUZwFqxtP7qz6nC6V-vTHWPdRUKF9veNuR0cvO1CdVlAUjXNvr9ZXYgwtSgvvU7JJlGoKBFD5K1ULo2lXUFhNfN1DzyQjsBjGAZlnatzS8LfVki0rtNMJ0I2X4Fw%3D%3D&attredirects=0. (08/26/14)
[9] Intelligent Transportation Systems Benefits, Costs, Deployment and Lessons Learned Desk Reference 2011 Update. (9/18/14)
[10] Ibid. (9/18/14)
[11] Ibid. (9/18/14)
[12] Ibid. (9/18/14)

ITS emerging issues to consider (from ITS e-Module 14)[13]:

- Has the market penetration of smart devices peaked, or are substantial new waves of devices and sensors coming to the marketplace?
- Will travelers be concerned and circumspect about their privacy or will they freely share with third parties information about their whereabouts, travel behaviors, and preferences in wirelessly connected, location-based, socially networked community environments?
- Is the rapid advent of big data and extreme computing at tera-, peta-, and exobyte scales—the result of collecting enormous amounts of data from connected infrastructure, vehicles, and travelers—going to be manageable by existing and projected capacities of computers, data centers, and servers?
- What will happen as the demographics of the traveling public change over time? Young people are socially networked and tech-savvy, whereas an aging population will demand greater mobility options than currently exist. How will the market meet these changing demands?
- Will cyberspace hackers find ways to breach security safeguards and cause traffic mayhem?
- Will the views of vehicles and vehicle ownership by generation "Y" be different from those of previous generations, resulting in shifts in demographics, automobile ownership, trip generation, and parking space requirements?
- Amongst a host of other issues that will need to be considered and dealt with.

TRANSIT SECURITY

GO Transit has developed a system security and emergency preparedness plan (SSEPP) to protect passengers, employees, volunteers and contractors, and any other individuals who come into contact with the system, both during normal operations and under emergency conditions. The SSEPP is a living document and is constantly being amended to become more comprehensive and complete.

The SSEPP Program provides Oshkosh Transit System with a security and emergency preparedness capability that will ensure that security and emergency preparedness are addressed during all phases of system operation, including the hiring and training of agency personnel, the procurement and maintenance of agency equipment, and the development of the agency.

1. Policies, rules, and procedures; and coordination with local public safety and community emergency planning agencies.

2. Promote analysis tools and methodologies to encourage safe system operation through the identification, evaluation and resolution of threats and vulnerabilities, and the on-going assessment of agency capabilities and readiness.

3. Create a culture that supports employee safety and security and safe system operation (during normal and emergency conditions) through motivated compliance with agency rules and procedures and the appropriate use and operation of equipment.[14]

[13] http://www.pcb.its.dot.gov/eprimer/module14.aspx. (09/11/14)
[14] Oshkosh Transit System Security and Emergency Preparedness Plan. (SSEPP)

The Federal Transit Administration (FTA) encourages all transit systems to develop and implement proactive security plans to protect passengers, employees, revenues and property. They have made a wealth of information available to assist in the development of written security plans.

Additionally, the FTA has developed a Response and Recovery for Declared Emergencies and Disasters Plan which can be used as a resource for local transit agencies. This resource documents addresses both transit agencies affected by declared emergencies and disasters as well as transit agencies contributing to response and recovery from declared emergencies and disasters.[15,16]

The FTA and the National Transit Institute (NTI) note the following suggestions for transit operators and transit agencies to be better equipped to handle an emergency situation (from their Emergency Preparedness Guide)[17]:

What to Do Before an Emergency Happens

- Understand your agency's emergency policies, protocols, and communication plan. Know how to operate emergency equipment as well as emergency and alternative communication devices in case main lines of communication are severed. Consider communication methods for those with visual, hearing, speech, or other impairments. For example, having paper and markers on hand can allow a vehicle operator to communicate with hearing-impaired customers.

- Stock and maintain an agency-supplied first-aid kit and any other emergency supplies for your customers.

- **Have the following readily accessible for use in an emergency situation:**
    - Checklist of procedures for notification.
    - Current emergency contact information. Make yourself a small, wallet- sized index card of vital contact numbers.
    - City, town, county and state highway maps.

- Keep a personal emergency supplies kit close to your work station, if permitted by your agency. Additionally, a fully charged cell phone and a battery-operated radio are key items to have on hand. Know which radio stations will provide emergency information for your area.

- **Transit operators and drivers:**
    - Bus and van drivers should learn alternate routes in the event your main route is impassable or obstructed.
    - Rail operators should be aware of your company's policies with regard to turning off traction power and emergency uncoupling of rail cars.

[15] http://www.fta.dot.gov/documents/FTA_Response_Recovery_Declared_Emergencies_Disasters.pdf. (5/1/14)
[16] http://www.fta.dot.gov/documents/ProtectiveMeasures.pdf. (5/1/14)
[17] http://transit-safety.fta.dot.gov/epg/6_OntheJob.html. (09/18/14)

CHAPTER 13

PERFORMANCE MEASURES

CHAPTER 13 – PERFORMANCE MEASURES

TABLE OF CONTENTS

Introduction 13-1
Congestion Management Process (CMP) Plan 13-1
- Definition 13-1
- What is Congestion? 13-2
- What is Performance-Based Planning? 13-2
- Strategies for Performance Measurements and Targets 13-2
- State Performance Measures 13-3
- Congestion Management Strategies 13-3
- Street Network Strategies 13-4
  - Encouragement and Education 13-4
  - Parking Management 13-4
  - Capacity Improvements 13-5
  - Access Management 13-5
  - Preservation 13-5
- Travel Demand Model Strategies 13-6
- Railroad and Bridge Strategies 13-6
  - Railroad 13-6
  - Bridges 13-6
- Transportation Alternative Strategies 13-7
  - Safe Routes to School Program 13-7
  - Bicycle/Pedestrian Safety Education Programs 13-7
  - Bicycle Facility Improvements 13-7
  - Intersection Pedestrian Enhancements 13-8
  - Rideshare's Bike Buddy Program 13-8
- Freight Strategies 13-9
- Transit Strategies 13-9
  - Service 13-9
  - Education 13-9
- Non-Recurring Incident Strategies 13-10
  - Intersection Improvements 13-10
  - Geometric Design Improvements 13-10
- District Strategies 13-10
- Intelligent Transportation System (ITS) Strategies 13-11

TABLES

Table 13-1: Performance Measures Summary, Oshkosh MPO 13-12

CHAPTER 13: PERFORMANCE MEASURES

INTRODUCTION

As noted previously within this document, performance measures are a requirement as per MAP-21 regulations. Performance measures have been established and documented in previous chapters of this planning document. The purpose of this chapter is to develop a full inventory of the performance measures and to document if:

- the performance measure has been met;
- the performance measure is trending in a positive direction;
- the performance measure is trending in a negative direction; or
- the performance measure is staying about the same.

For a more detailed analysis and information, please use the Comments Column to see which chapter each performance measure can be found within the long range plan. **Table 13-1** displays a summary of performance measures for the planning area.

CONGESTION MANAGEMENT PROCESS (CMP) PLAN

Urbanized Areas exceeding 200,000 in population (or Transportation Management Areas) are required to develop congestion management strategies as part of the long-range transportation planning process. Transportation Management Areas (TMAs) are federally required to produce a Congestion Management Process (CMP) plan which essentially identifies and monitors congestion within a TMA. Even though the Oshkosh MPO is not classified as a TMA, MPO staff recommends implementing CMP principles and ideas and incorporated these elements into this LRTP (see below). MPO staff reviewed similar CMP documents from across the nation to develop the congestion management strategies for the Oshkosh MPO.

Definition

A CMP as defined in federal regulation is intended to serve as a systematic process that provides for safe and effective management of local transportation networks. Reduced congestion is achieved by first evaluating the entire transportation system. Once there is a complete understanding of how all the moving parts works together, then improvements to the system can take place to increase overall efficiencies. Examples of congestion improvements include: street network strategies, Travel Demand Model (TDM) strategies, railroad and bridge strategies, transportation alternative strategies, freight strategies, transit strategies, non-recurring incident strategies, district strategies, Intelligent Transportation System (ITS) strategies and policy level strategies. Transportation efficiency is tracked through a number of performance measures and performance targets set by the State of Wisconsin and the Federal Highway Administration (FHWA).

The CMP was first instated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was known as a Congestion Management System (CMS). The CMS required the development of a plan with a focus on system level planning. The CMS planning requirement remained with the implementation of Intermodal Surface Transportation Efficiency Act for the 21st Century (ISTEA-21) until the introduction of the Safe, Accountable, Flexible, and

Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. SAFETEA-LU changed the CMS to a CMP requirement, which changed the focus from system level planning to dealing with congestion as a broader process. The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized the CMP requirement with a focus on performance-based planning. Performance-based planning includes the establishment of a performance-based approach to transportation decision making and the establishment of performance targets to meet national and state goals.[1]

The primary objectives of the CMP include:

- development of congestion management objectives;
- establishment of measures of multimodal transportation system performance;
- collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion;
- identification of congestion management strategies;
- implementation activities, including identification of an implementation schedule and possible funding sources for each strategy; and
- evaluation of the effectiveness of implemented strategies.[2]

What is Congestion?

Congestion in reference to transportation relates to an excess of vehicles on a portion of roadway at a particular time resulting in speeds that are slower—sometimes much slower—than normal or "free flow" speeds. Congestion often means stopped or stop-and-go traffic. – *FHWA - Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation*

What is Performance-Based Planning?

Performance-based planning applies measureable management principles to transportation system policies and investment decisions, providing a link between management and long range decisions about policies and investments that an agency makes in its transportation system while establishing a level of transparency and objectivity that is critical for development of transportation plans. – *FHWA - The Performance Based Planning and Programming Newsletter Volume 1, Issue 1, January 2013*

Strategies for Performance Measurements and Targets

Performance measures allow the MPO to adequately gauge the system performance in order to identify congestion related problems and communicate this information to the public and effectively engage residents of an MPO. Performance measures use statistical evidence to determine current congestion conditions and assist an MPO in advancing their identified vision, goals and objectives. It is important to note that performance measures can adapt or change over time to better reflect the needs of the MPO.

According to federal regulation, the CMP must include *"appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion*

[1] http://www.fhwa.dot.gov/map21/mp.cfm (1/30/2013)
[2] Congestion Management Process: A Guidebook , U.S. Department of Transportation Federal Highway Administration and Federal Transit Administration (April 2011)

reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area."[3] Performance measures should be created for assessing and monitoring both local level (individual projects) and regional (system wide) transportation networks.

State Performance Measures

The Wisconsin Department of Transportation (WisDOT) created a performance improvement program centered on the five core goals of: Mobility, Accountability, Preservation, Safety and Service (MAPSS). The MAPSS Performance Improvement Program guides the DOT in achieving their mission "to provide leadership in the development and operation of a safe and efficient transportation system." Establishing goals and measuring results is essential to running a successful and efficient organization as well as meeting public expectations. WisDOT publishes a quarterly report of progress published in February, May, August, and November. The performance measures used help the DOT assess the consistency of the MAPSS Program with their organization's goals, objectives, and vision. A scorecard was developed to provide a snapshot of the State of Wisconsin's transportation system. **WisDOT's performance measures and targets were consulted in the development of the LRTP plan for the MPO.**

Congestion Management Strategies

Congestion management strategies are designed to reduce vehicular traffic congestion through the promotion of alternative modes of transportation. Strategies can range from education and creation of policy to the design and development of physical infrastructure improvements. Federal regulation states that a CMP must include: *"Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each [region]:*

(i) Demand management measures, including growth management and congestion pricing;
(ii) Traffic operational improvements;
(iii) Public transportation improvements;
(iv) ITS [Intelligent Transportation Systems] technologies as related to the regional ITS architecture; and
(v) Where necessary, additional system capacity."[4]

A primary objective is to reduce overall congestion to create an efficient, livable, safe, sustainable, and accessible transportation system that increases economic vitality and quality of life for all residents. Strategies can range from low costs for policy and education reforms to high costs for facility expansion and physical changes to the transportation system. The

[3] US Department of Transportation Federal Highway Administration Congestion Management Process: A Guidebook (23 CFR 450.320 (c) 2) (July 2013)
[4] US Department of Transportation Federal Highway Administration Congestion Management Process: A Guidebook (23 CFR 450.320 (c) 4) (July 2013)

following explains several congestion management strategies. Each strategy is defined and developed to show how it will reduce congestion and improve the overall transportation system.

Street Network Strategies

Encouragement and Education

- **Rideshare –** Is the sharing of vehicle trips so that more than one person travels together, often to a common destination. The goal of rideshare is to have more than one person share a vehicle which will reduce travel cost, stress on the environment, reduce pollution (carbon emissions), parking spaces and for the purpose of this plan, congestion. Wisconsin runs a rideshare program found at the following link: http://www.dot.wisconsin.gov/travel/commuter/index.htm, where participants can register online and search for matches to share a ride. The rideshare program has an interactive mapping feature that accurately matches participants via their origins and destinations.[5]

- **Education of Bicycle and Pedestrian Opportunities –** Find opportunities to work with public and private entities to educate the general public on the proper usage of bicycle and pedestrian facilities. Promote bicycle facilities at the local and regional level to encourage residents to utilize bicycle and pedestrian facilities as a mode of transportation to and from work and for short trips (i.e. grocery store).

- **Safe Routes to School Programs –** Collaborate with local SRTS programs to promote and encourage walking or biking to school. In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.[6] While distance to school is the most commonly reported barrier to walking and bicycling, private vehicles still account from half of school trips between ¼ and ½ miles – a distance easily covered on foot or bike.[7]

- **Walking School Bus Program –** The walking school bus program is a group of 5-10 children who walk to school with adult supervision. It is part of the SRTS Program. The walking school bus concept was developed to enable children to walk to school safely even when traffic and crime is a concern.[8]

Parking Management

- **Downtown Parking Program –** To create a program that utilizes pricing to influence demand for parking or to discourage parking. For example the City of Appleton established a “Park and Ride” program for Oktoberfest. The City of Appleton sets up temporary park and ride locations outside of the Oktoberfest grounds where participants can park their vehicles and ride a bus for a reduced fare ($0.25) and have direct transportation to the festivities.

- **Park and Ride Lots –** Promote Park and Ride Lots. Lots can be found at http://www.dot.wisconsin.gov/travel/parkride/. Parking is free and many have overnight

[5] http://www.dot.wisconsin.gov/travel/commuter/contacts.htm. (July 2013)
[6] http://www.saferoutespartnership.org/resourcecenter/quick-facts. (July 2013)
[7] Ibid. (July 2013)
[8] http://www.pednet.org/programs/walking-school-bus.html. (July 2013)

parking in designated spaces, secure bike racks, shelters, and lighting. Many of these park and ride lots are also served by public transit.

- **On-Street Parking Restrictions –** There are several on-street parking restrictions that can assist with traffic congestion including: alternate side of the street parking (odd-even), time restrictions on parking duration, ride share parking, peak period restriction (indicates a time period and location where parking is not allowed, typically during the commute hours, such as 7 a.m. - 9 a.m. and 4 p.m. - 6 p.m.) and short term parking/time restrictions. Routine enforcement can also improve traffic flow.

- **Location-Specific Parking Ordinances –** Parking can be limited at specific locations that have other amenities that may reduce the need for on-site parking such as transit, and pedestrian oriented development.

Capacity Improvements

- Improvements include adding more lanes, eliminating at-grade intersections, and constructing new roadways. Expansion should only be considered if there are no other viable options.

- Maximize total width of roadways. Take advantage of excess width of roadways with additional lanes (lanes reserved for carpool lanes, mass transit, and bicycle lanes).

Access Management

- Minimize driveways and other entry points.

- Implement frontage roads; use frontage roads to direct local traffic to major intersections.

- Build shared driveways where feasible and practical.

- Left Turn Restrictions; Curb Cut and Driveway Restrictions - Turning vehicles can impede traffic flow.

- Convert traditional intersections to roundabouts where feasible and practical.

- Reduce the number of conflict points between motorized and non-motorized transit and pedestrians.

Preservation

- **PASER –** Help local municipalities collect road data and rate their roads using PASER; Provide asset management guidance when needed.

- **PCI (Pavement Condition Index) –** Compile and inform state officials of their PCI conditions of state-owned roadways.

Travel Demand Model Strategies

Travel Demand Models (TDM) are frequently updated to best represent "on-the-ground" conditions using computer models. Several data variables/sources are used to accurately calibrate a TDM. The list below represents typical data used in a model calibration:

- **Alternative Work Hours –** Incorporate alternative work hour trips into the model to account for workers that arrive and leave work outside of the traditional commute period.

- **Telecommuting –** Incorporate workers that telecommute to work. This involves employees working at home or at a regional telecommuting center.

- **Ridesharing –** This is arranged or encouraged through employers and typically state DOTs (i.e. WisDOT).

- **Model Calibration –** Incorporate "actual timed routes" to calibrate the model.

- **Bicycle and Pedestrian Facilities –** Incorporate a bicycle and pedestrian component to the travel demand model.

Railroad and Bridge Strategies

Railroad crossings and bridges provide the necessary access points to connect the transportation network over such impediments such as railroad tracks, waterways, roadways, and other manmade and natural features. Accidents, construction or maintenance at either a railroad or bridge crossing can cause substantial temporary delays in traffic. The following are examples of strategies of how to mitigate congestion at these access points:

Railroad

- **Rail crossing closings –** Work with railroad companies and local municipalities to identify rail crossings for closure.

- **Emergency management –** Work with local municipalities and the railroad companies to ensure there are adequate options in place for rerouting traffic if an accident occurs at a railroad crossing.

Bridges

- **Sufficiency Ratings –** Work with state and local municipalities to confirm bridges are being inspected on a regular basis. Those bridges that receive a "rehabilitation" or a "replace" rating are documented and appropriately addressed going forward.

- **Emergency management –** Work with local municipalities to guarantee there are adequate options for rerouting traffic if an accident occurs at a bridge.

Transportation Alternative Strategies

Transportation Alternative Strategies provide the public with viable options to vehicular transportation. These strategies not only provide transportation alternatives to those individuals who do not own a vehicle, but they also provide individuals with opportunities to incorporate regular exercise through bicycling and walking. With the rapid increase in obesity rates across the nation, transportation alternatives are one way to slow this epidemic. Listed below are examples of effective transportation alternative programs:

Safe Routes to School Program

- Support and encourage existing schools and districts currently participating in the SRTS program.
- Engage and recruit schools and districts that are not participating in the SRTS program.
- Engage other entities within the community that influence children activities like the health department and the local YMCA as another avenue to implement the SRTS program.
- Encourage the implementation of activities such as the “walking school bus” to reduce vehicular travel trips to and from school.

Bicycle/Pedestrian Safety Education Programs

- To work with the Bicycle Federation of Wisconsin on the implementation activities of the Share and Be Aware Program.

Bicycle Facility Improvements

- Secure bike racks (secure in terms of physically creating locations where bike racks are anchored in the ground; and in terms of having secure places where people feel safe with parking their bikes at a bike rack location).
- Add new sidewalks and designated bicycle lanes.
- Improved bicycle and pedestrian facilities at transit stops (bicycle racks and bike lockers).
- Support pedestrian-oriented development (building setback restrictions and streetscape enhancements).
- Develop a continuous bicycle and pedestrian network that could include a combination of bike lanes, sharrows, multi-use trails and sidewalks.
- Improved safety (maintaining lighting, signage, striping, traffic control devices, and pavement quality, and installing curb cuts, curb extensions, median refuges, and raised crosswalks).

- Exclusive bicycle and pedestrian rights-of-way (abandoned rail lines and other available properties that can be used for bike and walking trails).

Intersection Pedestrian Enhancements

- **Marked Crosswalks/Pavements –** Any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface.

- **Accessible Pedestrian Signals –** An accessible pedestrian signal (APS) is a traffic signal that provides auditory and/or vibrotactile information to pedestrian who are blind or have weak vision.

- **Bike Lanes –** A portion of roadway that has been designated for partial or full use by bicyclists by pavement markings and signs.

- **Bump-Out –** Extending sidewalk or curb lines that reduce curb-to-curb effective roadway lane widths.

- **Complete Streets –** Roadways designed and operated to enable a safe, attractive, and comfortable access for all users, including pedestrians (sidewalks, crosswalks), bicyclists (bike lanes), motorists, and public transport users of all ages and abilities.

- **Diverters –** Barriers placed diagonally across an intersection, blocking certain movements.

- **In-Road State Law Stop or Yield for Pedestrians –** Self-standing yield or stop sign placed in center of roadway to inform motorists that failure to yield or stop, while a pedestrian is in a crosswalk, results in breaking a state statute.

- **Paved Shoulders –** Paved shoulders along higher traffic roads to create space for bicyclists to ride; increases safety for bicyclists and motorists by separating these modes of transportation.

- **Pedestrian Countdown Timers –** Amount of time remaining in which pedestrians have to cross at intersections, before cross traffic begins.

- **Pedestrian Refuge Islands –** Raised median with curb ramps to harbor pedestrians crossing between two opposing directions of traffic. Often curb ramps are equipped with yellow tactile warnings, which allow blind people to take notice of the refuge island.

- **Sharrow –** Bicycle and double arrow are stenciled in an entire lane, designating the use for cyclists.

Rideshare's Bike Buddy Program

- Promote the use of WisDOT's Bike Buddy Program. Website is located at http://www.dot.wisconsin.gov/travel/commuter/bikebuddy.htm

Freight Strategies

It is important to limit traffic congestion as much as possible to allow for the efficient movement of goods throughout the region. Freight movement is primarily conducted through truck or by rail. Goals for freight strategies include:

- Work with the freight community to identify freight related congestion issues to better meet their needs.
- Coordinate freight efforts with the Rail and Bridge Strategies previously mentioned in this chapter.
- Future/Long-term freight strategies:
    - Identify congested highway interchanges and work with transportation officials to design ramps to accommodate increased freight volumes and identify safety concerns for merging truck traffic onto and off of these interchanges.
    - Strategies to mitigate interchange safety/merging issues: increase networking opportunities with the freight community/members to understand their concerns, work with the freight community to pinpoint problem interchanges, and increase regular dialogue between the freight community, transportation officials and WisDOT to improve upon the existing transportation system.

Transit Strategies

Public transit not only reduces vehicular traffic, but provides an important service in the broader transportation system. Transit impacts the lives of every citizen in varying degrees; especially the elderly, youth, children at risk, low-income and auto-less residents. Transit ridership is an important instrument in reducing overall congestion. Transit Strategies include implementation of the following:

Service

- Increase bus route coverage and frequencies to meet the demands of riders.
- Implement transit stops at area Park-and-Ride lots to reduce auto traffic in the city centers.
- Reduce transit fares where possible.
- Make transit more convenient and attractive to increase ridership.

Education

- Encourage/increase use of public transit services.
- Integrate educational/promotional campaigns to inform residents of the benefits (economic, environmental, etc.) of utilizing transit services.

Non-Recurring Incident Strategies

Non-recurring incidents in regards to congestion management refer to one time or occasional events which have the potential to cause traffic delays. Non-recurring incidents include such delays that are experienced by seasonal weather patterns, civic/sporting/recreational events, or construction and accident traffic delays. These types of incidents are difficult to mitigate because of their sporadic occurrences. An effective way to counter non-recurring incidents is to create a well-balanced transportation system that can adapt to changing situations. Non-recurring incident strategies include:

Intersection Improvements

- Build over/underpasses to increase user safety and decrease congestion conflicts.
- Add turn lanes with adequate space.
- Install safe, highly visible crosswalks.

Geometric Design Improvements

- Widen street widths (where applicable) or incorporate a “road diet” to accommodate for bicyclists/pedestrians.
- Add turn lanes at intersections.
- Improve transportation system users’ sight lines.
- Install auxiliary lanes to improve merging and diverging of traffic at busy locations.

District Strategies

Land use plays a critical role in generating traffic demands and it should work with and support the transportation system. Identifying effective land use strategies will help the transportation system become more efficient as well as alleviate congestion. The following are a list of district strategies:

- Increase urban density of buildings and population
- Encourage polices that support growth management
- Support “livable” communities/values
- **Promote In-Fill Development –** This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of an urban area.
- Endorse sustainable design/practices.
- **Encourage Transit-Oriented Development (TOD) –** This strategy clusters housing units and/or businesses near transit stations in walkable communities.

- **Promote Mixed-Use Development –** This strategy allows trips to be made without automobiles. People can walk to restaurants and services rather than use automobiles.

Intelligent Transportation System (ITS) Strategies

An Intelligent Transportation System (ITS) is designed to collect traffic data and communicate traffic conditions to drivers in real-time so they can make informed transportation decisions. The technology is designed to create a more effective and efficient transportation system. Strategies for ITS include:

- **Traffic Signal Coordination and Timing –** This strategy improves traffic flow and reduces emissions by minimizing stops on arterial streets.

- **Freeway Incident Detection and Management Systems –** This approach is an effective way to alleviate non-recurring congestion.

- **Highway Information Systems –** These systems provide travelers with real-time information that can be used to make trip and route choice decisions.

- **Advanced Traveler Information Systems –** This method provides an extensive amount of data to travelers, such as real-time speed estimates on the web or over wireless devices, and transit vehicle schedule progress.

☑ Goal has been met ⬆ Performance trending in favorable direction

⬌ Trend is holding ⬇ Performance trending in unfavorable direction

Table 13-1: Performance Measures Summary, Oshkosh MPO

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Air Quality: Ozone (Standards set by the National Ambient Air Quality Standards (NAAQS); **See Chapter 3**	Parts per billion (ppb); Annual fourth-highest daily maximum 8-hr concentration, averaged over 3 years	Winnebago County **(not available)**, Outagamie County 70 ppb (2012) **(as a comparison)**	75 ppb	☑ (for Outagamie County)	⬆	DNR	Every Year
Air Quality: Particulate Matter 2.5 micron or smaller Standards set by the National Ambient Air Quality Standards (NAAQS); **See Chapter 3**	Micrograms per cubic meter ($\mu g/m^3$) (for 24 hour standard)	Winnebago County **(not available)**, Outagamie County $28\ \mu g/m^3$ (2012) **(as a comparison)**	$35\ \mu g/m^3$	☑ (for Outagamie County)	⬆	DNR	Every Year

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Annual Average Daily Traffic Counts (AADT) Winnebago County has 10 Automated Traffic Recorders all on the HWY 41 corridor; **See Chapter 6**	Automated Traffic Recorders (WisDOT)	Estimate of typical daily traffic on a road for all days of the week, Sunday through Saturday, over the period of one year	No specific goals established; traffic patterns have remained steady in previous decade			WisDOT	Every Year
Bridge Sufficiency Ratings (SR) Data Municipalities are eligible for rehabilitation funding with bridges with a SR of 80 or less and replacement funding with SR of 50 or less; **See Chapter 6**	SR ranges from 0 to 100 with 0 representing an in-sufficient or deficient bridge and 100 representing a sufficient bridge	**SR ratings 2013**; 74 total bridges rated; 48 bridges (SR >80); 26 bridges (SR 51-80); 0 bridges (SR < 50) **SR ratings 2010**; 61 total bridges rated; 41 (SR >80); 17 (SR 51-80); 3 (SR < 50)	Increase Bridge SR ratings to 80 and above from previous year			WisDOT	Every Year
Federal Rail Administration data; **See Chapter 9**	Accidents and incidents with railroads	3 (2012); 7 (2013)	Decrease from previous year			FRA	Every Year
County Health Rankings: Commute Alone Promote WisDOT's Rideshare Program; **See Chapter 3**	Percentage of county workforce that commutes alone to work	84% (2013 & 2014)	80% (WI)			County Health Rankings and Road Maps	Every Year
County Health Rankings: Long Commute-Driving Alone Promote WisDOT's Rideshare Program; **See Chapter 3**	Percentage of county drivers who commute longer than 30 minutes, alone to work	16%	26% (WI)			County Health Rankings and Road Maps	Every Year

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
National Bike Challenge data; **See Chapter 10**	Contest runs May 1 to Sept 30; data gathered on # of participants, miles logged, calories burned, pounds of CO_2 saved, money saved	2,304 participants; 995,445 miles logged; 53,959,935 calories burned; $562,426 saved; 895,900 pounds of CO_2 saved (2014)	Increase participation and miles logged from previous year **(Note: first year ECWRPC collected this data)**			https://nationalbikechallenge.org/	Every Year
Regional bike/ped facilities **See Chapter 10**	Miles of facilities of trails/sidewalks	3 miles bike lanes, 13 miles off-road paved, 4 miles off-road not paved, 733 miles sidewalks	Maintain/Increase miles of trails/sidewalks from previous year			ECWRPC	Every 5 Years
WisDOT: Park & Ride Lot Counts; **See Chapter 6**	Number of vehicles parked	900 (2012); 753 (2013)	Maintain/Increase car/van pooling from previous year			WisDOT	Every Year
WisDOT: Rideshare Program; **See Chapter 6**	Number of participants living in a county	95 (2013); 72 (2014)	Increase ridership from previous year			WisDOT	Every Year
PASER (Pavement Surface Evaluation and Rating) of MPO Ratings 1-4 need structural improvements, 5-7 need preventative maintenance, 8-10 need routine maintenance; **See Chapter 6**	Pavement ratings scale 1-10 (1-4 is "poor"; 5-7 is "fair"; 8-10 is "good")	**2011** Poor: 13.09%, Fair: 46.95%, Good: 39.95% **2012** Poor: 12.77%, Fair: 45.28%, Good: 41.95%	Increase number of road ratings to 8 through 10 from previous year			WisDOT	Every 2 Years
WisDOT: Pavement Conditioning Index (PCI) Ratings: 0-10 (Failed), 10-25 (Serious), 25-40 (Very Poor); 40-55 (Poor), 55-70 (Fair), 70-85 (Good), 85-100 (Very Good to Excellent); **See Chapter 6**	0 to 100 ratings scales for asphalt/composite pavements and concrete pavement	434 road segments; 215 miles with PCI of 55+	PCI ranking of 55 and better from previous year **(Note: first year ECWRPC collected this data)**			WisDOT	Every Year

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Safe Routes to School Program (SRTS); **See Chapter 11**	Number of schools, school districts and students participating within the Oshkosh MPO	20 schools, 1 school district, and 6,493 students (2013-2014 school year)	Increase participation in number of schools, school districts and students from previous year	☑	↑	ECWRPC	Every Year
Safe Routes to School – Walking School Bus Program; **See Chapter 11**	Number of schools and students participating within the Oshkosh MPO	1 school, 33 students (Spring 2013); 2 schools, 55 students (Spring 2014)	Increase participation in number of schools and students from previous year	☑	↑	ECWRPC	Every Year
Transit Bike Rack Counts; **See Chapter 8**	Number of bikes using bike racks on transit buses	6,997 (2012); 7,319 (2013)	Maintain/Increase bike rack usage and public transit usage from previous year	☑	↑	GO Transit	Every Year
Transit Revenues; **See Chapter 8**	Total revenues (dollars) received by transit system	$1,108,280 (2011); $1,026,944 (2012)	Maintain/Increase revenues from previous year		↓	National Transit Database	Every Year
Transit Ridership; **See Chapter 8**	Number of riders (unlinked trips) on transit system	1,029,866 (2011); 1,089,667 (2012)	Maintain/Increase ridership from previous year	☑	↑	National Transit Database	Every Year
Quarter Mile Distance to Bus Stop; **See Chapter 8**	Counts population living within a quarter mile of all bus stops within transit system	60,981 people (73% of MPO population, 2013)	Maintain a level of service that is accessible by a majority of the population **(Note: first year ECWRPC collected this data)**			ECWRPC	Every 5 Years

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Transportation Improvement Program (TIP); **See Chapter 6**	Amount of federal, state and local funds **(note amounts listed in thousands of dollars)**	**2013** $2,996 (Federal), $2,726 (State), $140 (Local) **2014** $13,768 (Federal), $6,935 (State), $227 (Local)	Monitor funding amounts on yearly basis	☑	⬆	ECWRPC	Every Year
Transportation Improvement Program (TIP); **See Chapter 6**	Amount of project engineering (PE), right of way (ROW) and construction (CONST) funds **(note amounts listed in thousands of dollars)**	**2013** $220 (PE), $0 (ROW), $5,623 (CONST) **2014** $2,922 (PE) $0 (ROW) $18,008 (CONST)	Monitor funding amounts on yearly basis	☑	⬆	ECWRPC	Every Year
Transportation Improvement Program (TIP); **See Chapter 6**	Amount of preservation (P) and expansion (E) funds **(note amounts listed in thousands of dollars)**	**2013** $3,068 (P), $2,794 (E) **2014** $7,368 (P), $142 (E)	Monitor funding amounts on yearly basis	☑	⬆	ECWRPC	Every Year
Transportation Improvement Program (TIP); **See Chapter 6**	Amount of Highway (H), Rail (R), Bike/Ped (B/P), and Transit (T) funds **(note amounts listed in thousands of dollars)**	**2013** $5,228 (H), $460 (R), $174 (B/P), $4,724 (T) **2014** $20,508 (H), $280 (R), $142 (B/P), $4,121 (T)	Monitor funding amounts on yearly basis	☑	⬆	ECWRPC	Every Year

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Unlinked Passenger Trips per Vehicle Revenue Mile (Transit); **See Chapter 8**	Ratio of unlinked trips to vehicle revenue miles (higher ratio values = higher service effectiveness)	1.70 (2011); 1.80 (2012)	Maintain/Increase ratio from previous year	☑	⬆	National Transit Database	Every Year
FARS (Fatality Analysis Rating System); **See Chapter 6**	Number of fatalities reported to National Highway Traffic Safety Administration **(5yr rolling average 2008-2012)**	10.80	Decrease number of fatalities for County **(Note: first year ECWRPC collected this data)**			FARS/NHTSA	Every 5 Years
Serious Injuries; **See Chapter 6**	Number of serious injuries reported by WisDOT **(5yr rolling average 2008-2012)**	1,089	Decrease number of serious injuries for County **(Note: first year ECWRPC collected this data)**			WisDOT	Every 5 Years
Fatality Rate per 100 Million Vehicle Miles Traveled (VMT); **See Chapter 6**	Ratio of fatalities to yearly VMT by county **(5yr rolling average 2008-2012)**	0.65	Decrease 5yr Fatality Rate **(Note: first year ECWRPC collected this data)**			FARS/WisDOT	Every 5 Years

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Serious Injuries Rate per 100 Million Vehicle Miles Traveled (VMT); **See Chapter 6**	Ratio of serious injuries to yearly VMT by county **(5yr rolling average 2008-2012)**	64.26	Decrease 5yr Serious Injuries Rate **(Note: first year ECWRPC collected this data)**			WisDOT	Every 5 Years
Census Transportation Planning Products: Mode to Work; **See Chapter 6**	Census (2000) and American Community Survey data (2006-2010) summarizing worker and household totals at the county level	**2000** Drove alone: 68,555; Public Transportation: 560; Bike: 420 **2006-2010** Drove alone: 69,200 Public Transportation: 616; Bike: 726	Maintain transportation system which considers all modes of transportation			Census/AASHTO	Every 5 Years
Census Transportation Planning Products: Mean Travel Time by Mode to Work; **See Chapter 6**	Census (2000) and American Community Survey data (2006-2010) summarizing mean worker and household travel time (minutes) at the county level	**2000** Drove alone: 17.8; Public Transportation: 28.7; Bike: 13.1 **2006-2010** Drove alone: 17.4 Public Transportation: 35.5; Bike: 16.3	Decrease mean travel time (minutes) to work			Census/AASHTO	Every 5 Years

Performance Measure	How Its Measured	Current Measure	Goal	Goal Met	Trend	Source	Update Cycle
Census Transportation Planning Products: Number of Workers in Household; **See Chapter 6**	Census (2000) and American Community Survey data (2006-2010) summarizing number of workers in household at the county level	**2000** 82,720 **2006-2010** 85,000	Monitor data over time to observe trends/patterns			Census/AASHTO	Every 5 Years

CHAPTER 14

RECOMMENDATIONS

CHAPTER 14 – RECOMMENDATIONS

TABLE OF CONTENTS

Introduction 14-1
Land Use 14-1
Transportation (Street and Highway) 14-1
- Road Safety Considerations 14-3
- Oshkosh West Side Arterial Study 14-3
- Interchanges and Intersection Designs (Diverging Diamond Interchanges and Roundabouts) 14-3
- Transportation Improvement Program Project Listings 14-4

Healthy/Livable Communities 14-6
Freight 14-8
Multimodal Transportation 14-9
- Bicycle and Pedestrian Connections 14-9

Safe Routes to School (SRTS) Programs 14-10
Transit 14-10
- Planning and Policy 14-10
- Marketing and Education 14-11
- Image 14-11
- Multimodal (Bicycle and Pedestrian) Connections with Transit 14-12
- Fixed Route Service Enhancement Recommendations 14-12
- Passes and Fare Recommendations 14-12
- Equipment and Facility Recommendations 14-12
- Technology Recommendations 14-13

Miscellaneous Recommendations 14-13

TABLES

Table 14-1: TIP Programmed Projects, 2015 – 2018 14-5

MAPS

Map 14-1: Oshkosh MPO Recommended Projects 14-15

CHAPTER 14: RECOMMENDATIONS

INTRODUCTION

Recommendations are developed based on committee member input, MPO staff input, public input (surveys, public information meetings), the Transportation Improvement Program (TIP) transportation project lists, the Transit Development Plan (TDP) and local comprehensive planning policies. The TIP transportation project list is selected based on criteria developed in coordination with the vision, goals and objectives outlined earlier in this document. The TDP supports and enhances the LRTP though the complete analysis and recommendations of the transit system.

The following is a summary of recommendations for land use, street and highway transportation projects, freight, multimodal transportation (bicycle and pedestrian facilities), transit system, Safe Routes to School Program, input from surveys/public information meetings and policy recommendations.

LAND USE

Land use recommendations include the implementation of adopted land use policies within the MPO planning area boundaries.

TRANSPORTATION (STREET AND HIGHWAY)

USH 41 is the primary facility serving the Oshkosh area. Additionally, the USH 41 corridor was studied and will be upgraded to interstate standards. The interstate conversion project began in 2005 when the federal government identified 142 miles of USH 41 from Milwaukee to Green Bay as a candidate and added to the US Interstate Highway System.[1] Resigning approximately 3,500 signs is expected to start in September 2015.[2]

WisDOT notes that SAFETEA-LU legislation initially identified the south terminus as the Mitchell Interchange (I-94/I-894) in Milwaukee. However, the Interstate Conversion study team elected to extend the corridor concurrent with I-94 south approximately 33 miles to the I-94/US 41 interchange [in Illinois] for a number of reasons, including:

- It links Wisconsin metropolitan areas and markets to the greater Chicago metropolitan area. Chicago is the economic epicenter of the entire Midwest and a key hub near the end of the corridor.
- With the extension into Illinois, the interstate route becomes a true interstate route with a total length of 175 miles.
- The extension will allow the signing for the cardinal direction to be north/south rather than the current east/west signing. A long-term goal of reducing driver confusion when driving north on a roadway signed as “west” can be realized for the northern Illinois and southern Wisconsin areas.

[1] http://www.dot.state.wi.us/projects/neregion/41/index.htm. (06/05/14)
[2] http://www.wisconsindot.gov/news/releases/310-nr.htm. (02/13/15)

Designating the highway as an Interstate is expected to bring economic growth, increase the safety of the road, create a corridor identity and bring broader benefits to the State of Wisconsin. According to WisDOT, there are several items that were completed to bring US 41 to interstate, standards including:

- a signed environmental document;
- approved formal conversion request package; and
- federal grandfathering legislation to allow oversize/overweight trucks to continue to use the highway.[3]

It is expected that the entire project will cost between $8 and $12 million dollars and would involve replacing/revising signs including both the large green signs and the smaller guide signs on the side roads directing traffic to the Interstate, revising existing sign bridges, installing new sign bridges, and performing traffic control.[4]

USH 41 has seen significant improvements in Winnebago County over the last five years (2009-2014). Over 17 miles of Highway 41 from WIS 26 to Breezwood Lane (Neenah) was expanded from four to six lanes. This stretch of highway includes a new eight-lane Lake Butte des Morts Causeway. This portion of construction also features the addition of 16 roundabouts and the reconstruction of four interchanges, including the WIS 21 and the US45/US 41 interchanges.[5]

Two additional overpasses on the USH 41 corridor in Winnebago County were recently reconstructed. Overpasses at County GG and County Y (Sunnyview Road) were completely replaced and completed in August of 2014.

USH 45 is a crucial thoroughfare for the regional transportation network as it provides linkages to and from the Fox Valley area. As noted above, USH 45/USH 41 interchange was recently updated to allow for free flow of traffic. At this time, no new updates are required for USH 45 within the MPO boundary except for routine maintenance and preservation of this road corridor.

STH 21 is yet another important linkage for the Oshkosh MPO as this route provides essential east/west movement more locally to places such as Omro and Winneconne and regionally to places in western Wisconsin such as La Crosse and potentially Eau Claire via the Interstate Highway System. WisDOT and the MPO may want to consider expanding STH 21 from two to four lanes from Oshkosh to Omro in the long term future. MPO staff will continue to work with WisDOT on their **WIS 21 Planning Study Omro-Oshkosh**. This project study area is roughly bounded by Rivermoor Road to the west and USH 41/Interstate 41 to the east. WisDOT is working with local officials to develop a plan for the STH 21 corridor. No construction is scheduled to date as this project is in a "study" phase. These recommendations include[6]:

- locations of interchanges, overpasses and local road modifications;
- changing signal timing;
- lengthening turn lanes;
- adding turn lanes; and
- providing slotted turn lanes.

[3] Ibid. (06/05/14)
[4] http://www.dot.wisconsin.gov/projects/neregion/41/faq.htm. (06/05/14)
[5] http://us41wisconsin.gov/overview/about-the-project/winnebago-county. (06/10/14)
[6] http://www.dot.wisconsin.gov/projects/neregion/21/. (02/10/15)

Road Safety Considerations

Map 6-3 displays the crash data for the Oshkosh MPO; classified from low crash density to high crash density. A note on the density calculation: the GIS density calculations should be viewed "qualitatively" in the sense that darker (red areas) are higher crash areas and lighter (green areas) are lower crash areas relative to the overall crash data. Red areas mean that relative to the region as a whole, these areas have more crashes compared to the total average number of crashes; green areas mean that relative to the region as a whole, these areas have fewer crashes compared to the total average number of crashes from 2005 to 2013.

Based on visual inspection of Map 6-3, high crash areas include:

- USH 41 interchanges (STH 76, USH 45/Algoma Blvd and Lake Butte des Morts Drive, STH 21, Witzel Avenue, W 9th Avenue, STH 44/91 and STH 26/CTH N
- Downtown and UW-Oshkosh Campus areas
- STH 21 corridor from the City of Oshkosh to the planning area boundary
- Witzel Avenue corridor (east of USH 41 to approximately the Fox River)
- W 9th Avenue corridor (east of USH 41 to approximately the Fox River)
- W 20th Avenue (east and west of USH 41 and around Wittman Regional Airport)
- STH 44/STH 91 (east and west of USH 41 and around Wittman Regional Airport)

Staff will continue to collect and analyze crash information for intersections and roadways throughout the Oshkosh Urbanized Area and present this information to committee members and decision-makers. This information will be used to determine and identify high-risk areas so decision-makers can develop solutions to reduce incidents.

Oshkosh West Side Arterial Study

Oshkosh MPO staff will work closely with local and regional officials to continue the potential development of the Oshkosh West Side Arterial connecting STH 21 from the north to STH 26 to the south. According to Winnebago County, the West Side Arterial corridor will be a rural 4-lane divided facility designed for 55 mph posted speed with controlled access where possible, and will include an adjacent shared use path. The right-of-way will be 200-feet wide with additional right-of-way for vision sight triangles at intersections and possible interchange ramps at select locations. Connections with area roadways will allow spacing of about one-mile between intersections. Jurisdictional transfers of roadways may be needed to promote a safe, efficient and effective roadway network[7].

Interchanges and Intersection Designs (Diverging Diamond Interchanges and Roundabouts)

Safety and mobility of all transportation users (motorists, bicyclists, pedestrians, etc.) should be paramount when considering redesigning interchanges and intersections within the MPO. Where possible and practical, staff recommends the planning and engineering of innovative interchange designs such as diverging diamond interchanges and roundabouts at select intersections within the MPO planning area. Both diverging diamond interchanges and

7 http://www.co.winnebago.wi.us/sites/default/files/Highway/WSA_purpose_and_need_doc_from_John_07_09_09.pdf. (02/10/15)

roundabouts have shown to be both safer and more efficient traffic in moving traffic volumes for motorists, bicyclists and pedestrians.[8,9] Sufficient planning and education/outreach to inform the public about these designs should be considered if plans are made to construct diverging diamond interchanges and roundabouts.

Transportation Improvement Program Project Listings

Table 14-1 provides a list of specific modal recommendations via the Transportation Improvement Program (TIP) for program years 2015-2018 and is an abbreviated table of the one found within ECWRPC's TIP document. The projects listed are those that are programmed projects (listed by order of TIP number) as well as illustrative (potential for future funding) projects. The illustrative projects are listed after the programmed projects (listed by map number). Note that this listing of projects is current as of 8/20/14. For the most current TIP project listings and specifics on funding, please consult ECWRPC or visit our MPO website: www.fcompo.org to find the latest version of our TIP document. The following text provides a description of the data found in **Table 14-1** below.

Primary Jurisdiction: This column lists the primary implementing jurisdiction on the top line of each project listing. The second line contains the county within which the project is located. The third line is the TIP number, for example (253-14-001). The first number is the federal designated number for the Oshkosh MPO, the second is the year it was added to the TIP, followed by the number of projects added in that year.

Project Description: The first line of the project description lists the highway segment (segment termini a/termini b), the intersection or interchange (highway/highway), or a non-highway project characterization. The second line characterizes the type of improvement to be undertaken. The third line lists the WisDOT project number, if known. The fourth line contains the federal acronym, if federal funds are being used, the length of the project in miles, and a categorization as preservation (P) or expansion (E) project. The fifth line outlines the total costs **in thousands of dollars** (for federal, state and local) of the project.

Implementation/Map Number: The year(s) the programmed project is expected to start/end and the funding is released to complete the project; map number in parentheses corresponds to short range/illustrative project on **Map 14-1**.

[8] http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10023/transcript/audio_no_speaker/. (07/03/14)
[9] http://www.fhwa.dot.gov/publications/research/safety/07048/. (07/03/14)

Table 14-1: TIP Programmed Projects, 2015-2018
(Current 8/20/14, cost in thousands of dollars)

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
WisDOT T of Oshkosh 253-10-016	Sherman Road WCL Crossing Signal and Gates 1009-93-44 OCR **Total Cost: $202**		(P)	2017 (1)
WisDOT Winnebago 253-10-009	STH 21, OSHKOSH AVE. C. Oshkosh Fox River Bridge 6180-18- 71 BR **Total Cost: $1,610**	.5 Miles	(P)	2019+ (2)
WisDOT Winnebago	City of Oshkosh Bridge Lift Structures Rehab for remote operations 4110-19-71 BR **Total Cost: $864**		(P)	**Illustrative (2019+) (3)**
WisDOT C of Oshkosh Winnebago	Oregon/Jackson St Bridge Bridge Replacement 4994-07-00, 21, 71 BR **Total Cost: $2,000 (2016); $44,795 (2019)**		(E)	2016, **Illustrative 2019** (4)
WisDOT Winnebago 253-07-001	USH 41/USH 45-Breezewood Reconstruction 1120-09-21 , 72-90 NHS **Total Cost: $5,418**	15.9 m.	(E)	2015 (5)
WisDOT Winnebago 253-07-002 253-06-001	USH 41/STH 26-Breezewood Reconstruction 1120-11-00 to 93, 1120-10-70 to 90 NHS **Total Cost: $24,891**	15.9 m.	(E)	2015 (6)
WisDOT T of Oshkosh 253-11-028	Fernau Ave. / STH 76 - Vinland Rd. Reconstruction, 4-lane, urban 4625-01-00, 71 URB **Total Cost: $1,889 (2016)**		(E)	2016 (7)
WisDOT Winnebago 252-13-041	I-41 Conversion / State Line - Green Bay SCL Dodge Co - I-43 Signing 1130-03-76 STP **Total Cost: $1,912**		(P)	2015 (8)
WisDOT C of Oshkosh 253-14-010	North Main Street New York to Murdock 4994-01-15 STP 0.51 miles **Total Cost: $1,794**	RECST	(P)	2016 (9)
Winnebago Co. Winnebago 253-14-013	CTH I 35th St – Ripple Avenue 4994-01-27, STP-U **Total Cost: $1,120**	.3 m.	(P)	2018 (10)

Primary Jurisdiction	Project Description			Implementation & (Project Map Number)
T of Algoma Winnebago	Omro Road Bike Path Local **Total Cost: $554**	2.25 m.	(P)	**Illustrative, 2019+ (11)**
T of Oshkosh Winnebago C of Oshkosh	Vinland Road/Smith – Snell Reconstruction Local **Total Cost: $1,750**	1.25 m.	(P)	**Illustrative, 2019+ (12)**
Winnebago T of Oshkosh	Snell Road/Jackson – CTH A (Bowen) Reconstruction Local **Total Cost: $1,500**	1.0 m.	(P)	**Illustrative, 2019+ (13)**
C of Oshkosh Winnebago	Main Street/Fox River – 16th Avenue Reconstruction Local **Total Cost: $4,363**	0.05 m.	(P)	**Illustrative, 2019+ (14)**
C of Oshkosh Winnebago	Washburn Street/Ripple – STH 26 Reconstruction Local **Total Cost: $911**	1.31 m.	(P)	**Illustrative, 2019+ (15)**
C of Oshkosh Winnebago	Main Street/Irving – New York Avenue Reconstruction Local **Total Cost: $2,525**	0.05 m.	(P)	**Illustrative, 2019+** (16)
WisDOT Winnebago	STH 76 USH 41 - CTH JJ 6430-12-00, 21, 71 STP 3.72 miles **Total Cost: $375 (2017); $9,614 (2019)**	RECST	(P)	2017, **Illustrative 2019** (17)

Source: ECWRPC, 2014

HEALTHY/LIVABLE COMMUNITIES

Recommendations regarding healthy/livable communities include:

- Support for more compact development strategies and land use policies which reduce sprawl and place less strain on resources to support the local infrastructure.

- Support of "Smart Growth" strategies as defined by the American Planning Association (APA)[10] including:

    - have a unique sense of community and place;
    - preserve and enhance valuable natural and cultural resources;
    - equitably distribute the costs and benefits of land development, considering both participants and the short- and long-term time scale;
    - create and/or enhance economic value;
    - expand the range of transportation, employment, and housing choices in a fiscally responsible manner;

[10] https://www.planning.org/policy/guides/adopted/smartgrowth.htm. (07/16/14)

- balance long-range, regional considerations of sustainability with short-term incremental geographically isolated actions;
- promote public health and healthy communities;
- apply up-to-date local and regional performance measures of successful urban and regional growth;
- encourage compact, transit-accessible (where available), pedestrian-oriented, mixed-use development patterns and land reuse; and
- increase collaboration and partnerships to advance place-based and regional goals and objectives, while respecting local land-use preferences and priorities.

- In support of public health benefits/active communities, the American Planning Association (APA) also is supporting the following[11]:

  - Providing national guidance for sustainable, mixed-use communities designed around mass transit, walking and cycling have been shown to reduce lung and heart disease, obesity, diabetes, and other chronic health conditions.
  - Preservation of existing and support new opportunities for local and regional urban and rural agriculture.
  - Improved connections between destinations and providing a wide range of active transportation choices, such as transit, trails, and pedestrian and biking facilities.
  - A balanced transportation system that makes it possible for residents to walk or ride a bicycle to a store, school or work.
  - Compact neighborhoods with a mix of uses that make it easy for residents to walk or bicycle to a store, school or work. Leaders ensure that public health issues are a guiding consideration in land-use planning decisions.
  - Adoption of Healthy School Sites, Facilities, and Policies. Where schools are located plays a large part in whether or not children can walk or bike to them. Schools that are located in the heart of a neighborhood are more easily reached by children without automobiles. School curricula and policies in support of active living can foster daily opportunities for physical activity.
  - Neighborhood parks that are within walking and biking distance of a person's home or work to encourage greater physical activity, including shared-use paths (or trails) that link homes, work, commercial centers, public transit, and community facilities
  - State and local officials leveraging, securing, and dedicating funding for active living.

- Active Community Environments (ACEs) kits: The ACEs kit was developed by the Wisconsin Nutrition, Physical Activity and Obesity Program as a way to guide communities in developing a built environment that makes it easy to be physically active on a routine basis. The kit utilizes five steps to achieve this built environment:
-

  - **Step 1**: Getting Started. Convene a meeting of key stakeholders to have an initial discussion on possible individuals and community assets that could help further your mission.
  - **Step 2:** Assessment. Utilize the ACEs Assessment Checklist to assess the needs of the community.

[11] https://www.planning.org/policy/guides/adopted/smartgrowth.htm. (07/16/14)

- **Step 3:** Strategies and Resources. Review and select strategies and resources provided in the ACEs kit that align with your community's needs.
- **Step 4:** Using the assessment answers, survey responses, interview results and other data to prioritize your initiative components and to set goals and objectives.
- **Step 5:** Set up a process to monitor progress and make necessary changes. Continue to revise the plan to create and maintain a healthy environment for all residents and visitors.

FREIGHT

Recommendations regarding freight transportation within the MPO are consistent with those outlined in WisDOT publications *Connections 2030 Long Range* Plan and the *Wisconsin Rail Plan 2030*.

Connections 2030 Long Range Plan recommendations/policies should be centered on this plan's seven interconnected themes. These broad themes are applied throughout WisDOT's planning document, but can be readily applied to the transportation/freight network as practical, common sense solutions for the MPO to adopt.[12]

Recommendations call on the state and the MPOs to:

- preserve and maintain Wisconsin's transportation system;
- promote transportation safety;
- foster Wisconsin's economic growth;
- provide mobility and transportation choice;
- promote transportation efficiencies;
- preserve Wisconsin's quality of life; and
- promote transportation security.

WisDOT has also classified various interstates and highways through the state based upon their corridor/geographic significance. These various routes/corridors were identified to help bridge WisDOT's policies and apply them to more regional scales. Within east-central Wisconsin, these important freight corridor routes include:

- **Fox Valley** (USH 41/future Interstate 41 from Milwaukee to Green Bay)
- **Cranberry Country** (STH 21 Bypass from Oshkosh west to I-90/94)
- **Northwoods Connection** (USH 45 from Oshkosh to USH 8)

These three regional corridors are vital to the economic health and development of the MPO and beyond.

[12] http://www.dot.wisconsin.gov/projects/state/docs/2030-chapter1.pdf. (06/26/14)

Wisconsin Rail Plan 2030 recommendations involve the following strategies outlined by WisDOT in their plan and applied to the MPO region[13] (a complete list can be found in the Freight Chapter of this LRTP):

- Assume the role of facilitator and advocate for freight between public and private interests [at the MPO level].
- Collect and analyze data to support freight planning.
- Work with railroads to ensure that appropriate rail service is provided to all shippers statewide.
- Preserve corridors for future rail use.
- Continue to preserve corridors for future transportation use.

MULTIMODAL TRANSPORTATION

Bicycle and Pedestrian Connections

Recommendations for improved connectivity to bicycle and pedestrian modes of transportation include the following **(please refer to Chapter 10 for full recommendations)**:

- Look into broader regional trail connections to state trails. (i.e. Wiouwash Trail) (Long Term)

- Bicycle facility improvements (installing additional bike racks and bike-friendly infrastructure).

- Intersection enhancements for pedestrians (marked cross walks/pavements, accessible pedestrian signals, sharrows, pedestrian refuge islands, paved shoulders, etc.).

- Utilize the *Fox Cities-Oshkosh Regional Bicycle/Pedestrian Plan* (2014) as a guide for short and long term integration of the bike and pedestrian networks within both MPO regions.

    - **Infrastructure related work/projects recommendations:** Limit abrupt transitions in the network.

        - Connect neighborhoods to retail/commercial centers and linking multiple types of infrastructure is essential to establishing a network for a multitude of users.
        - Consider all types of road users.
        - Provide different types of facilities to suite the strengths and special needs of potential users regardless of age, gender and physical activity.

[13] http://www.dot.state.wi.us/projects/state/docs/railplan-chapter5.pdf. (06/26/14)

- **Non-Infrastructure recommendations:** Implementation of the 5E's (Education, Encouragement, Enforcement, Engineering and Evaluation)

    - **Education:** Encompasses efforts to teach, train and facilitate discussion regarding safe driving, cycling and walking skills and techniques and is an important role of raising awareness of multiple road users.
    - **Encouragement:** Activities such as those that motivate people to choose walking or biking to make trips rather than driving a car. Often times, these activities are coordinated for broad impacts across municipal boundaries.
    - **Enforcement:** Identifies the needed cooperation of law enforcement officials, legislative bodies and judicial systems to insure equitable application of the law, respecting the right and responsibilities of motorists, cyclists and pedestrians alike.
    - **Engineering:** Refers to any physical improvement intended to enhance the safety of cyclists and pedestrians.
    - **Evaluation:** Refers to data collection and methods of analysis used to identify proper use and provide justification for future developments and programs.

SAFE ROUTES TO SCHOOL (SRTS) PROGRAMS

Recommendations for the Oshkosh School District include:

- participate in area SRTS Programs (Short Term);
- bus schedule training at schools in connection with Safe Routes to School programs, the police department, bicycle rodeos, and other safety efforts (Short Term); and
- promote, maintain and increase student/parent participation for the Walking School Bus Program (as part of the larger SRTS Program) - as of spring 2014 there were 2 schools with 100 students participating (ECWRPC data) (Short Term).

TRANSIT

Planning and Policy

Planning and policy recommendations include:

- further examination and implementation of a Regional Transit Authority (RTA);
- utilize state-county coordination plans;
- policy recommendations (Complete Streets, Transit Oriented Development, Smart Growth, infill, compact development, new urbanism, etc.);
- expanded involvement in land use planning and development efforts to curb sprawl and facilitate transit oriented development patterns, but continue to maintain extensive service in downtown Oshkosh and other central business districts where the densities are higher;
- continue to participate in security/evacuation plans;
- reduce service where boarding and alighting counts are low to nonexistent and utilize those resources elsewhere;

- conduct a cost-benefit analysis of operating paratransit in-house; and
- initiate service discussions with the Town of Algoma.

Marketing and Education

The following marketing and education-related recommendations are proposed:

- target potential teen users that choose not to get a driver's license due to increasing costs of vehicle operation and maintenance;
- invest/market more heavily in the notion that GO Transit is an affordable alternative to commuting;
- invest/market more heavily to a vast market of residents not aware of GO Transit;
- continue to pursue feasible marketing partnerships with other agencies and organizations;
- expand discussions with major employers to subsidize transit cost for employees; and
- participate in area health and wellness fairs.

Image

Recommendations to increase GO Transit's image include:

- Continue to enhance the public image/perception of the Downtown Transit Center.
- Enhance the public image/perception of public transportation throughout the region by expanding education and outreach efforts particularly to groups not aware of GO Transit. Future marketing efforts should also focus on the notion that the bus system is alternative to commuting by vehicle.
- Increase staffing presence at the Downtown Transit Center (staff, community leaders, police, etc.).
- Reexamine the carry-on policy to have more flexibility for the consumer.
- Expand direct marketing/information/promotions to increase awareness of Oshkosh Transit.
- Show the cost savings in using transit versus the automobile.
- Approach UW-Oshkosh to inquire about working with marketing students/classes for marketing projects and programs.
- Targeted marketing campaigns for students, commuters, etc.
- Market positive and unique aspects of GO Transit service.
- Periodically conduct market research of targeted groups (students, area employers and their employees, etc.) throughout the community and determine their attitudes toward GO Transit and their potential usage of GO Transit in the future.
- Continued use of social media.
- Bus Buddy Training in coordination with Making the Ride Happen, especially during UW-Oshkosh student orientation.
- Expand training for drivers (customer service/courtesy/wheelchair tie-downs, etc.).
- Develop a more formalized system to receive and process rider/stakeholder feedback.

Multimodal (Bicycle and Pedestrian) Connections with Transit

Recommendations for improved connectivity to bicycle and pedestrian modes of transportation include:

- bike rack/bus schedule training at schools in connection with the Safe Routes to School Program – coordination with other safety efforts (i.e. police departments and bike rodeos); and
- increased access to bicycle and pedestrian facilities for better utilization of the bike racks.

Fixed Route Service Enhancement Recommendations

- Consider extending evening service (6PM to 10PM)
- Consideration of expanded special events routes (i.e. Waterfest/Sawdust Days/EAA/Tour of Christmas Lights/Country USA/Rock USA)

Passes and Fare Recommendations

- New student fare structures/student ID/bus pass program with Oshkosh Public Schools
- Incentive programs with local employers for employee usage of transit
- Senior/disabled discounted punch pass
- Improvement of fare collection
- Joint promotions with retail commercial areas located along bus routes
- Frequent user discounts/reward program/daily specials aside from discounted passes
- Examine online ticket printing
- Improve transfer ticketing system
- Targeted distribution of free ride tickets to introduce new markets to transit, i.e. free bus pass/tickets incentive program in cooperation with bike stores when a bicycle is purchased

Equipment and Facility Recommendations

- Enhanced accessibility at bus stops:
    - Maintain a hard/stable service like a concrete pad at all curbside stops
    - Ensure that an accessible path leads to each curbside stop
    - Eliminate any barriers/obstructions that may inhibit accessibility/safety
    - Address accessibility of bus stops in any new/reconstruction project
    - Increase bus drivers' identification of stops with accessibility concerns
    - Enhance communications with residents, businesses, advocacy groups, public works, elected officials, and other stakeholders, etc. about the need to maintain bus stops, especially in the winter to increase accessibility
- More shelters/benches at high traffic stops
- Continued improvement of bus stop signage along all routes

- Work with community groups/business/schools/etc. to enhance the beautification of areas around benches and shelters/adopt a shelter or bench program for maintenance/snow removal

Technology Recommendations

- Expansion of Intelligent Transportation Systems (ITS) such as:
    - global positioning systems (GPS) on buses;
    - cell phone technology with real-time updates (GPS is needed on the buses); and
    - wireless internet on buses.

- Continue to utilize the transit model maintained by the East Central Wisconsin Regional Planning Commission.

MISCELLANEOUS RECOMMENDATIONS

Recommendations regarding implementing additional strategies involve:

- Encouragement and education of programs like WisDOT's Rideshare and the use of bicycle/pedestrian facilities.

- Capacity improvements of area roadways (where necessary and practical).

- Access management (through traffic calming/traffic devices and engineering designs).

- Preservation of existing system/network of the local roads system.

- Preservation (utilizing PASER for local roads and PCI for regional state highways).

- Railroads and bridges (emergency management/preparedness plans) for rerouting traffic in case of emergencies.

- Road design improvements that make safety a priority (may also include/incorporate road diets, additional turn lanes at intersections, improve system user's sight lines).

- Consider work policies such as alternative work schedules, compressed work week and flexible working hours as strategies to alleviate peak morning/afternoon rush hour traffic.

- **Wittman Regional Airport Business Park:** The City of Oshkosh, Winnebago County and Wittman Regional Airport broke ground (September 2014) on the development of a 80 acre parcel of land south of Ripple Avenue on the east side of the airport for future aviation business development.[14] MPO staff support these efforts for future aviation development and will work with all interested parties to increase collaboration and economic development for the region over the long term future. A recent report titled *Aerospace Cluster Study Oshkosh Region Defense Industry Diversification Initiative* mentions the possible outreach to both the Fond du Lac and Outagamie County Airports

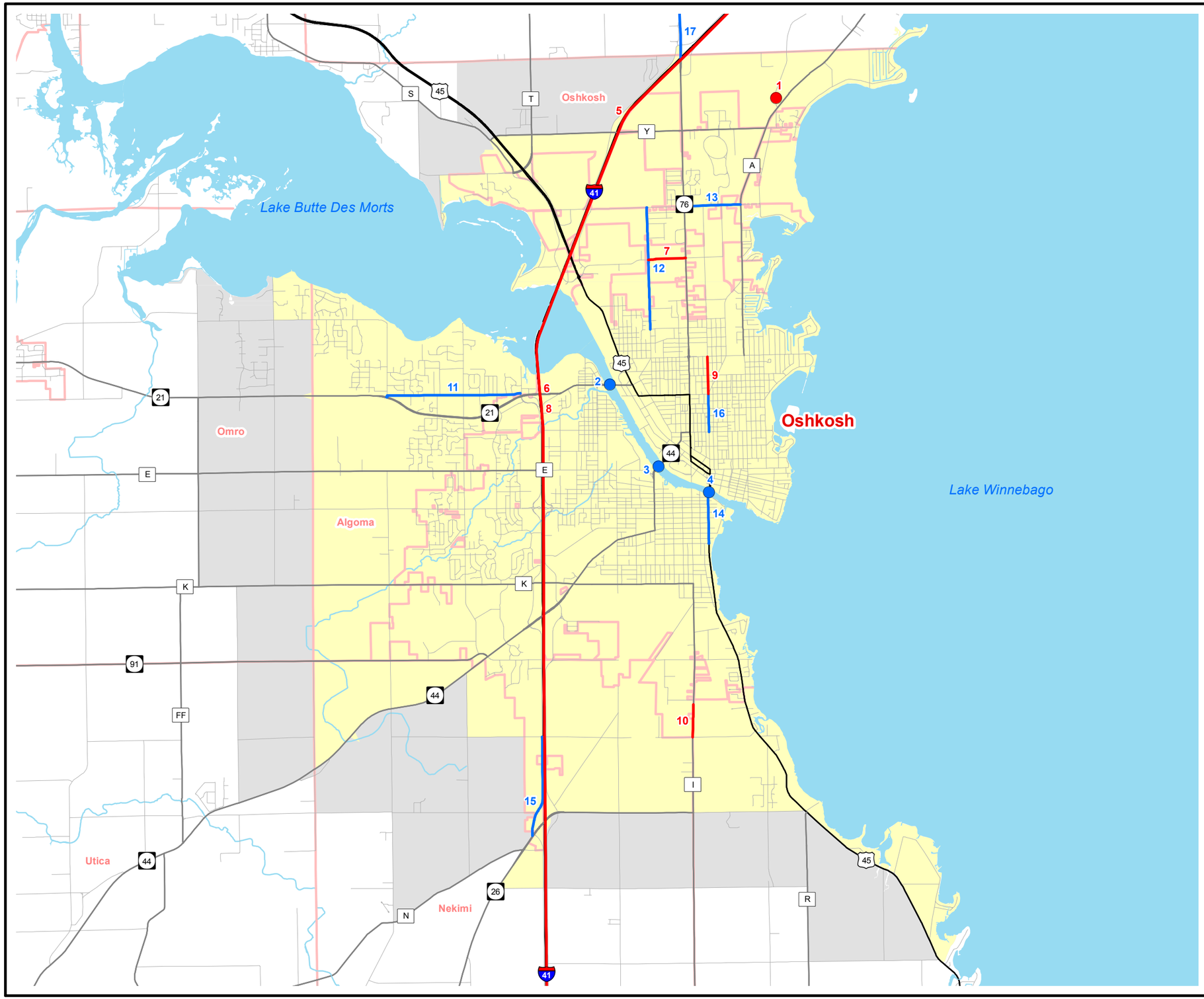
[14] http://www.wittmanairport.com/business-development. (9/9/14)

to engage in further regional aviation business park collaboration[15]. This study will be separated into two phases: phase 1 involves the development of "potential, targeted and validated niche [aviation related] clusters, matching the strengths and weaknesses of the airports and of the central Wisconsin region;[16] phase 2 will center on the creation of an industry-lead Steering Committee "formed of regional, national, and international manufacturers, financial groups, academia and regional stakeholders"[17]. The future Steering Committee will work to start the business plan for the aviation business park and work with the initial momentum created by the cluster study.

- MPO staff will continue to work with local municipalities to develop and maintain more efficient ways to monitor inventories (i.e. road maintenance inventories such as PASER and sign inventories); this could also include assisting local municipalities with collecting field data if requested by local municipalities.

[15] http://www.thenorthwestern.com/story/news/local/2014/09/04/oshkosh-region-gets-defense-grant/15092801/. (9/9/14)
[16] Aerospace Cluster Study, page 5 (Methodology Section). (09/15/14)
[17] Ibid, page 5 (Methodology Section). (09/15/14)

Map 14-1
Oshkosh MPO
Recommended Projects



- (1) Short Range Projects
- (1) Illustrative Projects
- (1) Short Range Projects
- (1) Illustrative Projects
- Municipal Boundary
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Area Boundary

N
W E
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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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East Central Wisconsin Regional Planning Commission
ECWRPC

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CHAPTER 15

ENVIRONMENTAL JUSTICE

CHAPTER 15 – ENVIRONMENTAL JUSTICE

TABLE OF CONTENTS

Introduction 15-1
Transportation Improvement Program 15-2
- Distribution of Minority Populations 15-2
- Distribution of Hispanic/Latino Population 15-2
- Distribution of Population in Poverty 15-2
- Distribution of Households Making Less Than $25,000 a Year 15-2
- Language Spoken at Home 15-3
- Distribution of Households Making More Than $100,000 a Year 15-3
- Key Destinations 15-3
- Distribution of Households with No Car 15-3
- Distribution of Households with One or More Cars 15-3

Economic Impacts 15-4
Social Impacts 15-4

MAPS

Map 15-1: 2010 Distribution of Minority Populations 15-5
Map 15-2: 2010 Distribution of Hispanic or Latino Population 15-7
Map 15-3: 2010 Distribution of Population in Poverty 15-9
Map 15-4: 2012 Household Income Making Less Than $25,000 15-11
Map 15-5: Language Spoken at Home 15-13
Map 15-6: 2012 Household Income More Than $100,000 per Year 15-15
Map 15-7: Key Destinations Oshkosh Transit 15-17
Map 15-8: 2010 Distribution of Households with No Cars 15-19
Map 15-9: 2010 Distribution of Households with 1+ Cars 15-21

CHAPTER 15: ENVIRONMENTAL JUSTICE

INTRODUCTION

Executive Order 12898, signed into law by the President on February 11, 1994, directs each federal agency to make environmental justice part of its mission. This is done by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations to the greatest extent practicable and permitted by law.[1] Executive Order 12898 supports prior legislation such as the Title VI of the Civil Rights Act of 1964 and anti-discriminatory laws such as the Americans with Disabilities Act to name a few.[2]

As the MPO is a direct recipient of federal funding via WisDOT and FHWA/FTA, the MPO's actions and decisions are directed by WisDOT's principles of environmental justice, which include the following[3]:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

- To prevent the denial of, reduction of or significant delay in the receipt of benefits by minority and low-income populations.

Efforts were made to include all individuals within the planning process. Public information meetings were held during all phases of the planning process. Advertisements were published in the local newspaper prior to these meetings. Notices were distributed via mail and e-mail to various committees, organizations, and agencies throughout the planning process for distribution to as many individuals as possible. Locations of public information meetings were crucial in the public involvement process. All meeting locations were selected to include easy access for all individuals, especially transit and alternative mode users, as well as facilities which catered to the mobility needs of the disabled *(UPDATE)*. Various planning documents, including the draft of this plan were open for public comment. An online survey was created to gather input on the long-range planning process and was made available to the MPO committees and posted on the Fox Cities-Oshkosh MPOs website and ECWRPC's website. It was also sent to the regional municipal clerks to share for distribution.

Staff worked with an organization called Mindmixer, which is a social media/online communications consultant. Mindmixer helped staff to develop additional outreach techniques (such as posting general topics/questions about future regional development) to reach a broader range of individuals. For those interested, more information about Mindmixer can be found by accessing the following link: http://www.mindmixer.com/. ECWRPC's official Mindmixer page can be found by accessing the following link: http://ecwrpc.mindmixer.com/.

[1] http://www.dot.wisconsin.gov/business/engrserv/environment/envareas/ej/index.htm. (07/02/14)
[2] Ibid. (07/02/14)
[3] Ibid. (07/02/14)

Two goals of the Oshkosh MPO as identified in the Vision, Goals and Objectives Chapter of this plan, specifically call out the need to create a transportation system that meets the needs of all residents and are included below:

- **Maximum system effectiveness for all residents.** Consider the capabilities and transportation preferences of all users and determine the relative effectiveness of various system alternatives.

- **Environmental Justice.** Ensure that access to transportation systems and the transportation planning process is available to all individuals, regardless of race or socioeconomic status.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Distribution of Minority Populations

Map 15-1 provides an overview of the distribution of minority populations by census tracts (as defined by the Census-American Community Survey 5-year estimates 2008-2012, Table P1). Minority population was calculated by finding the difference in total population to white only population. This map shows that minority populations are found in the northern portions of the Oshkosh MPO (north of the Fox River), ranging from 551-1,350 in population.

Distribution of Hispanic/Latino Population

Map 15-2 displays the distribution of Hispanic/Latino populations by census tracts within the MPO. The data was provided by the Census-American Community Survey 5-year estimates 2008-2012, Table S1701. The highest concentration of Hispanic/Latino populations by census tracts within the MPO range from approximately 251-450 people and are located in the western portions of MPO (near Omro). This spatial distribution may be explained by an influx of farm workers/farmhands to farms in this area. More research should be pursued to verify this potential trend.

Distribution of Population in Poverty

Map 15-3 displays the population in poverty by census tracts as defined by the Census-American Community Survey 5-year estimates 2008-2012, Table S1701. Census uses poverty thresholds established by the Office of Management and Budget. These set dollar value thresholds vary based upon family size and composition to determine poverty status.[4] The highest classed data ranges from 1,101-2,400 people. Populations of poverty are centered in the downtown of the City of Oshkosh and adjacent census tracts of the downtown.

Distribution of Households Making Less Than $25,000 a Year

Map 15-4 displays the number of households within the MPO making less than $25,000 by census tracts as defined by the Census-American Community Survey 5-year estimates 2008-2012, Table B19001. The highest classed data ranges from 776-1,350 people. Populations

[4] http://www.census.gov/hhes/www/poverty/poverty-cal-in-acs.pdf. (08/26/14)

making less than $25,000 are concentrated in the City of Oshkosh (central) and near west (portions of the Town of Algoma).

Language Spoken at Home

Map 15-5 displays the population by census tracts which "speaks English less than very well". The data is provided by the Census-American Community Survey 5-year estimates 2008-2012, Table DP02. The highest classed data ranges from 301-525 people and is concentrated within the City of Oshkosh, south of Highway 21 and north of the Fox River near the USH 45 corridor connecting to USH 41. Additionally, the Towns of Omro and Utica have segments of the population which speak English less than very well.

Distribution of Households Making More Than $100,000 a Year

Map 15-6 displays the population by census tracts making more than $100,000 a year. The data is provided by the Census-American Community Survey 5-year estimates 2008-2012, Table S1701. The highest classed data ranges from 551-1200 people and generally clustered in the City of Oshkosh (near Menominee Park west to Bowen Street) and portions of the city west of USH 41 adjacent to the Town of Algoma. Portions of the Towns of Algoma, Black Wolf, Nekimi and Utica also have significant distribution of populations making more than $100,000.

Key Destinations

Map 15-7 displays important destinations such as school locations, healthcare centers, grocery stores and multi-unit housing and their relationship to the local transportation system routes. The majority of key destinations are well served by the current transit routes and the majority of destinations are well positioned with the quarter mile buffer zone of the transit routes. There are a few multi-home units within the MPO that are not served by transit. However, these multi-home units are mostly in more suburban-rural areas of the Oshkosh MPO (north and south of City of Oshkosh).

Distribution of Households with No Car

Map 15-8 displays the population by census tracts which have no access to a vehicle. The data is provided by the Census-American Community Survey 5-year estimates 2008-2012, Table B08141. The highest classed data ranges from 100-300 and is centered in the downtown area of the City of Oshkosh as well as adjacent census tracts immediately north and south of the Fox River corridor (probably influenced by the student populations at the University of Wisconsin-Oshkosh. Additionally, the western portions of the City of Oshkosh (west of USH 41) and portions of the Town of Algoma have segments of the population with no vehicle access.

Distribution of Households with One or More Cars

Map 15-9 displays the population by census tracts which have access to one or more vehicles. The data is provided by the Census-American Community Survey 5-year estimates 2008-2012, Table B08141. The highest classed data ranges from 3,377-5,441 and are located in the City of Oshkosh downtown and Menominee Park area. Additionally, portions of the Towns of Algoma, Black Wolf, Nekimi, Omro and Utica have significant segments of the population with one or more vehicles.

ECONOMIC IMPACTS

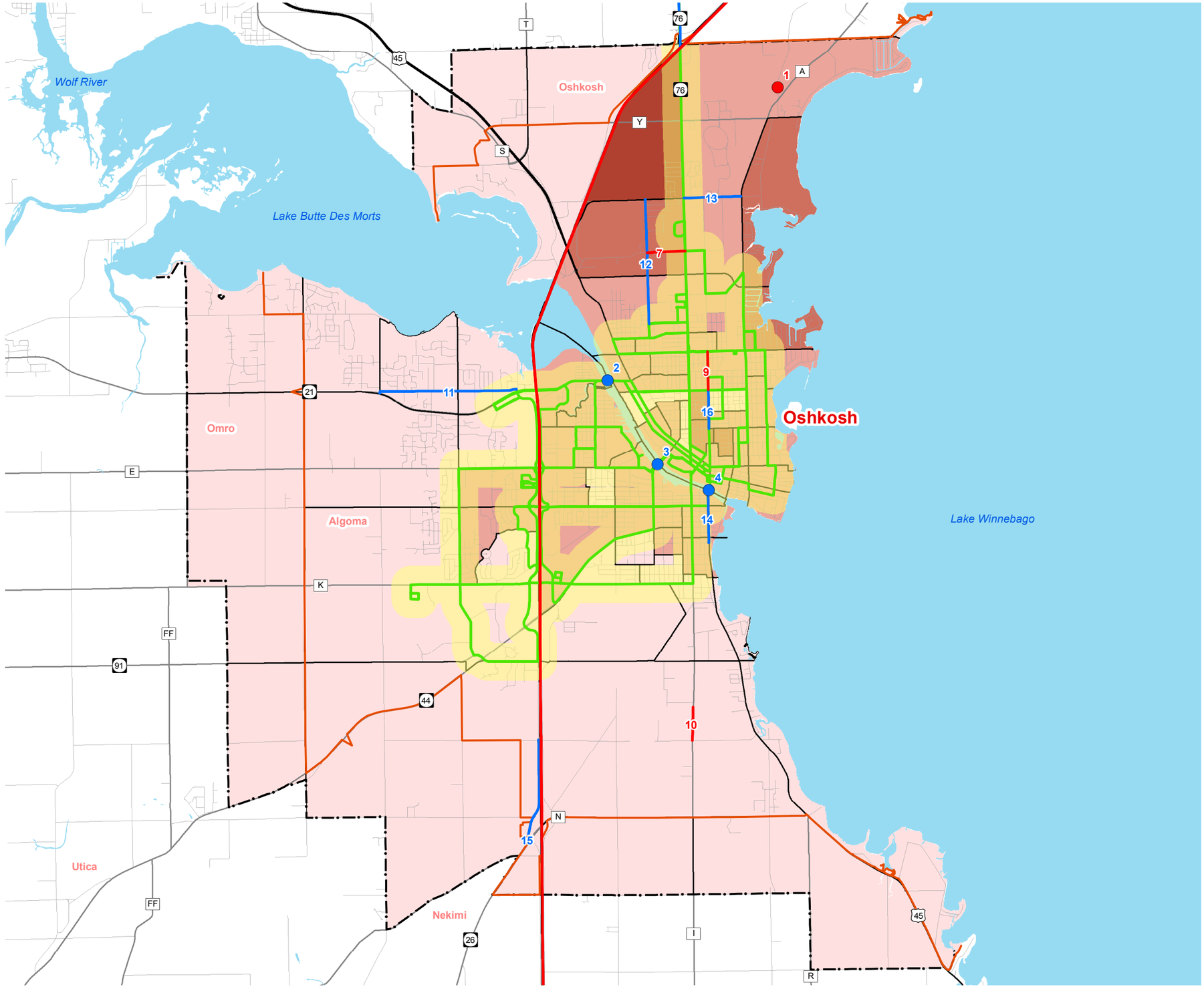
The LRTP has the potential to extend into economic and social arenas. Levels of service on roadways, multimodal opportunities, and accessibility for businesses are all issues to be considered. If levels of service on the transportation network decline during the planning period, the potential for more time spent on roadways could be significant. Additional business and personal travel time translates into increased transportation costs. However, economic incentives exist to keep business travel expenses to a minimum, and policies within the plan target the need to maintain acceptable levels of service on roadways.

Focusing on maintaining and improving existing facilities and multimodal opportunities will provide benefits to businesses and residents. The plan identifies policies, which if enacted, would ensure that appropriate types and levels of multimodal transportation services are provided to the area. Additionally, maintaining and/or improving transportation facilities will enable the transportation system to continue to provide adequate accessibility to agricultural supplies and markets. An integrated transportation system combining different modes, including rail and trucking facilities, enhances the movement of goods and services. Efficiently routing truck traffic and providing joint terminals and delivery services would increase the accessibility of distant suppliers. Enhanced accessibility and multi-modalism will provide incentives for businesses to expand and improve the business climate to attract new businesses.

SOCIAL IMPACTS

Several objectives within the LRTP note the importance of an efficient and environmentally sound transportation network, along with efficient and environmentally sound land uses. Implementation of these objectives would improve quality of life and make the Oshkosh Urbanized Area a more attractive community. The Oshkosh Urbanized Area has substantial shoreland along Lake Winnebago, much of which is already developed. This plan includes policies such as the preservation and redevelopment of waterfront areas for greater recreational use, preserving scenic easements for viewsheds, and creating multimodal recreational opportunities, such as bicycling or walking along a redeveloped waterfront or park area. Enacting these policies would make the Oshkosh Urbanized Area a more attractive place to work, live, and play.

Map 15-1
2010 Distribution of Minority Populations - Oshkosh MPO (by census tract)



- Short Range Projects
- Illustrative Projects
- Short Range Projects
- Illustrative Projects
- Transit Routes
- Oshkosh Adjusted Urbanized Area
- Oshkosh Metropolitan Planning Organization
- 1/4 Mile Transit Buffer

Minority Population

- Less than 6%
- 6.01% - 12%
- 12.01% - 24%
- 24.01% - 56%
- Greater than 56%

N W E S

0 1 2 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table P1
Transit data provided by Fond du Lac Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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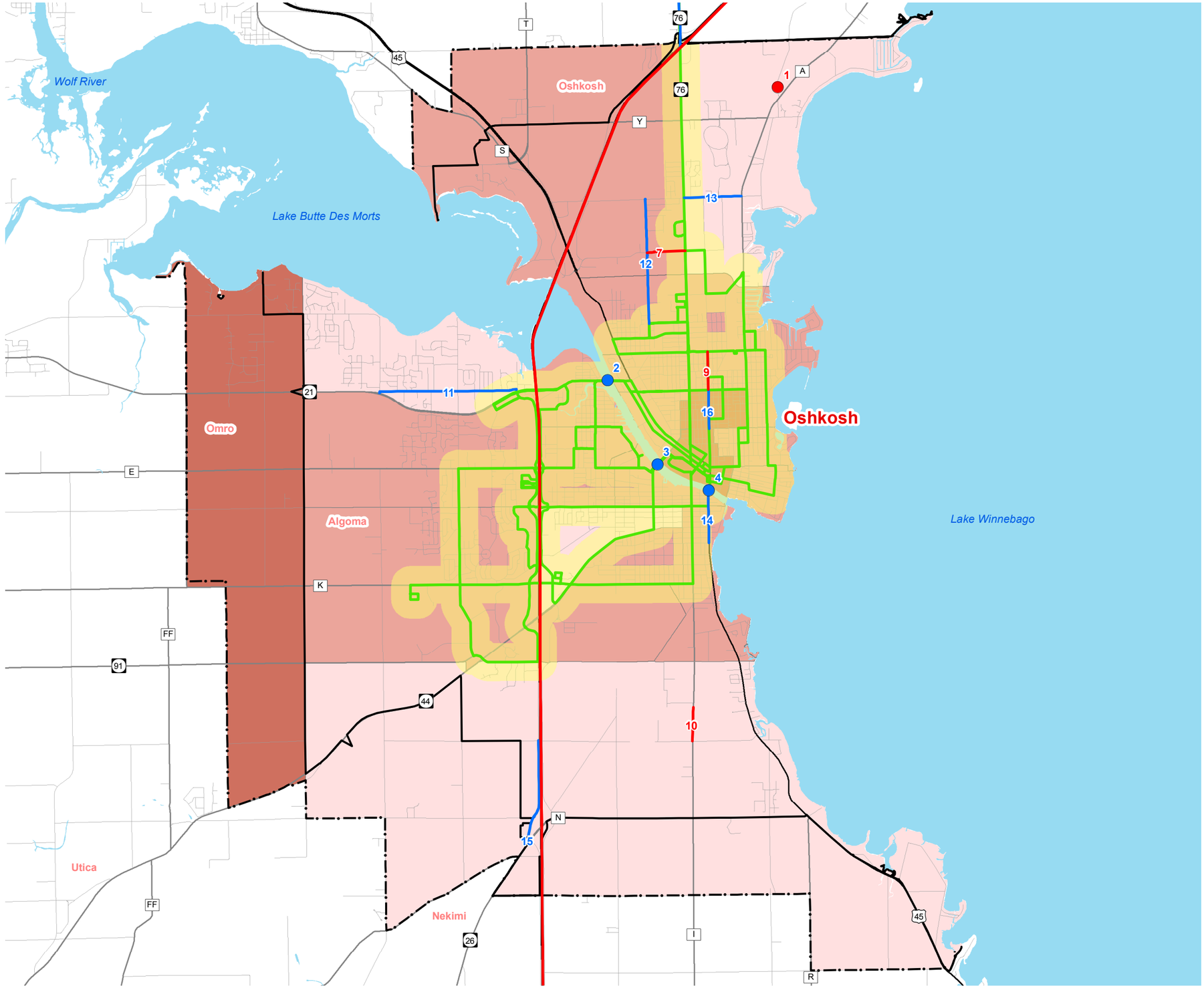
Map 15-2
2010 Distribution of Hispanic or Latino Population Oshkosh MPO (by census tract)



- Short Range Projects
- Illustrative Projects
- Short Range Projects
- Illustrative Projects
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Boundary
- Transit Routes
- 1/4 Mile Transit Buffer

Hispanic or Latino (of any ethnicity)

- 0 - 75
- 76 - 150
- 151 - 250
- 251 - 450
- 451 - 750

N W E S

0 1 2 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Fond du Lac Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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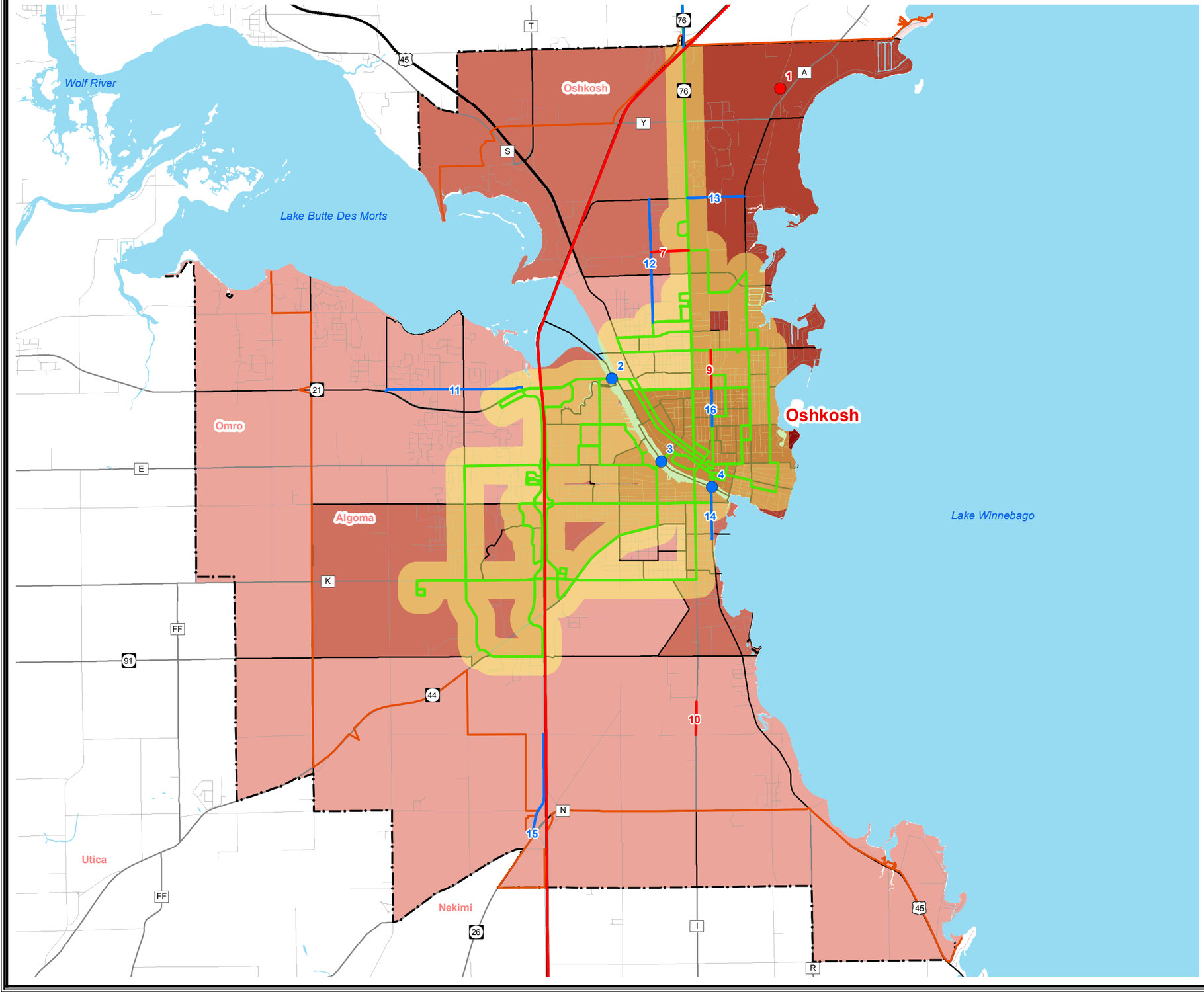
Map 15-3
2010 Distribution of Population in Poverty - Oshkosh MPO (by census tract)



- Short Range Projects
- Illustrative Projects
- Short Range Projects
- Illustrative Projects
- Transit Routes
- Oshkosh Adjusted Urbanized Area
- Oshkosh Metropolitan Planning Organization
- 1/4 Mile Transit Buffer

Population Below Poverty Level

- Less than 7%
- 7.01% - 17%
- 17.01% - 27%
- 27.01% - 50%
- Greater than 50%

N W E S

0 1 2 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Fond du Lac Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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ECWRPC

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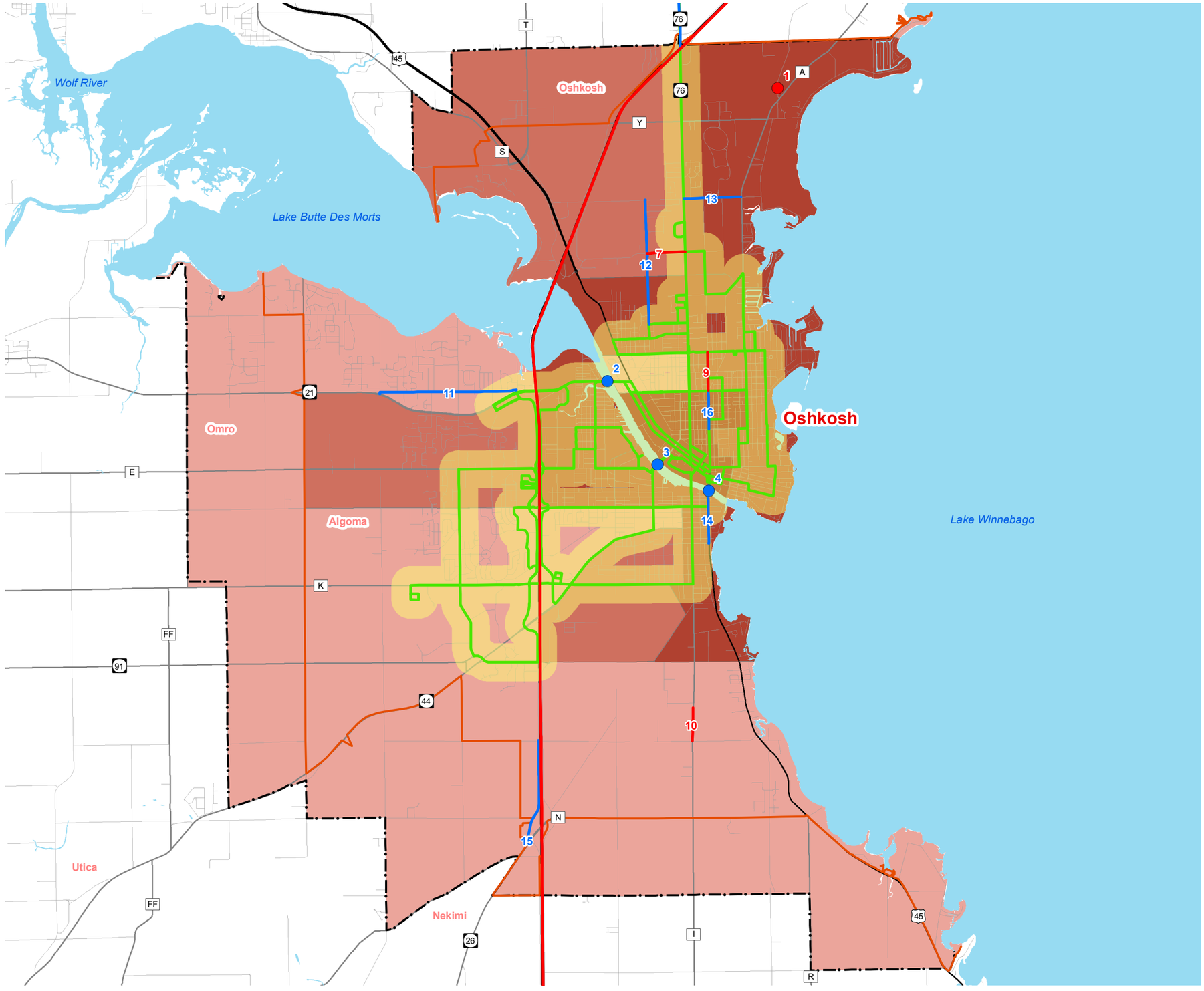
Map 15-4
2012 Household Income Making Less Than $25,000 Oshkosh MPO (by census tract)



Short Range Projects

Illustrative Projects

Short Range Projects

Illustrative Projects

Oshkosh Adjusted Urbanized Area

Oshkosh Planning Boundary

Transit Routes

1/4 Mile Transit Buffer

Population making less than $25,000 per year

Less than 14%

14.01% - 22%

22.01% - 31%

31.01% - 44%

Greater than 44%

N W E S

0 1 2 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table B19001
Transit data provided by Fond du Lac Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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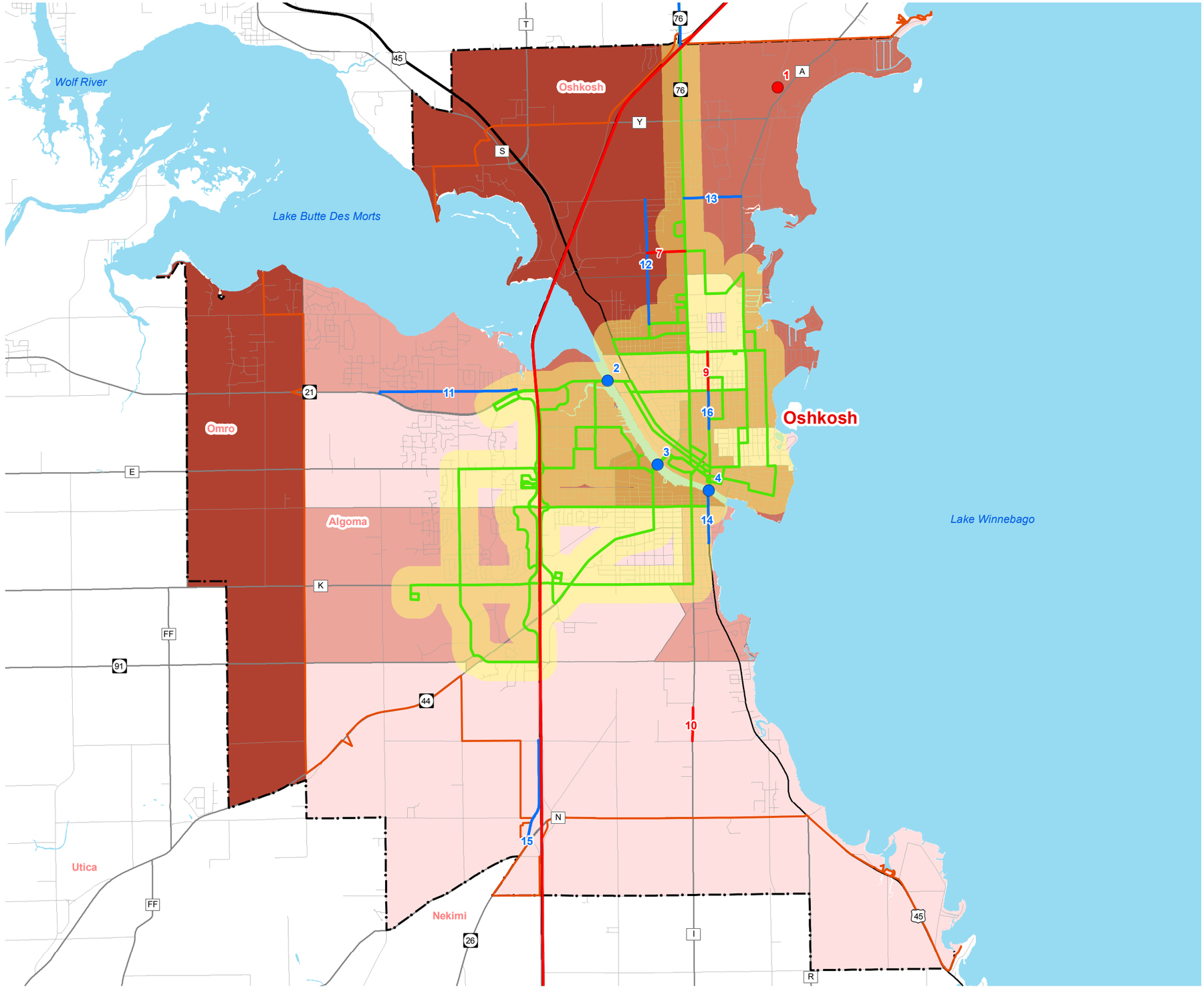
TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\Census_EnvJus\NewEnvironmentalJustice\Map_15_4_25k.mxd

Map 15-5
Language Spoken at Home - Oshkosh MPO (by census tract)



- Short Range Projects
- Illustrative Projects
- Short Range Projects
- Illustrative Projects
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Boundary
- Transit Routes
- 1/4 Mile Transit Buffer

English Speaking Population

- Less than 2%
- 2.01% - 4%
- 4.01% - 8%
- 8.01% - 14%
- More than 14%

N W E S

0 1 2 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table DP02
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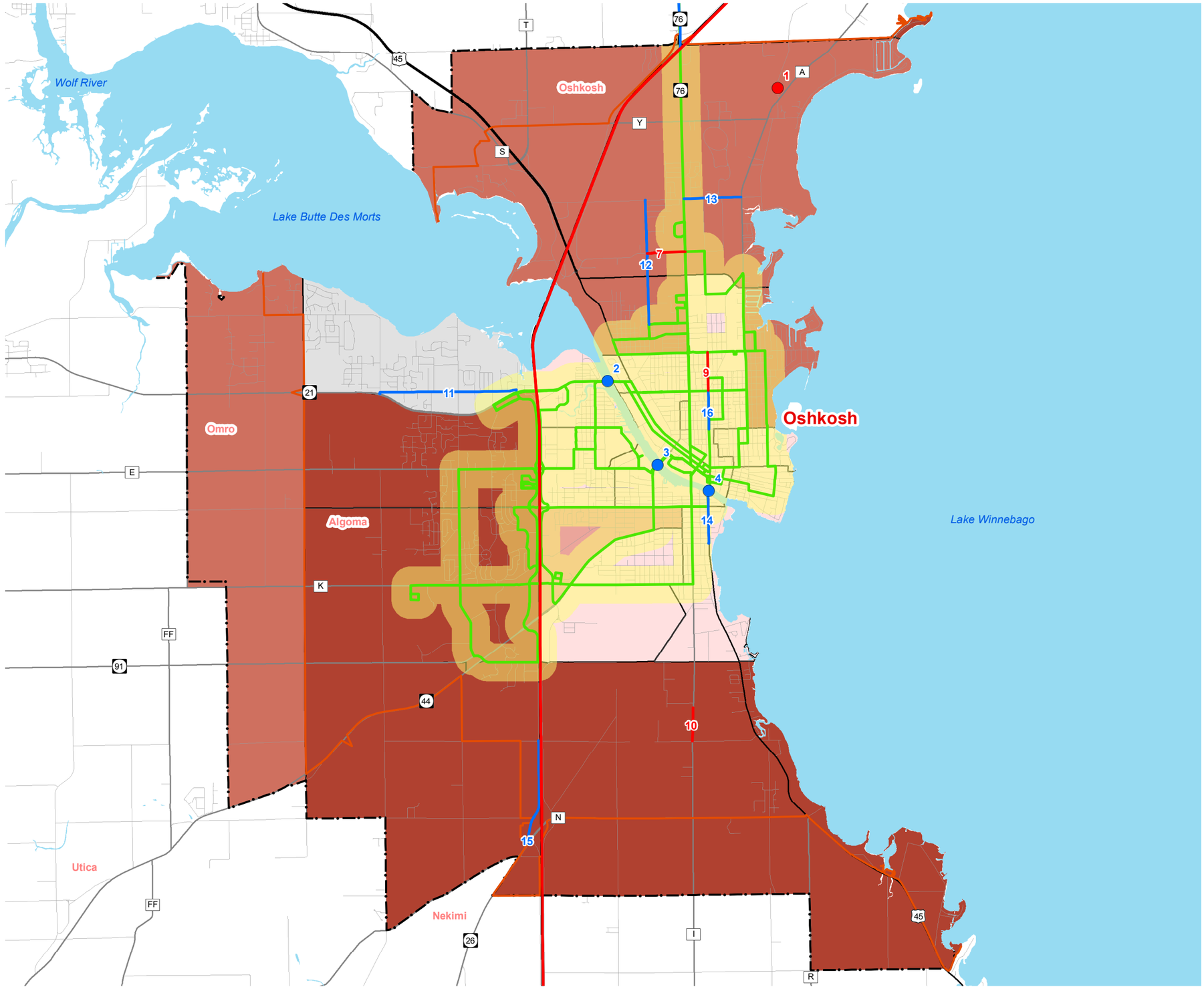
Map 15-6
2012 Household Income More Than $100,000 per Year Oshkosh MPO (by census tract)



- Short Range Projects
- Illustrative Projects
- Short Range Projects
- Illustrative Projects
- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Boundary
- Transit Routes
- 1/4 Mile Transit Buffer

Population Making More than $100,000

- Less than 10%
- 10.01% - 15%
- 15.01% - 22%
- 22.01% - 33%
- More than 33%

N W E S

0 1 2 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Fond du Lac Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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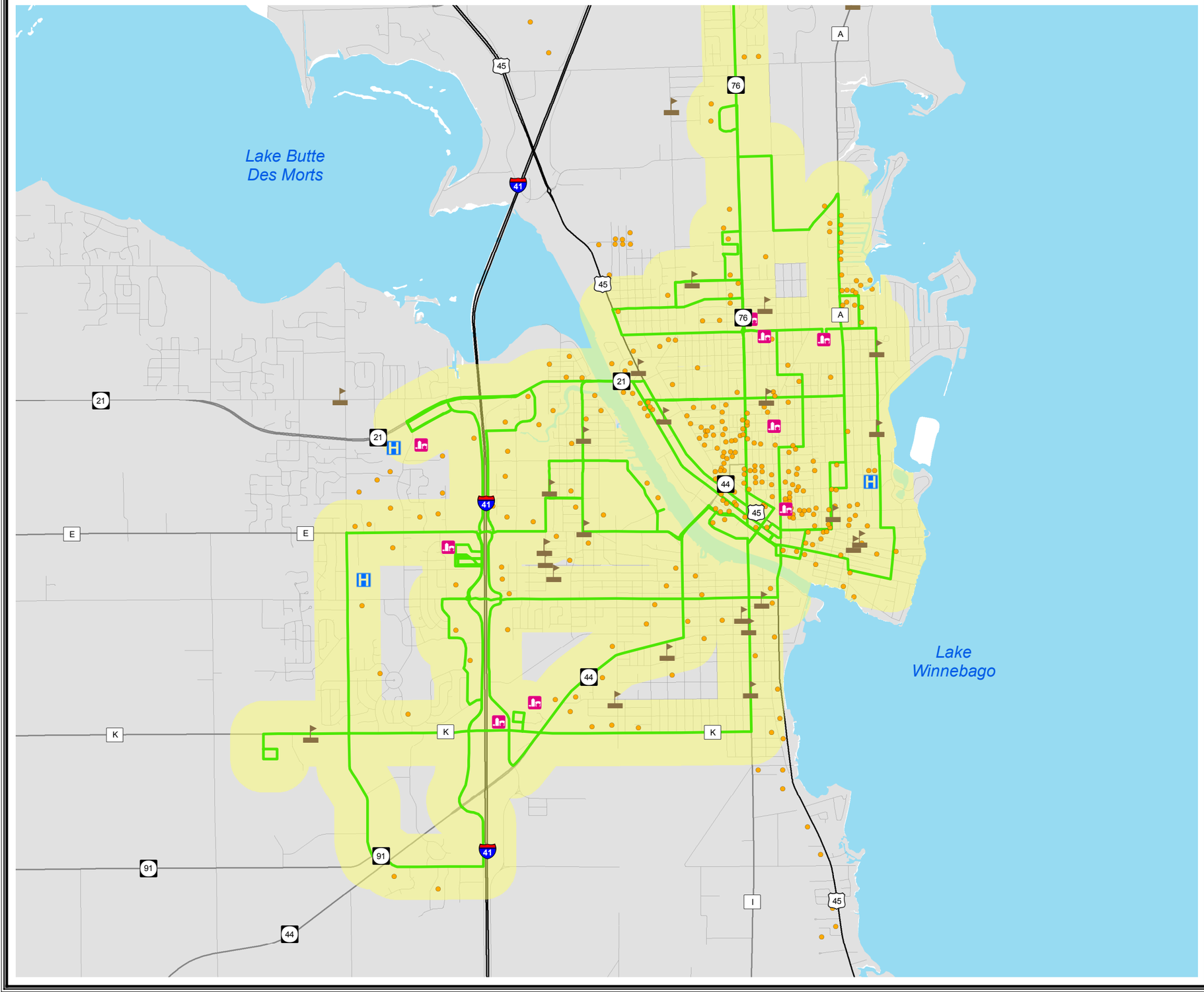
Map 15-7
Key Destinations
Oshkosh MPO
Oshkosh Transit



- Hospitals
- Schools
- Grocery Stores
- Multi-Home Unit
- Transit Routes
- 1/4 Mile Transit Buffer
- Oshkosh Planning Area Boundary

N
W E
S

0 0.5 1 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table DP02
Transit data provided by Fond du Lac Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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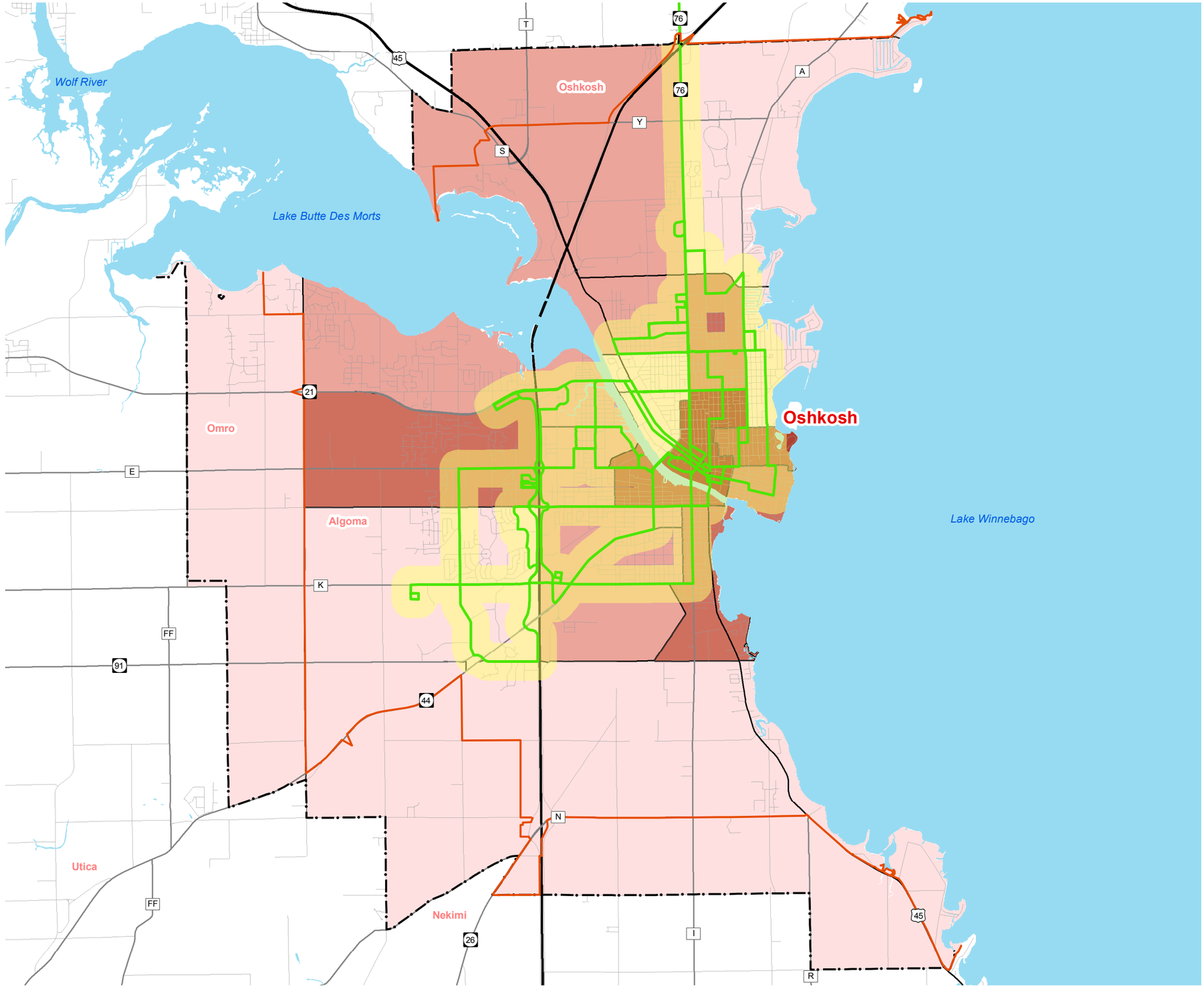
Map 15-8
2010 Distribution of Households with No Cars - Oshkosh MPO (by census tract)



- Oshkosh Adjusted Urbanized Area
- Oshkosh Planning Boundary
- Transit Routes
- 1/4 Mile Transit Buffer

Population with no Access to a Car

- Less than 1%
- 1.01% - 3%
- 3.01% - 5%
- 5.01% - 8%
- Greater than 8%

N W E S

0 1 2 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Fond du Lac Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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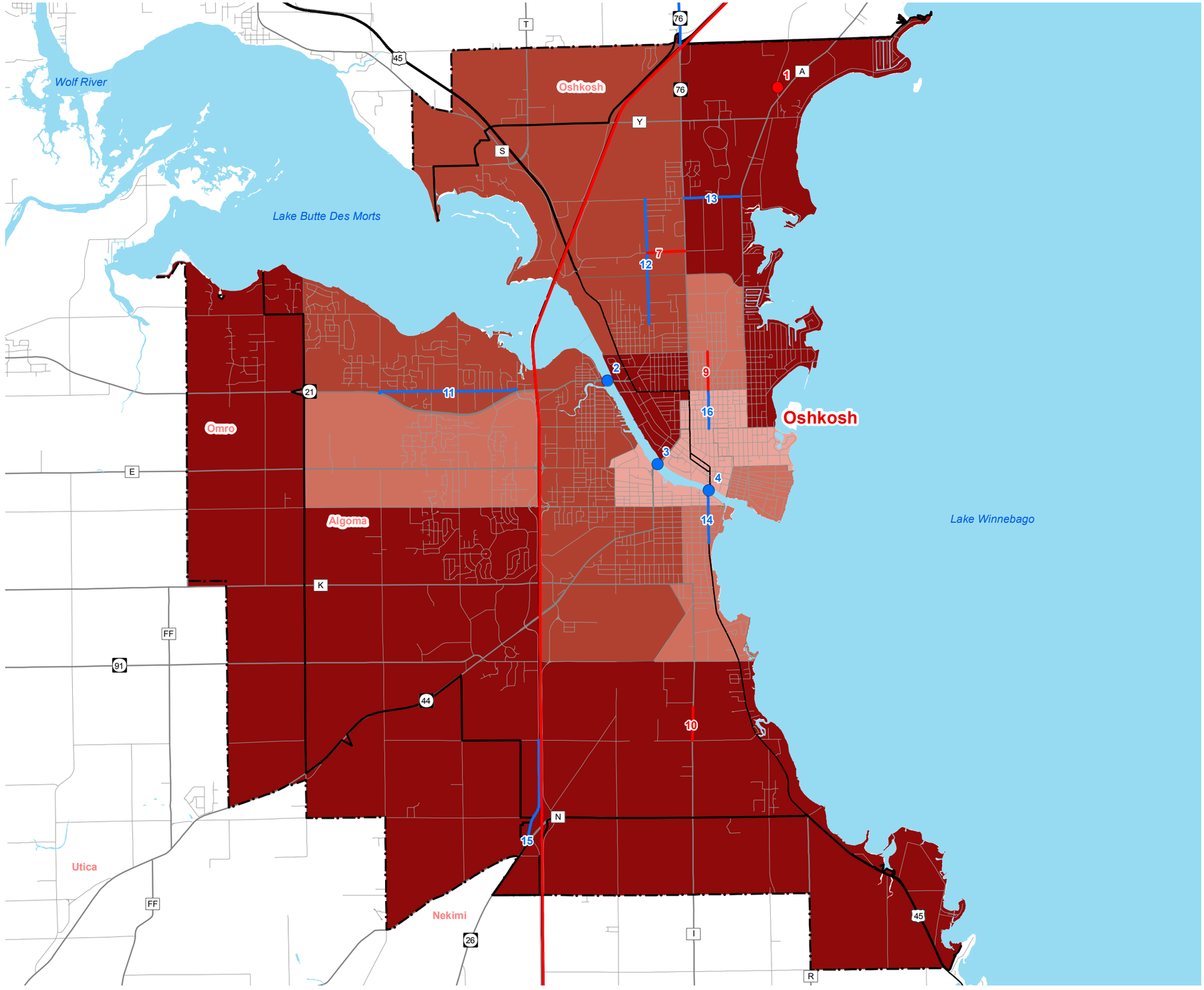
Map 15-9
2010 Distribution of Households with 1+ Cars - Oshkosh MPO (by census tract)



Short Range Projects

Illustrative Projects

Short Range Projects

Illustrative Projects

Oshkosh Adjusted Urbanized Area

Oshkosh Planning Boundary

Transit Routes

1/4 Mile Transit Buffer

Car / Total

- Less than 85%
- 85.01% - 94%
- 94.01% - 97%
- 97.01% - 99%
- Greater than 99%

N W E S

0 1 2 Miles

Source: Base data provided by ECWRPC counties.
2008-2012 American Community Survey 5-year Estimates, Table S1701
Transit data provided by Fond du Lac Transit and ECWRPC 2014
TIP data provided by WisDOT and ECWRPC 2014

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CHAPTER 16

ENVIRONMENTAL MITIGATION

CHAPTER 16 – ENVIRONMENTAL MITIGATION

TABLE OF CONTENTS

Introduction 16-1
Policy Content 16-3
- Federal 16-3
- National Organizations 16-4
- State 16-6
- Local 16-8

Environmental Features 16-13
- Climate Change/Long-Term Weather Patterns 16-14
- Geographic and Topography (Scenic Resources) 16-14
  - Steep Slopes 16-15
- Geologic Features and Farmland Resources 16-15
  - Metallic and Non-Metallic Mineral Resources 16-15
  - Soil Suitability for Sand and Gravel 16-15
  - Existing Non-Metallic Quarry Sites 16-15
  - Bedrock 16-16
- Farmland Resources 16-16
- Water Resources 16-17
  - Groundwater 16-18
  - Groundwater Contamination Susceptibility 16-18
  - Groundwater Quality 16-19
  - Wellhead Protection Areas 16-19
  - Watersheds and Drainage 16-20
  - Lakes and Ponds 16-21
  - Rivers and Streams 16-23
  - Designated Trout Streams 16-24
  - Outstanding Resource Waters or Exceptional Water Resources 16-24
  - Wetlands 16-25
  - Floodplains 16-26
  - Hazardous and Contaminated Sites 16-27
- Wildlife Resources 16-28
  - Wildlife Habitat 16-28
  - Woodlands 16-28
  - Rare, Threatened and Endangered Species and Natural Communities 16-29
- Parks, Open Space and Recreational Resources 16-31
  - Mitigation Issues and System Level Mitigation Measures 16-31
- Wisconsin Department of Natural Resources (WDNR) and Public Lands 16-31
- Open Space 16-32
  - Recreational Trails 16-32
- Heritage Routes and Rustic Roads 16-33
  - Heritage Routes 16-33
  - Rustic Roads 16-33
  - Mitigation Issues and System Level Mitigation Measures 16-34
- Environmental Corridors 16-34
  - Mitigation Issues and System Level Mitigation Measures 16-34
- Natural Areas/County and Local Parks/Nature Centers 16-34

County Facilities....16-34
Recreation Facilities....16-37
Mitigation Issues and System Level Mitigation Measures....16-38
Air Quality....16-38
Mitigation Issues and System Level Mitigation Measures....16-40
Cultural Resources....16-40
State and National Register of Historic Places....16-41
Locally Significant Historic Places....16-42
Architecture and History Inventory (AHI)....16-43
Mitigation Issues and System Level Mitigation Measures....16-43
Archaeological Sites Inventory (ASI)....16-43
Mitigation Issues and System Level Mitigation Measures....16-44
Wisconsin Historical Markers....16-44
Mitigation Issues and System Level Mitigation Measures....16-44
Cemeteries....16-45
Mitigation Issues and System Level Mitigation Measures....16-45
Museums, Libraries, and Other Historic and Cultural Resources....16-45
Other Historic and Cultural Resources....16-46
Mitigation Issues and System Level Mitigation Measures....16-46

TABLES

Table 16-1: Non-Metallic Quarry Sites....16-16
Table 16-2: Oshkosh MPO Hazardous and Contaminated Sites.... H-1
Table 16-3: Federally Listed Endangered, Threatened, Proposed and Candidate Species in Winnebago County....16-30
Table 16-4: Local Parks and Open Space....16-35
Table 16-5: State and County Emission Summaries, 2011....16-40
Table 16-6: Oshkosh MPO Long Range Projects and Environmental/Cultural Features....16-47

MAPS

Map 16-1: Oshkosh MPO Geographic/Geologic Features and Farmland Resources....16-49
Map 16-1: Inset A - Oshkosh MPO Geographic/Geologic Features and Farmland Resources....16-51
Map 16-1: Inset B - Oshkosh MPO Geographic/Geologic Features and Farmland Resources....16-53
Map 16-1: Inset C - Oshkosh MPO Geographic/Geologic Features and Farmland Resources....16-55
Map 16-1: Inset D - Oshkosh MPO Geographic/Geologic Features and Farmland Resources....16-57
Map 16-1: Inset E - Oshkosh MPO Geographic/Geologic Features and Farmland Resources....16-59
Map 16-1: Inset F - Oshkosh MPO Geographic/Geologic Features and Farmland Resources....16-61
Map 16-2: Oshkosh MPO Groundwater Contamination Susceptibility Analysis....16-63
Map 16-3: Oshkosh MPO Water Resources....16-65
Map 16-3: Inset A - Oshkosh MPO Water Resources....16-67
Map 16-3: Inset B - Oshkosh MPO Water Resources....16-69
Map 16-3: Inset C - Oshkosh MPO Water Resources....16-71

Map 16-3: Inset D - Oshkosh MPO Water Resources 16-73
Map 16-3: Inset E - Oshkosh MPO Water Resources 16-75
Map 16-3: Inset F - Oshkosh MPO Water Resources 16-77
Map 16-4: Oshkosh MPO Wetlands and Floodplains 16-79
Map 16-4: Inset A - Oshkosh MPO Wetlands and Floodplains 16-81
Map 16-4: Inset B - Oshkosh MPO Wetlands and Floodplains 16-83
Map 16-4: Inset C - Oshkosh MPO Wetlands and Floodplains 16-85
Map 16-4: Inset D - Oshkosh MPO Wetlands and Floodplains 16-87
Map 16-4: Inset E - Oshkosh MPO Wetlands and Floodplains 16-89
Map 16-4: Inset F - Oshkosh MPO Wetlands and Floodplains 16-91
Map 16-5: Oshkosh MPO Wildlife Resources 16-93
Map 16-5: Inset A - Oshkosh MPO Wildlife Resources 16-95
Map 16-5: Inset B - Oshkosh MPO Wildlife Resources 16-97
Map 16-5: Inset C - Oshkosh MPO Wildlife Resources 16-99
Map 16-5: Inset D - Oshkosh MPO Wildlife Resources 16-101
Map 16-5: Inset E - Oshkosh MPO Wildlife Resources 16-103
Map 16-5: Inset F - Oshkosh MPO Wildlife Resources 16-105
Map 16-6: Oshkosh MPO Parks, Open Space and Recreational Resources 16-107
Map 16-6: Inset A - Oshkosh MPO Parks, Open Space and Recreational Resources 16-109
Map 16-6: Inset B - Oshkosh MPO Parks, Open Space and Recreational Resources 16-111
Map 16-6: Inset C - Oshkosh MPO Parks, Open Space and Recreational Resources 16-113
Map 16-6: Inset D - Oshkosh MPO Parks, Open Space and Recreational Resources 16-115
Map 16-6: Inset E - Oshkosh MPO Parks, Open Space and Recreational Resources 16-117
Map 16-6: Inset F - Oshkosh MPO Parks, Open Space and Recreational Resources 16-119
Map 16-7: Oshkosh MPO Cultural Features 16-121
Map 16-7: Inset A - Oshkosh MPO Cultural Features 16-123
Map 16-7: Inset B - Oshkosh MPO Cultural Features 16-125
Map 16-7: Inset C - Oshkosh MPO Cultural Features 16-127
Map 16-7: Inset D - Oshkosh MPO Cultural Features 16-129
Map 16-7: Inset E - Oshkosh MPO Cultural Features 16-131
Map 16-7: Inset F - Oshkosh MPO Cultural Features 16-133
Map 16-7: Downtown Oshkosh MPO Cultural Features 16-135

CHAPTER 16: ENVIRONMENTAL MITIGATION

INTRODUCTION

Federal law requires considering environmental mitigation activities in developing transportation plans. New consultation requirements with federal and state natural resource, and management, environmental protection and other agencies are also necessary.

Metropolitan planning regulations state in 23 CFR 450.322 (f.) (7) that the plan shall include, at minimum:

"A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs or strategies, rather than at the project level. The discussion shall be developed in consultation with federal, state and tribal land management, wildlife and regulatory agencies. The MPO may establish reasonable time frames for performing this consultation."

This chapter documents compliance with these requirements.

The ECWRPC has conducted extensive additional consultation and system level analysis of the relationship between the *Oshkosh MPO Long Range Transportation/Land Use Plan* projects and various natural features and resources. Specifically for the cultural resources portion of this chapter, staff attended a City of Oshkosh Landmarks Commission meeting on February 11, 2015 to showcase the text and maps and to gather input from the commission members. The full consultation list is located in **Appendix G**.

Environmental features and natural resources analyzed include:

- Climate Change
- Geographic and Topography (Scenic Resources)
    - Steep Slopes
    - Niagara Escarpment
- Geologic Features and Farmland Resources
    - Metallic and Non-Metallic Mineral Resources
    - Bedrock
    - Farmland
- Water Resources
    - Watersheds and Drainage
    - Lakes and Ponds
    - Rivers and Streams
    - Designated Trout Streams
    - Exceptional Water Resources
    - Wetlands
    - Floodplains
    - Groundwater
    - Wellhead Protection Areas
    - Solid and Hazardous Waste Sites

    - Leaking Underground Storage Sites (LUST)
- Wildlife Resources
    - Wildlife Habitat
    - Rare, Threatened and Endangered Species and Natural Communities
    - Woodlands
- Parks, Open Space and Recreational Resources
    - Wisconsin Department of Natural Resources and Public Lands
    - Open Space
    - Recreational Trails
    - Heritage Routes and Rustic Roads
    - Environmental Corridors
    - Natural Areas, County Parks and Nature Centers
    - Local Park and Recreation Areas
    - Proposed Facilities
- Air Quality
- Cultural Resources
    - State and National Registry of Historic Places
    - Architecture and History Inventory
    - Archaeological Sites Inventory
    - Wisconsin Historic Markers
    - Cemeteries
    - Museums, Libraries and Other Historic and Cultural Resources

The *Oshkosh MPO Long Range Transportation/Land Use Plan* includes projects that are both committed and planned. For each environmental attribute or set of attributes listed above, a GIS map was prepared showing the Oshkosh MPO Long Range Transportation/Land Use projects and the proximity to each resource featured. To clarify data, an overall map of the Oshkosh MPO showing projects and environmental features is followed by larger scale maps for each of the environmental maps that have been generated.

It should be emphasized that Oshkosh MPO's role in examining issues related to environmental mitigation is to scan system level issues – this is not a project level environmental impact document, which requires field work and specific analysis under the National Environmental Policy ACT (NEPA). Rather the planning regulations require system level or regional analysis to look at cumulative effects of all projects (not those of individual projects) from a high level – which may streamline later project level or site specific analysis to the extent they may flag or act as "an early warning system" to both transportation and resource agencies of issues which may need to be considered in later project level analysis, but more importantly, to assure that the planning and programming process as a whole considers what the long term environmental mitigation issues are for the MPO in light of future plans.

Since this high level view is the core of the MPO planning requirements (as opposed to the project level NEPA process), the legislation and regulations specifically exempt consideration of planning factors and environmental mitigation at the plan or TIP phase from judicial review. Judicial review, however, is the crux of the NEPA project level analysis, a level of analysis that the MPO has no direct role in but to review and comment like any other interested party. This is an important distinction, since this is precisely what the MPO has considered in developing the land use vision in terms of mitigating long term environmental impacts of sprawl and related transportation travel demand, as well as the future analysis contained in this chapter to look at mitigation of cumulative effects of the entire plan.

As such, this high level view may inform the NEPA process, but is quite distinctly different from it by design and intent, since project engineering design decisions are typically not known at the planning stage. However, earlier awareness of potential issues from a high level or overview may better alert implementation agencies of the need to consider issues at the project stage when the project is designed. This may include the presence or absence of historic sites, or possible locations of potential contamination areas that may require mitigation at the project stage when engineering begins, plans are being prepared and a NEPA style project level analysis is required.

POLICY CONTENT

The management and protection of natural resources is governed at many levels: federal, state, regional, county and local.

Federal

At the federal level, several major provisions have been developed to protect our natural resources. Along with other threats to our air, water, forests, deserts, and mountains; transportation projects are required to meet a long list of environmental requirements. In addition, proposed construction projects may involve the need for permits in several areas. A few of these polices are highlighted below:

- The **National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. 4332**, as amended. This act directs all federal agencies to assess the environmental impacts of proposed major federal actions.

- The ***Clean Water Act (CWA-1972)*** establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters.[1] The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained.

    - ***CWA Section 402*** establishes the NPDES permit program to regulate point source discharges of pollutants into waters of the United States.[2] It requires a National Pollutant Discharge Elimination System Storm Water discharge permit for construction projects which involve land clearing of five acres or greater. Permit application requirements include the name of receiving water, identification of soil erosion controls during construction and identification of measures to control pollutants in storm water discharges that occur after construction. These requirements reduce impacts on water quality during and after construction.

    - ***CWA Section 404*** establishes programs to regulate the discharge of dredged and fill materials into the waters of the United States, including wetlands.[3] This program ensures that chemical, physical, and biological integrity of these waters is protected from placements of dredged or fill materials that could permanently destroy or alter the character of these valuable resources. The Section 404

[1] http://www2.epa.gov/laws-regulations/summary-clean-water-act.
[2] http://water.epa.gov/type/oceb/habitat/cwa402.cfm.
[3] http://water.epa.gov/type/oceb/habitat/cwa404.cfm.

Program (including Section 10 waters[4]) that pertains to coastal waters in Wisconsin is administered by the U.S. Army Corps of Engineers while the portion of the program that deals with non-coastal waters is administered by the WDNR.

- ***Safe Drinking Water Act (SDW-1974)*** was passed to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells.[5]

- The ***Clean Air Act (CAA-1970)*** is the comprehensive federal law that regulates air emissions from stationary and mobile sources.[6] It ensures that transportation plans, programs and projects conform to Wisconsin's air quality implementation plans. The Clean Air Act, along with the Congestion Mitigation and Air Quality Improvement sections of ISTEA, apply to air quality non-attainment and maintenance areas. This act is allowing EPA to take steps to limit greenhouse gas pollution from large sources.[7]

- The ***Endangered Species Act (1973)*** "provides for the conservation of species that are endangered or threatened throughout all or a significant portion of their range and the conservation of the ecosystems on which they depend". It "requires federal agencies, in consultation with the U.S. Fish and Wildlife Service and/or the NOAA Fisheries Service, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat of such species".[8]

- ***Rivers and Harbors Act of 1899, Section 10*** applies to the construction of bridges, causeways, dams and dikes.[9]

- ***Executive Order 11990,*** signed by President Jimmy Carter on May 24, l977, protects wetlands.[10]

- ***National Historical Preservation Act of 1966***, ***Section 106***, as amended requires federal agencies to insure that their actions (grants, funding, permits, activities such as highway building, etc.) do not adversely affect archaeological sites in or eligible for the *National Register of Historic Places*.[11]

National Organizations

- **American Association of State Highway and Transportation Officials (AASHTO)** The FHWA has adopted the *American Association of State Highway and Transportation Officials (AASHTO) Highway Drainage Guidelines, Vol. III, "Erosion and Sediment Control in Highway Construction," 1992*. Since 1992, various updates to the guidelines have been made. For example, the 1999 edition of the Guidelines is a metric version of

[4] Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), approved 3 March 1899, prohibits the unauthorized obstruction of a navigable water of the U.S.
[5] http://water.epa.gov/lawsregs/rulesregs/sdwa/index.cfm.
[6] http://www2.epa.gov/laws-regulations/summary-clean-air-act.
[7] http://www.epa.gov/air/caa/challenges.html.
[8] http://www2.epa.gov/laws-regulations/summary-endangered-species-act.
[9] http://water.epa.gov/lawsregs/guidance/wetlands/sect10.cfm.
[10] http://water.epa.gov/lawsregs/guidance/wetlands/eo11990.cfm.
[11] http://www.cr.nps.gov/local-law/nhpa1966.htm.

the 1992 edition and contains new guidelines, Volume XI, XII, XIII and XIV, which are in metric format. The 2007 edition contains both metric and U.S. Customary units, replaces the volume designations with chapter designations, and contains a new guideline, Chapter 15.

These guidelines should be followed on all construction projects funded under title 23, United States Code. These guidelines are not intended to preempt any requirements made by or under state law if such requirements are more stringent. To develop standards and practices of erosion and sediment control on federal-aid construction projects, each state should apply the AASHTO guidelines or apply its own guidelines, if its own guidelines are more stringent. To be consistent with the requirements of section 6217 (g) of the Coastal Zone Act Reauthorization Amendments of 1990 (CZARA), some certain states should follow specific management measures of erosion and sediment non-point source pollution control. Highway construction projects funded under title 23, United States Code, located in states with federally approved coastal zone management programs should utilize "Guidance Specifying Management Measures for Sources of Nonpoint Source Pollution in Coastal Waters," U.S. EPA, January 1993. The design erosion control (EC) plan includes all erosion and sediment control considerations made during the planning, location, and project development phases. In general, the design EC plan should accomplish three objectives:

1. limit off-site effects to acceptable levels;
2. facilitate project construction and minimize overall costs; and
3. comply with federal, state and local laws and regulations.

In general, the following basic principles apply to all transportation projects:

1. Plan the highway project to fit the particular topography, soils, drainage patterns and natural vegetation as much as practicable.
2. Minimize the extent and duration of erodible surface area.
3. Utilize erosion and sediment control practices to prevent erosion and protect sensitive areas. These practices should be judiciously planned and implemented so as to prevent sediment from entering environmental and customer sensitive areas.
4. Apply perimeter control practices, as needed, to protect the disturbed area from off-site runoff and prevent sediment from leaving the construction site.
5. Keep runoff velocities low.
6. Stabilize disturbed areas as soon as possible after final grade has been attained.
7. Establish and implement a thorough maintenance and follow-up program.

State

The State of Wisconsin has had a strong history of conservation ethics when it comes to the protection and management of natural resources. The Wisconsin State Statutes reflect this ethic be the various laws and programs established within them. A listing of some of these policies is listed below:

- ***Wisconsin Environmental Policy Act (WEPA) of 1972 (Wisconsin State Statutes Chapter 1.11)***[12]**.** This act contains Wisconsin's environmental policies and is patterned after the national environmental policies incorporated in NEPA. It requires state agencies to study, describe and consider environmental impacts in their actions.

- ***Nonmetallic Mining Reclamation; Oil and Gas; Ferrous Metallic Mining (Wisconsin State Statutes Chapter 295)***, among other things, establishes nonmetallic mining reclamation rules.[13]

- ***Endangered and Threatened Species (Administrative Rule Chapter NR 27)*** protects endangered and threatened and animal and plants and there habitat.[14]

- ***Water Quality Standards for Wetlands (Administrative Rule Chapter NR 103)*** establishes water quality standards for wetlands.[15]

- ***Shoreland Management Program (Administrative Rule Chapter NR 115)*** establishes minimum shoreland zoning standards for shoreland subdivision and zoning ordinances.[16]

- ***Wisconsin Floodplain Management Program (Administrative Rule Chapter NR 116)*** provides a uniform basis for the preparation and implementation of sound floodplain regulations for all Wisconsin municipalities.[17]

- ***Wisconsin's City and Village Shoreland-Wetland Protection Program (Administrative Rule Chapter NR 117)*** establishes minimum standards for city and village shoreland–wetland zoning ordinances.[18]

- ***Nonmetallic Mining (Administrative Rule Chapter NR 135)***[19] requires reclamation of nonmetallic mining sites.

- ***Storm Water Discharge Permits (Administrative Rule Chapter NR 216)*** establishes criteria defining those storm water discharges needing WPDES storm water permits so as to minimize the discharge of pollutants carried by storm water runoff from certain industrial facilities, construction sites and municipal separate storm sewer systems.[20]

[12] http://docs.legis.wisconsin.gov/statutes/statutes/1.pdf.
[13] http://docs.legis.wisconsin.gov/statutes/statutes/295.pdf.
[14] https://docs.legis.wisconsin.gov/code/admin_code/nr/001/27.
[15] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/103.pdf.
[16] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/115.pdf.
[17] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/116.pdf.
[18] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/117.
[19] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/135.pdf.
[20] http://docs.legis.wisconsin.gov/code/admin_code/nr/200/216.pdf.

- ***Runoff Management (Administrative Rule Chapter NR 151)*** establishes runoff pollution performance standards for non-agricultural facilities and transportation facilities and performance standards and prohibitions for agricultural facilities and practices designed to achieve water quality standards.[21]

- ***Construction Site Erosion Control and Storm Water Management Procedures For Department Actions (Administrative Rule Chapter TRANS 401)*** was created to establish and implement erosion control and storm water management standards for airport, railroad, highway, and bridge projects which are administered by WisDOT. It establishes minimum performance standards which all projects administered by WisDOT should meet. An erosion control plan and an erosion control implementation plan are also required under Trans 401. Erosion control and storm water management measures should be maintained and inspected prior, during and after construction or maintenance of a transportation facility.[22]

- ***Water Quality Certification (Administrative Rule Chapter NR 299)*** explains the procedures for certifying projects that impact wetlands.[23]

- ***Time Limits and Fees for Waterway and Wetland Permit Decisions (Administrative Rule Chapter NR 300)*** describe time limits and fees for waterway and wetland permits.[24]

- ***Wetland Compensatory Mitigation (Administrative Rule Chapter NR 350)*** describes the requirements for the wetland compensatory mitigation program.[25]

- ***Exemptions from Water Quality Certification in Nonfederal Wetlands (Administrative Rule Chapter NR 351)*** identify federal materials to be used for determining whether certain activities in non-federal wetlands are exempt from water quality certification requirements.[26]

- ***Chapter 30 Navigable Waters, Harbors and Navigation (Wisconsin State Statutes)*** defines and regulates the activities of riparian property owners in or adjacent to public navigable waters. Chapter 30 regulates placement of structures, dredging, and similar activities; permits for these activities are handled by the Department of Natural Resources.[27]

- ***Chapter 91 Farmland Preservation (Wisconsin State Statutes)*** requires the counties to adopt a farmland preservation plan. It addresses farmland preservation zoning and agricultural enterprise areas.[28]

[21] http://docs.legis.wisconsin.gov/code/admin_code/nr/100/151.pdf.
[22] http://docs.legis.wisconsin.gov/code/admin_code/trans/401.pdf.
[23] http://docs.legis.wisconsin.gov/code/admin_code/nr/200/299.
[24] http://docs.legis.wisconsin.gov/code/admin_code/nr/300/300.
[25] http://docs.legis.wisconsin.gov/code/admin_code/nr/300/350.
[26] http://docs.legis.wisconsin.gov/code/admin_code/nr/300/351.
[27] http://docs.legis.wisconsin.gov/statutes/statutes/30.pdf.
[28] http://docs.legis.wisconsin.gov/statutes/statutes/91.pdf.

- ***Section 44.40 Wisconsin Statutes*** states that archaeological sites can be protected during the course of state agency activities (grants, funding, permits, ground disturbing projects) if the sites have been recorded with the Office of the State Archaeologist.[29]

- ***Section 157.70 Wisconsin Statutes*** states that all human burial sites, including cemeteries and Indian mounds, are protected under state law.[30]

Local

- **Winnebago County**[31]

    - **Chapter 20 Non-Metallic Mining Reclamation Ordinance**, adopted June 19, 2001, revised December 21, 2007. This chapter establishes a local program to ensure the effective reclamation of nonmetallic mining sites on which nonmetallic mining takes place.

    - **Chapter 23 Town/County Zoning.** This chapter is intended to implement the goals, objectives, and policies of the county's comprehensive plan; establish standards, regulations, and procedures for the review of proposed development; and establish minimum standards for the use or development of land within the county. Article 8 Land Use establishes 14 zoning and five overlay districts. Two districts pertain to agriculture: Agribusiness (A-1) and General Agriculture (A-2). While overlay districts include Floodplain, Shoreland-Wetland and Shoreland Zoning. Chapter 23.15 contains the Winnebago County Construction Site Erosion Control and Stormwater Management Ordinance. Section A covers construction site erosion control, while Section B encompasses storm water management.

    - **Chapter 26 Floodplain Zoning Code.** This chapter is intended to regulate floodplain development. It applies to those areas in the unincorporated area of Winnebago County that would be covered by the regional flood or base flood as shown on the adopted flood insurance rate maps (FIRMs) or other maps approved by the Department of Natural Resources. It also applies to any land annexed by a city or village, until the municipality adopts and enforces an ordinance which meets the requirements of Chapter NR 116, Wis. Adm. Code and 44 CFR 59-72, National Flood Insurance Program (NFIP).

    - **Chapter 27 Shoreland Zoning**, established March 2012. This chapter applies to those areas in the unincorporated area of Winnebago County that are delineated as shoreland under this chapter; any land annexed by a city or village under state statutes; and any land incorporated as a city or village under state statutes.

[29] https://docs.legis.wisconsin.gov/statutes/statutes/44.pdf.
[30] http://docs.legis.wisconsin.gov/statutes/statutes/157/III/70.
[31] http://www.co.winnebago.wi.us/GeneralCode.

- **City of Oshkosh**[32]

    - **Chapter 14 Stormwater Management**, revised July 1, 2012. This chapter establishes the city's storm water utility, construction site erosion control, post-construction storm water management and illicit discharge and connection to the city storm sewer system. Generally this ordinance applies to land disturbing construction activities (1) a construction site which has 4,000 square feet or greater of land disturbing construction activity; (2) a construction site which has 100 cubic yards or greater of excavation volume, filling volume, or some combination of excavation and filling volume; (3) involving street, highway, road or bridge construction, enlargement, relocation or reconstruction; (4) involving the laying, repairing, replacing or enlarging of an underground pipe, wire, cable; and (5) within the waters of the state, wetland and protective areas.

    - **Chapter 30 Zoning Ordinance**, revised December 31, 2009. This ordinance establishes 14 zoning districts and 4 overlay districts. Districts pertaining to the environmental mitigation chapter include Light Agricultural District A-1, General Agricultural District A-2, Article XV. Floodplain Provisions (contains Floodplain Ordinance), and Article XVIII. Historic Preservation (Historic Preservation Ordinance). The ordinance also establishes extraterritorial zoning, which applies to a portion of the Town of Algoma and was established by an intergovernmental agreement between the city and the town.[33] There are 11 zoning districts and 3 overlay districts. Districts pertaining to the environmental mitigation chapter include Light Agricultural Extraterritorial District A-1 ETZ, General Agricultural Extraterritorial District A-2 ETZ, and Article XXXII. Extraterritorial Floodplain Provisions.

- **Town of Algoma** – Part of the Town of Algoma is included in the City of Oshkosh ETZ (see above for more information).

- **Town of Black Wolf**[34]

    - **Town of Black Wolf Zoning Ordinance**, amended October 27, 2001. This ordinance regulates land uses within the town and includes 17 zoning districts and one overlay district. Districts pertaining to the environmental mitigation chapter include Institutional/Recreation, Park P-1, Agri-Business A-1, General Farming A-2 and Extraction or Landfill Overlay M-3.

- **Town of Nekimi**[35]

    - The Town of Nekimi is under Winnebago County Zoning.

[32] http://www2.ci.oshkosh.wi.us/weblink8/browse.aspx?startid=575047.
[33] Article XX. Extraterritorial Administration, August 31, 2006.
[34] http://www.townofblackwolf.com/ordnances.htm.
[35] http://www.townofnekimi.com/.

- **Town of Omro**[36]

    - **Construction Site Erosion Control Ordinance**, adopted September 9, 2002. The intent of this ordinance is to require best management practices to reduce the amount of sediment6 and other pollutants resulting from land disturbing construction activities.

    - **Stormwater Ordinance**, adopted September 9, 2002. The intent of this ordinance is to reduce the amount of post-construction storm water and associated pollutants reaching waters of the state.

- **Town of Oshkosh**[37]

    - **Zoning Ordinance, Title 16**, revised April 15, 2013. This ordinance regulates land uses within the town and includes 17 zoning districts and one overlay district. Districts pertaining to the environmental mitigation chapter include: Institutional/Recreation, Park P-1, Agri-Business A-1, General Farming A-2, Extraction or Landfill M-3, and Agricultural Development Overlay ADO.

- **Town of Utica**

    - **Zoning Ordinance** adopted July12, 2010. This ordinance regulates land uses within the town and includes 12 zoning districts and three overlay districts. Districts pertaining to the environmental mitigation chapter include: Institutional and Recreational P-1, Agricultural (Farm Preservation) A-1; Agricultural (General Farming) A-2; Surface Water Drainage Overlay; Shoreland; Floodplain Overlay; and Wetland. Two additional districts were also listed; the Mineral Extraction Provisions pertains to the environmental mitigation chapter.

Consistency

Information contained on the maps provided in this report was derived from a variety of local, state and federal data sources. An attempt was made to reconcile this information with existing state and local resource agency inventories and maps to ensure consistency. Available plans for protection, development, and use of natural resources were considered in the development of this section. In addition to the data bases referred to within the text, the following data bases and reports were reviewed.

State of Wisconsin Plans

- **Land Legacy Plan**[38] identifies places critical to meet conservation and outdoor recreation needs over a 50-year time frame. In all, a total of 229 named Legacy Places were identified. Winnebago County has a total of four Legacy Places; Glacial Habitat Restoration Area; Lakes of the Winnebago Pool; Lower Wolf River Bottomlands; and Rush Lake. Legacy Places within the Oshkosh MPO include the Lakes of the Winnebago Pool. Conservation needs and opportunities within the MPO include the

[36] http://www.townofomro.us/Ordinances/Docs/Ordinances/Development/Development%20Related.htm.
[37] http://townofoshkosh.com/ordinances.
[38] http://dnr.wi.gov/topic/lands/landlegacy/.

restoration of wetlands as areas are retired from farming. Thought should also be given to connecting public conservation lands that are isolated to nearby conservation lands. Environmental corridors of sufficient width facilitate the movement of species from one area to another.

- **Wisconsin's Wildlife Action Plan – Wisconsin's Strategy for Wildlife Species of Greatest Conservation Need, approved August 2005**[39] presents priority conservation actions to protect the species and their habitats. This includes linking scattered woodlots and for controlling invasive exotic species; and restoration and management of wetlands and shallow water lakes (e.g., Lake Winnebago Pools).

- **State Comprehensive Outdoor Recreation Plan (SCORP), 2011 to 2016**[40] is done every 5 years to identify essential issues that affect the future of Wisconsin outdoor recreation.

Local Plans

- **Winnebago County**

    - **2011 - 2020 Land and Water Resource Management Plan.**[41] The plan is intended to guide the process for resource management planning and decision making, evaluate land and water resource conditions, identify problems and priorities, and develop a multi-year work plan to address land and water resource problems.

    - **Comprehensive Outdoor Park and Recreation Plan, 2013 – 2017.**[42] This report describes existing conditions, projects future growth, and offers recommendations to guide the future growth and development of recreational facilities in Winnebago County. Its intent is to be used as a benchmark and vision for promoting healthy lifestyles and safe recreational opportunities.

    - **Farmland Preservation Plan, 2012**, adopted March 13, 2012.[43] The plan Volume III of the *Winnebago County Comprehensive Plan*. It is intended to guide local efforts related to farmland protection and the promotion of the agricultural sector in Winnebago County during the 15-year period from 2012 through 2026.

    - **2006 Winnebago County Comprehensive Plan**, adopted March 21, 2006.[44] The objectives of the agricultural, natural and cultural resources of the plan that relate to transportation planning include: Preserve large, contiguous tracts of farmland in rural areas; Protect surface and ground water resources through lake, steam, and river corridor preservation and development policies; Prevent non-point pollution through construction site erosion control, stormwater management, and development that sustains resources; Protect aquatic and wildlife habitat by managing development away from environmental corridors,

[39] http://dnr.wi.gov/topic/wildlifehabitat/actionplan.html.
[40] http://dnr.wi.gov/topic/parks/planning/scorp/.
[41] http://www.co.winnebago.wi.us/sites/default/files/uploaded-files/LWRMP_2011-2020.pdf.
[42] http://www.co.winnebago.wi.us/sites/default/files/uploaded-files/winnco_corp_mar2013_finalfulldraft.pdf.
[43] http://fyi.uwex.edu/winncofarming/draft-plan/.
[44] http://www.uwex.edu/ces/cty/winnebago/wcplanning/documents/06EnvironmentalResources.pdf.

riparian areas and woodlands; Protect air resources through development that encourages pedestrian traffic and minimizes vehicle miles traveled; and Protect and develop passive and active recreational resources (e.g. parks, biking/hiking trails, hunting and fishing opportunities).

- **City of Oshkosh**
    - **City of Oshkosh Comprehensive Plan, 2005-2025**, adopted 3/22/2005.[45] The goals of the agricultural, natural and cultural resources of the plan that relate to transportation planning include: "Protect and preserve wetlands, shorelands, and other environmentally sensitive areas"; "Protect aquatic and wildlife habitat when managing development in proximity to environmental corridors, riparian areas, and woodlands"; and "Protect and develop passive and active recreation resources (e.g. parks, trails, hunting and fishing opportunities)".
    - **City of Oshkosh Comprehensive Outdoor Recreation Plan, 2011-2015,** adopted 10/25/11.[46] This plan provides a means for identifying, analyzing, promoting the development of park and open spaces that will satisfy the needs of the residents.
- **Town of Algoma**[47]
    - **Town of Algoma Comprehensive Plan, 2007-2026**, adopted May 18, 2005, amended February 21, 2007. The objectives of the agricultural, natural and cultural resources of the plan that relate to transportation planning include: the Town of Algoma will work cooperatively with Winnebago County and the State of Wisconsin to ensure that watersheds, shoreline areas, wetlands, and woodlands are protected for future generations.
    - **Stormwater Management Plan**, adopted July 1999.[48] The purpose of the study was to develop guidelines and recommendations related to stormwater management.
- **Town of Black Wolf**
    - **Town of Black Wolf Comprehensive Plan**, adopted 11/17/2008.
- **Town of Nekimi**
    - **Town of Nekimi Comprehensive Plan** adopted December 2003.[49] The goal of the agricultural, natural and cultural resources of the plan that relate to transportation planning include: "Preserve natural areas, open spaces and wildlife habitat"; and "Protect environmentally sensitive lands".

[45] http://www2.ci.oshkosh.wi.us/Community_Development/Planning_Services/comprehensive_plan.asp.
[46] http://www2.ci.oshkosh.wi.us/Parks/#.
[47] http://townofalgoma.org/.
[48] http://townofalgoma.org/wp-content/uploads/2013/09/management-plan.pdf.
[49] http://www.townofnekimi.com/comprehensive-plan.

- **Town of Omro**

    - **Town of Omro Comprehensive Plan 2004-2024, 2008 Update**, adopted September 21, 2009. The objectives of the agricultural, natural and cultural resources of the plan that relate to transportation planning include: "The Town of Omro should work cooperatively with Winnebago County and the State of Wisconsin to ensure that watersheds, shoreline areas, wetlands, and woodlands are protected for future generations"; "The Town of Omro shall implement the Town Erosion Control and Storm Water Ordinances"; "The town will support state and federal government agency efforts to protect and upgrade the quality of surface waters and groundwater within the town"; "The town will encourage efforts to protect and preserve areas needed to support local wildlife" and "The Town of Omro should work closely with Winnebago County and other governmental units to protect and preserve Lake Butte Des Morts".

    - **Town of Omro Outdoor Recreation Plan, 2013-2018,** adopted March 30, 2013.[50] This is the first outdoor recreation plan that was developed for the town. Through the development of the town's comprehensive plan it was determined that while the town currently had no local park facilities of its own, it should be providing local parks and recreational opportunities in order to improve the quality of life or its residents.

- **Town of Oshkosh**[51]

    - **Town of Oshkosh Comprehensive Smart Growth Plan** adopted June 2003.[52] The goal of the Agricultural, Natural and Cultural Resources of the plan that relate to transportation planning include: Protect stream banks, Lake Winnebago and Lake Butte des Morts shores, wetlands and floodplains from harmful uses.

- **Town of Utica**

    - **Town of Utica Comprehensive Plan**, adopted June 1, 2009.

ENVIRONMENTAL FEATURES

For each environmental feature there is a short narrative summarizing the data, limitations, an overview of the mitigation issues and system level mitigation measures. Buffers of one quarter mile are shown for improve/expand and new projects, while buffers of 250 feet are shown for bridge projects. It is assumed that potential impacts which must be mitigated for bridges are point specific. Longer corridor construction projects are usually linear and would therefore have broader potential impacts to be mitigated and may impact one or more environmental feature. Environmental features have been divided into: Climate Change, Geographic and Topography; Geologic Features; Water Resources; Wildlife Resources; Parks, Open Space, and Recreational Resources; Air Quality; and Cultural Resources.

[50] http://www.townofomro.us/Planning_Commission/documents/TownofOmroCORPlanasadoptedMarch302013.pdf.
[51] http://townofoshkosh.com/ordinances.
[52] http://townofoshkosh.com/uploads/documents/Smart%20Growth%20Booklet.pdf.

This report presents material at a high system level view, therefore maps and information in this chapter should be used with extreme caution and may not, except at the most generalized level be valid for looking at specific project impacts and offsets without detail project engineering design and field reviews as part of the project level analysis and permit process.

Accordingly the GIS feature analysis should stand as is and represents a good faith effort to permit a system level view, as required by the planning regulations but should not be used to identify specific impacts or offsets best left to the project level review and permit process. Still maps are illustrative and may be useful by road agency, resource and permit agencies in looking at overall systemic impacts which can further refine over time and in the local level review and permit process.

Climate Change/Long-Term Weather Patterns

In Wisconsin, weather patterns could potentially magnify existing climate related risks to people, ecosystems and infrastructure. As a result, damage to transportation infrastructure may occur through temperature extremes and more severe storm events. Temperature variability can cause pavement to soften, expand and contract; resulting in buckling, rutting and potholes; all issues that the MPO should consider for infrastructure related transportation planning purposes.

Extreme rainfall events and flooding will require sound planning and preparation.[53] Heavy rains may result in flooding, which could disrupt traffic, delay construction activities, and weaken or wash out the soil and culverts that support roads, tunnels, and bridges.[54,55] Life expectancy on roads and highways exposed to flooding and extreme snow could be shortened. Since water and snow may cause damage, this could result in more frequent maintenance, repairs, and rebuilding.

Weather extremes can also impact vehicles, railroads and air transportation. Vehicles can overheat and tires can to deteriorate more quickly. High temperatures can cause rail tracks to expand and buckle, resulting in more track repairs or speed restrictions to avoid derailment. Heavy rains can flood railroads, washout track sections and leave debris on railways. Storm events locally or elsewhere can also cause airport closures. Temperature variability can cause pavement to expand and contract; resulting in buckling, rutting and potholes. Storm events can cause flooding and damage airport facilities, including airstrips.

Geographic and Topography (Scenic Resources)

Winnebago County's topography is classified by the physiographic landscape known as the Southeast Glacial Plains.[56] The topography is nearly level or gentle rolling slopes of 6% or less over 90% of the terrain. Two escarpments run northeasterly across the county ranging from 750 to about 950 ft. above sea level owing to land relief on the order of about 200 feet. The most prominent features are the broad expanses of lakes and adjacent marshes. Topographic features are controlled by the surface geology, which is mainly sandstone and limestone positioned equally throughout the western and eastern parts of the county. A varying thickness

[53] http://www.epa.gov/climatechange/impacts-adaptation/transportation.html#ref1.
[54] NRC (2008). The Potential Impacts of Climate Change on U.S. Transportation. Exit EPA Disclaimer Transportation Research Board Special Report 290. National Research Council (NRC).
[55] USGCRP (2009). Global Climate Change Impacts in the United States. Karl, T.R., J.M. Melillo, and T.C. Peterson (eds.). United States Global Change Research Program. Cambridge University Press, New York, NY, USA.
[56] http://dnr.wi.gov/topic/landscapes/documents/1805Ch18.pdf.

of glacial till overlies the irregular surface of these rock formations. The glacial material over the limestone formations is, however, much thinner than the material over the sandstone.[57]

Steep Slopes

Soil data from the NRCS-USDA Web Soil Survey (WSS), accessed 2013, was used to indicate areas that have slopes in excess of 12 percent.[58] Since it is not practical to show each small scattered bit of soil, the map reflects what the dominant or recognized soil phases are.

According to the soil survey, there are no areas within the Oshkosh MPO with slopes in excess of 12 percent.

Geologic Features and Farmland Resources

Metallic and Non-Metallic Mineral Resources

No active metallic mining activities occur within the Oshkosh Cities MPO as metallic minerals are not present. The bedrock geology of the MPO does, however lend itself to the production of building and crushed stone. Soil date from the NRCS-USDA Web Soil Survey (WS), accessed 2013, was used to determine soil suitability for sand and gravel (five acres or more) and areas of high bedrock (five acres or more). While the resulting map is detailed enough to be useful for planning purposes, it is not practical to show each small scattered bit of soil. Extensive glacial activity is also responsible for providing sand and gravel, which is mainly found in outwash formations.

Soil Suitability for Sand and Gravel

Soil suitability for road materials (sand and gravel) is shown on **Map 16-1, Insets A - F**. This information can be used as guidance as to where to look for probable sources and are based on the probability that soils in a given area contain sizeable quantities of sand or gravel. These materials can be used as a source for roadfill and embankments. Soils suitable for gravel and sand (5 acres or more) are limited within the Oshkosh MPO.

About 1.0 percent (455.7 acres) of soils is suitable for gravel (344.8 acres) and sand (111 acres); of which approximately 0.1 percent (47 acres) of gravel areas fall within the quarter mile and 250 foot project buffer zones; and 0.55 percent (253 acres) of sand areas fall within the quarter mile and 250 foot buffer zones. These areas are scattered throughout the MPO, though more concentrated areas in the northeast portion of the MPO and near Lake Butte des Morts in the Town of Algoma.

Existing Non-Metallic Quarry Sites

Non-metallic mineral resources include all mined minerals other than those mined as source of metal. Economically important non-metallic minerals include stone, sand and gravel. Non-metallic Quarry Sites within the Oshkosh MPO was obtained from ECWRPC's Non-Metallic Mining Program. **Map 16-1, Insets A - E** and **Table 16-1** indicates existing non-metallic mine locations for clay, clay and fill, gravel, limestone, sand, and sand and gravel.

[57] Winnebago Comprehensive Plan, 2006.
[58] NRCS-USDA Web Soil Survey (WSS), Accessed 2013.

Table 16-1: Non-Metallic Quarry Sites

Material	Limestone	Sand/Gravel	Sand	Clay/Fill	Gravel	Clay	Total
Number	4	0	0	0	0	0	4

Source: ECWRPC, 2013

Bedrock

Bedrock geology for the Oshkosh MPO is made up Sinnipee Group that is composed of dolomite.[59] These rocks were formed during the Ordovician Period during which Wisconsin was submerged at least three times. Animals and plants living in the seas deposited layers and reefs of calcium carbonate which are now dolomite. At one time, glaciers covered what is now the Oshkosh MPO, leaving behind hills and ridges of sand and gravel as well as flat lake beds of sand, silt and clay. Approximately 0.1 percent (63.1 acres) has areas of high bedrock that are five acres or more in size within the MPO. Areas of high bedrock (5 acres or more) are shown on **Map 16-1**, **Insets A and D**. These areas are found in the towns of Oshkosh and Algoma.

According to the Geographic/Geologic Features and Farmland Resources Map (Map 16-1, inserts A and D) there are no projects within proximity of high bedrock. Project proximity to environmental features is based on a system level analysis.

Farmland Resources

According to the Census of Agriculture, there were 1,117 farms in Winnebago County in 2012.[60] Farms ranged in size from one to more than 1,000 acres; average size 139 acres. Prime farmland is generally defined as "land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses. It has the combination of soil properties, growing season, and moisture supply needed to produce sustained high yields of crops in an economic manner if it is treated and managed according to acceptable farming methods".[61] This includes the following classifications (1) All areas are prime farmland; (2) Prime Farmland, if drained; (3) Prime farmland if protected from flooding or not frequently flooded during the growing season, and (4) Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season.[62] Soil data from the NRCS-USDA Web Soil Survey (WSS), accessed in 2013, was used to determine prime farmland.

Soils suitable for prime farmland are shown on **Map 16-1, Insets A - F**. Almost all the projects within the Oshkosh MPO either cross, are in proximity to, or go through prime farmland, thus a visual inspection of each site for agricultural activity should be considered in relation to projects. However, within the City of Oshkosh, prime farmland soils for its use as farmland are not a priority. Likewise, land designated in other areas for proposed developed uses such as residential, commercial, industrial, public/institutional, mixed use on Map 4-2, Future Land Use 2050 is not a priority for protection. Therefore, for mitigation purposes, this report will only highlight areas within the towns, where farmland preservation is more important and where future land use allows for agricultural uses. Approximately 87.3 percent (40,045.8 acres) are

[59] Bedrock Geology of Wisconsin, UW-Extension Geological and Natural History Survey, April 1981, revised 2005.
[60] 2012 Census of Agriculture, Winnebago County, Wisconsin. www.agcensus.usda.gov.
[61] United States Department of Agriculture, Natural Resource Conservation. NSSH Part 622 I NRCS. Service http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/survey/?cid=nrcs142p2_054226.
[62] Prime farmland also includes areas that are irrigated. However, within Fond du Lac County this classification does not exist and was therefore omitted from the text.

considered prime farmland within the MPO; of which about 33 percent (14,916 acres) are within the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

Wisconsin is rooted in agriculture and has a long history of supporting farming in the state. Legislation that has protected farming include the Wisconsin's "Right-to-Farm Law", Wisconsin Statutes 823.08 (protects farming from nuisance complaints), to its more recent "Working Lands Initiative"[63] that among other things encourages counties to develop updated farmland preservation plans and have them certified by the state for farmland preservation. A number of counties, including Winnebago have updated farmland preservation plans.

Transportation projects should consider farmland preservation and impacts during planning, design, construction and maintenance of transportation projects within these areas. Access to farmland areas is necessary for farmers to plant, harvest and maintain their crops and properly care for their animals. Dust, noise and other aspects of construction may interfere with farming activities. Transportation projects may fragment parcels of land, damage agricultural drainage, remove windbreaks and alter existing access points, making it harder to permanently access fields or maintain viability.[64] Mitigation measures include maintaining access, limiting land acquisitions, avoiding the removal of windbreaks where possible, install necessary culverts to not impede the movement of water and not impact existing drainage lines.[65]

Projects potentially impacting prime farmland and farming areas, outside of the City of Oshkosh and in towns where future land use allows for agricultural uses include:

- Project 6: USH 41/STH 26-Breezewood Reconstruction
- Project 8: I-41 Conversion / State Line - Green Bay
- Project 11: Omro Road Bike Path (Illustrative, 2019+)

Water Resources

Water resources are sources of water that are useful or potentially useful to humans. Water is needed for life to exist and is used for household, agricultural, recreational, industrial and environmental activities.[66] There are numerous pressures facing our water resources, such as invasive species, beach closures due to pollution, sewer overflows, wetland loss, stormwater runoff, drought, floods, increasing water demands by residential, agricultural, recreation and industrial activities, climate change, and potential ground and surface water contamination due to pesticides, chemicals, and natural occurring minerals. In addition, it is important to consider the impacts of development on storm water flow; individual projects can and often do impact people and environmental resources in a watershed.[67] Water resource data such as; watershed boundaries, lake, pond, river, and stream data was obtained from the WDNR. Wetland data was provided by the WDNR in 2012, while floodplain data was FEMA in 2012.

[63] Signed into law in 2009.
[64] Comments received from WI Dept. of Agriculture, Trade and Consumer Protection, 4/3/15.
[65] Comments received from WI Dept. of Agriculture, Trade and Consumer Protection, 4/3/15.
[66] Wikipedia, http://en.wikepedia.org/wiki/Water resources, 2014.
[67] Comments received from Wisconsin Department of Natural Resources, 3/31/15.

Groundwater

An aquifer is a rock or soil layer capable of storing, transmitting and producing potable water for human consumption. In Winnebago County there are three aquifers; the *sandstone aquifer* is the source of the most potable water within Winnebago County. The *Platteville-Decorah-Galena aquifer* is composed primarily of dolomite and provides adequate water to private wells. *Sand and gravel aquifer* consists of permeable sediments of unconsolidated glacial deposits and is the most susceptible to contamination.[68]

With the exceptions of the City of Oshkosh and City of Neenah, residents within the MPO rely on groundwater as a source of drinking water. Groundwater is obtained from both shallow and deep wells and aquifers.

Groundwater Contamination Susceptibility

The ease that pollutants can be transported from the land surface to the top of the groundwater or "water table" defines a groundwater's susceptibility to pollutants.[69] Materials that lie above groundwater offer protection from contaminants. However, the amount of protection offered by the overlying materials varies, depending on the materials. In order to identify areas sensitive to contamination, the WDNR, in cooperation with UW-Extension, Wisconsin Geological and Natural History Survey and the USGS, evaluated the physical resource characteristics that influence this sensitivity. Five resource characteristics were identified: depth to bedrock; type of bedrock; soil characteristics; depth to water table; and characteristics of surficial deposits. Each of the five resource characteristics was mapped, and a composite map was created. A numeric rating scale was developed and map scores were added together.

An index method was used to determine susceptibility; however this method of analysis is subjective and includes little quantifiable or statistical information on uncertainty. This limits the use of the information for defensible decision making. Therefore, while groundwater contamination susceptibility maps can be useful, this level of uncertainty must be kept in mind.

According to the groundwater contamination susceptibility map, a majority of the Oshkosh MPO ranges from less susceptible to average susceptible for contamination. Areas more susceptible to groundwater contamination are located near Lake Winnebago (south of the Fox River) and in the southwest portion of the MPO in the Town of Nekimi (**Map 16-2**).

Mitigation Issues and System Level Mitigation Measures:

Potential groundwater impacts should be considered during planning, design, construction and maintenance of transportation projects within areas of higher susceptibility to groundwater contamination. Transportation projects can impact groundwater when materials such as paint, solvent, fuel, etc. enter areas that provide direct links to the groundwater system. Projects within areas of higher potential for groundwater contamination should integrate stormwater management into the design of the site. Stormwater Best Management Practices (BMPs) should be implemented to protect area groundwater supplies, such as draining away from these areas. Parking or storing equipment in areas of potential groundwater contamination should be prohibited. All hazardous materials should be properly handled, stored and properly disposed. If

[68] Winnebago County Comprehensive Plan, 2006.
[69] http://wi.water.usgs.gov/gwcomp/find/Winnebago/index_full.html. Protecting Wisconsin's Groundwater Through Comprehensive Planning.

possible construction should utilize less hazardous materials when possible. Equipment should be kept in good working order and leak free. Avoid hosing down equipment on site.

New or wider roadways increase the amount of impervious surface. Therefore groundwater mitigation measures should include permanent stormwater management systems. Stormwater runoff can contain chemicals from leaking vehicles, road salt and other pollutants that can enter the groundwater system.

According to the Groundwater Contamination Susceptibility Analysis Map there are thirteen projects within proximity of a susceptibility to groundwater contamination.

- Project 1: Sherman Road, WCL Crossing Signal and Gates
- Project 2: STH 21 / Oshkosh Ave., City of Oshkosh Fox River Bridge
- Project 4: Oregon / Jackson Street Bridge, Bridge Replacement
- Project 5: USH 41 / USH 45-Breezewood, Reconstruction
- Project 6: USH 41 / STH 26-Breesewood, Reconstruction
- Project 7: Fernau Ave. / STH 76 – Vinland Rd., Reconstruction
- Project 8: I-41 Conversion / State Line – Green Bay, SCL Dodge Co. – I-43 signing
- Project 9: North Main Street, New York to Murdock
- Project 12: Vinland Road / Smith – Snell, Reconstruction
- Project 14: Main Street / Fox River – 16th Avenue, Reconstruction
- Project 15: Washburn Street / Ripple – STH 26, Reconstruction
- Project 16: Main Street / Irving – New York Avenue, Reconstruction
- Project 17: STH 76 / USH 41 – CTH JJ

Groundwater Quality

The quality of groundwater used for domestic purposes within East Central Wisconsin is relatively good, although specific locations may have localized problems due to geologic or aquifer characteristics. A portion of the Oshkosh MPO has been identified as an "Arsenic Advisory Area" by the WDNR[70]. This area coincides with the sub-crop of the St. Peter Sandstone and has one of the primary sulfide mineral bearing zones lying just below the glacial sediments. These sulfides breakdown when exposed to oxygen to create arsenic. Ingested arsenic is a known cause of cancer, including cancer of the skin, lungs, bladder and kidneys.

Wellhead Protection Areas

Two of the nine municipalities within Winnebago County have wellhead protection plans. Municipalities that have wellhead protection plans and or wellhead protection ordinances include the Towns of Algoma and Omro.[71] Wellhead protection plans are developed to achieve groundwater pollution prevention measures within public water supply wellhead areas. A wellhead protect plan can be all of or part of the well recharge area. The well recharge area is the entire area of land that allows water and other fluids to flow into the subsurface and move toward the well.

[70] Milestone Report #1, State of the Region, East Central Wisconsin Regional Comprehensive Plan 2030, adopted April 2003.
[71] http://wi.water.usgs.gov/gwcomp/find/index.html Protecting Wisconsin's Groundwater Through Comprehensive Planning.

According to the WDNR website[72] the Towns of Algoma and Omro have wellhead protection plans within Winnebago County.

Mitigation Issues and System Level Mitigation Measures:

Wells provide direct links to the groundwater system. Additionally pollutants on the land can seep into the ground and move towards municipal wells. Potential impacts to wellhead protection areas should be considered during planning, design, construction and maintenance of transportation projects. If a wellhead protection area is impacted specific measures to protect the wellhead will depend on the depth to bedrock, type of bedrock, soil characteristics, depth to water table, and characteristics of surficial deposits. At a minimum, care should be taken to direct stormwater runoff away from these areas.

Watersheds and Drainage

The WDNR has divided the state into three major river basins; the Oshkosh MPO is contained entirely within the Lake Michigan Basin.[73] Each major river basin is further broken down into 24 hydrological based Water Management Units (WMUs). The Oshkosh MPO is part of the Lower Fox River, and the Upper Fox River WMUs or basins (Map 16-3). Geographic Management Units (GMUs) are similar to WMU but differ because they incorporate county boundaries and are not entirely hydrological based. The Oshkosh MPO is part of the Lower Fox River, and the Upper Fox River GMUs. GMUs are further divided into smaller units based on smaller sub-watersheds. The Wisconsin DNR has completed several reports analyzing water quality for designated GMUs.[74]

The Lower Fox River Basin encompasses about 638 square miles and is made up of six sub-watersheds; one of which is found with the MPO: Little Lake Butte Des Morts Sub-watershed (LF06).[75]

- The Little Lake Butte Des Morts Sub-watershed contains about 44 square miles and is located almost entirely within Winnebago County. It includes the cities of Neenah and Menasha and the southern end of the City of Appleton. This watershed was added to the Lower Fox River Basin in 1995, when the basin and watershed boundaries of the Upper and Lower Fox River Basins were revised. A very small portion of this Sub-watershed is part of the Oshkosh MPO.

The Upper Fox River Basin occupies a total of 2,090 square miles and is broken down into 15 sub-watersheds. Four of the sub-watersheds are part of the Oshkosh MPO. These include the Lake Winnebago/North and West (UF01), the Fond du Lac River (UF03), the Lake Butte des Morts (UF04) and the Fox River (UF05) watersheds.[76]

- The Lake Winnebago North and West Sub-watershed is located along the west and north shore of Lake Winnebago from Oshkosh to just west of High Cliff State Park. It includes portions of the cities of Oshkosh (Oshkosh MPO), Neenah, and Menasha. The

[72] List Of Communities In Wisconsin With Wellhead Protection Plans (Updated July 8, 2008). http://www.dnr.state.wi.us/org/water/dwg/gw/whp/communities.pdf.
[73] http://dnr.wi.gov/topic/watersheds/, 2014.
[74] WDNR. 2002. State of the Basin Reports. http://dnr.wi.gov/org/gmu/stateofbasin.html.
[75] WDNR. http://dnr.wi.gov/water/basin/Lowerfox/. Accessed 10/4/14.
[76] http://dnr.wi.gov/water/basin/upfox/. Accessed 10/4/14.

watershed has approximately 15 miles of frontage on Lake Winnebago and is a major contributor of phosphorus and suspended solids and was ranked "high" for streams.

- The Fond du Lac River Watershed is the largest watershed in the Upper Fox River Basin with an area of about 245 square miles. It is located along the southern and southwestern shore of Lake Winnebago and includes all the streams flowing to the lake between Oshkosh and Fond du Lac in Fond du Lac and Winnebago Counties. The Fond du Lac River Watershed is ranked "high" for nonpoint source issues affecting streams and groundwater.

- The Lake Butte des Morts Watershed lies in east central Winnebago County. It includes approximately the southwest 1/3 of the City of Oshkosh and the southern shore of Lake Butte des Morts to where the Fox River empties into the lake. Agriculture is the primary land use, but there is a very sizable urban area in the watershed. The Lake Butte des Morts Watershed is ranked "high" for nonpoint source issues affecting streams and groundwater.

- The Fox River Watershed is located in southern Winnebago County and small portions of Fond du Lac and Green Lake Counties. Agriculture is the dominant land use in the watershed with cash crop and dairy farming utilizing the greatest acreage. The Fox River Watershed is ranked high for nonpoint source issues affecting streams, lakes and groundwater.

Mitigation Issues and System Level Mitigation Measures:

Water resources are considered impacted if (1) polluted stormwater runoff reaches lakes, ponds, rivers and streams; (2) area vegetation is removed; (3) there is damage to stream beds or banks caused by heavy equipment; or (4) accidental spills such as paint, salt, solvent, etc. that run directly into bodies of water. Therefore, surface water impacts should be considered during planning, design, construction and maintenance of transportation projects.

If it is determined that a water resource could be impacted by the project, if possible, steps should be taken to avoid impacts to these resources. If however, impacts are unavoidable, then a course of action should be established to minimize these impacts. Stormwater management should be incorporated into the site design, low impact development practices should be utilized that help infiltrate stormwater into the ground, instead of diverting stormwater directly to the water resource. Special requirements should be incorporated that address water resource sensitivity into the plans and specifications. Erosion control practices should be implemented to capture sediments and control runoff before site disturbance occurs. Specific projects that may potentially impact lakes, ponds, marshes, rivers, streams, wetlands and floodplains are discussed below under mitigation issues and system level mitigation measures.

Lakes and Ponds

Natural lakes in Wisconsin are categorized by the source of their water supply. The four types of natural lakes are: drainage lakes, seepage lakes, spring lakes and drained lakes.[77]

[77] Wisconsin Lakes; www.wisconsinlakes.org.

- **Drainage lakes** have both an inlet and outlet whose main water source is stream drainage. Most major rivers in Wisconsin have drainage lakes along their course. Drainage lakes owe one-half of their maximum depth to a dam and are considered to be artificial lakes or impoundments.

- **Seepage lakes** do not have an inlet or an outlet, and only occasionally overflow. As landlocked water bodies, the principal source of water is precipitation or runoff, supplemented by groundwater from the immediate drainage area. Since seepage lakes commonly reflect groundwater levels and rainfall patterns, water levels may fluctuate seasonally. Seepage lakes are the most common lake type in Wisconsin.

- **Spring lakes** have no inlet, but do have an outlet. The primary source of water for spring lakes is groundwater flowing into the bottom of the lake from inside and outside the immediate surface drainage area.

- **Drained lakes** have no inlet, but like spring lakes, have a continuously flowing outlet. Drained lakes are not groundwater-fed. Their primary source of water is from precipitation and direct drainage from the surrounding land. Drained lakes are the least common lake type found in Wisconsin.

Two lakes/quarries are found within the Oshkosh MPO; Lake Winnebago and Lake Butte des Morts.

- **Lake Winnebago**, a drainage lake, is the largest inland lake in Wisconsin; it has a maximum depth of 21 feet and covers about 137,708 acres. It also has the largest volume (696 billion gallons) and the longest shoreline (85 miles) than any lake in Wisconsin. Lake Winnebago is part of the Winnebago Pool Lakes, composed of Lakes Winnebago, Butte des Morts, Winneconne, and Poygan that drain 16,654 square kilometers and compose 17% of Wisconsin's surface water area.[78] Lake Winnebago is classified as impaired and receives large volumes of sediment and nutrient loading.

- **Lake Butte des Morts**, a drainage lake, has a maximum depth of 9 feet and encompasses an area of 8,569 acres. It is part of the Winnebago Pool Lakes and is fed by the Fox River (Southwest corner) and the Wolf River (Southeast corner). It drains via the Fox River through the City of Oshkosh into Lake Winnebago.

Mitigation Issues and System Level Mitigation Measures:

Protection of lakes and ponds require mitigation measures that are centered around sound construction management practices and permitting. Project level reviews should include, but are not limited to proper permits, soil erosion protections, control and limitation of pollutants, vegetation buffers and sedimentation control measures. Projects that are in the vicinity (1,000 feet) of lake and marshes within the Oshkosh MPO include:

- Project 2: STH 21 / Oshkosh Ave., City of Oshkosh Fox River Bridge
- Project 3: City of Oshkosh Bridge Lift Structures
- Project 4: Oregon / Jackson Street Bridge, Bridge Replacement

[78] WDNR: http://dnr.wi.gov/water/waterDetail.aspx?key=358400.

- Project 5: USH 41 / USH 45-Breezewood, Reconstruction
- Project 6: USH 41 / STH 26-Breesewood, Reconstruction
- Project 8: I-41 Conversion / State Line – Green Bay, SCL Dodge Co. – I-43 signing
- Project 11: Omro Road Bike Path
- Project 13: Snell Road / Jackson – CTH A (Bowen), Reconstruction
- Project 14: Main Street / Fox River – 16th Avenue, Reconstruction

Rivers and Streams

There are four named rivers and streams within the Oshkosh MPO (**Map 16-3**, Insets A-B).

- **Upper Fox River**[79] flows from central Wisconsin into Lake Winnebago. For a half-mile the river flows through the Butte des Morts Sub-watershed. In this area, the general condition of the river is considered poor; there is acute aquatic toxicity as well as PAH's present.

- **Van Dyne Creek** is part of the Upper Fox Basin and the Fond du Lac Sub-watershed. It flows into Lake Winnebago.

- **Weyhurst Creek** (local name) is part of the Upper Fox River, Fond du Lac River Sub-watershed. It flows into Lake Winnebago.

- **Sawyer Creek** is part of the Upper Fox Basin and the Lake Buttes des Morts/South Watershed. It is nine miles in length.

- **Campbell Creek** is part of the Lake Buttes des Morts Sub-watershed. It flows into the Fox River near Dempsey Trail. This creek is not considered impaired.

- **Unnamed Tributaries:** The WNDR lists several unnamed tributaries to the rivers, streams and creeks listed above. Degradation of water quality to these tributaries will impact the water quality downstream. These unnamed tributaries should be protected from any adverse impacts of transportation projects within the Oshkosh MPO area.

Mitigation Issues and System Level Mitigation Measures:

Mitigation measures to protect rivers and streams are centered around sound construction management practices and permitting. Project level reviews should include, but are not limited to proper permits, soil erosion protections, control and limitation of pollutants, vegetation buffers and sedimentation control measures.

According to the Water Resource Map (**Map 16-3**) there are six projects within proximity (1,000 feet) of rivers, streams and/or creeks.

- Project 2: STH 21 / Oshkosh Ave., City of Oshkosh Fox River Bridge
- Project 3: City of Oshkosh Bridge Lift Structures
- Project 4: Oregon / Jackson Street Bridge, Bridge Replacement

[79] http://dnr.wi.gov/water/waterDetail.aspx?key=352759.

- Project 6: USH 41 / STH 26-Breesewood, Reconstruction
- Project 8: I-41 Conversion / State Line – Green Bay, SCL Dodge Co. – I-43 signing
- Project 14: Main Street / Fox River – 16th Avenue, Reconstruction

Designated Trout Streams

Wisconsin trout streams are placed into three classes for fish management purposes by the Wisconsin Department of Natural Resources[80].

- **Class 1**. These are high quality trout waters, have sufficient natural reproduction to sustain populations of wild trout at or near carry capacity. Consequently, streams in this category require no stocking of hatchery trout. These streams or stream sections are often small and may contain small or slow-growing trout, especially in the headwaters.

- **Class 2**. Streams in this classification may have some natural reproduction, but not enough to utilize available food and space. Therefore, stocking is required to maintain a desirable sport fishery. These streams have good survival and carryover of adult trout, often producing some fish larger than average size.

- **Class 3**. These waters are marginal trout habitat with no natural reproduction occurring. They require annual stocking of trout to provide trout fishing. Generally, there is no carryover of trout from one year to the next.

According to the WDNR, there are no designated trout streams within the Oshkosh MPO.

Outstanding Resource Waters or Exceptional Water Resources

Wisconsin has designated many of the state's highest quality waters as Outstanding Resource Waters (ORWs) or Exceptional Resource Waters (ERWs). Waters designated as ORW or ERW are surface waters which provide outstanding recreational opportunities, support valuable fisheries and wildlife habitat, have good water quality, and are not significantly impacted by human activities. ORW and ERW status identifies waters that the State of Wisconsin has determined warrant additional protection from the effects of pollution. These designations are intended to meet federal Clean Water Act obligations requiring Wisconsin to adopt an "antidegradation" policy that is designed to prevent any lowering of water quality – especially in those waters having significant ecological or cultural value.[81]

- **ORWs:** ORWs typically do not have any point sources discharging pollutants directly to the water (for instance, no industrial sources or municipal sewage treatment plants), though they may receive runoff from nonpoint sources. New discharges may be permitted only if their effluent quality is equal to or better than the background water quality of that waterway at all times—no increases of pollutant levels are allowed.

- **ERWs:** If a waterbody has existing point sources at the time of designation, it is more likely to be designated as an ERW. Like ORWs, dischargers to ERW waters are required to maintain background water quality levels; however, exceptions can be made for

[80] Wisconsin Trout Streams, WDNR. Last revised March 28, 2014. http://dnr.wi.gov/topic/fishing/trout/streamclassification.html.
[81] http://dnr.wi.gov/topic/SurfaceWater/orwerw.html; Last revised October 17, 2013.

certain situations when an increase of pollutant loading to an ERW is warranted because human health would otherwise be compromised.

Waters currently designated as ORWs and ERWs are listed in Wisconsin's Administrative Code in chapters NR 102.10 (ORWs) and NR 102.11 (ERWs). According to the WDNR website and the Wisconsin Administrative Code, there are no ORW or ERW waters listed within the Oshkosh MPO.

Wetlands

Wetlands act as a natural filtering system for nutrients such as phosphorus and nitrates. More importantly, wetlands also serve as a natural buffer protecting shorelines and stream banks from erosion. Wetlands are essential in providing wildlife habitat, flood control and groundwater recharge. Consequently, local, state and federal regulations place limitations on the development and use of wetlands and shore lands. A number of the communities within the MPO have local ordinances that regulate wetlands. The U.S. Army Corps of Engineers has authority over the placement of fill materials in virtually all wetlands two acres and larger or adjacent to navigable waters. The Wisconsin Department of Natural Resources and United States Department of Agriculture also have jurisdiction over wetlands within Wisconsin. The U.S. Department of Agriculture incorporates wetland preservation criteria into its crop price support programs. Prior to placing fill or altering wetland resources, the appropriate agencies must be contacted to receive authorization.

Where possible, roadway severances of wetlands should be avoided. Fringe takings are less likely to cause significant impacts. Marsh disposal into wetlands should be minimized or avoided. Special disposal methods for excavated material are also recommended. Where practicable, slopes can be steepened to minimize the amount of wetland fill. The use of permeable, granular-fill material will help maintain the natural surface water movement. Construction should be restricted during critical nesting, breeding, or spawning periods, if these have been identified for a project site. Construction windows, if needed, are usually recommended by the DNR or the U.S. Fish and Wildlife Service on an individual project basis. After construction, the disturbed areas will need to be revegetated. On site soil conditions, land contours, and surrounding vegetation are some of the factors to consider when selecting a suitable roadside cover.[82] Wetland information depicted within this report was obtained from the WNDR in 2012.

Wetlands within the Oshkosh MPO are somewhat scattered, but larger wetland associations are found near and around Sawyer and Weyhurst creeks and the east shore of Lake Butte Des Morts. Wetland vegetation can be classified as Forested Broad Leaved Deciduous, Forested Emergent Wet Meadow, Emergent Wet Meadow, Shrub/Shrub Broad Leaved Deciduous. Not including small tracts of wetlands (less than five acres); 28.28 percent (13,227.17 acres) of the Oshkosh MPO is classified as wetlands; of which approximately 0.8 (368 acres) fall within the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

If at all possible avoid locations in proximity to wetlands. If project location is unavoidable, a wetland mitigation plan should be developed that identifies measures proposed to minimize

[82] http://dnr.wi.gov/topic/wetlands/inventory.html; Last updated November 6, 2013.

adverse impact and replace lost wetland habitat values and other wetland functions and values. A mitigation plan should include design features such as culverts to retain hydrological connection between areas fragmented by the project, soil erosion protections, control and limitation of pollutants, vegetation buffers and sedimentation control measures. Mitigation measures should be centered around sound construction management practices and permitting. Eight projects within the Oshkosh MPO either cross, are in proximity (within 1,000 feet) to or go through a DNR designated wetland:

- Project 5: USH 41 / USH 45-Breezewood, Reconstruction
- Project 6: USH 41 / STH 26-Breesewood, Reconstruction
- Project 7: Fernau Ave. / STH 76 – Vinland Rd., Reconstruction
- Project 8: I-41 Conversion / State Line – Green Bay, SCL Dodge Co. – I-43 signing
- Project 11: Omro Road Bike Path
- Project 12: Vinland Road / Smith – Snell, Reconstruction
- Project 13: Snell Road / Jackson – CTH A (Bowen), Reconstruction
- Project 15: Washburn Street / Ripple – STH 26, Reconstruction
- Project 17: STH 76 / USH 41 – CTH JJ

Floodplains

Areas susceptible to flooding are considered unsuitable for development due to potential health risks and property damage. Floodplain information for the MPO was certified by FEMA in 2012 the 100 year floodplain information is shown on Map 16-4, Insets A-B.

While floodplains are scattered throughout the MPO, larger areas are associated with Lake Butte Des Morts, the lower Fox River and Sawyer Creek (Map 16-4, Insets A-B). Approximately 20.6 percent (9,471.17 acres) of land within the Oshkosh MPO are within the 100 year floodplain; of which about 0.92 percent (420 acres) are within the quarter mile and 250 foot project buffer zones.

Mitigation Issues and System Level Mitigation Measures:

In general, several projects are either within close proximity or are in a 100 year floodplain. Most of these projects represent stream and river crossing or work near Lake Winnebago. However, from a system level view, the Oshkosh area has experienced flooding in recent years. Therefore, project staging and safety/security issues should be coordinated to avoid potential flood evacuation and emergency response problems during construction. Maps contained in this report should help facilitate examination of these system level issues by transportation or emergency management agencies and land use decision makers to potentially mitigate impacts of floods on public property and on public safety.

Additionally, there is a special need for sound construction engineering and management practices when constructing public facilities in flood prone areas. Projects within 1,000 feet of the 100 year floodplain include:

- Project 2: STH 21 / Oshkosh Ave., City of Oshkosh Fox River Bridge
- Project 3: City of Oshkosh Bridge Lift Structures
- Project 4: Oregon / Jackson Street Bridge, Bridge Replacement

- Project 5: USH 41 / USH 45-Breezewood, Reconstruction
- Project 6: USH 41 / STH 26-Breesewood, Reconstruction
- Project 8: I-41 Conversion / State Line – Green Bay, SCL Dodge Co. – I-43 signing
- Project 11: Omro Road Bike Path
- Project 13: Snell Road / Jackson – CTH A (Bowen), Reconstruction
- Project 14: Main Street / Fox River – 16th Avenue, Reconstruction

Hazardous and Contaminated Sites

The WDNR Bureau of Waste Management Program operates the Solid and Hazardous Waste Information System (SHWIMS) provides access to information on sites, and facilities operating at sites, that are regulated by the Wisconsin DNR Waste Management program. Activities that occur at facilities include landfill operation, waste transportation, hazardous waste generation, wood burning, waste processing, sharps collection and many more. This list is included in **Appendix H (Table 16-2)**.

The WDNR Remediation and Redevelopment (RR) Program oversees the investigation and cleanup of environmental contamination and the redevelopment of contaminated properties. A tracking system the Bureau of Remediation and Redevelopment Tracking System (BRRTS) is available on the internet. This on-line database provides information about contaminated properties and other activities related to the investigation and cleanup of contaminated soil or groundwater in Wisconsin. According the website, there are 864 Environmental Repair (ERP[83]) sites and Leaking Underground Storage Tank (LUST[84]) Sites in Winnebago County (See **Appendix I** for complete list).

Mitigation Issues and System Level Mitigation Measures:

Hazardous materials contamination is more of an issue in project construction design and best management practices, as developed through the project review and construction permit process. Consideration of these sites at the stage of system planning may enhance opportunities to coordinate site closure, cleanup, construction and remediation economies of scale and permit earlier more cost effective environmental mitigation of these sites. Mitigation practices for hazardous/contaminated materials or sites include a project area contamination survey to determine if any known or potential sites of environmental contamination exist that could affect the project's design, cost or schedule. Common hazardous/contaminated sites identified include leaking underground fuel storage tanks from former or existing gas stations, former landfills, adjacent industrial or commercial operations and asbestos lined utility pipes or structure components. Special attention may be warranted when transportation projects and LUST site clusters also correspond to wellhead, flood prone or other areas where mitigation may be even more important to protect public health.

[83] ERP sites are sites other than LUSTs that have contaminated soil and/or groundwater. Examples include industrial spills (or dumping) that need long term investigation, buried containers of hazardous substances, and closed landfills that have caused contamination. The ERP module includes petroleum contamination from above-ground (but not from underground) storage tanks.

[84] A LUST site has contaminated soil and/or groundwater with petroleum, which includes toxic and cancer causing substances. However, given time, petroleum contamination naturally breaks down in the environment biodegradation). Some LUST sites may emit potentially explosive vapors.

Wildlife Resources

Wildlife Habitat

Ecological landscapes are areas that differ from each other in ecological attributes and management opportunities. They have unique combinations of physical and biological characteristics, such as climate, geology, soils, water and vegetation. Levels of biological productivity, habitat suitability, and the presence of rare species and natural communities also differ. The Oshkosh MPO falls within the Southeast Glacial Plains Ecological Landscape.[85]

- **Southeast Glacial Plains Ecological Landscape** covers the bulk of the non-coastal area in southeast Wisconsin and totals approximately 4.9 million acres. This landscape is characterized by gently rolling to flat topography with clay or silt loam textured soils on glacial till plains and moraines.

The Southeast Glacial Plain Ecological Landscapes support numerous habitat types. Habitats found within the MPO include streams, lakes, rivers, woodlands, marshes, open wet meadows, and fallow/abandoned farmland. The Winnebago County Soil Survey indicates that within the MPO wildlife is comprised of pheasant, partridge, cottontail, gray squirrel, fox squirrel, deer, ruffled grouse, waterfowl (mallards, blue winged teal) and songbirds.[86]

Woodlands

Originally, Winnebago County was mostly forest and oak savanna, with area of sedge meadow and prairie grass in the northern and western part of the county. Most of the forest was cleared for agricultural crops with roughly 20,000 acres of woodland left. The woodland composition comprises of the following: oak-hickory; 7,000 aces, maple-beech-birch, 6,000 acres; ash-aspen-cottonwood, 5,000 acres, and mixed conifers, 2,000 acres. The county's woodland stock provides a considerable source of timber and related products for private use. The woodlands also provide habitat for a variety of wildlife species.

Forest and woodlands are classified into one of two categories: general (unplanted) woodlands and planted woodlands (**Map 16-5**). General woodlands are naturally occurring forests and hedgerows. Planted woodlands are tree plantations in which trees are found in rows; these areas include orchards, timber tracts and other general uses. Woodland information was obtained from land use data that was interpreted from aerial photographs and field verified. Land use data was updated by ECWRPC in May of 2010.

Mitigation Issues and System Level Mitigation Measures:

Although some tree removal will be necessary, existing and ornamental vegetative cover should be retained whenever possible within the right-of-way. Where existing groundcover must be removed, replacement vegetation should be established in a timely manner using seed and mulch or sod. Roadside trees adjacent to residences should be saved whenever possible. Where trees are to be removed in front of residences, property owners should be given appropriate notice, and should be offered replacement trees to help offset the functional or aesthetic loss of the trees. Replacement tree species, size and number should be determined

[85] WDNR, http://dnr.wi.gov/topic/landscapes/. Accessed 6/24/14.
[86] Soil Survey of Winnebago County, Wisconsin. May 1980.

by the WisDOT following coordination with adjacent property owners. Approximately 0.2 percent (87 acres) of woodlands are within the quarter mile and 250 foot project buffer zones.

Rare, Threatened and Endangered Species and Natural Communities

The Fish and Wildlife Service (FWS) in the Department of the Interior and the National Oceanic and Atmospheric Administration (NOAA)-Fisheries in the Department of Commerce (National Marine Fisheries Service – NMFS) share responsibility for administration of the Endangered Species Act (ESA)[87]. The purpose of the ESA is to protect and recover imperiled species and the ecosystems upon which they depend. The FWS has primary responsibility for terrestrial and freshwater organisms, while the NMFS are mainly responsible for marine wildlife such as whales and anadromons fish such as salmon.

Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. Before a plant or animal species can obtain the protection of the ESA, it has to be added to the federal lists of threatened and endangered plants and wildlife. The List of Endangered and Threatened Wildlife (50 CFR 17.11) and the List of Endangered and Threatened Plants (50 CFR 17.12) contain the names of all species of mammals, birds, reptiles, amphibians, fishes, insects, plants and other creatures that have been determined by the USFWS and the National Oceanic and Atmospheric Administration (NOAA) Fisheries (for most marine life) to be in greatest need of federal protection. As of March 2008, the FWS has listed 1,925 species worldwide as endangered or threatened; 1,351 occur in the United States. In April 2014, there were 2,149 listed worldwide, an 11.6% increase and 1,524 species in the US an increase of 12.8%.

Species are listed as endangered or threatened based solely on their biological status and threats to their existence. FWS considered five factors when evaluating a species (1) damage to, or destruction of, a species habitat; (2) overutilization of the species for commercial, recreational, scientific or educational purposes; (3) disease or predation; (4) inadequacy of existing protection; and (5) other natural or manmade factors that affect the continued existence of the species.

Candidate species are plants and animals for which the USFWS has sufficient information on their biological status along with the threats they face, to propose them as endangered or threatened under the Endangered Species Act. However, development of a proposed listing regulation is precluded by other, higher priority listing activities. Candidate species receive no legal protection. However, the USFWS encourages concerned parties to form partnerships to conserve these species, because they are species that may warrant protection in the future under the ESA.

The Wisconsin Natural Heritage Inventory (NHI) program[88,89] is part of an international network of NHI programs. The program uses a standard methodology for collecting, characterizing, and managing data. NHI programs focus on locating and documenting occurrences of rare species

[87] http://www.fws.gov/endangered/.
[88] WDNR. http://dnr.wi.gov/topic/nhi/. Accessed 6/26/14.
[89] The DNR Aquatic Terrestrial Resource Inventory (ATRI database), was reviewed but not utilized since the database contains information from the WNHI program. The WNHI program houses the most complete database on the locations and status of rare species, natural communities, and natural features in Wisconsin. Data provided by the WNHI are not based on a comprehensive rare species inventory of the state. The WNHI makes no guarantee or warranty concerning the accuracy or completeness of information contained in the database and does not necessarily endorse any interpretation or products derived from the data.

and natural communities, including state and federal endangered and threatened species. Due to the vulnerability of rare species to collection and destruction, NHI data is exempt from the Wisconsin Open Records Law.

The U.S. Fish and Wildlife Service (USFWS) identifies' three (3) federally listed species for Winnebago County[90], while the Wisconsin Natural Heritage Inventory further identifies 63 aquatic and terrestrial animal occurrences, 19 aquatic and terrestrial plant occurrences, 75 fish and mussels occurrences, and 30 aquatic and terrestrial natural community occurrences (**Table 16-3, Map 16-5** and Inserts A-B)[91]. A complete list of occurrences for each county can be found in **Appendix J**.

Below is a listing of federally endangered species:

Table 16-3: Federally Listed Endangered, Threatened, Proposed and Candidate Species in Winnebago County

Species	Status	Habitat
Whooping Crane (*Grus americanus*)	**Non-essential experimental population	Open Wetlands and lakeshores
Eastern prairie fringed orchid *(Platanthera leucophaea*)	Threatened	Wet Grasslands
Northern Long-Eared Bat (Myotis septentrionalis)	Proposed Endangered	Live and dead tree crevices, mines and caves

Source: http://ecos.fws.gov/tess_public/countySearch!speciesByCountyReport.action?fips=55139 Visited June 24, 2014.

Generalized versions of the database are included on **Map 16-5** and **Inserts A-B; D-F**.

Mitigation Issues and System Level Mitigation Measures:

Winnebago County is home to two federally listed species. In addition, 187 occurrences have been noted in Winnebago County per the Wisconsin Natural Heritage Inventory. Early in the planning phase, field surveys may be necessary to identify rare, endangered and threatened species and/or habitat that may be impacted during construction and continued maintenance of the project. Depending on the species identified; seasonal and other limitations may be imposed on the project. Approximately 1.77 percent (811 acres) of endangered terrestrial species habitat is within the within the quarter mile and 250 foot project buffer zones. Additionally, 2.0 percent (936 acres) of endangered aquatic species habitat is within the quarter mile and 250 foot project buffer zones.

Projects that may impact WDNR endangered species habitat include:

- Project 1: Sherman Road crossing signal and gates
- Project 2: STH 21 Oshkosh Ave Bridge
- Project 3: City of Oshkosh Bridge Lift Structures
- Project 4: Oregon/Jackson St Bridge Replacement
- Project 7: Fernau Ave. / STH 76 - Vinland Rd. reconstruction
- Project 9: N Main Street to New York to Murdock Ave

[90] http://www.fws.gov/endangered/species/us-species.html.
[91] http://dnr.wi.gov/topic/nhi/. Accessed 6/24/14.

- Project 10: CTH I 35th St to Ripple Avenue
- Project 11: Omro Road Bike Path
- Project 12: Vinland Road/Smith – Snell
- Project 13: Snell Road/Jackson – CTH A reconstruction
- Project 14: Main Street/Fox River – 16th Avenue Reconstruction
- Project 16: Main Street/Irving – New York Avenue Reconstruction

Parks, Open Space, and Recreational Resources

Public open space such as parks and parkways are important to the quality of life within a community. These lands serve many purposes including outdoor recreation and education; buffers between different land uses; flood and stormwater management; habitat preservation; air and surface water quality improvements; protection of groundwater recharge areas; and aesthetics.

Mitigation Issues and System Level Mitigation Measures

Potential impacts on parks, open space and recreational areas should be considered during the planning, design, construction and maintenance of transportation projects. Parks, open space and recreational areas are considered impacted if land is acquired for a project, if land is otherwise occupied (such as a retention basin) in a manner that is adverse to the recreational purpose of the land or if a project in the proximity of the resource substantially impacts its purpose.

Section 4(f) of the United States Department of Transportation Act of 1966 (subsequently codified into 49 United States Code Section 303) stipulates that federally funded transportation projects cannot use publicly-owned public parks or recreation areas unless there is no feasible and prudent alternative to the use of the land, and that the action includes all possible planning to minimize harm resulting from the use.

Planning should include an inventory of existing and future identified park, open space and recreation areas to determine if the resource could be impacted by the transportation project. If possible avoid impacts to park, open space and recreational areas. Where impacts are unavoidable, mitigate them as much as possible. Some mitigation techniques to consider include (1) acquiring the impacted property and compensating for the loss either monetarily or by acquiring replacement land; (2) acquire scenic easements and construct appropriate visual screening consistent with the context of the recreational use; (3) Restore, relocate or rehabilitate impacted features and context (natural areas and facilities); (4) Preserve as much of the resource and site features as possible; and (5) avoid and mitigate new visual, atmospheric, and/or audible elements that detract from the character of the resource.

Wisconsin Department of Natural Resources (WDNR) and Public Lands

Since 1876, the State of Wisconsin has been acquiring land to meet conservation and recreation needs. Public lands managed by the Wisconsin Department of Natural Resources provide many opportunities and public spaces to hunt, fish, hike, canoe, or watch or photograph wildlife.

State Fishery Areas (SFAs) protect important waterways in Wisconsin by providing a natural buffer from agricultural practices and urban runoff. SFAs often preserve and manage the

headwaters or springs of streams which serve as the biological base for fish and other aquatic life. SFAs also increase the availability of public access to navigable waterways throughout the state. There are no SFAs in the Oshkosh MPO. State Wildlife Areas are managed to sustain the wildlife and natural communities found on the properties and to provide a full range of traditional outdoor recreational uses. There are no State Wildlife Areas in the Oshkosh MPO.[92]

State Parks and Forests provide places for outdoor recreation and for learning about nature and conservation. There are no State Parks or Forests in the Oshkosh MPO area.[93]

Open Space

Public open spaces such as parks, natural areas and parkways are important to the quality of life within a community. These lands serve many purposes including outdoor recreation and education; buffers between different land uses; flood and stormwater management; habitat preservation; air and surface water quality improvements; protection of groundwater recharge areas; and aesthetics. They can also enhance the value of nearby properties.

Recreational Trails

A multitude of recreational trails intersect the Oshkosh MPO area (**Map 16-6**, **Inserts A-F**). A number of trails are listed below:

- **WIOUWASH State Recreational Trail** – Utilizes an abandoned railroad corridor and is 21.8 miles long. The trail is walkers, hikers, bikers, horseback riders, and snowmobilers during the winter months. Within the MPO, the trail follows the north shore of Lake Butte des Morts, crosses the Fox River and continues south toward Fond du Lac County.

- **Tribal Heritage Crossing of the WIOUWASH State Recreation Trail** – Originally opened in 1955, Lake Butte Des Morts causeway was in need of an upgrade due to the increasing traffic volume. The Wisconsin DOT built an eight-lane crossing by widening it to the west. The new causeway opened in July 2013 and provides increased safety and improved traffic flow.

- **Quarry Park Trail** – provides a connection between the Wiouwash State Trail and the Oshkosh-Ripon Trail. It connects to the Wiouwash State Trail on the north side of the Fox River and continues diagonally through the City of Oshkosh to USH 41, where it connects to the Oshkosh Ripon Trail.

- **Oshkosh-Ripon Trail** – it will eventually provide a linkage between the cities' of Oshkosh and Ripon. It commences at the Quarry Park Trail and USH 41 continues diagonally toward Ripon.

- **Winnebago County Community Park Shared Path Trail** – provides a connection to the Wiouwash State Trail and the Oshkosh-Fox Cities Trail. Shared use paths went in the summer/fall of 2014. Groundbreaking took place on May 16, 2014.

[92] http://dnr.wi.gov/topic/lands/WildlifeAreas/.
[93] http://dnr.wi.gov/topic/lands/.

- **Oshkosh-Fox Cities Trail** – provides a connection between Oshkosh and the Fox Cities along CTH A.

Mitigation Issues and System Level Mitigation Measures:

Numerous projects will either cross, are in proximity to recreational trails or future planned facilities:

- Project 1: Sherman Road WCL Crossing Signal and Gates
- Project 2: STH 21 Oshkosh Ave Bridge
- Project 3: City of Oshkosh Bridge Lift Structures
- Project 4: Oregon/Jackson St Bridge Replacement
- Project 5: USH 41/USH 45-Breezewood Reconstruction
- Project 6: USH 41/STH 26-Breezewood Reconstruction
- Project 7: Fernau Ave. / STH 76 - Vinland Rd. Reconstruction
- Project 8: I-41 Conversion / State Line – Green Bay SCL Dodge Co – I-43 Signing
- Project 9: N Main Street to New York to Murdock Ave
- Project 10: CTH I 35th St to Ripple Avenue
- Project 11: Omro Road Bike Path
- Project 12: Vinland Road/Smith – Snell
- Project 13: Snell Road/Jackson – CTH A reconstruction
- Project 14: Main Street/Fox River – 16th Avenue Reconstruction
- Project 15: Washburn Street/Ripple – STH 26 Reconstruction
- Project 16: Main Street/Irving – New York Avenue Reconstruction
- Project 17: STH 76/USH 41 – CTH JJ

Heritage Routes and Rustic Roads

Heritage Routes

The Fox-Wisconsin Heritage Parkway is currently pursuing a federal designation as a National Heritage Area. The parkway follows the Marquette and Joliet route of discovery and incorporates the Lower Fox, the Upper Fox and the Lower Wisconsin rivers. Much of the Oshkosh MPO is included within the parkway.

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.[94] They offer excellent opportunities to travel through attractive rural areas. 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 to the pavement. According to the WisDOT website there is no rustic road within the Oshkosh MPO. [95]

[94] WisDOT 2005. Wisconsin's Rustic Roads: A Positive Step Backward. http://www.dot.state.wi.us/travel/scenic/rusticroads.html.
[95] http://www.dot.wisconsin.gov/travel/scenic/rusticroad82.htm.

Mitigation Issues and System Level Mitigation Measures

Potential impacts on Heritage Routes and Rustic Roads should be considered during the planning, design, construction and maintenance of transportation projects. Heritage Routes and Rustic Roads are considered impacted if land is acquired for a project, if land is otherwise occupied in a manner that is adverse to the recreational purpose of the land or if a project in the proximity of the resource substantially impacts its purpose.

The Fox-Wisconsin Heritage Route is a designation, thus requiring potential projects within proximity to consider the effects of the project on the designation. The list below shows all projects that either cross, are in proximity to the Fox River Heritage Parkway:

- Project 2: STH 21 Oshkosh Ave Bridge
- Project 3: City of Oshkosh Bridge Lift Structures
- Project 4: Oregon/Jackson St Bridge Replacement
- Project 14: Main Street/Fox River – 16th Avenue Reconstruction

Environmental Corridors

Environmental Corridors are continuous systems of open space created by the natural linkage of environmentally sensitive lands such as woodlands, wetlands and habitat areas that provide important travel ways for a variety of wildlife and bird species. These corridors often lie along streams, rivers and other natural features. Environmental corridors are sensitive natural resources; preserving these corridors from development protects habitat and keeps non-point source pollution to a minimum thus ensuring that high quality groundwater and surface water is maintained and habitat is not impaired. Within the Oshkosh MPO, environmental corridors include the Fox-Wisconsin Heritage Parkway, recreational trails and waterways.

Mitigation Issues and System Level Mitigation Measures

Environmental corridors have the potential to be impacted during construction of transportation projects, thus a careful analysis of environmental corridors within proximity of transportation projects should occur. Transportation projects at a system level analysis that will have adverse effects on the environmental corridors are described in the following sections of this report: Heritage Routes and Rustic Roads; Lakes and Ponds; and Rivers and Streams.

Natural Areas/County and Local Parks/Nature Centers

Below is an inventory of the natural areas, county and local parks and nature centers found within the Oshkosh MPO.

County Facilities

County facilities provide for a range of active and passive regional recreational activities. A listing of these facilities and a brief description follows:

- ***Sunnyview Exposition Center and Fairgrounds*** is located at 500 E County Road Y (Sunnyview Road), Oshkosh, WI 54901. It occupies approximately one hundred acres approximately 5 miles north of the City of Oshkosh and ten miles south of the City of Neenah. Facilities include a 31,453 square foot Exposition Building with a capacity of

4,000 people; barn facilities (5); outdoor food court; Grand Stand with a capacity of 4,000 people; Toilet/Shower Building; Covered Arena; Outdoor Arena and parking.

- ***Winnebago County Community Park*** is located at 501 East County Road Y, Oshkosh, WI 54901. The County's Community Park offers sits on a 270-acre site in the far northern section of the City of Oshkosh. Facilities include baseball, soccer, rugby, disc golf, archery, horseshoe, paved trails, a dog park and fishing ponds. Some of the more unique offerings within the county parks system include a BMX track, cross- country trails, dog exercise areas and an historic archaeological site.

- ***Lake Butte des Morts Boat Landing*** is located at 5316 Leonard Point Road, Omro.

- ***Grundman Park Boat Landing*** is located at 1801 Grundman Lane, Oshkosh.

- ***Asylum Point Boat Landing*** is located at 3400 Sherman Road, Oshkosh.

- ***Black Wolf Boat Landing*** is located at 6850 Fond du Lac Road, Oshkosh.

While some local parks listed below in **Table 16-4** provides activities for a more regional population, many found within the City of Oshkosh and the Town of Algoma are classified as neighborhood parks and are designated to serve the very local population.

Table 16-4: Local Parks and Open Space

Municipality	Name	Function	Location
C. Oshkosh	Menominee Park	Community/Regional Park	Hazel Avenue and Merritt Street
C. Oshkosh	Asylum Park	Community/Regional Park	Sherman Road on Lake Winnebago
C. Oshkosh	Red Arrow Park	Community/Regional Park	Corner of Eagle Street and Taft Ave.
C. Oshkosh	South Park	Community/Regional Park	Corner of S. Park Avenue and Ohio St
C. Oshkosh	Jacob Shapiro Park	Community/Regional Park	South of Kolf Center (UW-Oshkosh)
C. Oshkosh	44th Parallel Park	Neighborhood Park	Allerton Drive and Thornton Avenue
C. Oshkosh	Abby Area Park	Neighborhood Park	Westhaven Drive and Abbey Avenue
C. Oshkosh	Al Broulbre Memorial Park	Neighborhood Park	S. Main Street and the Fox River
C. Oshkosh	Congress Avenue Athletic Park	Neighborhood Park	Congress Avenue and Beech Street
C. Oshkosh	East Hall Field	Neighborhood Park	New York Avenue and Jackson Street
C. Oshkosh	Fugleberg Park	Neighborhood Park	S. Main Street at Fugleberg Trail
C. Oshkosh	Quarry Park	Neighborhood Park	17th Avenue and Knapp Street

Municipality	Name	Function	Location
C. Oshkosh	Rainbow Park	Neighborhood Park	West of Oshkosh Avenue Bridge by Fox River
C. Oshkosh	Stevens Park	Neighborhood Park	Frankfort Street and Bayshore Drive
C. Oshkosh	Teichmiller Park	Neighborhood Park	Crane Street (north end)
C. Oshkosh	Westhaven Circle Park	Neighborhood Park	Newport Drive at Westhaven Drive
C. Oshkosh	Bauman Park	Play lot	Josslyn Street at Buchanan Avenue
C. Oshkosh	Congress Avenue Tot Lot	Play lot	Congress Avenue and Beech Street
C. Oshkosh	Mary Jewel Park	Play lot	Oshkosh Avenue at N. Eagle Street
C. Oshkosh	West Algoma Park	Play lot	Oshkosh Avenue off of Eagle Street
C. Oshkosh	Mt. Vernon Street Tot Lot	Play lot	Mt. Vernon Street
C. Oshkosh	Stoegbauer Park	Play lot	6th Avenue and Idaho Street
C. Oshkosh	Abe Rochlin Park	Special Purpose	Oshkosh Avenue and Sawyer Street
C. Oshkosh	Carl E. Steiger Park	Special Purpose	North of Ohio Street Bridge on Fox River
C. Oshkosh	FVTC Athletic Fields	Special Purpose	Campbell Street
C. Oshkosh	Garden Club Park	Special Purpose	4th Avenue an Mason Street
C. Oshkosh	Killian C. Spanbauer Park (Spanbauer Field)	Special Purpose	Sawyer Street and 8th Avenue
C. Oshkosh	Opera House Square	Special Purpose	Market Street
C. Oshkosh	Riverside Park	Special Purpose	East of Main Street Bridge
C. Oshkosh	Roe Park	Special Purpose	Washington Avenue and Court Street
C. Oshkosh	William A. Steiger Park	Special Purpose	South of Ohio Street on Fox River
C. Oshkosh	Jackson Athletic Field		Jackson Street and West Nevada Avenue
C. Oshkosh	Campbell Creek Marsh	Conservation/Preservation	Campbell Road
C. Oshkosh	Glatz Nature Center	Conservation/Preservation	Junction of Doty Street and S. Main Street
C. Oshkosh	Hikers Monument/Paine Conservancy	Conservation/Preservation	Congress Avenue at Algoma Boulevard
C. Oshkosh	North High School Conservancy	Conservation/Preservation	North High School
C. Oshkosh	Sawyer Creek Park	Conservation/Preservation	East of Oakwood Road
C. Oshkosh	24th Avenue Boat Launch	Boat Launch/Pier	24th Avenue at South Park Avenue

Municipality	Name	Function	Location
C. Oshkosh	Bowen Street Pier	Boat Launch/Pier	Bowen Street at Bayshore Drive
C. Oshkosh	Fugleberg Boat Launch	Boat Launch/Pier	S. Main Street at Fugleberg Trail
C. Oshkosh	Menominee Park Boat Launch	Boat Launch/Pier	Siewert Trail at Fox River
C. Oshkosh	Mill Street Boat Launch	Boat Launch/Pier	Mill Street
C. Oshkosh	Rainbow Park Boat Launch	Boat Launch/Pier	Veterans Trail at Fox River
C. Oshkosh	W. Steiger Park Boat Launch	Boat Launch/Pier	South of Ohio Street on Fox River
C. Oshkosh	Akan Acres Park		North of Oshkosh North H.S. on Morgan Avenue
C. Oshkosh	Pollack Community Water Park	Public Water Park	1550 Taft Avenue
T. Algoma	Town Hall Park		15 N. Oakwood Road
T. Algoma	Kewaunee Park	Neighborhood Park	Kewaunee Street
T. Algoma	Wetland Preserve		Northeast corner of town
T. Algoma	Sheldon Nature Center		Oakwood School site

Source: City of Oshkosh Comprehensive Plan, Oshkosh Convention and Visitors Bureau, Town of Algoma Comprehensive Plan, adopted 2/21/2007.

Mitigation Issues and System Level Mitigation Measures:

Numerous park facilities have the potential to be impacted during construction of transportation projects. While the facilities themselves may not be impacted, access to the facilities could be restricted. Therefore construction and timing near these facilities should be coordinated with the appropriate municipal and school departments so that disruption of facility use is limited.

Projects that could potentially impact park sites include:

- Project 2: STH 21 Oshkosh Ave Bridge
- Project 3: City of Oshkosh Bridge Lift Structures
- Project 4: Oregon/Jackson St Bridge Replacement
- Project 7: Fernau Ave. / STH 76 – Vinland Rd. Reconstruction
- Project 9: N Main Street to New York to Murdock Ave
- Project 12: Vinland Road/Smith – Snell
- Project 13: Snell Road/Jackson – CTH A Reconstruction
- Project 14: Main Street/Fox River – 16th Avenue Reconstruction
- Project 16: Main Street/Irving – New York Avenue Reconstruction

Recreation Facilities

Five golf courses are found within the Oshkosh MPO and are listed below:

- **Lake Shore Municipal Golf Course** – 2175 Punhoqua St, Oshkosh, WI 54902
- **Oshkosh Country Club** – 11 W Ripple Rd, Oshkosh, WI 54902

- **Far Vu Golf Course** – 4985 County Road R, Oshkosh, WI 54902
- **Westhaven Golf Club** – 1400 Westhaven Dr., Oshkosh, WI 54904
- **Sunset Par 3 Golf Course** – 3669 S. Washburn St, Oshkosh, 54904

Mitigation Issues and System Level Mitigation Measures

Numerous golf course facilities have the potential to be impacted during construction of the transportation projects. While the facilities themselves may not be impacted, access to the facilities could be restricted. Therefore, construction and timing near these facilities should be coordinated with the appropriate golf course.

Projects within proximity of recreational areas include:

- Project 2: STH 21 Oshkosh Ave Bridge
- Project 10: CTH I 35th St to Ripple Avenue
- Project 15: Washburn Street/Ripple – STH 26 Reconstruction

Air Quality

Air quality, particularly good air quality, is often taken for granted. Clean air is vital to maintain public health. Sound local and regional planning can minimize negative impacts to the air. As communities become more spread out, the use of automobiles increases dramatically, resulting in more emissions and subsequent decrease in air quality. Emissions from certain industrial uses also have the potential to impact air quality.

The Clean Air Act, which was last amended in 1990, requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards[96] for pollutants considered harmful to public health and the environment. Two standards are set; primary and secondary. Primary standard limits are set to protect public health, while secondary standards are set to protect public welfare (protection against decreased visibility, damage to animals, crops, vegetation and buildings). National Ambient Air Quality Standards are set for six principal pollutants; carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone and sulfur dioxide.[97]

There is no air quality monitoring site in the Oshkosh MPO. The closest ozone air quality monitoring sites are located in Fond du Lac[98] and Outagamie[99] counties. The primary and secondary National Ambient Air Quality Standard for ozone is 0.075 ppm.[100] Ozone is a gas comprised of three atoms of oxygen and can be found in the Earth's upper atmosphere and at ground level. Monitored values of ozone represent ground level ozone, which is not directly emitted into the air. Ozone concentrations typically reach higher levels on hot sunny days in urban environments; it can be transported long distances by wind. The 8-hour ozone design

[96] 40 CFR part 50.
[97] http://www.epa.gov/air/criteria.html.
[98] Air Quality Monitoring Site is located at N3996 Kelly Road in the Town of Byron. The site is on the edge of a farm field.
[99] Air Quality Monitoring Site is located at 4432 N. Meade Street in the City of Appleton. The site is located near a neighborhood.
[100] To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm. A lower ozone standard is expected to be proposed by US EPA in late 2014. In March of 2008 (Final Rule 16436), the 8-hour standard of 84 ppb was lowered to 75 ppb.

values (ppb) were not exceeded in Fond du Lac or Outagamie counties between 1997 and 2012.[101]

Particulate matter (PM) is a mixture of solid particles and liquid droplets. It includes acids, organic chemicals, metals, soil or dust, and allergens. Fine particle pollution can be emitted directly or formed secondarily in the atmosphere. Particulate matter is not monitored at the Fond du Lac County site. The primary and secondary National Ambient Air Quality Standard for particulate matter is:

- $PM_{2.5}$[102]
  - Primary: 12µg/m^3, annual mean, averaged over 3 years
  - Secondary, 15µg/m^3, annual mean, averaged over 3 years
  - Primary and Secondary, 35µg/m^3, 24-hour, 98 percentile, averaged over 3 years
- PM_{10}[103]
  - Primary and Secondary: 150µg/m^3, 24-hour, not to be exceeded more than once per year on an average over 3 years

According to the *Wisconsin Air Quality Trends, 2014*, Outagamie County[104] did not exceed these standards between 2001 and 2012 for 24-hour $PM_{2.5}$ (standard currently 35µg/m^3) or the Annual $PM_{2.5}$ (standard of 15µg/m^3).

To achieve the national air quality standards, EPA has in place regulatory and voluntary programs to reduce the amount of air pollutants emitted from a wide range of emission sources. To keep track of these emissions, EPA maintains the National Emissions Inventory (NEI), the national database of air pollutant emission information. This database is modified at least annually. Since developing and updating this inventory is time-consuming, the data is several years old (**Table 16-5**).

[101] Wisconsin Department of Natural Resources, *Wisconsin Air Quality Trends*, April 2014.
[102] $PM_{2.5}$ fine particles less than 2.5 micrometers.
[103] PM_{10} coarse particles between 2.5 and 10 micrometers.
[104] The annual standard for $PM_{2.5}$ is currently 12 micrograms per cubic meter (Final Rule December 14, 2012, effective January 2014), but all information identified in the Wisconsin Air Quality Trends report should be compared to 15 micrograms per cubic meter.

Table 16-5: State and County Emission Summaries, 2011

Source Sector	Winnebago County		Wisconsin	
	Emissions Tons ($PM_{2.5}$)	Emissions Tons (PM_{10})	Emissions Tons ($PM_{2.5}$)	Emissions Tons (PM_{10})
Agriculture	599	2,993	38,867	134,504
Fuel Combustion	597	608	29,906	40,437
Dust	311	2,210	12,455	86,114
Mobile	233	286	9742	11,539
Miscellaneous	40	44	5389	6,152
Industrial Processes	107	174	3590	7,672
Fires	25	34	3452	4,523
Solvent	0	0	102	117
Total	**1,912**	**6,349**	**103,503**	**291,058**

Source: State and County Emission Summaries, US EPA. http://www.epa.gov/cgibin/broker?_service=data&_debug=0&_program=dataprog.national_1.sas&polchoice=PM

Sources included in the agriculture sector include: Crops and Livestock Dust; Fertilizer Application; and Livestock Waste. Sources in the dust sector include: Construction Dust; Paved Road Dust; and Unpaved Road Dust. No information on the other pollutants (carbon monoxide, lead, nitrogen and sulfur dioxide) was available.

Mitigation Issues and System Level Mitigation Measures

Particulates in the air can cause or aggravate a number of health problems and have been linked with illnesses and deaths from heart and lung diseases.[105] Particulates of concern include both very small and somewhat larger dust particles and are a mixture of solids and liquids. Smaller particles (less than 10 micrometers) are of a greater concern because they can pass through the nose and throat and get deep into the lungs. Larger particles (greater than 10 micrometers) do not usual reach the lungs but they can irritate eyes, nose and throat.

Fine particulates (less than 2.5 micrometers) are produced anytime fossil fuels (coal, oil and diesel) or wood are burned. They are produced by power plants, wood stoves, motor vehicles, agricultural burning and forest fires to list a few. Coarse “dust” particles (2.5 to 10 micrometers) are produced during crushing or grinding and from vehicles traveling on paved or unpaved roads. They can also be produced by blowing wind over dusty surfaces. Mitigation activities can include watering of dusting surfaces, daily cleanup of dirt tracked on roadways, properly tuned vehicles, avoidance of on-site burning of wood and other waste materials, etc.

Cultural Resources

Cultural Resources, like natural resources are valuable assets which should be preserved. These resources define a community’s unique character and heritage. Included in this section is an inventory of historic buildings, sites, structures, objects, archeological sites and districts.

[105] http://www.airnow.gov/index.cfm?action=pubs.aqguidepart.

State and National Register of Historic Places

The Wisconsin Historical Society's Division of Historical Preservation and Public History (HPPH) is a clearing house for information related to the state's cultural resources including buildings and archeological sites. The State Historic Preservation Office (SHPO) is housed within this division. The primary responsibility of the HPPH is to administer the State and National Register of Historic Places programs. The National Register is the official national list of historic properties in the United States that are worthy of preservation. The program is maintained by the National Park Service in the U.S. Department of Interior. The State Register is Wisconsin's official listing of state properties determined to be significant to Wisconsin's heritage. The inventory is maintained by the HPPH. Both listings include sites, buildings, structures, objects, and districts that are significant in national, state, or local history. Sites are chosen based on the architectural, archeological, cultural, or engineering significance. A listing of all properties listed in Winnebago County is included in **Appendix K**[106].

Within the Oshkosh MPO, the following properties are listed on the State and National Registers of Historic Places (**Map 16-7**, **Insets A, D, E and Downtown**[107]).[108]

- **Abraham Briggs Bowen House**, 1010 Bayshore Dr. Bowen, Oshkosh (*10*)
- **Algoma Boulevard Methodist Church**, 1174 Algoma Blvd. Algoma Boulevard, Oshkosh (*9*)
- **Brooklyn No. 4 Fire House**, 17 W. Sixth Ave., Oshkosh (*11*)
- **Daily Northwestern Building**, 224 State St., Oshkosh (*13*)
- **First Methodist Church**, 502 N. Main St., Oshkosh (*14*)
- **First Presbyterian Church**, 110 Church Ave., Oshkosh (*15*)
- **Frontenac**, 132-140 High St. and 9 Brown St., Oshkosh (*16*)
- **Guenther, Richard, House**, 1200 Washington Ave., Oshkosh (*17*)
- **Hooper, Jessie Jack, House**, 1149 Algoma Blvd., Oshkosh (*18*)
- **Lutz, Robert, House**, 1449 Knapp St., Oshkosh (*19*)
- **Mayer-Banderob House**, 809 Ceape Ave., Oshkosh (*20*)
- **Morgan, John R., House Museum**, 234 Church Ave., Oshkosh (*5*)
- **Orville Beach Memorial Manual Training School**, 240 Algoma Blvd., Oshkosh (*22*)
- **Oshkosh Grand Opera House**, 100 High Ave., Oshkosh (*1*)
- **Oviatt House**, 842 Algoma Blvd., Oshkosh (*23*)
- **Paine Art Center and Arboretum**, 1410 Algoma Blvd., Oshkosh (*7*)
- **Pollock, William E., Residence**, 765 Algoma Blvd., Oshkosh (*24*)
- **Read School**, 1120 Algoma Blvd., Oshkosh (*25*)
- **Riverside Cemetery**, 1901 Algoma Boulevard, Oshkosh
- **Security Bank**, 903 Oregon St., Oshkosh (*26*)
- **Trinity Episcopal Church**, 203 Algoma Blvd., Oshkosh (*27*)
- **Wall, Thomas R., Residence**, 751 Algoma Blvd., Oshkosh (*28*)
- **Waterman, S. H., House**, 1141 Algoma Blvd., Oshkosh (*29*)
- **Winnebago County Courthouse**, 415 Jackson St., Oshkosh (*30*)
- **Wisconsin National Life Insurance Building**, 220 Washington Ave., Oshkosh (*31*)

[106] Amos House was removed from the National Register, no explanation given; Buckstaff Observatory was dismantled and removed from the National Register, Chief Oshkosh Brewery is eligible for inclusion on the National Register, but is not listed due to owner objection.
[107] Note: Numbers in italics refer to Map 16-7, Insert A – F.
[108] https://www.wisconsinhistory.org. Accessed 7/29/2014.

Additionally 7 historic districts are also listed on the State and National Register of Historic Places:

- **Algoma Boulevard Historic District**. Algoma Blvd. from Woodland Ave. to Hollister Ave., Oshkosh
- **Irving Church Historic District**. Roughly bounded by W. Irving Ave., Franklin St., Church Ave., Wisconsin St. and Amherst Ave., Oshkosh
- **North Main Street Bungalow Historic District**. North Main St. generally bounded by Nevada Ave. and Huron Ave., Oshkosh
- **North Main Street Historic District**. Roughly North Main St. from Parkway Ave. to Algoma Blvd., and Market St. NW to High Street
- **Oshkosh State Normal School Historic District**. Buildings at 800, 842 and 912 Algoma Blvd., and 845 Elmwood Ave
- **Paine Lumber Company Historic District**. Off Congress Ave. roughly between High, New York, and Summit avenues, and Paine Lumber Access Rd., Oshkosh
- **Washington Avenue Historic District**. Merritt Ave., Linde and Lampert streets, Washington Ave., Bowen and Evan streets, Oshkosh

The National Register is not a static inventory. Properties are constantly being added, and, less frequently, removed. It is, therefore, important to access the most updated version of the National Register properties. This can be found by accessing the HPPH website.[109]

Mitigation Issues and System Level Mitigation Measures:

While a visual inspection does not suggest any broad system level cumulative environmental impacts to any known properties or historic districts that area listed on the National Register, a few transportation projects do come within close proximity to historic properties. Transportation projects near historic buildings may have to exercise caution so as not to damage these more fragile structures during construction. Additionally, "it is important to consult with WisDOT's Cultural Resources Team (CRT) in the Bureau of Technical Services. For projects that require review under Section 106, the CRT is the single point of contact and all Section 106 review materials come to SHPO through the CRT".[110] Projects impacting historic sites include:

- Project 4: Oregon/Jackson St Bridge Replacement
- Project 9: North Main Street - New York to Murdock
- Project 14: Main Street/Fox River – 16th Avenue Reconstruction
- Project 16: Main Street/Irving – New York Avenue Reconstruction

Locally Significant Historic Places

Locally significant historic places are historic structures, historic sites, or historic districts which have a distinctive historic, architectural or cultural significance to a community. The Certified Local Government (CLG) program was enacted as part of the National Historic Preservation Act Amendments of 1980 and has been established in Wisconsin to further encourage and assist historic preservation by local governments.[111] In Wisconsin, a city, village, county, or town can be certified by Wisconsin's State Historic Preservation Office and the Department of the Interior

[109] https://www.wisconsinhistory.org.
[110] Wisconsin Historical Society email correspondence, 4/3/15.
[111] http://www.wisconsinhistory.org/Content.aspx?dsNav=N:4294963828-4294961311&dsRecordDetails=R:CS94

as a CLC in it meets basic criteria. Within the Oshkosh MPO, the City of Oshkosh (Oshkosh Landmarks Commission[112]) is a CLG.[113]

The Wisconsin State Historical Society also maintains a list of Local Historical Societies that are affiliated with the Wisconsin Council for Local History.[114] Local affiliates within the Oshkosh MPO include the Winnebago County Historical and Archeological Society.

Architecture and History Inventory (AHI)

In order to determine those sites that are eligible for inclusion on the National Register, the HPPH frequently funds historical, architectural, and archeological surveys of municipalities and counties within the state. Surveys are also conducted in conjunction with other activities such as highway construction projects. A search of the HPPH's on-line Architecture and History Inventory (AHI) database reveals a number of sites within the Oshkosh MPO.[115]

Inclusion in this inventory conveys no special status, restrictions, or benefits to owners of these properties. It simply means that some type of information on these properties exists in the HPPH's collections. AHI is primarily used as a research and planning tool. Like the National Register, this is not a static inventory. Properties are constantly being updated. The AHI database is searchable by county, municipality and street; therefore it is recommended that a search of the database be done for each specific project. More information can be found on the HPPH's website at https://www.wisconsinhistory.org. For technical assistance and up to date inventory information, please contact the database manager at 608-264-6506.[116] While the WHS website does display National Register listings, eligibility information for those not yet listed, in progress, or determined not eligible is not publicly available. Please contact the HPPH for information on how to gain access to all of the data.[117]

Mitigation Issues and System Level Mitigation Measures

Do to the large number of properties on the AHI database; a visual search between the database and transportation projects was not completed. However, as noted above inclusion in this inventory conveys no special status, restriction, or benefits to owners of these properties. This tool is to be used primarily as a research and planning tool. It is suggested that this inventory be consulted during the planning and design stage to see if any locally significant properties are present and that local historic preservation organizations be consulted.

Archaeological Sites Inventory (ASI)

An inventory similar to the AHI exists for known archeological sites across the state; the Archaeological Sites Inventory (ASI). Due to the sensitive nature of archaeological sites,

[112] Historic Preservation Commissions are part of local governments and established through local preservation ordinances. Wisconsin Historic Preservation Commissions list, last revised May 2012. http://www.wisconsinhistory.org/pdfs/hp/HPR-Commission-List.pdf.
[113] The Oshkosh was certified on October 23, 2007. http://grants.cr.nps.gov/CLG_NEW/CLG_REVIEW/Get_All_CLG.cfm.
[114] Wisconsin Historical Society – Wisconsin Council for Local History, Local History Affiliate Directory, updated 6/1/14. http://www.wisconsinhistory.org/pdfs/localhist/WHS-Local-History-Directory.pdf.
[115] https://www.wisconsinhistory.org/Content.aspx?dsNav=N:1159-4294961463&dsNavOnly=N:1159. Accessed 7/29/14.
[116] Comments received by email correspondence with Wisconsin Historical Society, 3/25/15.
[117] Comments received by email correspondence with Wisconsin Historical Society, 4/3/15.

information as to their whereabouts is not currently made available on-line. This information is distributed only on a need-to-know basis. Archaeological sites are added to as they are discovered; discovery is a continual process. For technical assistance and up to date inventory information, please contact the database manager at 608-264-6506.[118] Other types of burial sites include unmarked historic graves and Native American mounds. All burial sites are protected under Wis. Stats. § 157.70 and Wis. Admin. Code § HS 2.04 and you must obtain permission from the SHPO prior to any ground disturbing activity within the boundaries of the burial site. Information on the process as well as the Request to Disturb a Burial Site form is located on our website at wisconsinhistory.org. Consult the ASI for a full list of burial sites within any given project area.[119]

Mitigation Issues and System Level Mitigation Measures

During the planning and design stage, a determination should be made to see if there are any known archaeological sites within the vicinity of the transportation projects. If any known sites are present, the state archeologist will be consulted. Consult with WHS compliance staff members who can be reached at 608-264-6505.

Wisconsin Historical Markers

Wisconsin historical markers identify, commemorate and honor important people, places, and events that have contributed to the state's rich heritage. The Wisconsin Historical Markers Program is a vital education tool, informing people about the most significant aspects of Wisconsin's past. The Wisconsin Historical Markers Program is administered by the Wisconsin Historical Society. Applications are required for all official State of Wisconsin historical markers and plaques. According to the Wisconsin Historical Society, five historical markers or plaques are located within the Oshkosh MPO (**Map 16-7, Inserts A – F and Downtown**[120]).[121]

- **Knaggs Ferry**, Rainbow Park, near junction of Veterans Trail and Punhoqua Street, Oshkosh, Winnebago County *(38)*
- **University of Oshkosh**, UW-Oshkosh campus, Oshkosh, Winnebago County *(36)*
- **S.J. Wittman - Aircraft Designer, Race Pilot, Inventor**, Wittman Field Airport, 525 W 20th Ave, Oshkosh, Winnebago County *(37)*
- **Coles Bashford House**, 1619 Oshkosh Ave, Oshkosh, Winnebago County *(35)*
- **Edgar Sawyer House**, Oshkosh Public Museum, 1331 Algoma Blvd, Oshkosh, Winnebago County *(39)*

Mitigation Issues and System Level Mitigation Measures

During the planning and design stage, a determination should be made to see if there are any historical markers within the vicinity of the transportation projects. One project is in the vicinity of an identified historical marker is indicated below:

- Project 2: STH 21 Oshkosh Ave Bridge

[118] Comments received by email correspondence with Wisconsin Historical Society, 3/25/15.
[119] Comments received by email correspondence with Wisconsin Historical Society, 4/3/15.
[120] Note: Numbers refer to Map 16-7, Insert A – F.
[121] https://www.wisconsinhistory.org/pdfs/hp/HPR-Marker-List.pdf. Revised 9/16/13.

Cemeteries

A listing of cemeteries was obtained from ECWRPC 2010 land use[122] and compared against Rootsweb, an online directory. Cemeteries are shown on **Map 16-7, insets A-F and Downtown**. According to our records, 12 cemeteries are present within the Oshkosh MPO. Other types of burial sites include unmarked historic graves and Native American mounds; consult the ASI for a full list of burial sites within any given project area.[123]

- **Ellenwood Cemetery**, Washburn and CTH K (20th St), Town of Algoma WI
- **Plummer Cemetery**, 4723 N State Hwy 110 (3-4 miles North of USH 41), Town of Oshkosh, WI
- **Lakeview Cemetery**, 2786 Algoma Blvd., Oshkosh, WI
- **Riverside Cemetery**,1901 Algoma Blvd., Oshkosh, WI
- **Calvary Cemetery**, Algoma Blvd across the street from the Northern part of Riverside Cemetery, Oshkosh, WI
- **Sacred Heart Cemetery**, 2595 Knapp St Rd (behind airport runways), Town of Algoma, WI
- **Peace Cemetery**, on Waukau Rd, 1/2 mile east of Oregon Road, Oshkosh, WI
- **Boyd Cemetery**, W. Waukau Ave, West of Oregon St (CTH I), Town of Algoma, WI
- **Oaklawn (Flemming) Cemetery**, 1312 Nekimi Avenue, Town of Black Wolf, WI
- **State Hospital Cemetery**, Asylum Point, Town of Oshkosh, WI
- **Winnebago County Cemetery**, CTH Y, Town of Oshkosh, WI
- **Minckler Cemetery**, Knapp Road, Town of Omro, WI

Mitigation Issues and System Level Mitigation Measures

During the planning and design stage, a determination should be made to see if there are any cemeteries within the vicinity of the identified transportation projects. Visual inspections have shown one cemetery in close proximity to the listing of projects. These projects may require consideration in the design and construction permitting process. For additional information, consult WisDOT's *Guide to Transportation Archaeology.*[124] According to the visual review of the maps, there are two projects within proximity of cemeteries.

- Project 6: USH 41/STH 26-Breezewood Reconstruction
- Project 8: I-41 Conversion/State Line - Green Bay, SCL Dodge Co - I-43 Signing

Museums, Libraries, and Other Historic and Cultural Resources

Museums protect valuable historic resources for community enjoyment. Residents are welcome to learn from the exhibits and amenities they have to offer (**Map 16-7, Inserts A – F and Downtown**[125]). Museums within the Oshkosh MPO include:

- **EAA AirVenture Museum**, 3000 Poberezny Drive, Oshkosh (*3*);
- **Military Veterans Museum and Education Center**, 4300 Poberezny Road, Oshkosh (*4*);

[122] http://www.rootsweb.ancestry.com/~wiwinne2/cemeteries.html. Accessed 9/23/14.
[123] Email correspondence with Wisconsin Historical Society, 3/25/15.
[124] http://www.dot.state.wi.us/business/engrserv/environment/envareas/cultural/docs/guide-arch.pdf. (11/12/14)
[125] Note: Numbers refer to Map 16-7, Insert A – F.

- **J. R. Morgan House/Museum**, 234 Church Ave., Oshkosh (*5*);
- **Oshkosh Public Museum**, 1331 Algoma Blvd, Oshkosh (*6*);
- **Paine Art Center and Gardens**, 1410 Algoma Blvd., Oshkosh (*7*); and
- **Algoma Boulevard United Methodist Church** (Nativity Collection), 1174 Algoma Boulevard, Oshkosh.

Libraries within the Oshkosh MPO are part of the Winnefox Library System. The Winnefox Library System is a federation of thirty independent, member public libraries in five counties of Wisconsin.[126] Public libraries within the MPO include:

- **Oshkosh Public Library**, 106 Washington Ave., Oshkosh *(8)*.

Other Historic and Cultural Resources

Besides museums and public libraries, other cultural resources are present in the Oshkosh MPO. These include auditoriums, memorials and statutes honoring veterans and others, public and private art such as murals, zoos, sculptures and fountains and a host of other resources too numerous to list. Other historic and cultural resources within the Oshkosh MPO include:

- **Oshkosh Grand Opera House**, 100 High Ave., Oshkosh *(1)*; and
- **Leach Amphitheater**, 303 Ceape Avenue, Oshkosh *(2)*.

Mitigation Issues and System Level Mitigation Measures

During the planning and design stage, a determination should be made to see if there are any Museums, libraries or Other Historic and Cultural Resources within the vicinity of the transportation projects. Transportation projects near historic buildings and other edifices may have to exercise caution so as not to damage these more fragile structures during construction. System level analysis identifies the following projects within proximity to museums, libraries and other identified historic and cultural resources:

- Project 4: Oregon/Jackson St Bridge Replacement
- Project 6: USH 41/STH 26-Breezewood
- Project 8: I-41 Conversion / State Line - Green Bay
- Project 14: Main Street/Fox River – 16th Avenue Reconstruction

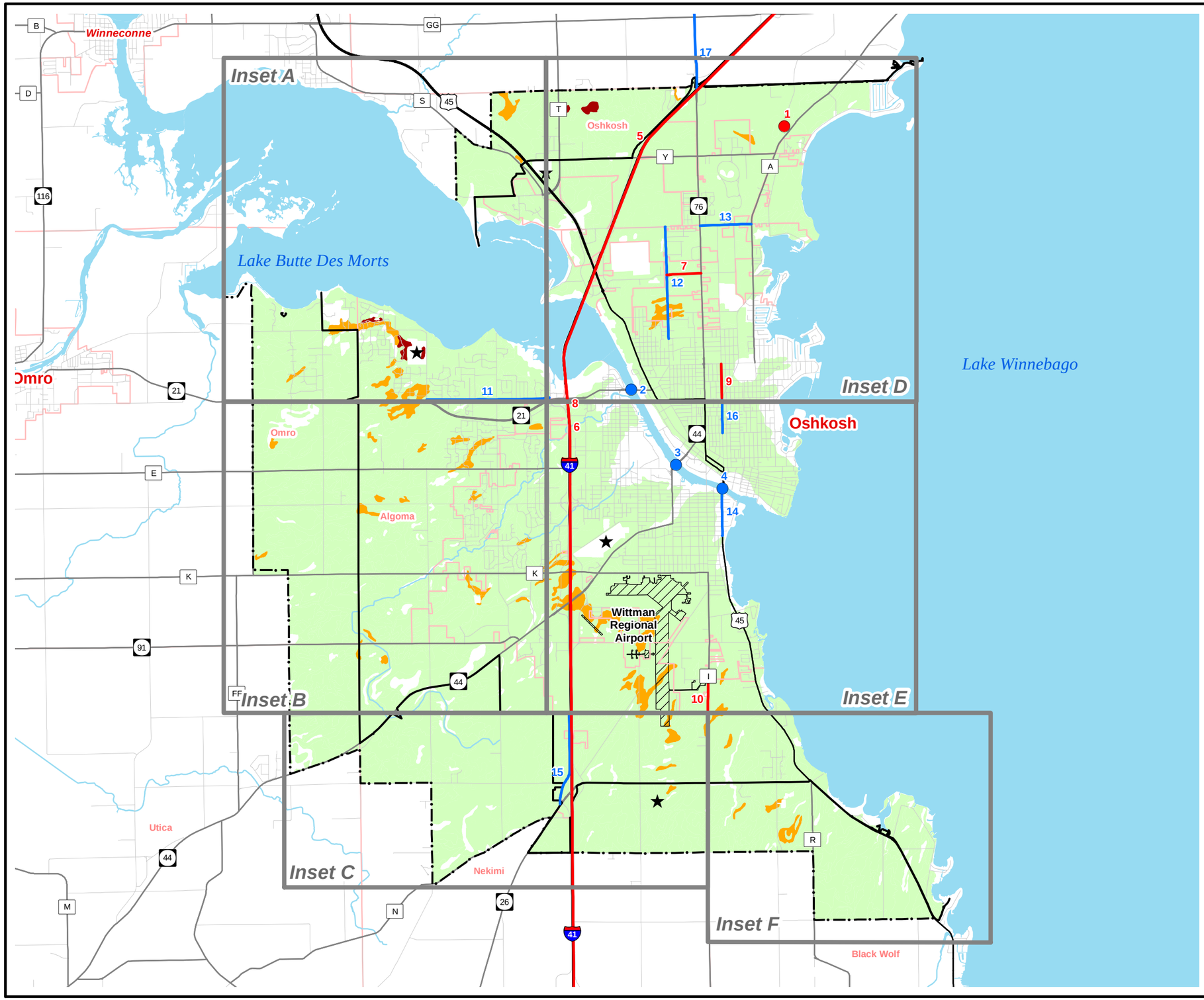
Table 16-6 Oshkosh MPO Long Range Projects and Environmental/Cultural Features provides a summary level analysis of each of the environmental features mentioned within this chapter and shows which TIP projects (for 2015-2018) are impacted by their development. Please note, the full TIP project descriptions/names can be found in Table 14-1 of the Recommendations Chapter which corresponds to the numbered projects listed here. For each environmental feature, the full list of TIP recommended projects were analyzed, documenting where projects intersected the quarter mile and 250 foot buffer zones. This analysis was completed using GIS and is included below.

[126] Member counties include Fond du Lac, Winnebago, Waushara, Marquette and Green Lake.

Table 16-6: Oshkosh MPO Long Range Projects and Environmental/Cultural Features		Short Term Project	Long Term Project			Short Term Project					
		1	2	3	4	5	6	7	8	9	10
WILDLIFE	*Wildlife Resource - Aquatic*	X					X	X	X		X
	Wildlife Resource - Terrestrial			X			X		X	X	X
	Wildlife Resource - Both		X		X	X	X	X	X	X	X
	Woodlands					X	X	X	X		X
	Planted Wood Lots										
WETLAND/FLOOD	*Wetland*					X	X	X	X		
	Floodplain		X	X	X	X	X		X		
	Wetland and Floodplain					X	X		X		
WATER RESOURCES	*Lake Winnebago Management Unit*	X					X	X	X	X	X
	Lower Fox River Management Unit					X	X		X		
	Upper Fox River Management Unit		X	X	X	X	X	X	X		
	Brooks Cemetery Subwatershed					X	X	X	X		
	City of Oshkosh Lake Winnebago Subwatershed	X						X		X	
	Eightmile Creek Subwatershed										
	Lake Butte Des Mortes Subwatershed		X	X	X	X	X		X		
	Lake Winnebago Subwatershed										
	Little Lake Butte Des Mortes Subwatershed					X	X		X		
	Sawyer Creek Subwatershed						X		X		
	Spring Brook Subwatershed										
	Willow Harbor Subwatershed						X		X		X
	Van Dyne Creek Lake Winnebago Subwatershed										
WATER CONTAM	*Water Contamination High*	X	X		X	X	X	X	X	X	
	Water Contamination Medium			X		X	X	X	X		X
	Water Contamination Low					X	X		X		
RECREATIONAL	*Fairgrounds*						X		X		
	General Recreation						X		X	X	
	Golf Courses					X	X		X		
	Sports Recreation					X	X		X		
	Existing Bicycle/Ped Facilities			X		X	X		X		
	Planned Bicycle/Ped Facilities		X		X	X	X	X	X	X	X
GEOLOGICAL	*Prime Farmland*	X				X	X	X	X	X	X
	Steep Slope										
	High Bedrock					X	X		X		
	Sand/Gravel					X	X		X		X
	Niagara Escarpment										
CULTURAL	*Historical Districts*										
	Cemeteries						X		X		
	Performing Arts										
	Historical Markers										
	Historical Sites										
	Museums						X		X		
	Locally Significant Historic Sites										
	Yellowstone Trail				X	X	X	X	X	X	
	Library										

Table 16-6, continued		Long Term Project						
		11	12	13	14	15	16	17
WILDLIFE	Wildlife Resource - Aquatic	X		X				
	Wildlife Resource - Terrestrial		X		X		X	
	Wildlife Resource - Both	X	X	X	X	X	X	X
	Woodlands	X	X	X		X		
	Planted Wood Lots							
WETLAND/FLOOD	Wetland	X	X	X				X
	Floodplain	X		X	X			
	Wetland and Floodplain	X		X				
WATER RESOURCES	Lake Winnebago Management Unit		X	X	X	X	X	
	Lower Fox River Management Unit							X
	Upper Fox River Management Unit	X	X	X	X			X
	Brooks Cemetery Subwatershed		X	X				X
	City of Oshkosh Lake Winnebago Subwatershed		X	X	X		X	
	Eightmile Creek Subwatershed							
	Lake Butte Des Mortes Subwatershed	X	X		X			
	Lake Winnebago Subwatershed			X	X			
	Little Lake Butte Des Mortes Subwatershed							X
	Sawyer Creek Subwatershed							
	Spring Brook Subwatershed							
	Willow Harbor Subwatershed				X	X		
	Van Dyne Creek Lake Winnebago Subwatershed							
WATER CONTAM	Water Contamination High		X		X	X	X	X
	Water Contamination Medium	X	X	X	X	X		X
	Water Contamination Low				X			
RECREATIONAL	Fairgrounds					X		
	General Recreation	X	X				X	
	Golf Courses							
	Sports Recreation							
	Existing Bicycle/Ped Facilities		X		X			
	Planned Bicycle/Ped Facilities	X	X	X	X	X	X	X
GEOLOGICAL	Prime Farmland	X	X	X	X	X	X	X
	Steep Slope							
	High Bedrock							
	Sand/Gravel	X	X					X
	Niagara Escarpment							
CULTURAL	Historical Districts						X	
	Cemeteries							
	Performing Arts				X			
	Historical Markers							
	Historical Sites				X			
	Museums				X			
	Locally Significant Historic Sites							
	Yellowstone Trail			X	X		X	X
	Library							

Map 16-1
Oshkosh MPO
Geographic/Geologic Features & Farmland Resources



★ Limestone Quarry

● Short Range Project

● Illustrative Project

Short Range Project

Illustrative Project

Oshkosh MPO

Municipal Boundary

High Bedrock (>5 Acres)

Sand and Gravel Suitability (>5 Acres)

Prime Farmland

N
W E
S

0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Soil data provided by NRCS-USDA 2013
Non-metalic mining data provided by ECWRPC

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Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

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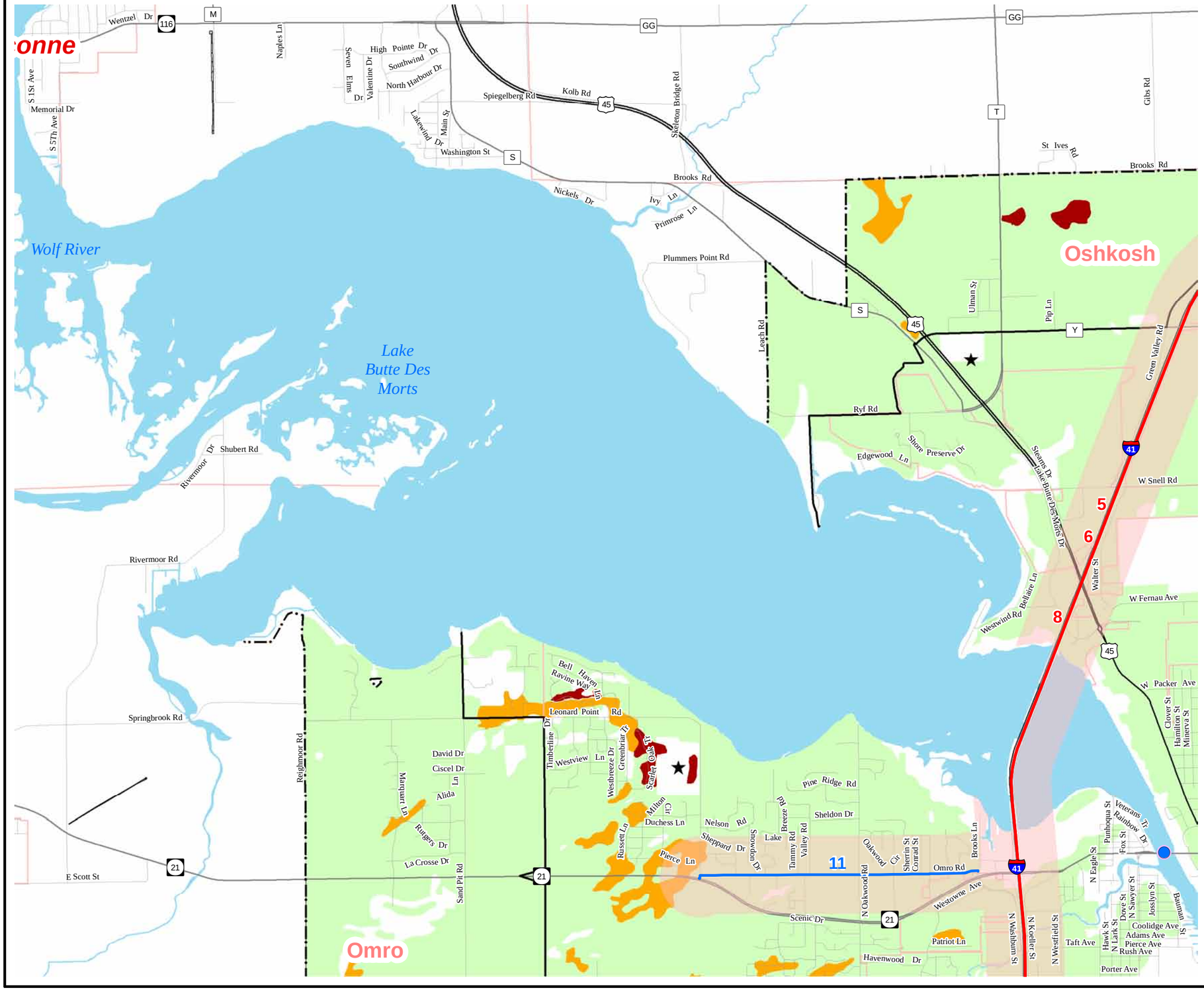
Map 16-1 Inset A
Oshkosh MPO
Geographic/Geologic Features & Farmland Resources


Wolf River
Lake Butte Des Morts
Oshkosh
Omro
Wentzel Dr
Memorial Dr
S 15t Ave
S 57th Ave
Naples Ln
Seven Elms Dr
High Pointe Dr
Southwind Dr
North Harbour Dr
Valentine Dr
Lakewind Dr
Main St
Washington St
Spiegelberg Rd
Kolb Rd
Skeleton Bridge Rd
Nickels Dr
Ivy Ln
Primrose Ln
Brooks Rd
St Ives Rd
Gibs Rd
Plummers Point Rd
Leach Rd
Ulman St
Pip Ln
Green Valley Rd
Ryf Rd
Edgewood Ln
Shore Preserve Dr
Swamp Dr
Lake Butte Des Morts Dr
W Snell Rd
Walter St
W Fernau Ave
Westwind Rd
Bellaire Ln
W Packer Ave
Clover St
Hamilton St
Minerva St
Rivermoor Dr
Shubert Rd
Rivermoor Rd
Springbrook Rd
Reighmoor Rd
E Scott St
Bell Haven Ravine Way
Leonard Point Rd
Timberline Dr
Westview Ln
Westbreeze Dr
Greenbriar Trl
Scarlet Oak Trl
David Dr
Ciscel Dr
Alida Ln
Marquart Ln
Rutgers Dr
La Crosse Dr
Sand Pit Rd
Russet Ln
Milton Cir
Duchess Ln
Pierce Ln
Nelson Rd
Sheppard Dr
Snowdon Dr
Lake Breeze Rd
Tammy Rd
Valley Rd
Pine Ridge Rd
Sheldon Dr
Oakwood Cir
Sherin St
Conrad St
Omro Rd
Brooks Ln
N Oakwood Rd
Scenic Dr
Westowne Ave
Patriot Ln
Havenwood Dr
N Washburn St
N Koeller St
N Westfield St
Taft Ave
Porter Ave
Punhoqua St
Veterans Tr
Rainbow Dr
Fox St
N Eagle St
Dove St
N Sawyer St
Josslyn St
Baumann St
Hawk St
N Lark St
Coolidge Ave
Adams Ave
Pierce Ave
Rush Ave
Waukau Ave
Omro Rd
Algoma Blvd
Oregon St
Wisconsin St
Jackson St
Main St
Washington Ave
Merritt Ave
Church St
Division St
Ohio St
Irving Ave
Nebraska St
Murdock Ave
Ceape Ave
Bowen St
Knapp St
Oak Ave
Wisconsin Ave
Lincoln Ave
Lake Ave
Lakeshore Dr
Lakeview Dr
Lakeside Dr
Lakeland Dr
Lakeshore Ct
Lakeview Ct
Lakeside Ct
Lakeland Ct
Lakeshore Pl
Lakeview Pl
Lakeside Pl
Lakeland Pl
Lakeshore Ln
Lakeview Ln
Lakeside Ln
Lakeland Ln
Lakeshore Rd
Lakeview Rd
Lakeside Rd
Lakeland Rd

Map 16-1 Inset B
Oshkosh MPO
Geographic/Geologic Features & Farmland Resources

- ★ Limestone Quarry
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Prime Farmland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Soil data provided by NRCS-USDA 2013
TIP data provided by WisDOT
Non-metalic mining data provided by ECWRPC

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Prepared SEPTEMBER 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

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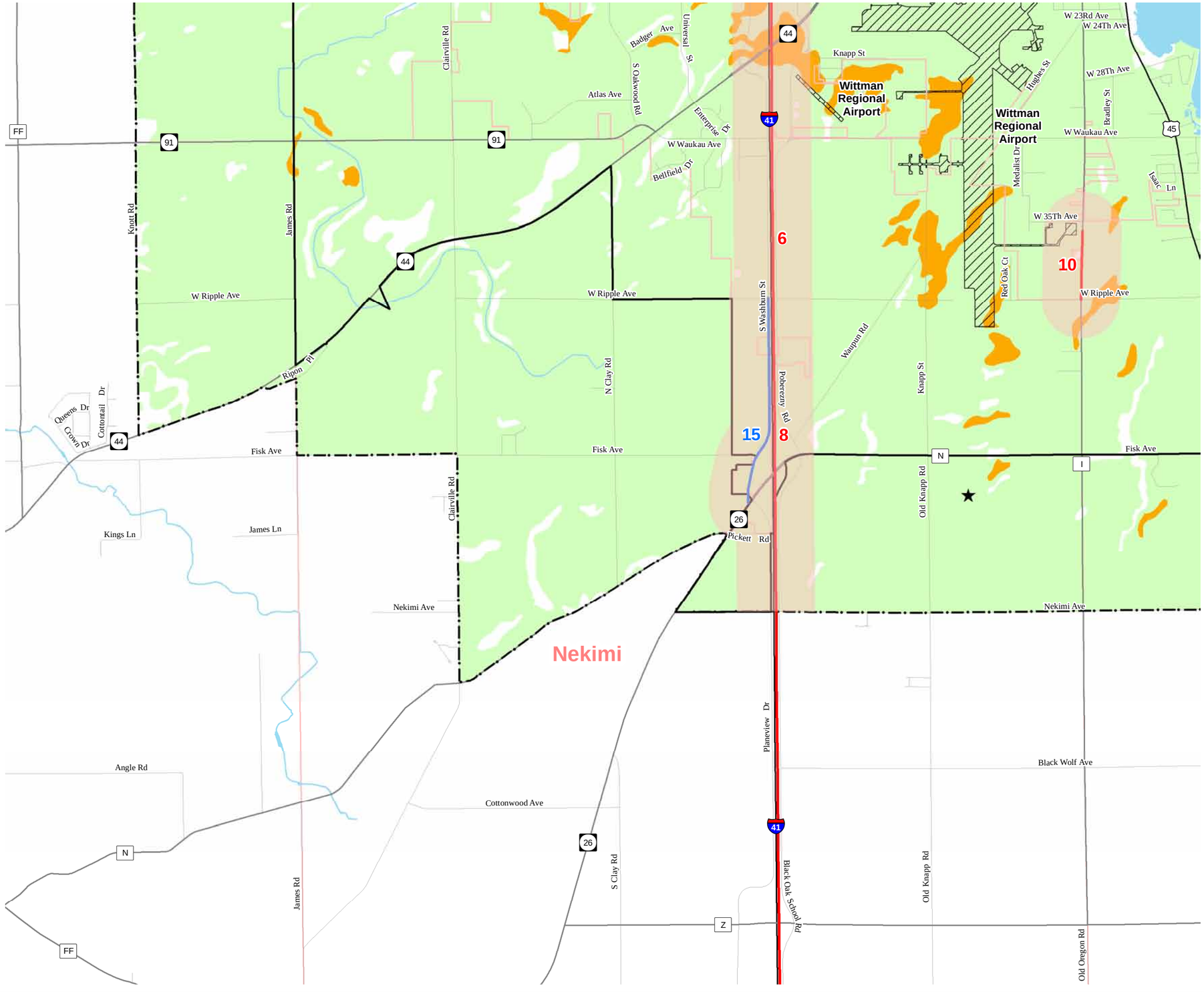
Map 16-1 Inset C
Oshkosh MPO
Geographic/Geologic Features & Farmland Resources



- ★ Limestone Quarry
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Prime Farmland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Soil data provided by NRCS-USDA 2013
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Non-metalic mining data provided by ECWRPC

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East Central Wisconsin Regional Planning Commission
ECWRPC

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Map 16-1 Inset D
Oshkosh MPO
Geographic/Geologic Features & Farmland Resources

- Limestone Quarry
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Prime Farmland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
W E
S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Soil data provided by NRCS-USDA 2013
TIP data provided by WisDOT
Non-metalic mining data provided by ECWRPC

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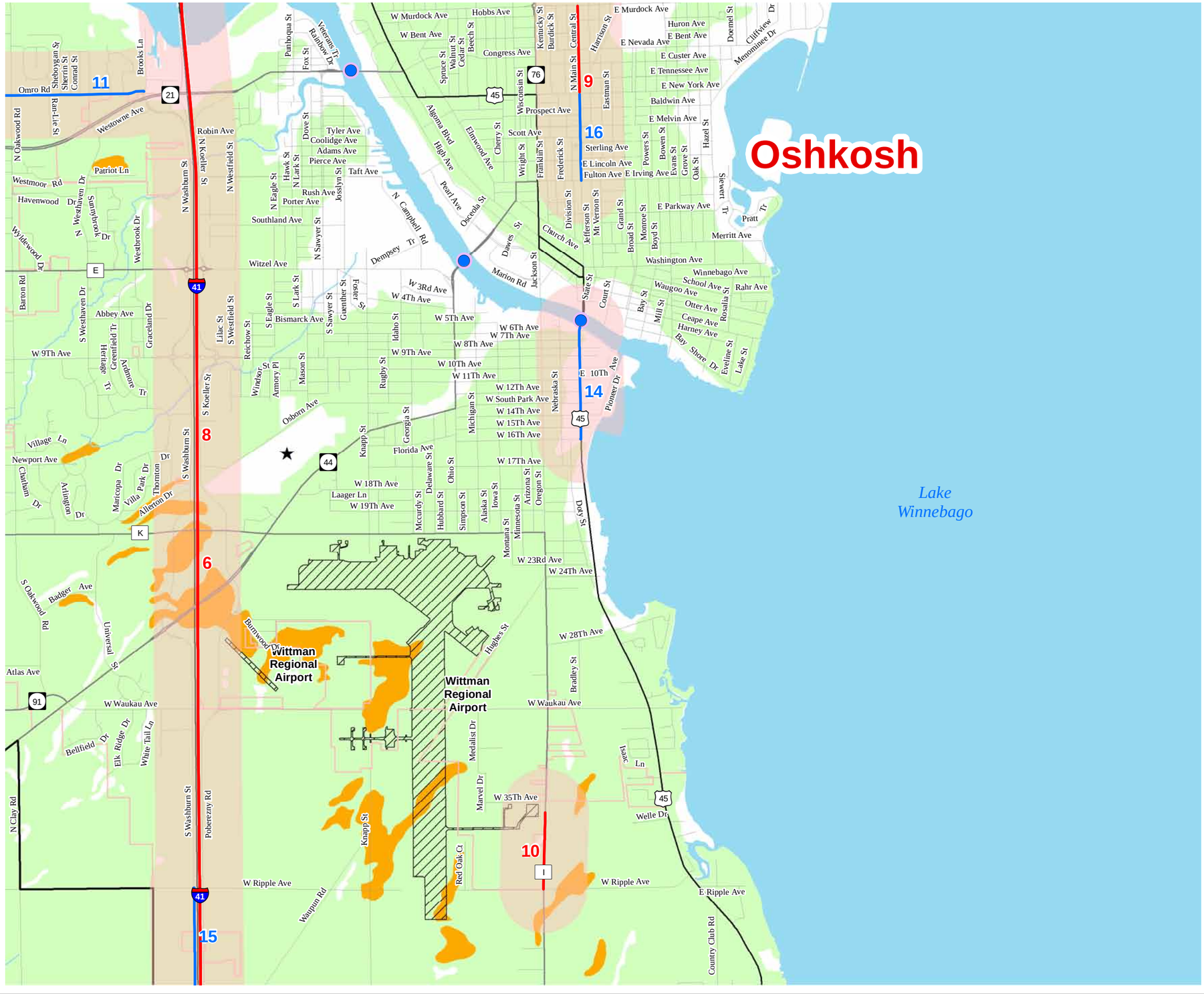
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\GeoFarm\Map_16_1_InsetD.mxd

Map 16-1 Inset E
Oshkosh MPO
Geographic/Geologic Features & Farmland Resources



Map 16-1 Inset E
Oshkosh MPO
Geographic/Geologic Features & Farmland Resources

- ★ Limestone Quarry
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Prime Farmland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Soil data provided by NRCS-USDA 2013
TIP data provided by WisDOT
Non-metalic mining data provided by ECWRPC

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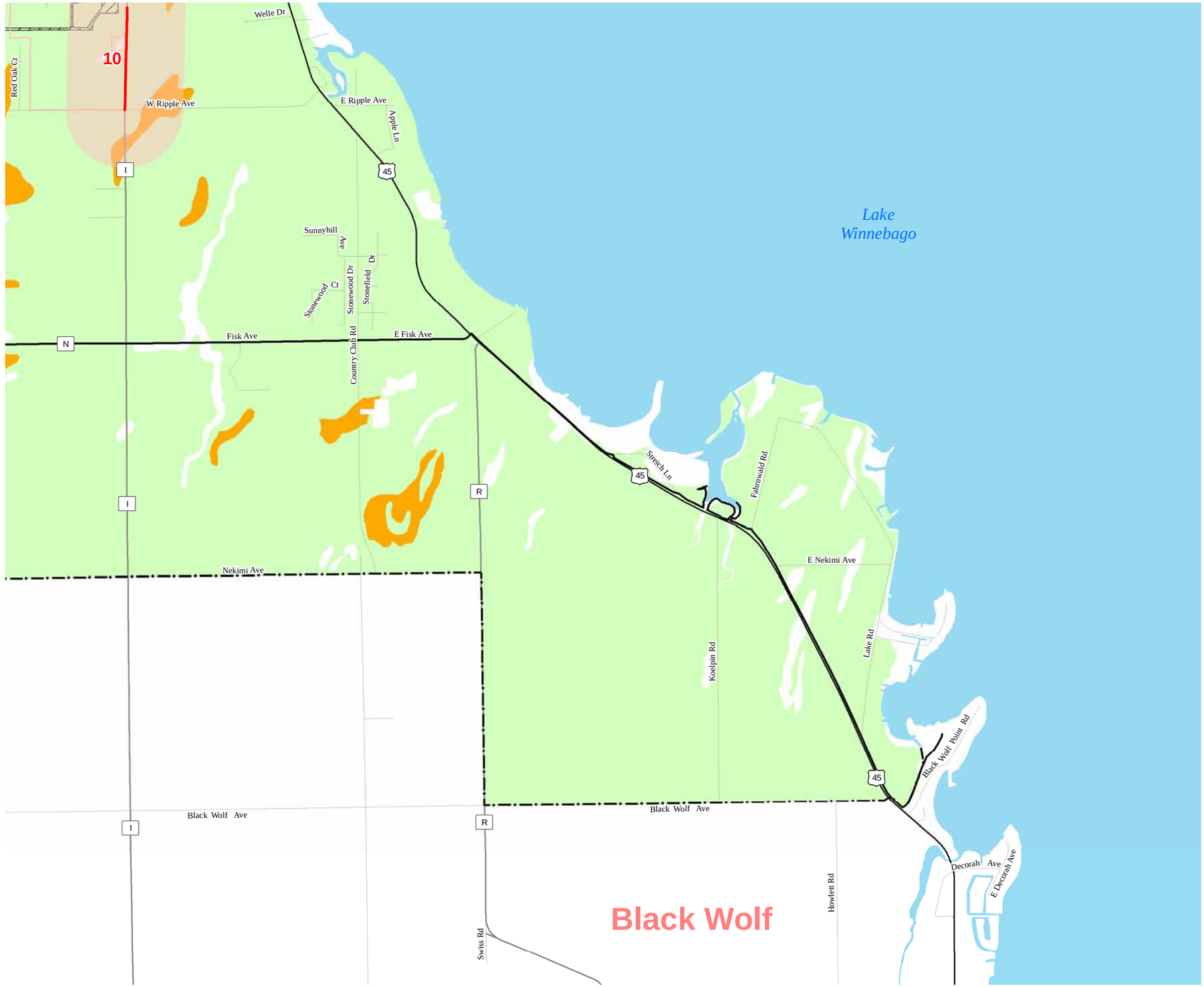
TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\GeoFarm\Map_16_1_InsetE.mxd

Map 16-1 Inset F
Oshkosh MPO
Geographic/Geologic Features & Farmland Resources



- Limestone Pit
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Prime Farmland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
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S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Soil data provided by NRCS-USDA 2013
TIP data provided by WisDOT
Non-metalic mining data provided by ECWRPC

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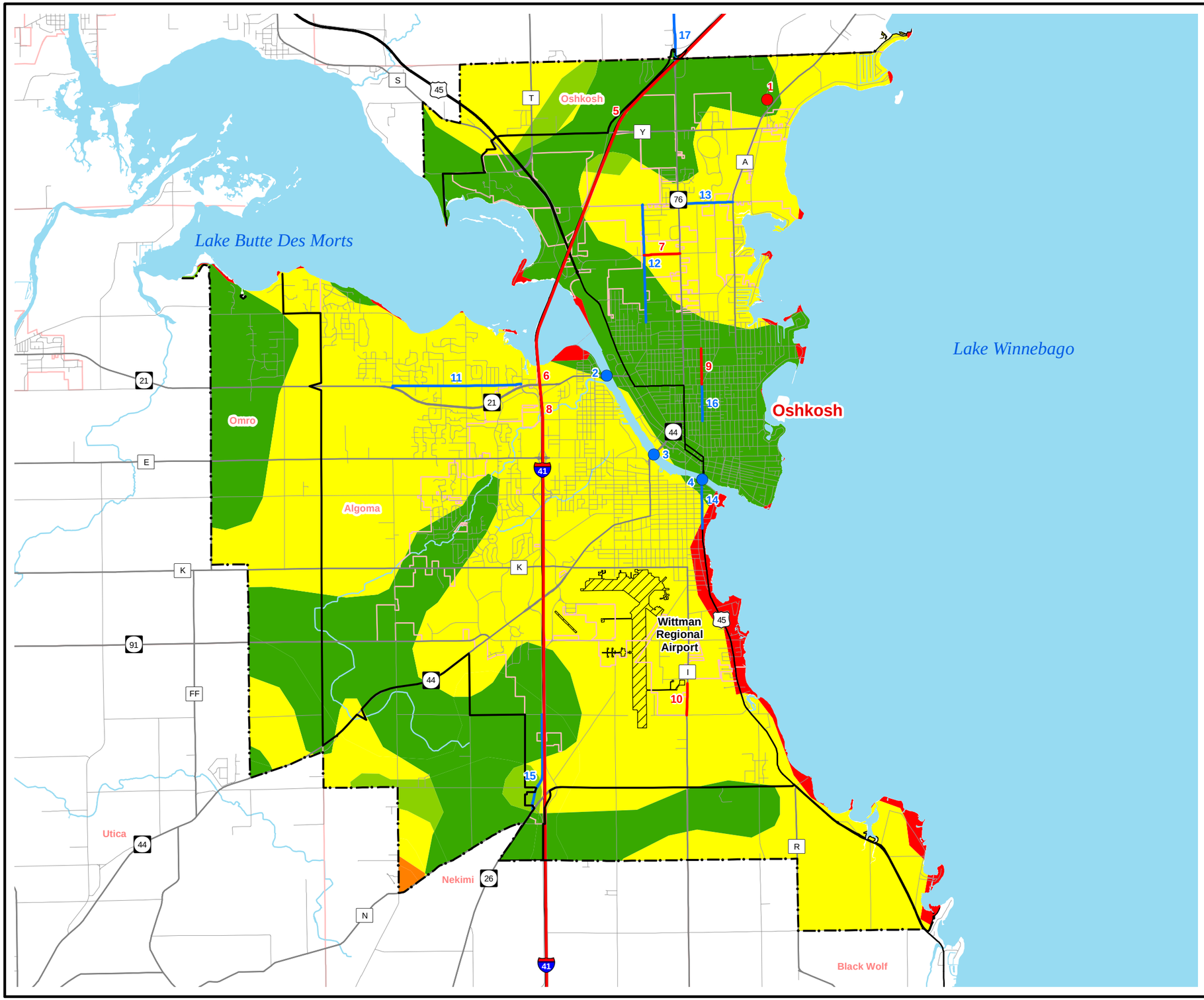
Map 16-2
Oshkosh MPO
Groundwater Contamination Susceptibility Anlaysis



Short Range Project

Illustrative Project

Short Range Project

Illustrative Project

Oshkosh MPO

Municipal Boundary

More Susceptible to Groundwater Contamination

Less Susceptible to Groundwater Contamination

N
W E
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0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR &
USGS provided 2003 & 2004 groundwater contamination susceptibility data.

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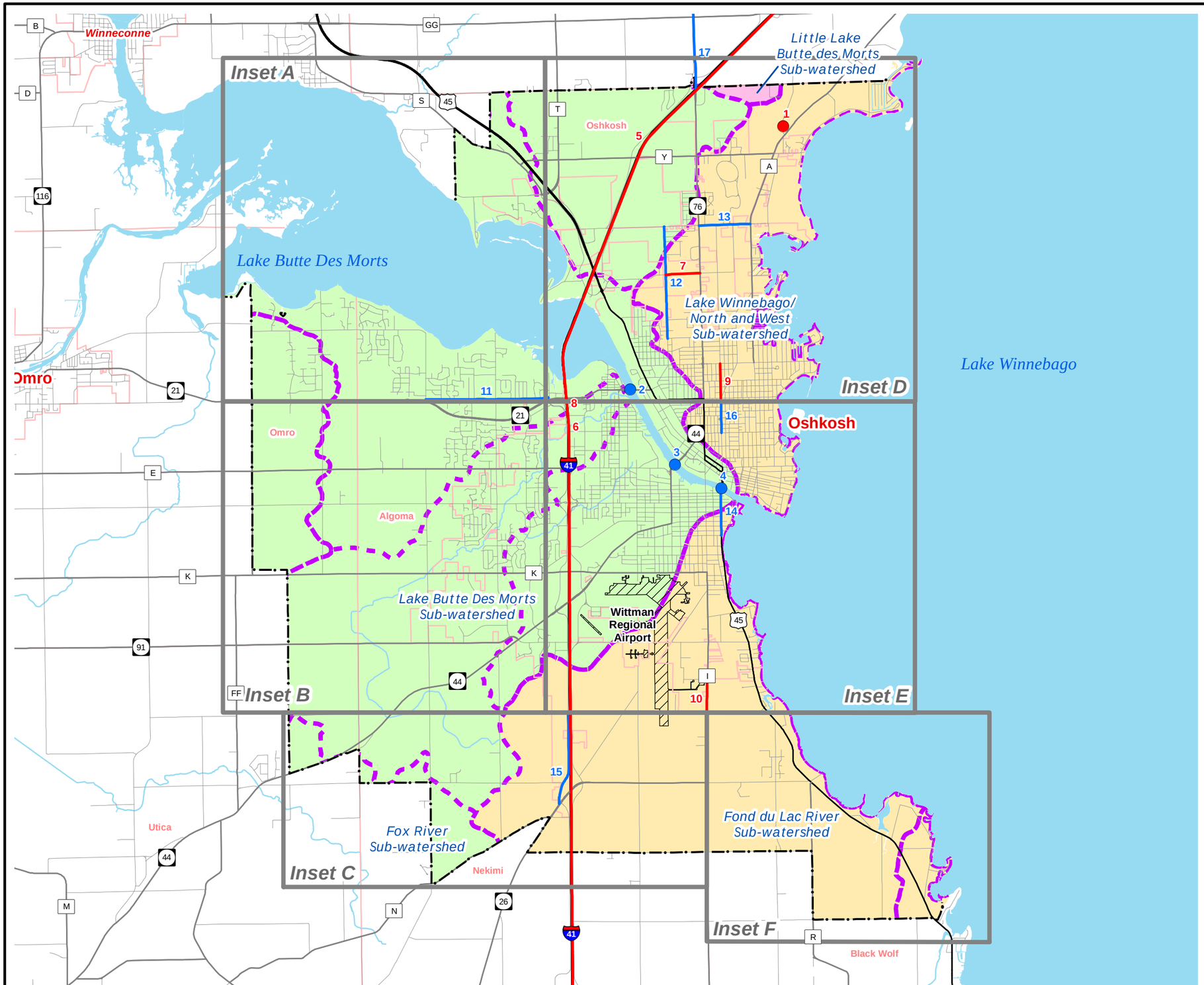
TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WContam\Map_16_2_WaterContamination.mxd



Map 16-3
Oshkosh MPO
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Sub-watershed
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Upper Fox River Management Unit

N
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0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC

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TD O:\1312FoxOshkosh\LRTP\MXDs\Oshkosh\EnvironmentalMitigation\WaterResources\Map_16_3_Water_Resources.mxd

Map 16-3 Inset A
Oshkosh MPO
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Sub-watershed
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Upper Fox River Management Unit
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
W E
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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by
WisDOT/ECWRPC
WDNR provided water management units and

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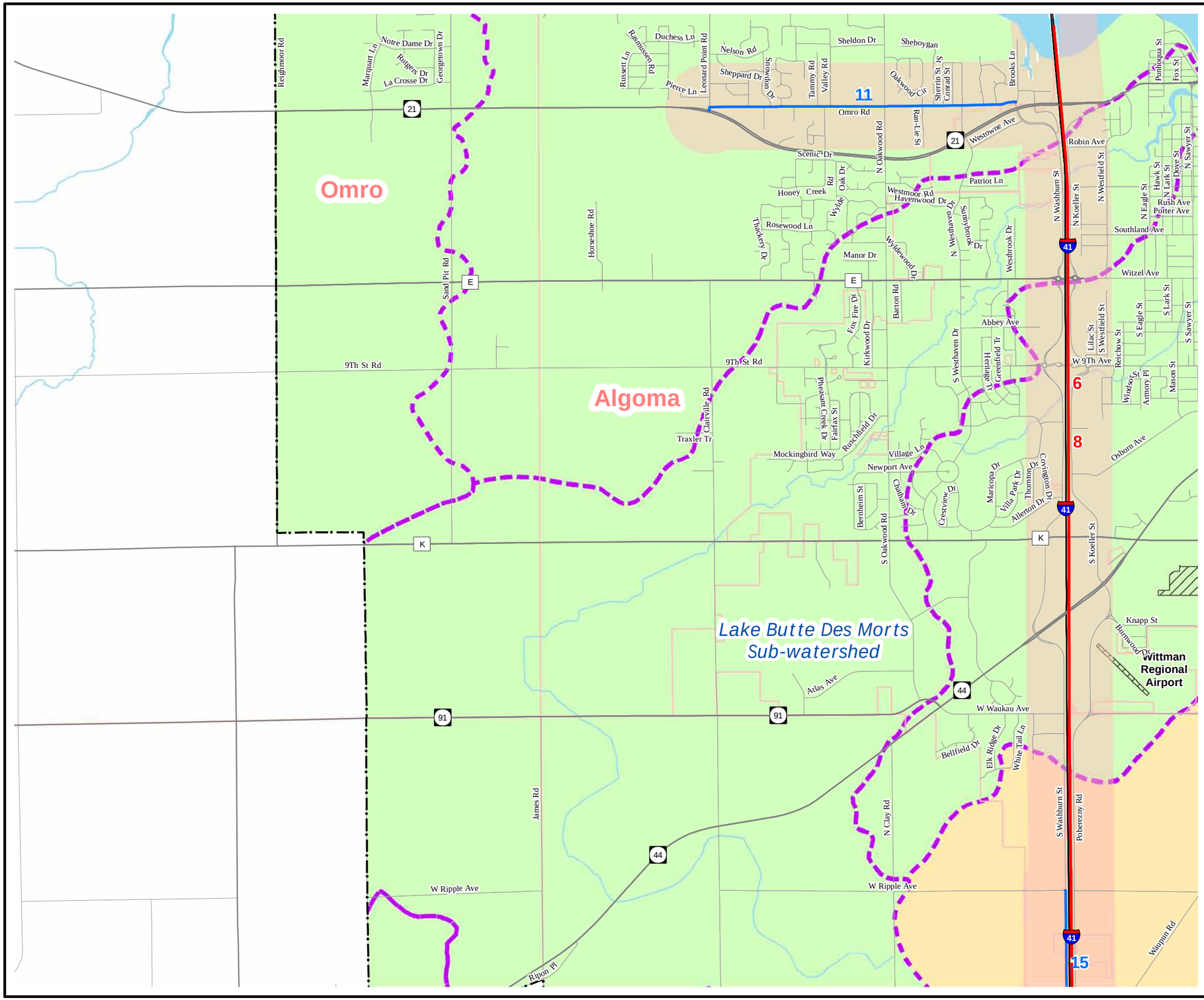
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WaterResources\Map_16_3_InsetA.mxd

Map 16-3 Inset B
Oshkosh MPO
Water Resources



Legend

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Sub-watershed
- Lake Winnebago Management Unit
- Upper Fox River Management Unit
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by
WisDOT/ECWRPC
WDNR provided water management units and

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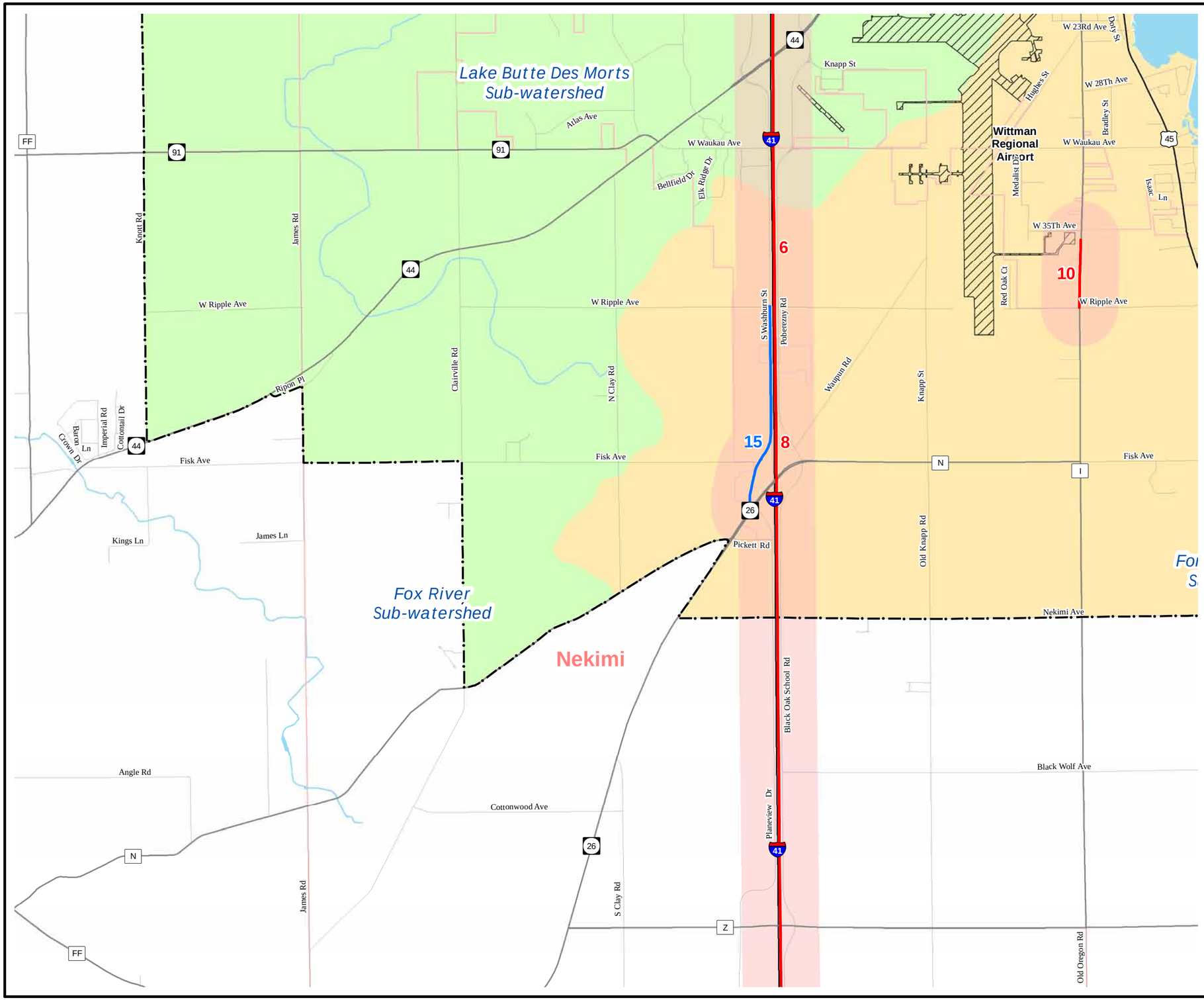
Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WaterResources\Map_16_3_InsetB.mxd

Map 16-3 Inset C
Oshkosh MPO
Water Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Lake Winnebago Management Unit
- Upper Fox River Management Unit
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
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S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by
WisDOT/ECWRPC
WDNR provided water management units and

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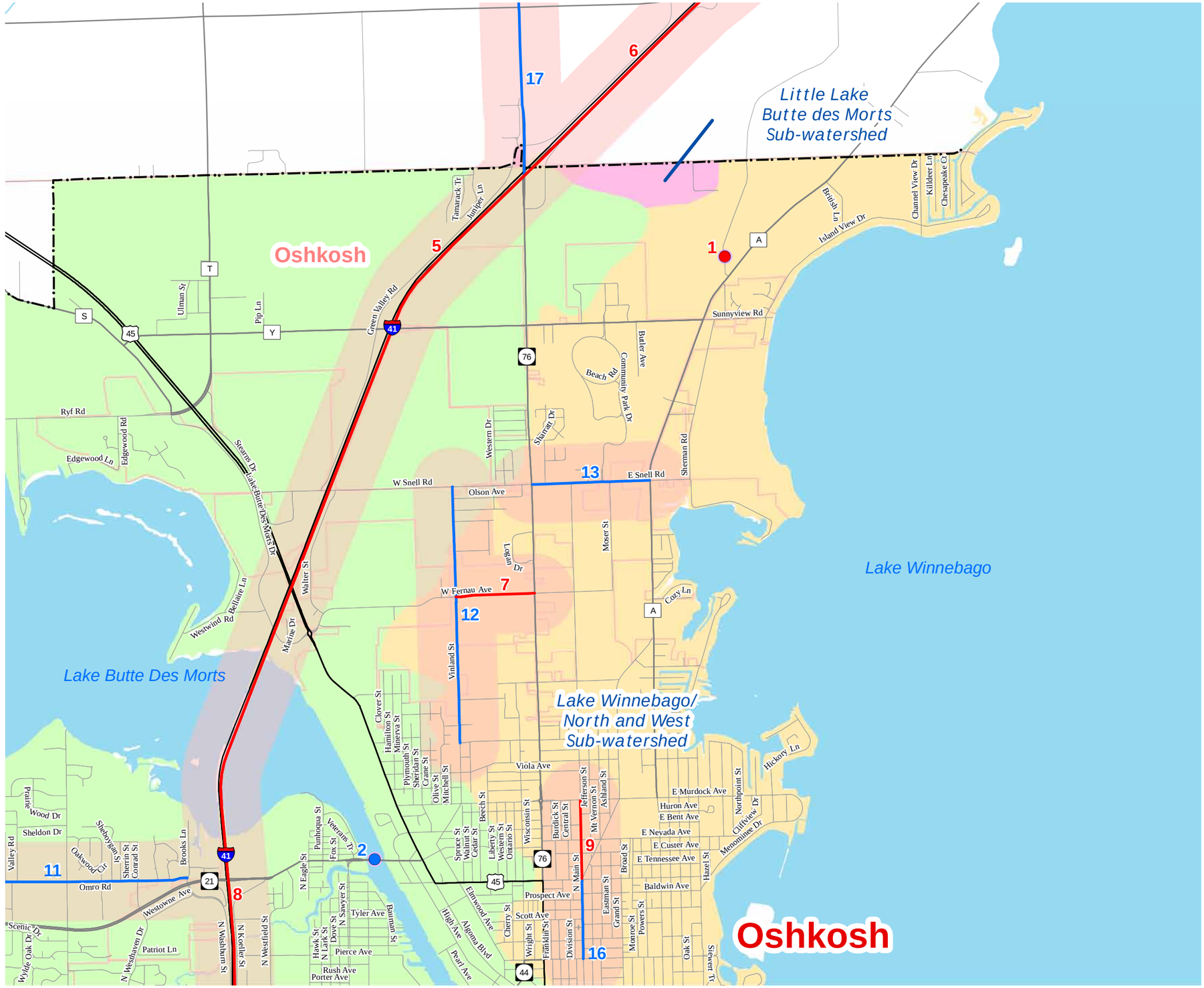
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WaterResources\Map_16_3_InsetC.mxd

Map 16-3 Inset D
Oshkosh MPO
Water Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Lake Winnebago Management Unit
- Lower Fox River Management Unit
- Upper Fox River Management Unit
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided water management units and

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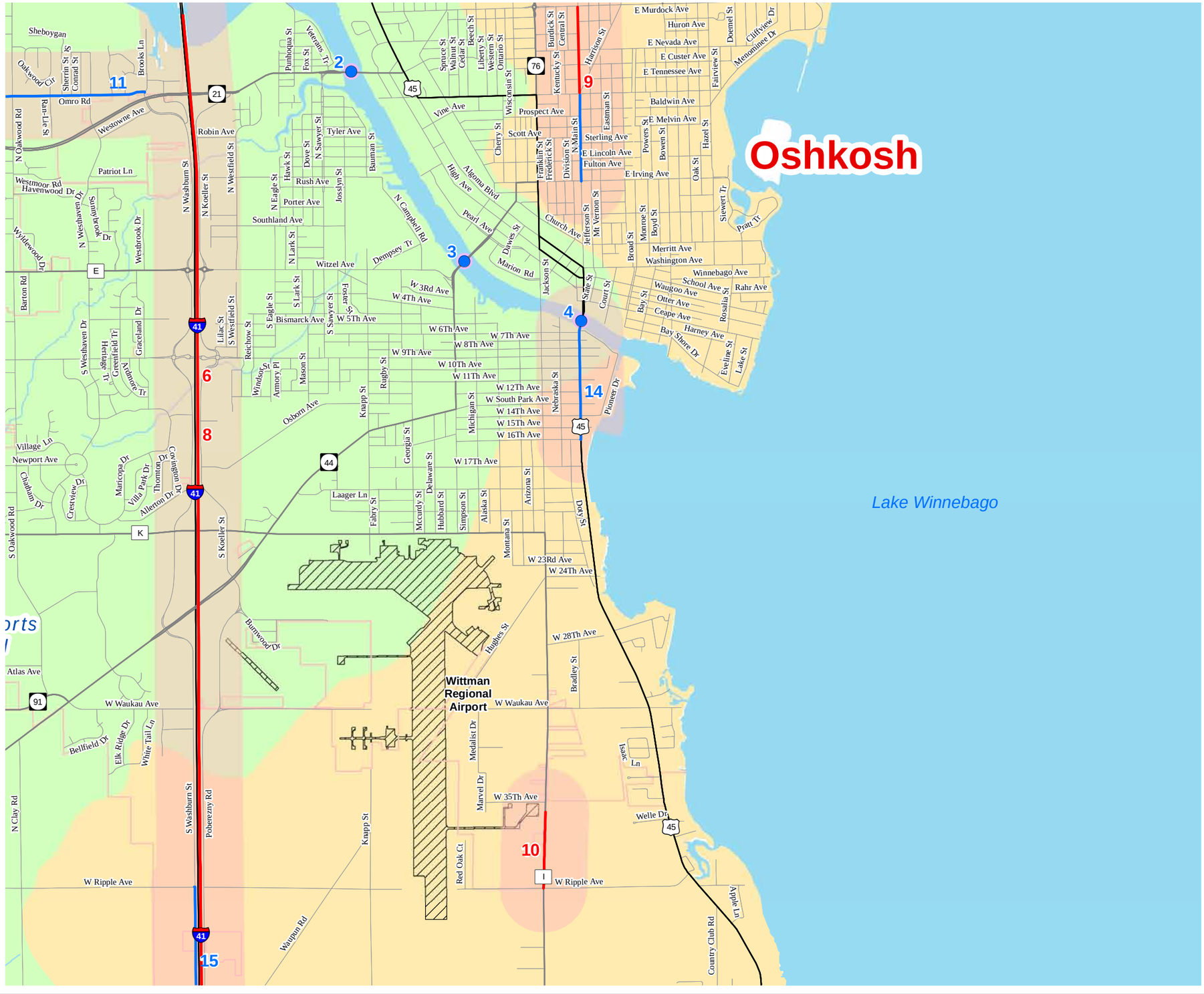
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WaterResources\Map_16_3_InsetD.mxd

Map 16-3 Inset E
Oshkosh MPO
Water Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Lake Winnebago Management Unit
- Upper Fox River Management Unit
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N

W E

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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided water management units and

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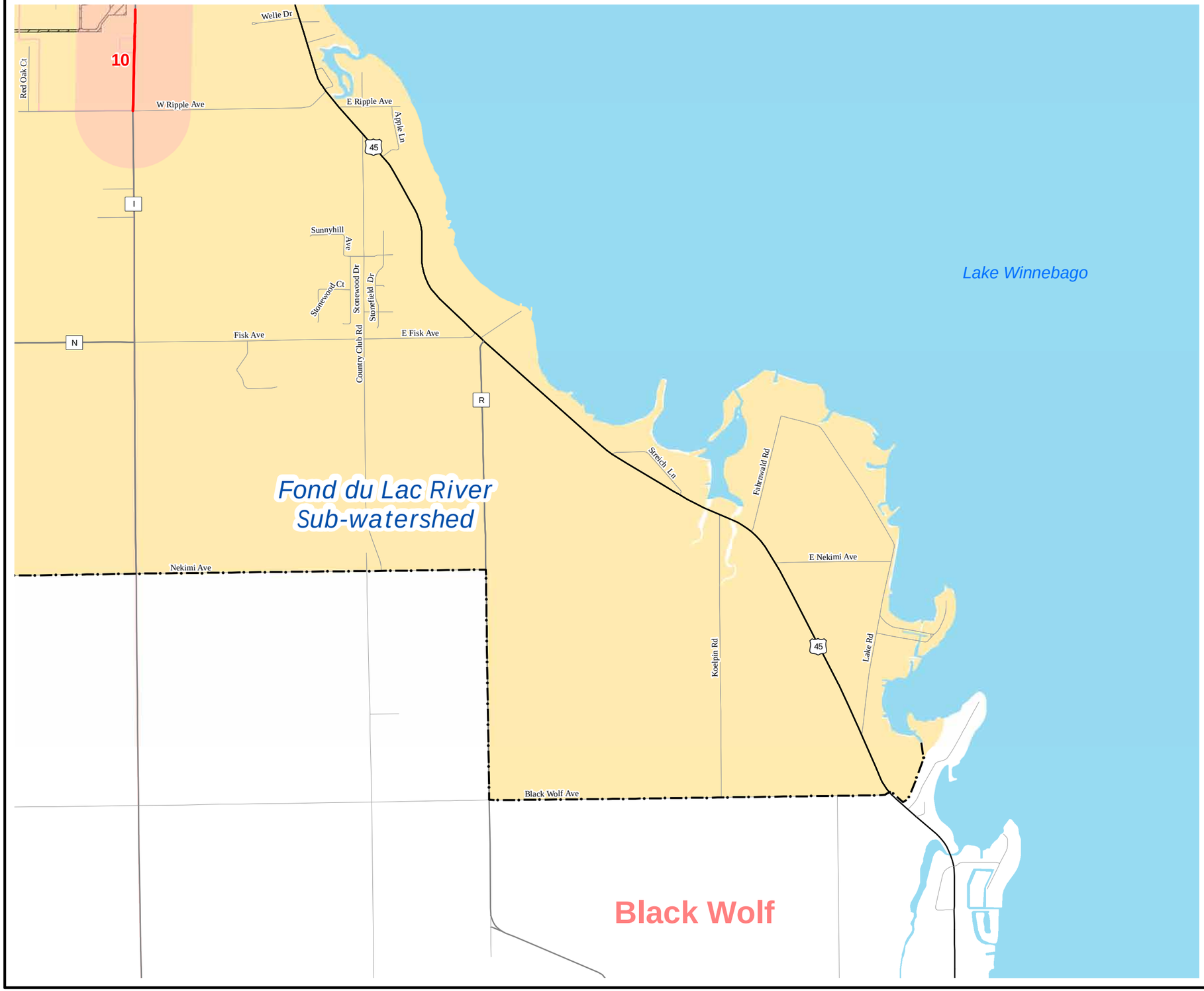
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WaterResources\Map_16_3_InsetE.mxd

Map 16-3 Inset F
Oshkosh MPO
Water Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Lake Winnebago Management Unit
- Upper Fox River Management Unit
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided water management units and

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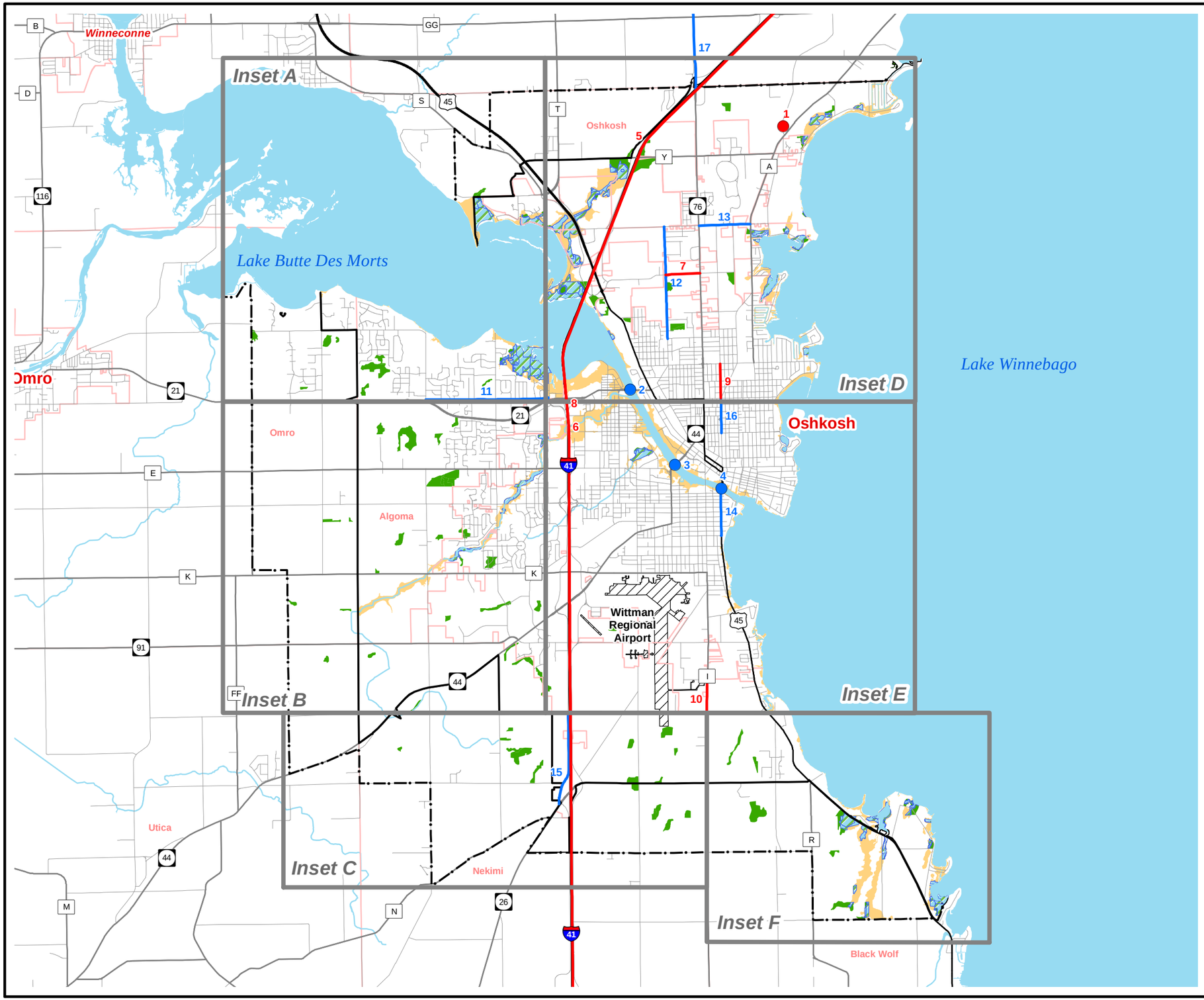
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WaterResources\Map_16_3_InsetF.mxd

Map 16-4
Oshkosh MPO
Wetlands & Floodplains



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- 100 year Floodplain & Wetland
- 100 year Floodplain
- Wetland

N
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0 1 2

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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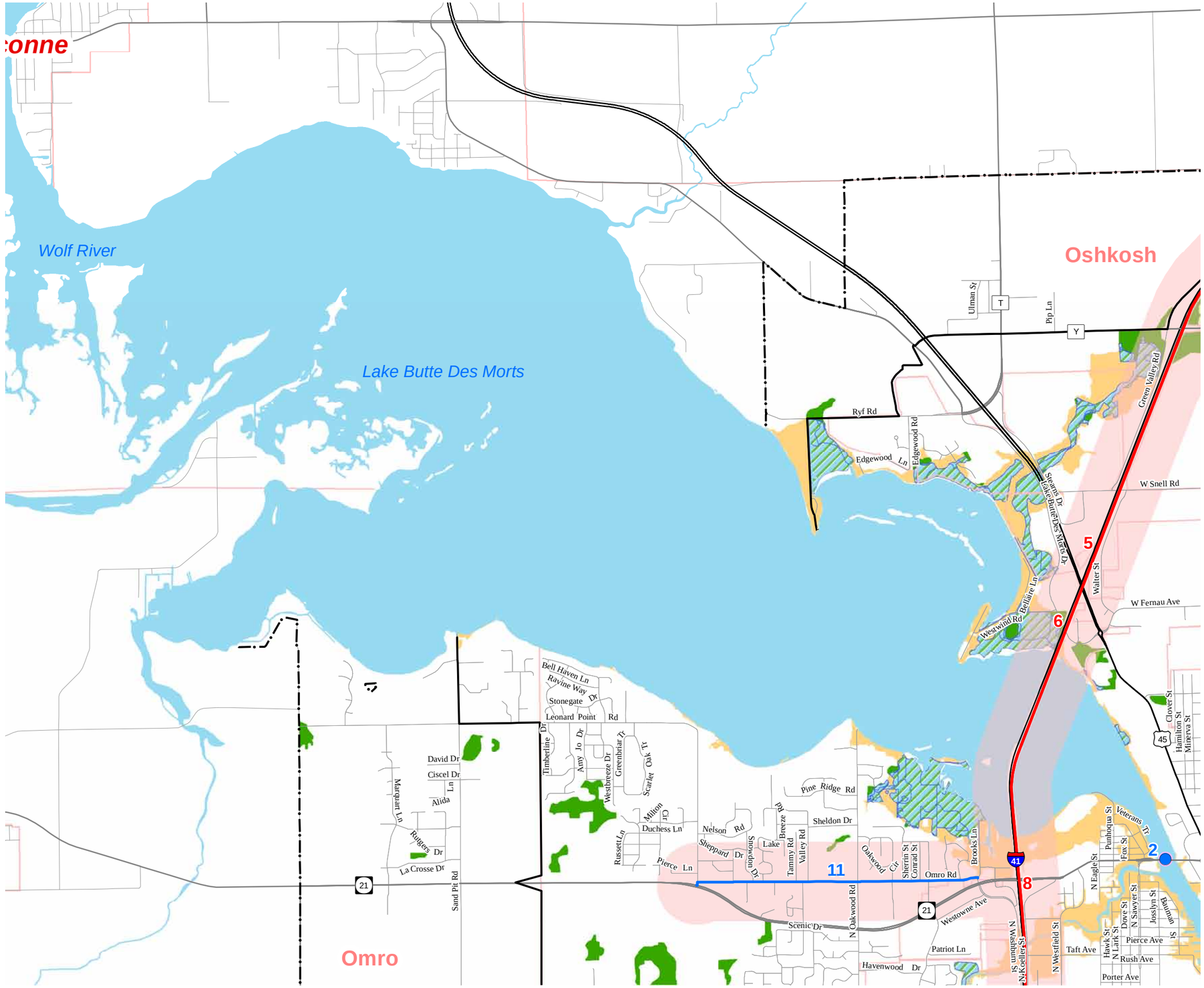
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WetlandFlood\Map_16_4_WetlandFloodplain.mxd

Map 16-4 Inset A
Oshkosh MPO
Wetlands & Floodplains



Map Legend

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- 100 year Floodplain & Wetland
- 100 year Floodplain
- Wetland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
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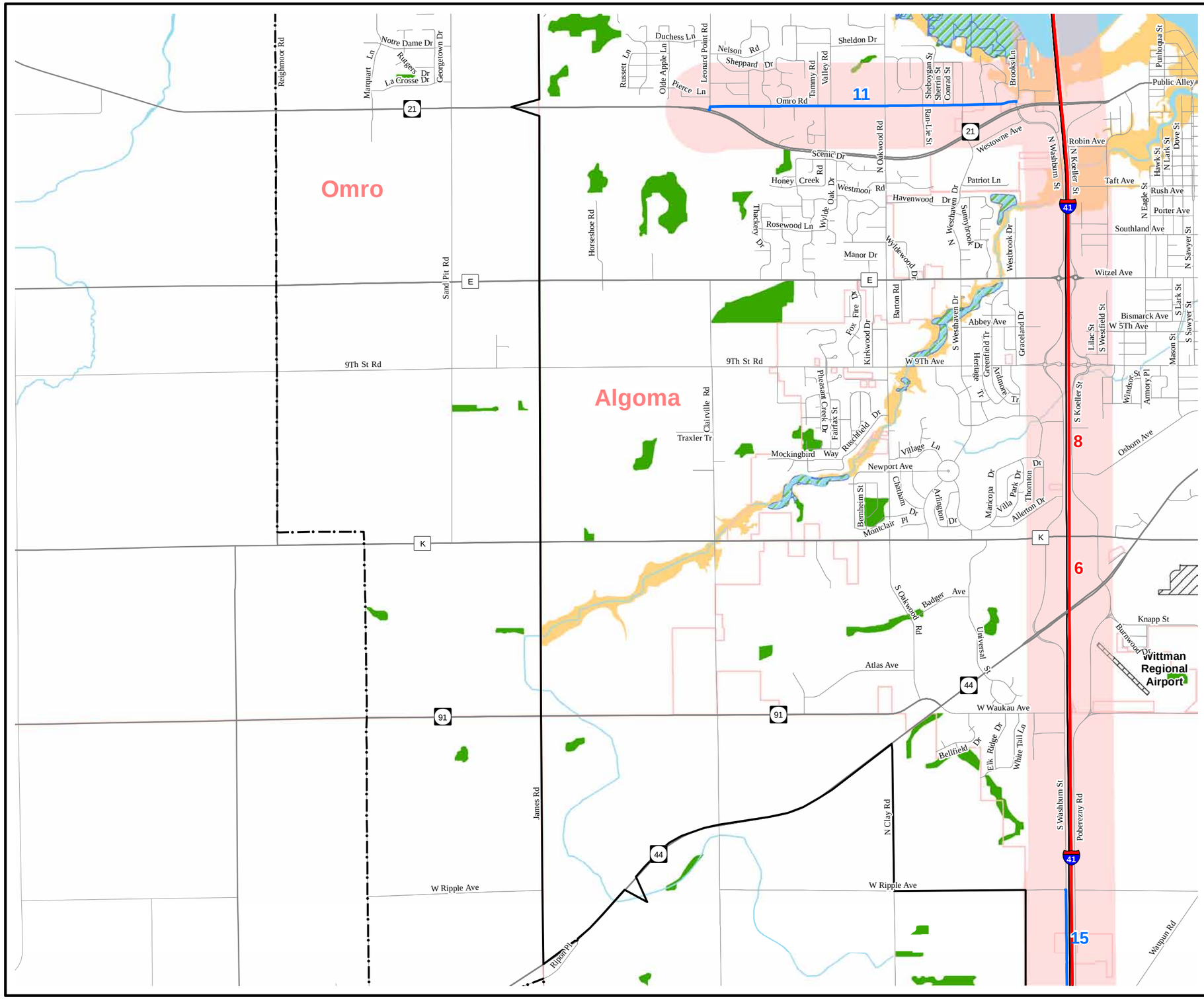
TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WetlandFlood\Map_16_4_InsetA.mxd

Map 16-4 Inset B
Oshkosh MPO
Wetlands & Floodplains



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- 100 year Floodplain & Wetland
- 100 year Floodplain
- Wetland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
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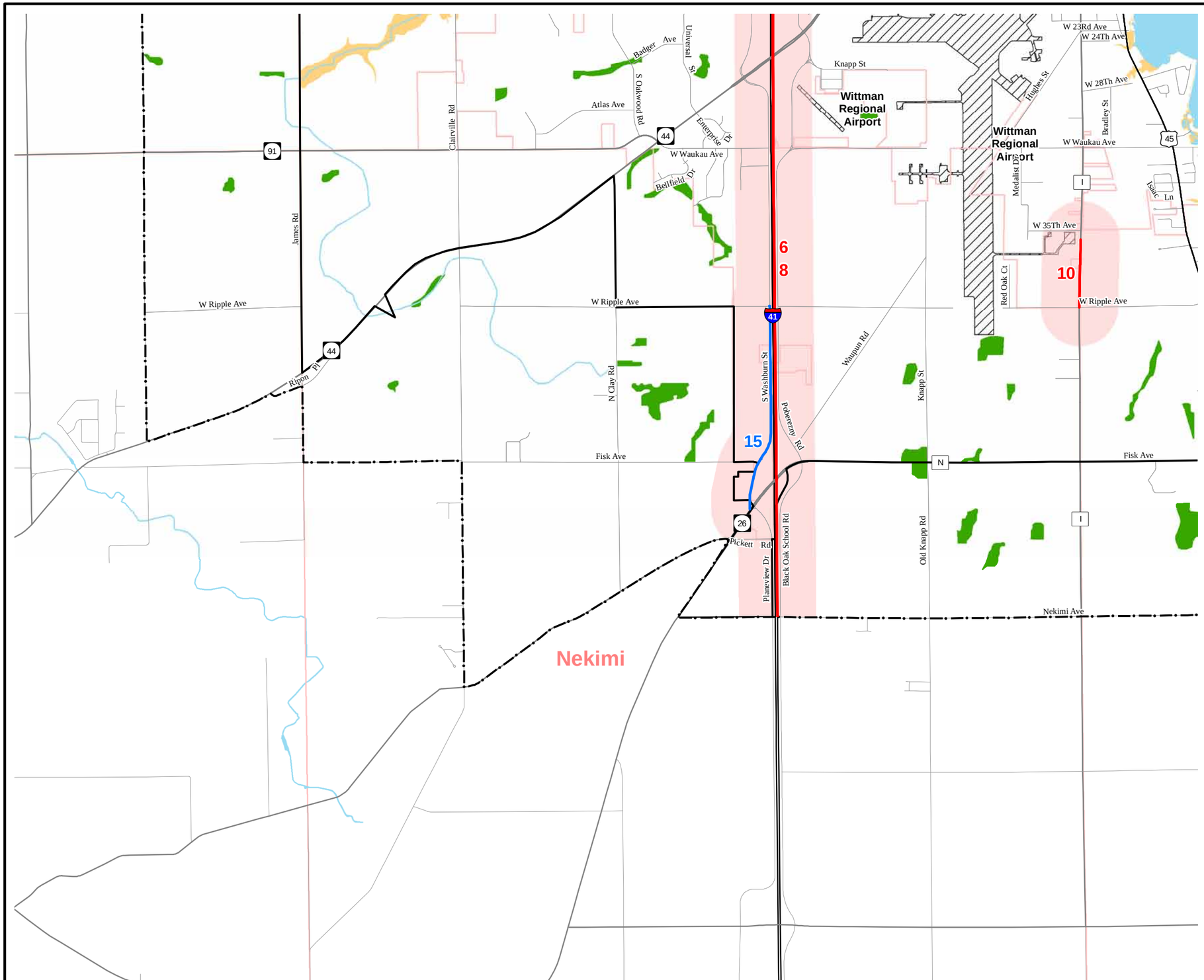
TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WetlandFlood\Map_16_4_InsetB.mxd

Map 16-4 Inset C
Oshkosh MPO
Wetlands & Floodplains



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- 100 year Floodplain & Wetland
- 100 year Floodplain
- Wetland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N
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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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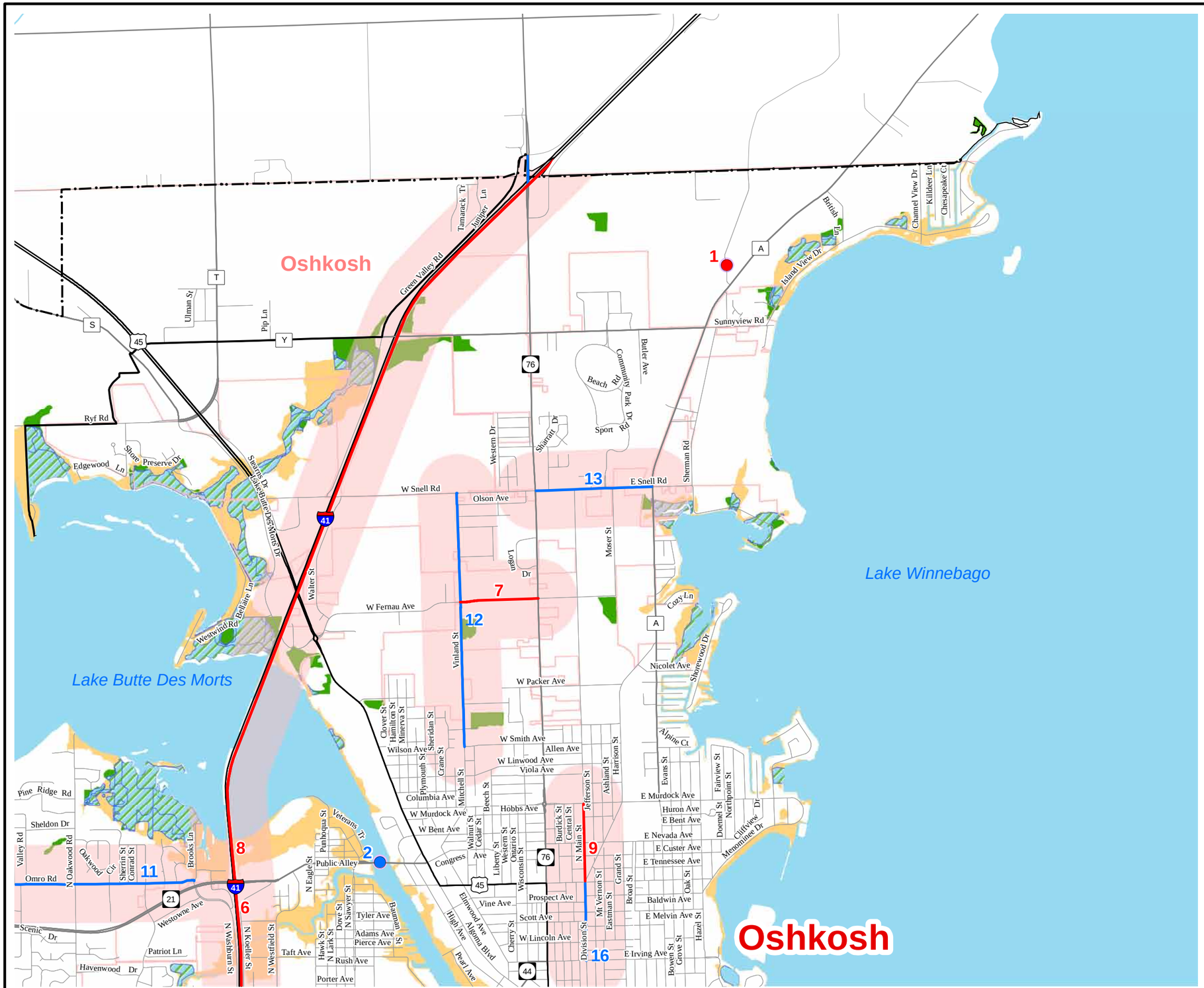
TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WetlandFlood\Map_16_4_InsetC.mxd

Map 16-4 Inset D
Oshkosh MPO
Wetlands & Floodplains



Short Range Project
Illustrative Project
Short Range Project
Illustrative Project
Oshkosh MPO
Municipal Boundary
100 year Floodplain & Wetland
100 year Floodplain
Wetland
250 Foot TIP Point Buffer
1/4 Mile TIP Project Buffer

N
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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
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FEMA provided the 2012 floodplain areas.

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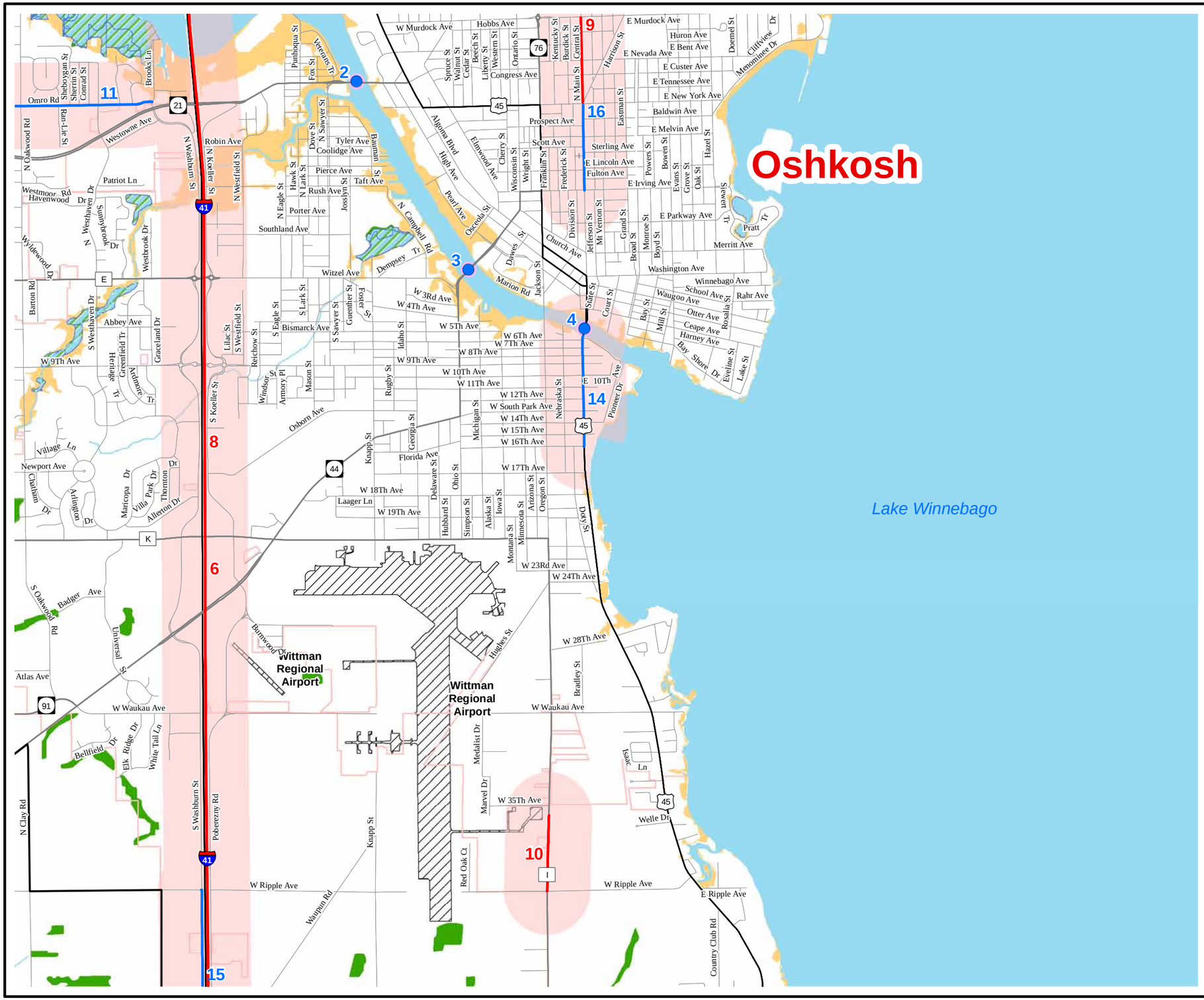
Map 16-4 Inset E
Oshkosh MPO
Wetlands & Floodplains


Oshkosh
Lake Winnebago
Wittman Regional Airport
Wittman Regional Airport
W Murdock Ave
Hobbs Ave
E Murdock Ave
Huron Ave
E Bent Ave
E Nevada Ave
E Custer Ave
E Tennessee Ave
E New York Ave
Baldwin Ave
E Melvin Ave
Prospect Ave
Scott Ave
Sterling Ave
E Lincoln Ave
Fulton Ave
E Irving Ave
E Parkway Ave
Merritt Ave
Washington Ave
Winnebago Ave
Congress Ave
Omro Rd
Westowne Ave
Robin Ave
Patriot Ln
Westmoor Rd
Havenwood Dr
Pierce Ave
Rush Ave
Taft Ave
Porter Ave
Southland Ave
Witzel Ave
Dempsey Tr
N Campbell Rd
Tyler Ave
Coolidge Ave
Bismarck Ave
W 3Rd Ave
W 4Th Ave
W 5Th Ave
W 6Th Ave
W 7Th Ave
W 8Th Ave
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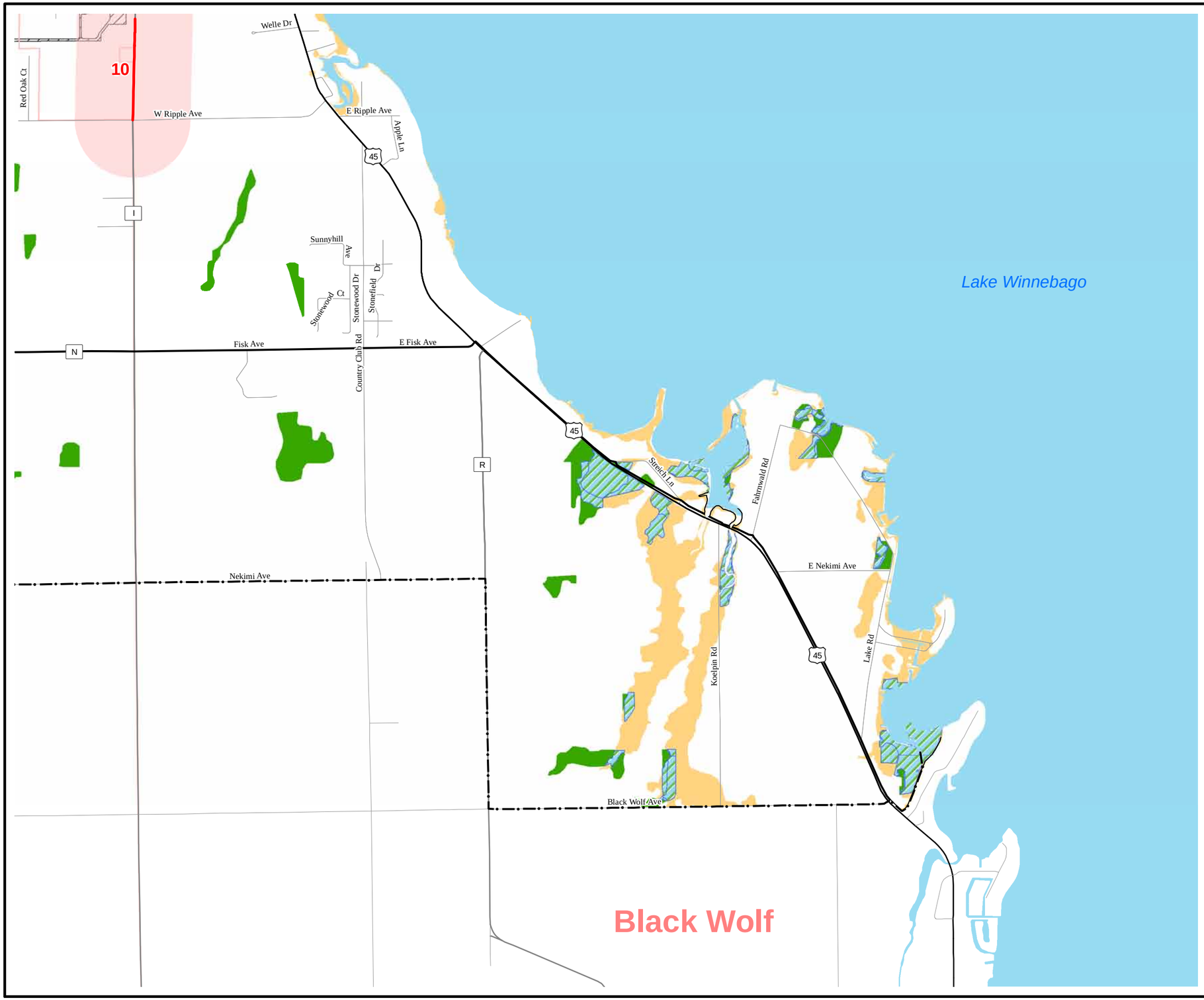
W 11Th Ave
W 12Th Ave
W South Park Ave
W 14Th Ave
W 15Th Ave
W 16Th Ave
W 17Th Ave
W 18Th Ave
W 19Th Ave
W 23Rd Ave
W 24Th Ave
W 28Th Ave
W 35Th Ave
W Waukau Ave
W Ripple Ave
E Ripple Ave
E 10Th Ave
Abbey Ave
Barton Rd
Wyldewood Dr
Westbrook Dr
Graceland Dr
Greenfield Tr
Heritage Tr
Ardmore Tr
Village Ln
Newport Ave
Chatham Dr
Arlington Dr
Maricopa Dr
Villa Park Dr
Thornton Dr
Alleron Dr
Laager Ln
Atlas Ave
Badger Ave
S Oakwood Rd
Universal St
Bunnwood Dr
Bellfield Dr
Elk Ridge Dr
White Tail Ln
N Clay Rd
Poberezny Rd
Waupun Rd
Knapp St
Red Oak Ct
Medalist Dr
Marvel Dr
Isaac Ln
Welle Dr
Country Club Rd
Hughes St
Bradley St
Algoma Blvd
High Ave
Pearl Ave
Osceola St
Elmwood Ave
Cherry St
Wisconsin St
Wright St
Franklin St
Frederick St
Division St
Jefferson St
Mt Vernon St
Grand St
Broad St
Monroe St
Boyd St
Powers St
Bowen St
Evans St
Grove St
Oak St
Hazel St
Sleezer Tr
Pratt Tr
Church Ave
Dawes St
Jackson St
Marion Rd
State St
Court St
Bay St
Mill St
Rosalia St
School Ave
Waugoo Ave
Otter Ave
Ceape Ave
Harney Ave
Bay Shore Dr
Eveline St
Lake St
Rahr Ave
Pioneer Dr
Nebraska St
Michigan St
Georgia St
Florida Ave
Delaware St
Ohio St
Hubbard St
Simpson St
Alaska St
Iowa St
Minnesota St
Montana St
Arizona St
Oregon St
Dodge St
Harrison St
Eastman St
Doemel St
Cliffview Dr
Menominee Dr
Kentucky St
Burdick St
Central St
N Main St
Spruce St
Walnut St
Cedar St
Beech St
Liberty St
Western St
Ontario St
Pumhoqua St
Veterans Tr
Fox St
Dove St
N Sawyer St
Baumann St
Josslyn St
Hawk St
N Lark St
N Eagle St
S Lark St
S Eagle St
S Sawyer St
Guenther St
Foster St
Idaho St
Rugby St
Armory Pl
Mason St
Windsor St
Reichow St
Lilac St
S Westfield St
N Westfield St
N Koeller St
S Koeller St
N Washburn St
S Washburn St
N Oakwood Rd
Sheboygan St
Sherrin St
Conrad St
Brooks Ln
Ram-I-Jet St
N Westhaven Dr
S Westhaven Dr
Sunnybrook Dr
Hawthorne Dr
Lincoln Ave
Irving Ave
Parkway Ave
Merritt Ave
Washington Ave
Winnebago Ave
Rahr Ave
Lake St
Eveline St
Bay Shore Dr
Ceape Ave
Harney Ave
Otter Ave
Waugoo Ave
School Ave
Rosalia St
Mill St
Bay St
Court St
State St
Church Ave
Dawes St
Jackson St
Marion Rd
Division St
Jefferson St
Mt Vernon St
Grand St
Broad St
Monroe St
Boyd St
Powers St
Bowen St
Evans St
Grove St
Oak St
Hazel St
Sleezer Tr
Pratt Tr
Eastman St
Harrison St
Doemel St
Cliffview Dr
Menominee Dr
Kentucky St
Burdick St
Central St
N Main St
Spruce St
Walnut St
Cedar St
Beech St
Liberty St
Western St
Ontario St
Congress Ave
Prospect Ave
Scott Ave
Sterling Ave
E Lincoln Ave
Fulton Ave
E Irving Ave
E

Map 16-4 Inset F
Oshkosh MPO
Wetlands & Floodplains



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- 100 year Floodplain & Wetland
- 100 year Floodplain
- Wetland
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided the 2012 wetlands areas.
FEMA provided the 2012 floodplain areas.

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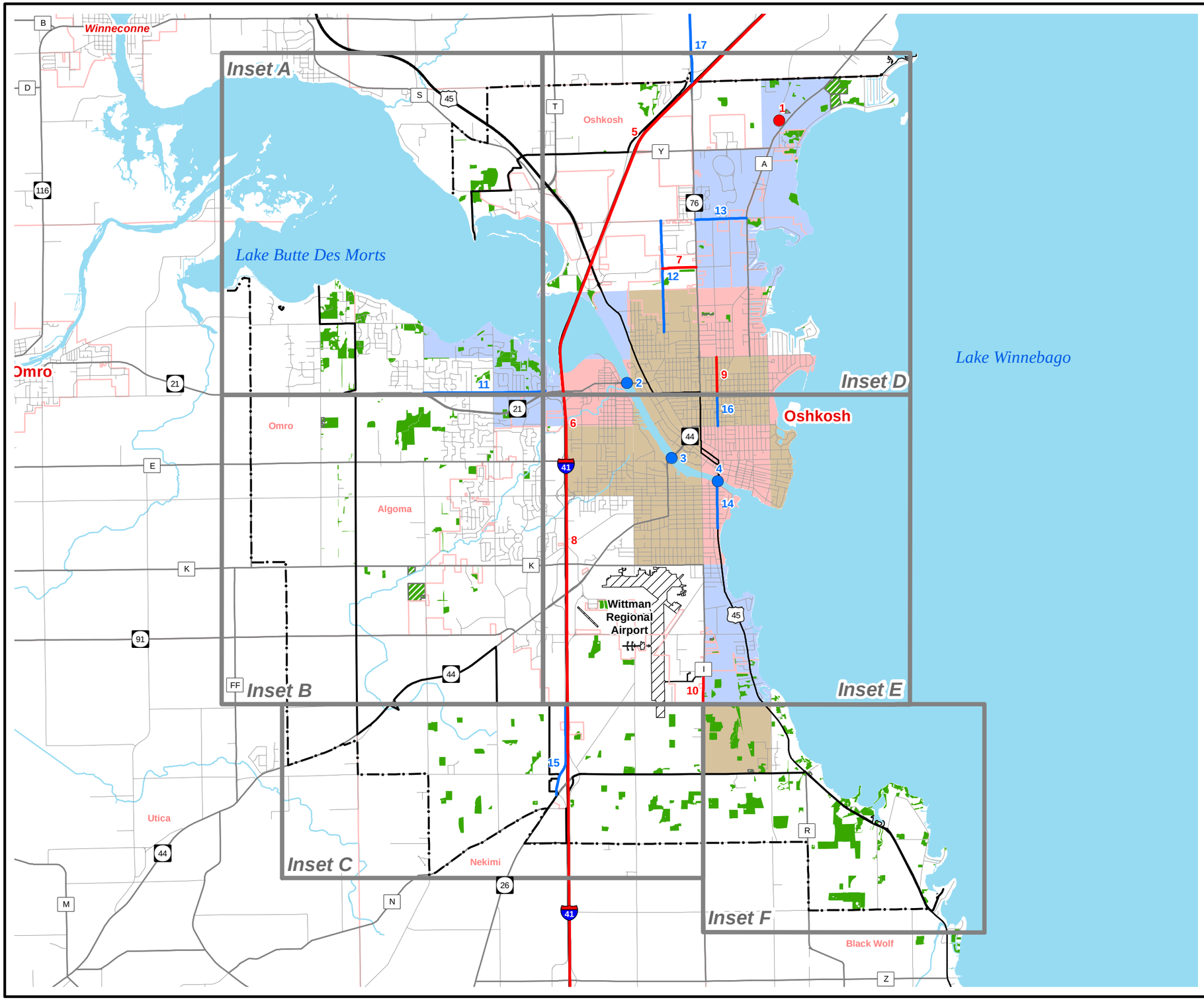
Prepared SEPTEMBER 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WetlandFlood\Map_16_4_InsetF.mxd

Map 16-5
Oshkosh MPO
Wildlife Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Woodlands
- Planted Wood Lots
- Aquatic Endangered Species
- Both Endangered Species
- Terrestrial Endangered Species

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Scale in Miles

Source:
*NHI Occurances of 4+ Contiguous Sections Only
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided 2010 endangered species areas.

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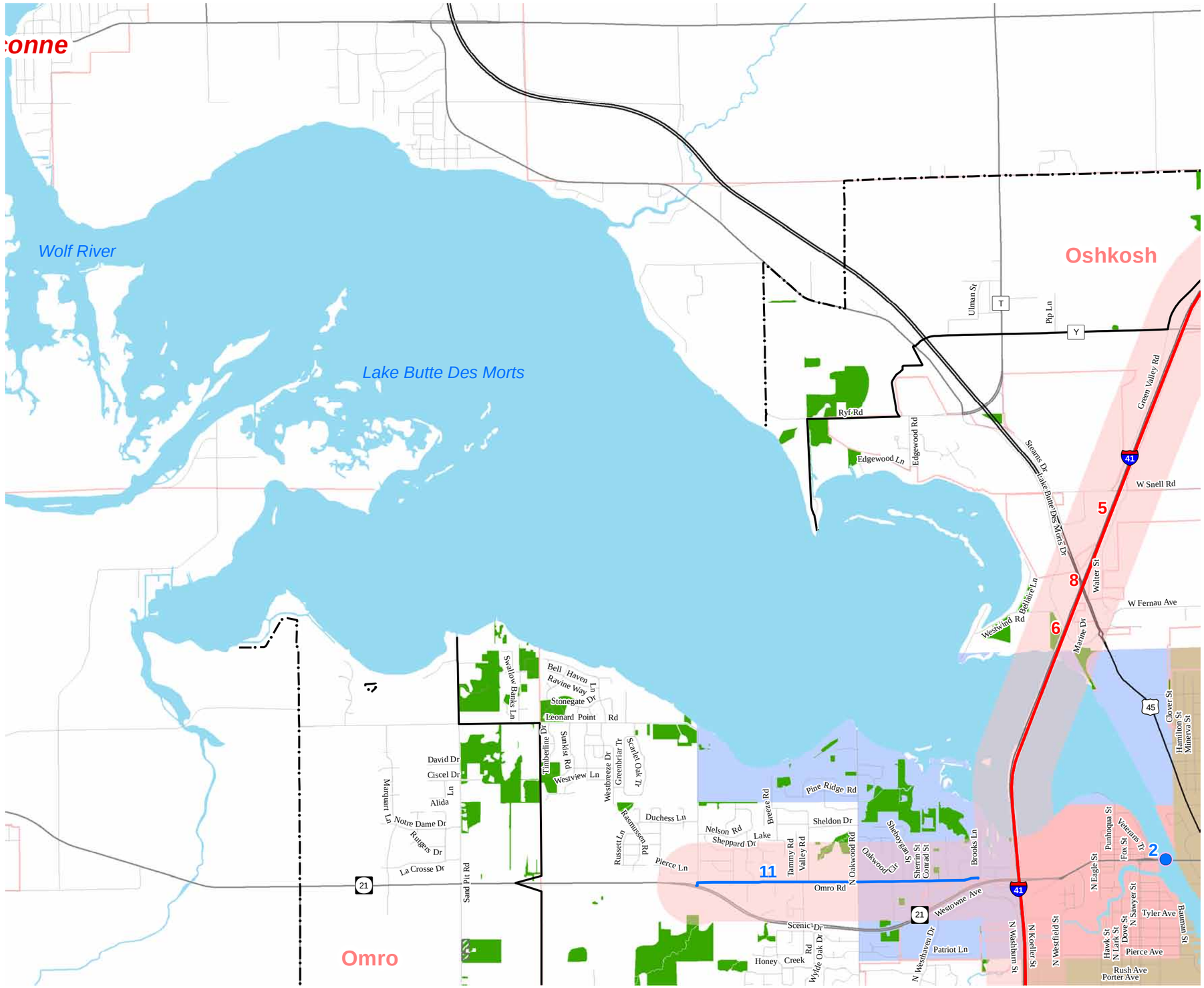
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WildlifeResources\Map_16_5_WildlifeOverview.mxd

Map 16-5 Inset A
Oshkosh MPO
Wildlife Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Woodlands
- Planted Wood Lots
- Aquatic Endangered Species
- Both Endangered Species
- Terrestrial Endangered Species
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
*NHI Occurances of 4+ Contiguous Sections Only
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided 2010 endangered species areas.

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East Central Wisconsin Regional Planning Commission
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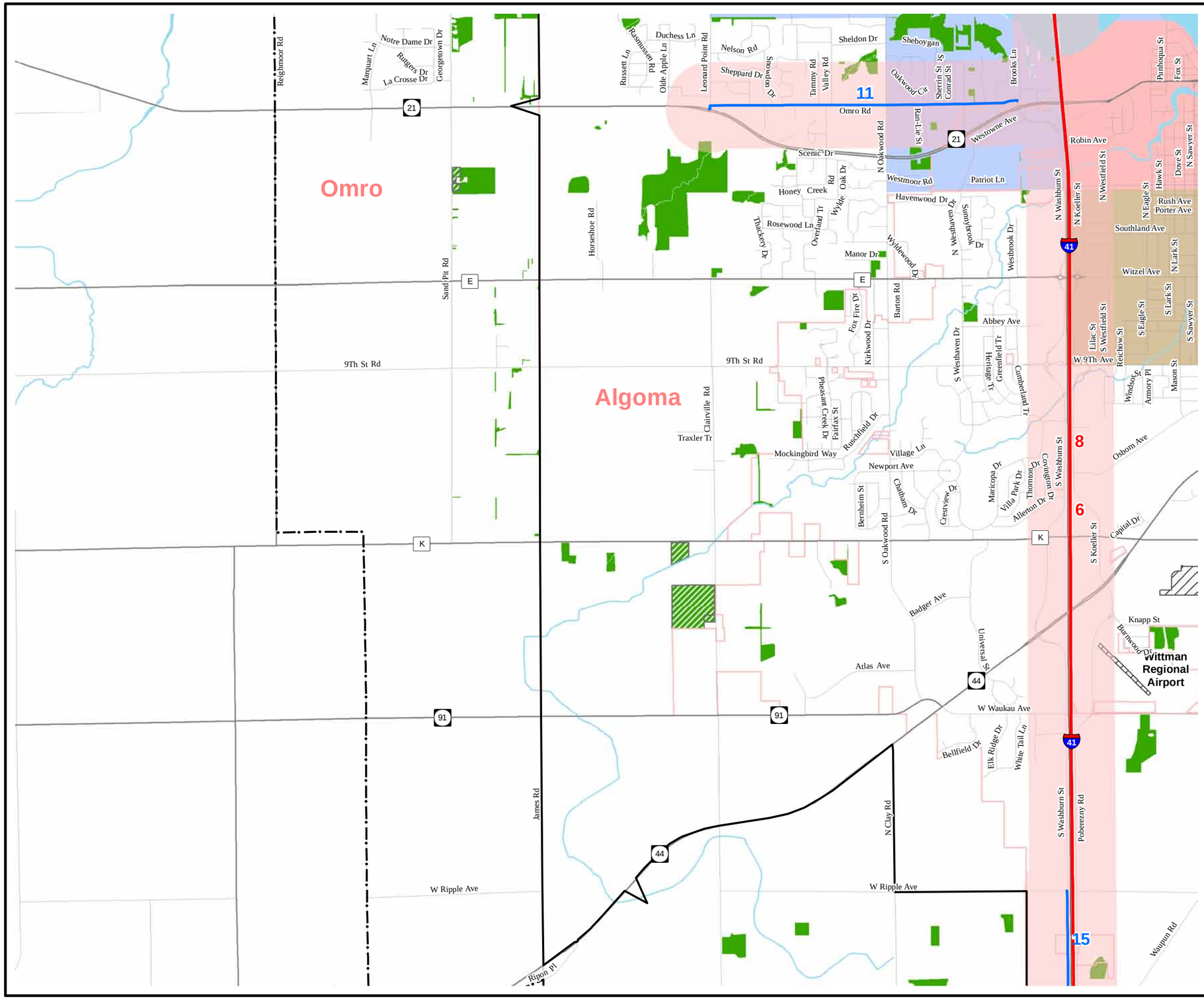
TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WildlifeResources\Map_16_5_InsetA.mxd

Map 16-5 Inset B
Oshkosh MPO
Wildlife Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Woodlands
- Planted Wood Lots
- Aquatic Endangered Species
- Both Endangered Species
- Terrestrial Endangered Species
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
*NHI Occurances of 4+ Contiguous Sections Only
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided 2010 endangered species areas.

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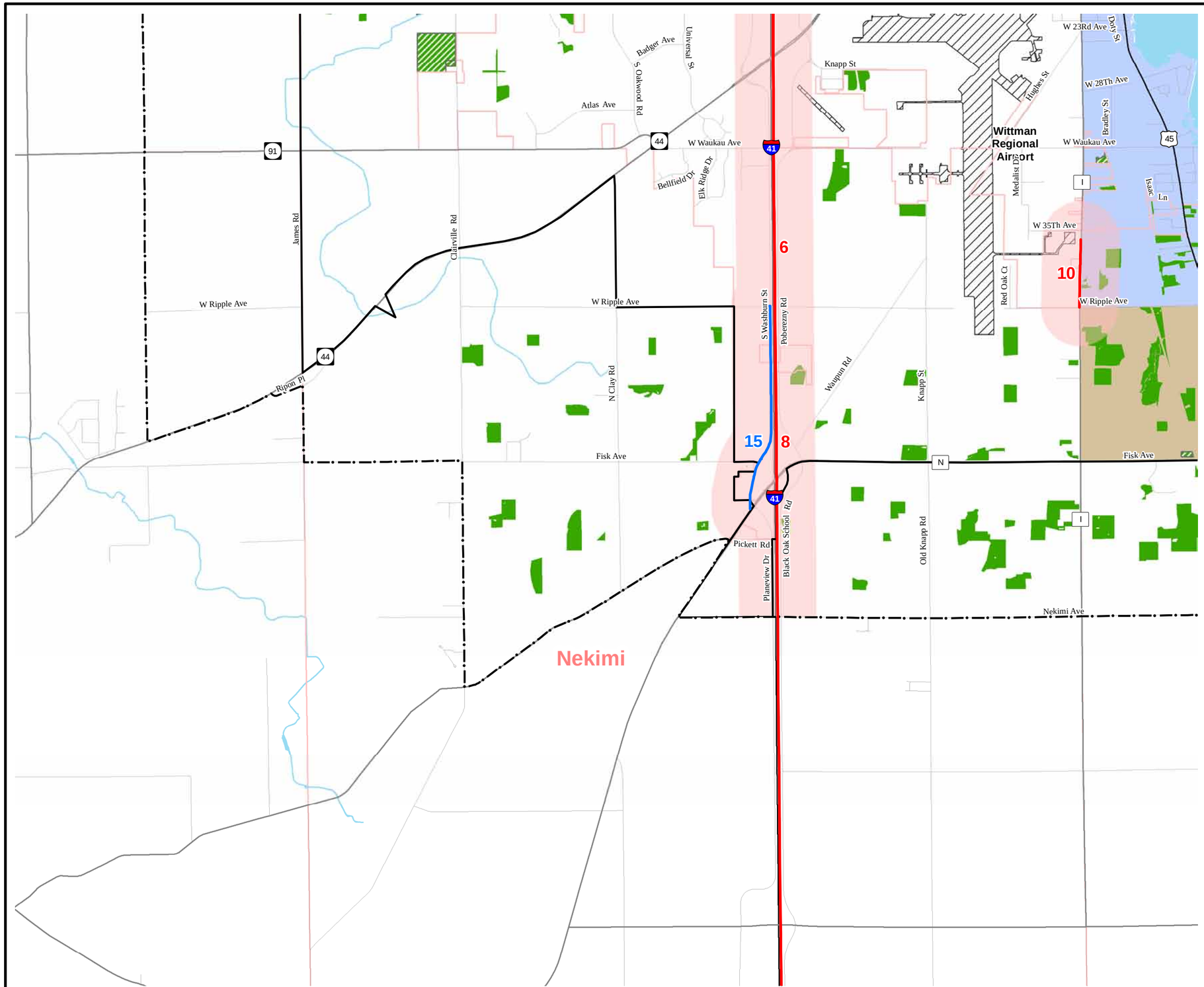
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WildlifeResources\Map_16_5_InsetB.mxd

Map 16-5 Inset C
Oshkosh MPO
Wildlife Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Woodlands
- Planted Wood Lots
- Aquatic Endangered Species
- Both Endangered Species
- Terrestrial Endangered Species
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
*NHI Occurances of 4+ Contiguous Sections Only
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided 2010 endangered species areas.

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Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WildlifeResources\Map_16_5_InsetC.mxd

Map 16-5 Inset D
Oshkosh MPO
Wildlife Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Woodlands
- Planted Wood Lots
- Aquatic Endangered Species
- Both Endangered Species
- Terrestrial Endangered Species
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
*NHI Occurances of 4+ Contiguous Sections Only
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided 2010 endangered species areas.

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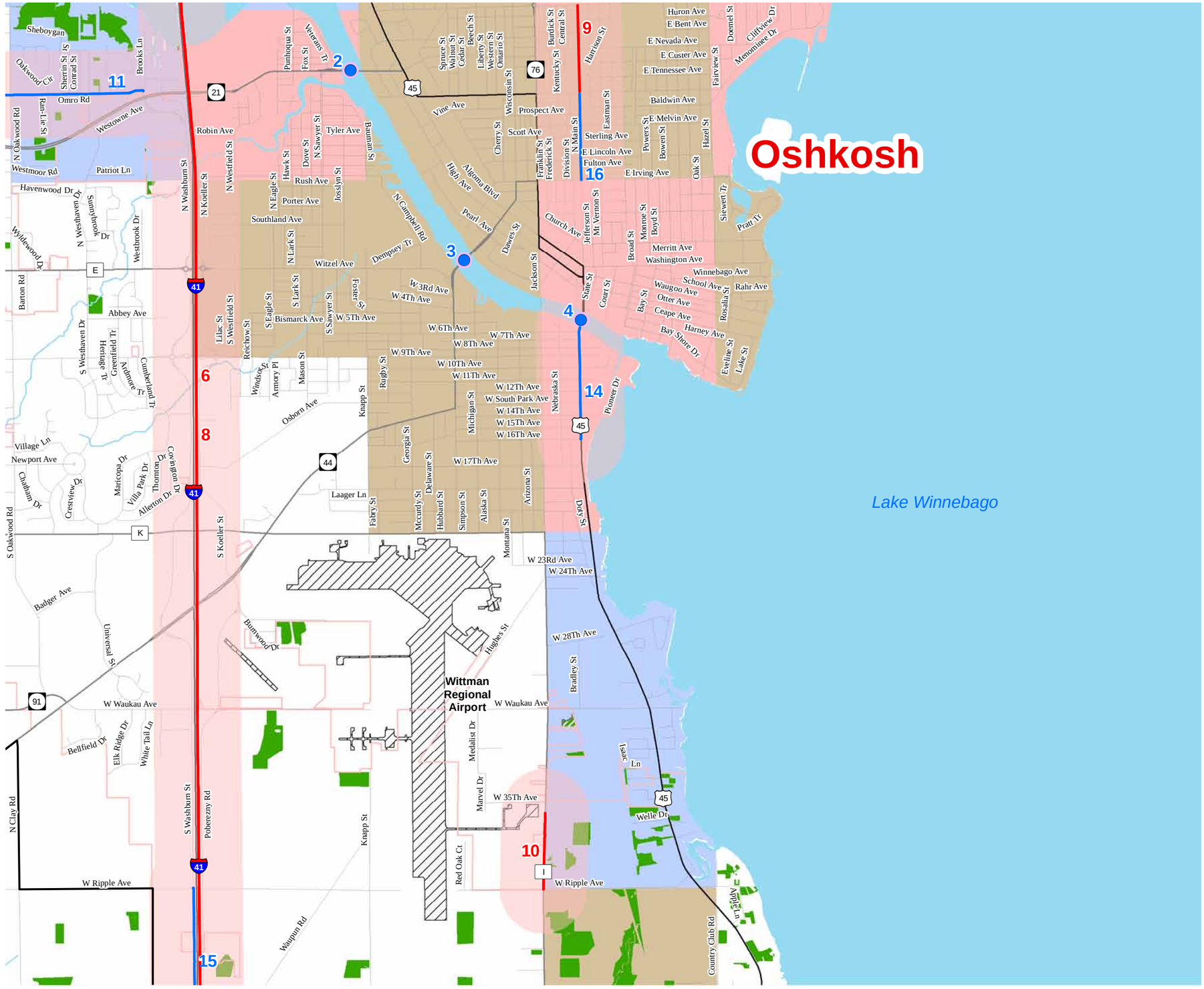
Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WildlifeResources\Map_16_5_InsetD.mxd

Map 16-5 Inset E
Oshkosh MPO
Wildlife Resources



Map Legend

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Woodlands
- Planted Wood Lots
- Aquatic Endangered Species
- Both Endangered Species
- Terrestrial Endangered Species
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

Source:
*NHI Occurances of 4+ Contiguous Sections Only
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided 2010 endangered species areas.

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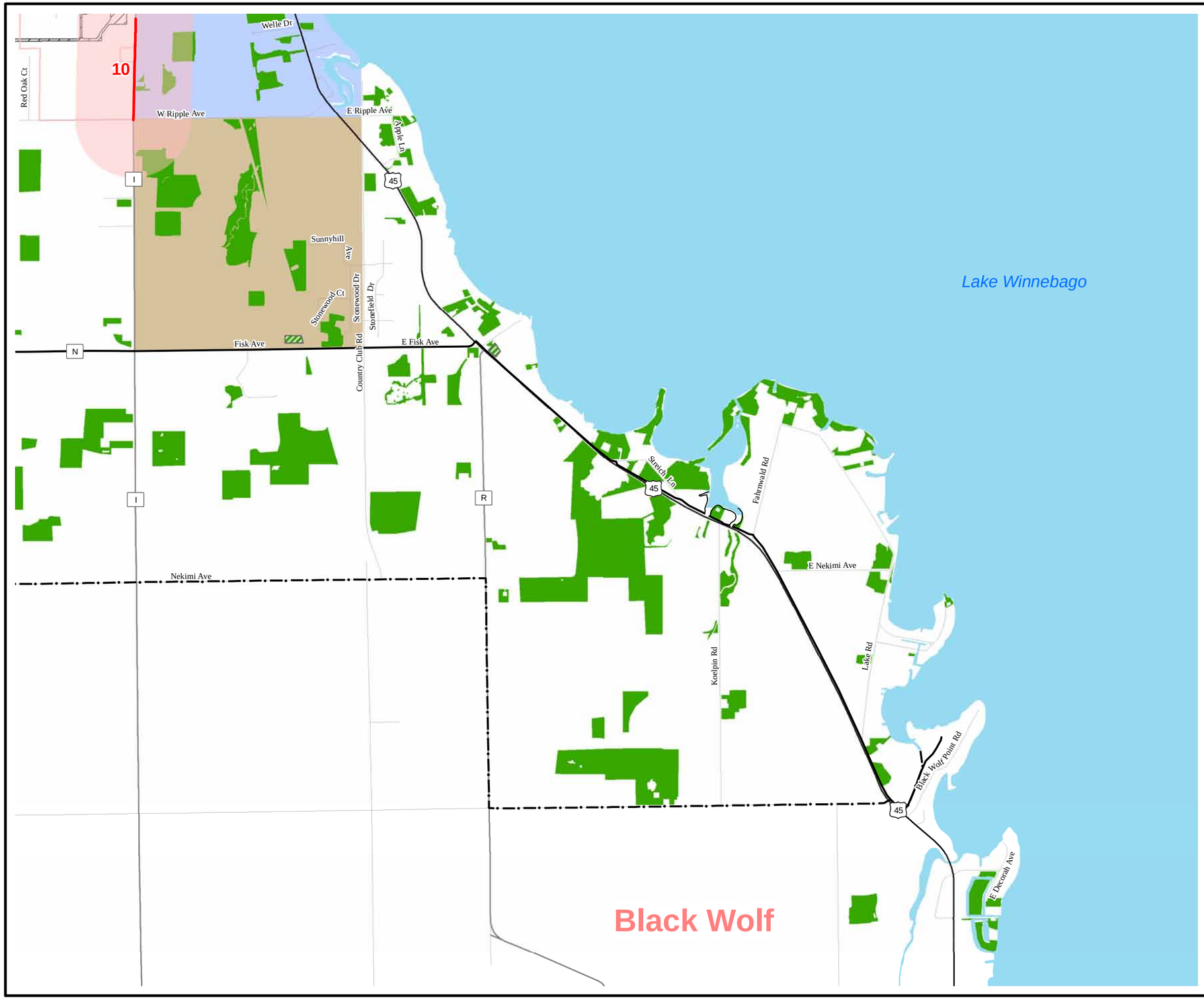
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WildlifeResources\Map_16_5_InsetE.mxd

Map 16-5 Inset F
Oshkosh MPO
Wildlife Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Woodlands
- Planted Wood Lots
- Aquatic Endangered Species
- Both Endangered Species
- Terrestrial Endangered Species
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
*NHI Occurances of 4+ Contiguous Sections Only
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
WDNR provided 2010 endangered species areas.

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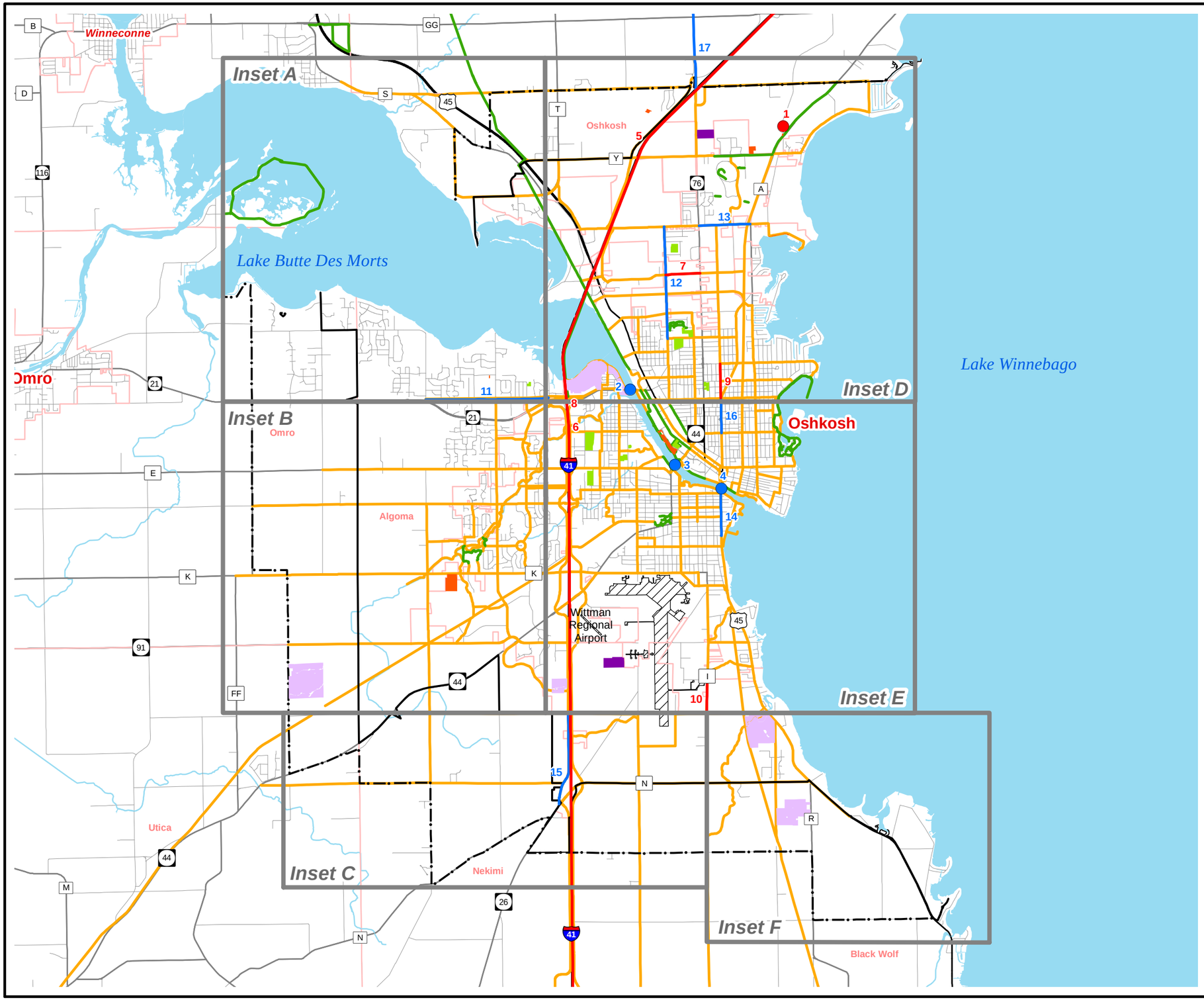
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\WildlifeResources\Map_16_5_InsetF.mxd

Map 16-6
Oshkosh MPO
Parks, Open Space and Recreational Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Pedestrian/Bicycle Facility
- Planned Facility
- Oshkosh MPO
- Municipal Boundary
- Fairgrounds
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports & Recreational Facilities

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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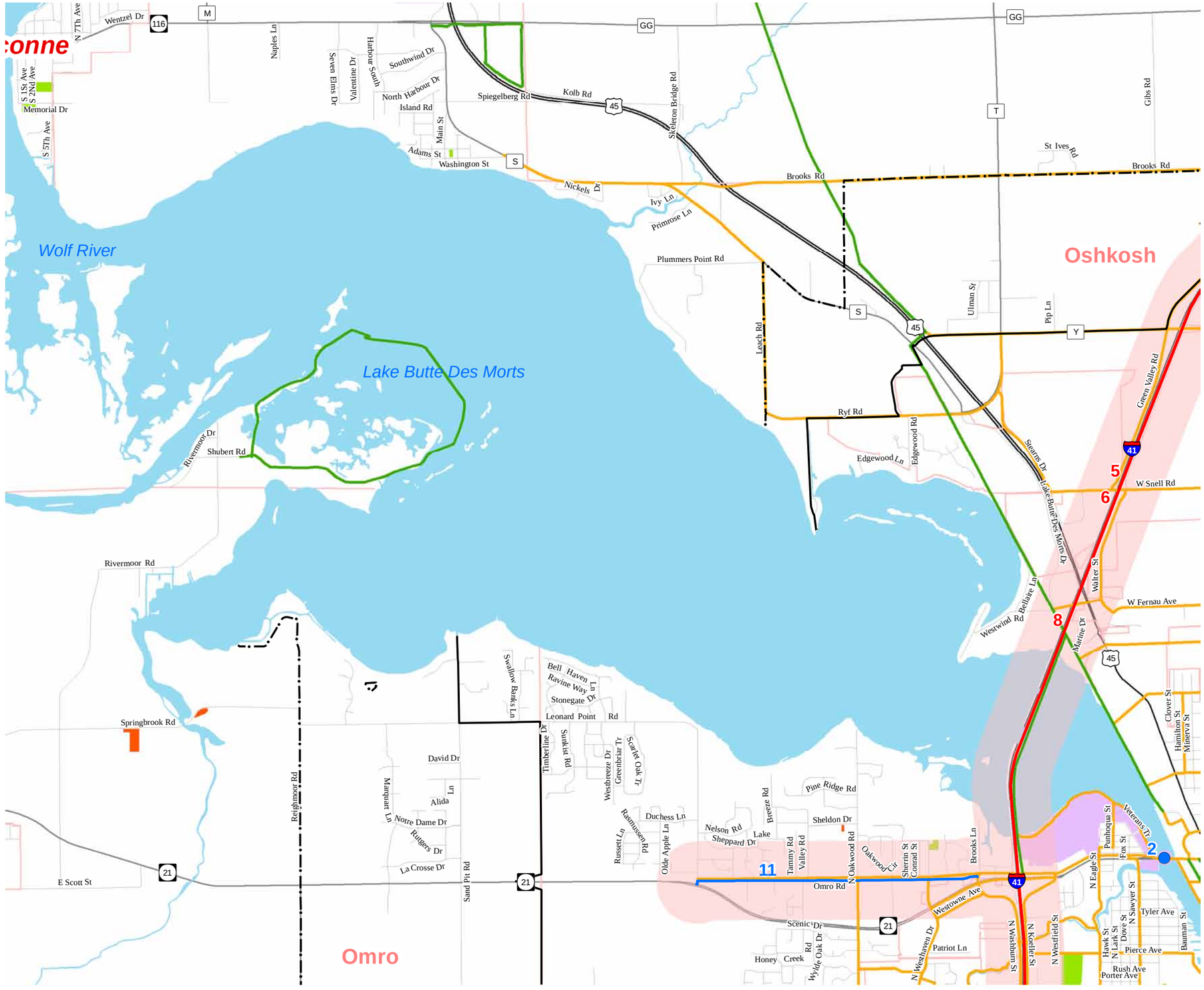
Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\Rec\Map_16_6_Recreational_Overview.mxd

Map 16-6 Inset A
Oshkosh MPO
Parks, Open Space and Recreational Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Existing Pedestrian/Bicycle Facility
- Planned Facility
- Fairgrounds
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports & Recreational Facilities
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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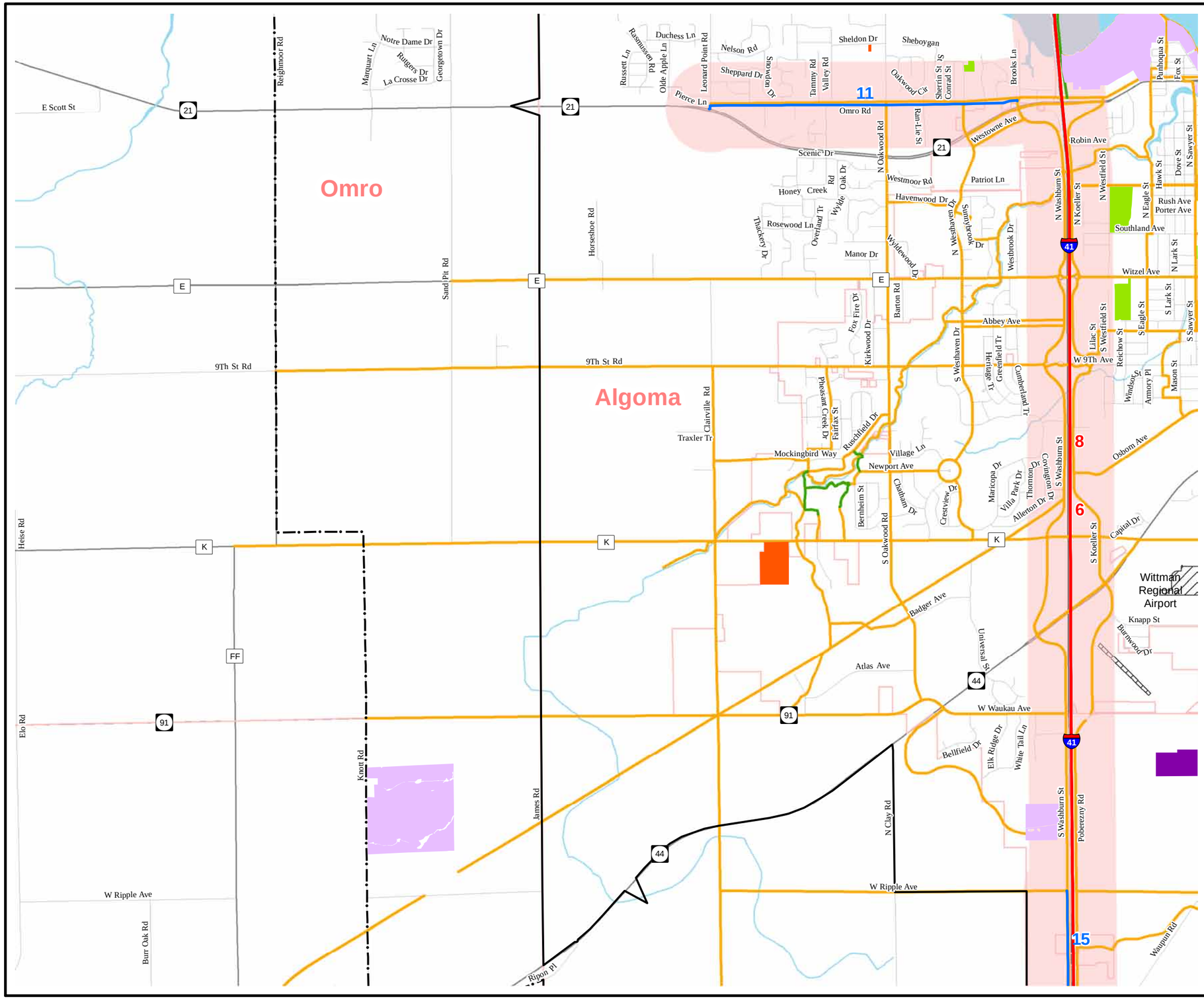
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\Rec\Map_16_6_InsetA.mxd



Map 16-6 Inset B
Oshkosh MPO
Parks, Open Space and Recreational Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Existing Pedestrian/Bicycle Facility
- Planned Facility
- Fairgrounds
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports & Recreational Facilities
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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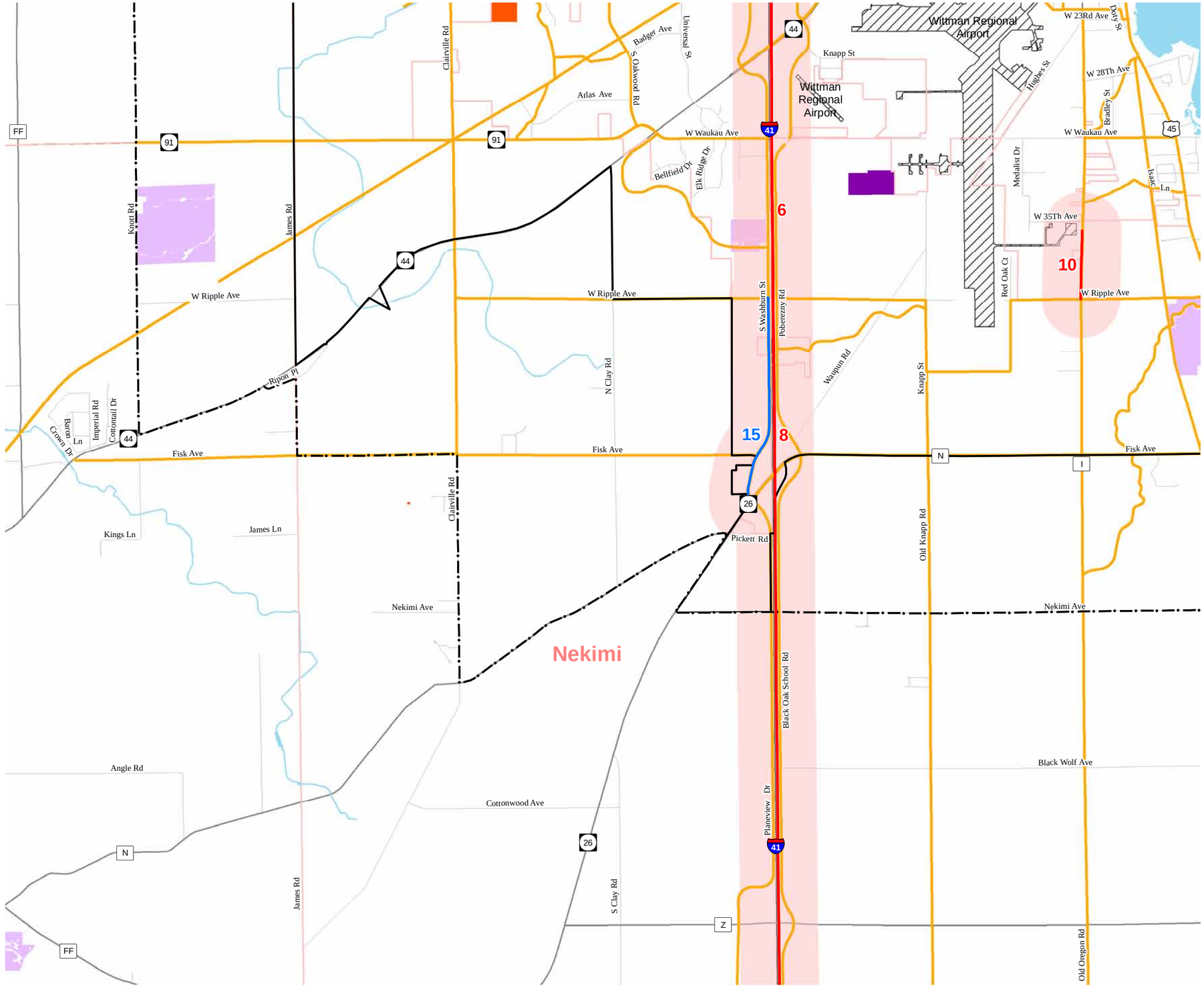
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\Rec\Map_16_6_InsetB.mxd

Map 16-6 Inset C
Oshkosh MPO
Parks, Open Space and Recreational Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Existing Pedestrian/Bicycle Facility
- Planned Facility
- Fairgrounds
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports & Recreational Facilities
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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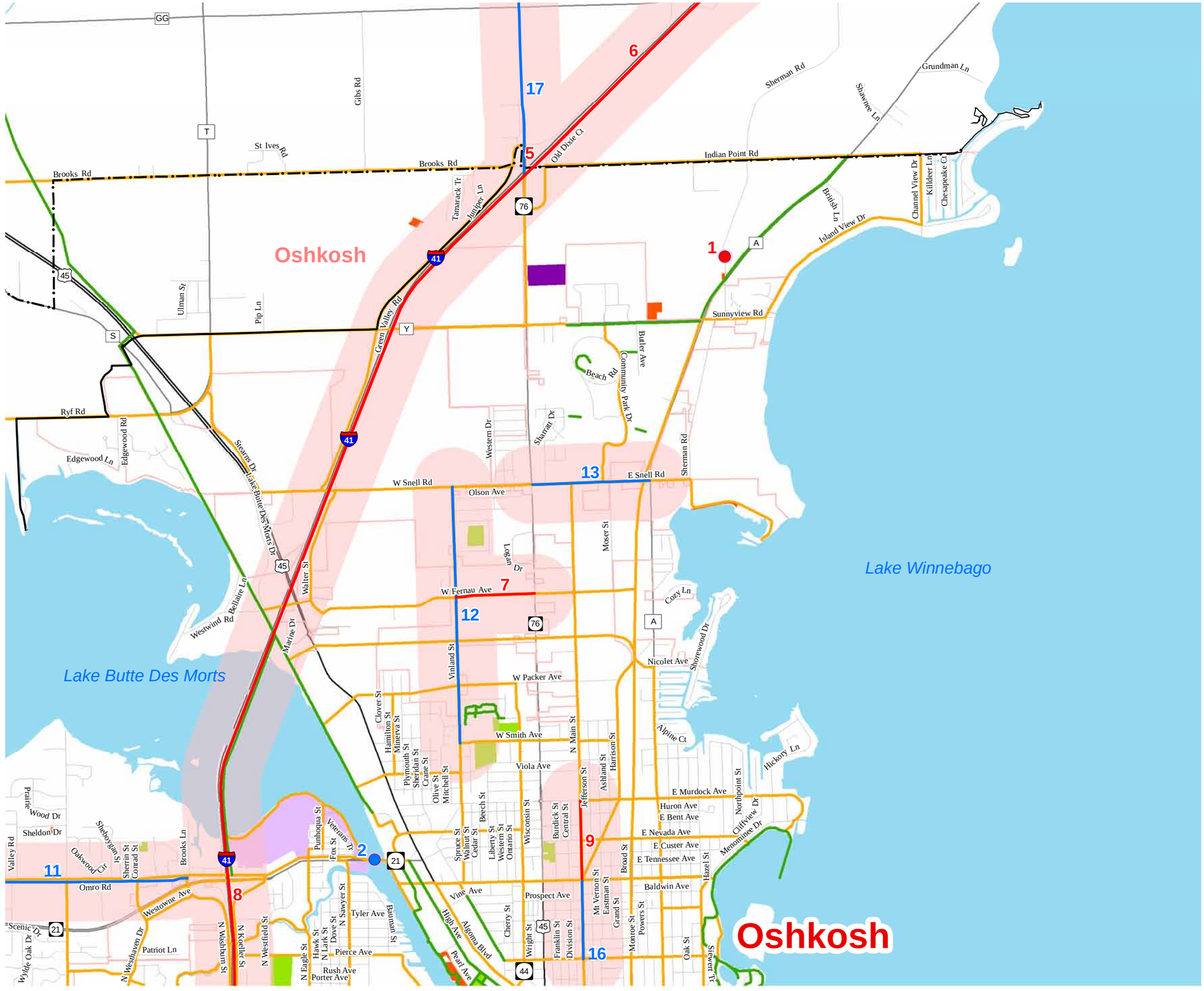
Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\Rec\Map_16_6_InsetC.mxd

Map 16-6 Inset D
Oshkosh MPO
Parks, Open Space and Recreational Resources



Legend

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Existing Pedestrian/Bicycle Facility
- Planned Facility
- Fairgrounds
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports & Recreational Facilities
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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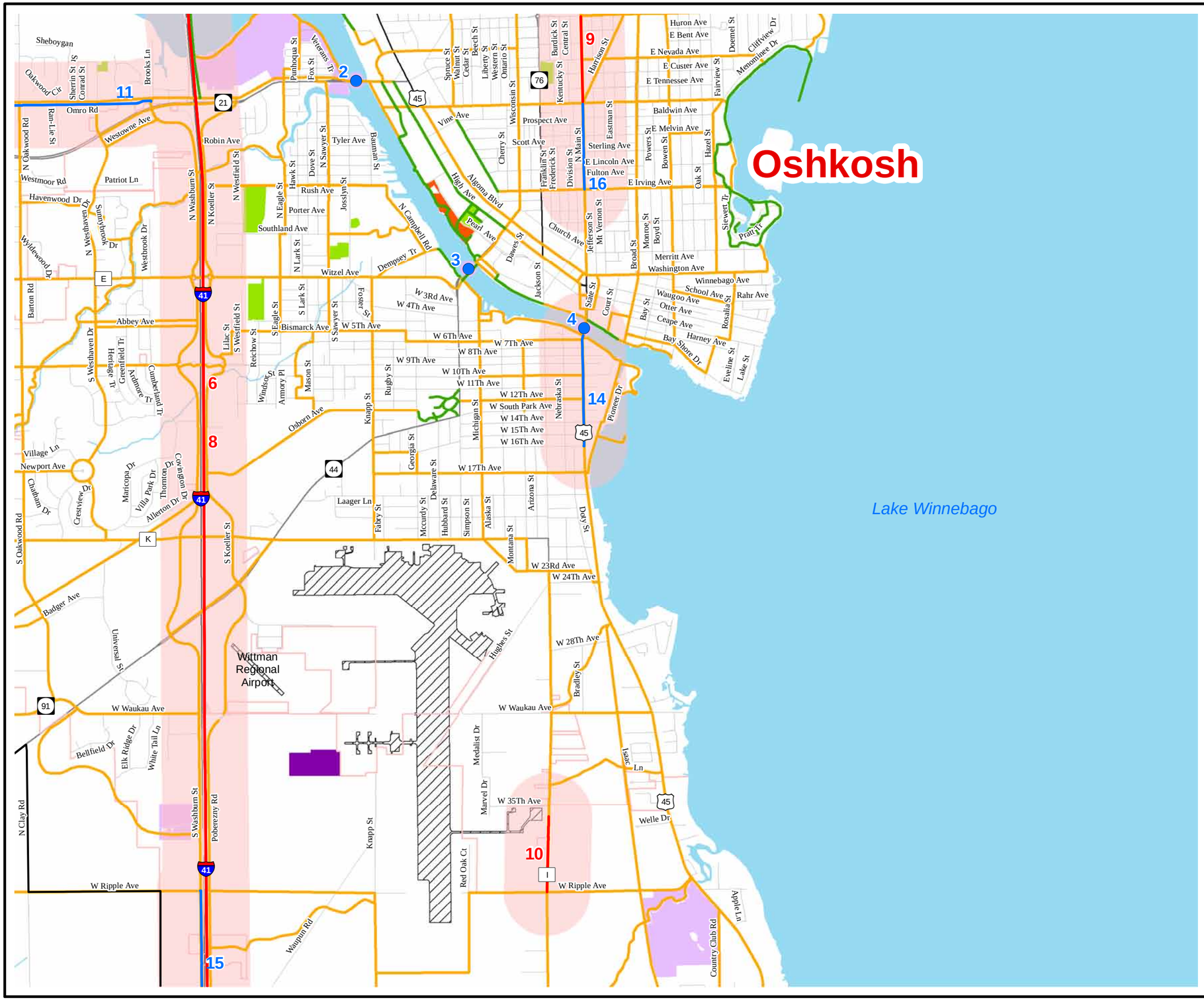
Prepared JANUARY 2016 by:

East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\Rec\Map_16_6_InsetD.mxd

Map 16-6 Inset E
Oshkosh MPO
Parks, Open Space and Recreational Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Existing Pedestrian/Bicycle Facility
- Planned Facility
- Fairgrounds
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports & Recreational Facilities
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N W E S

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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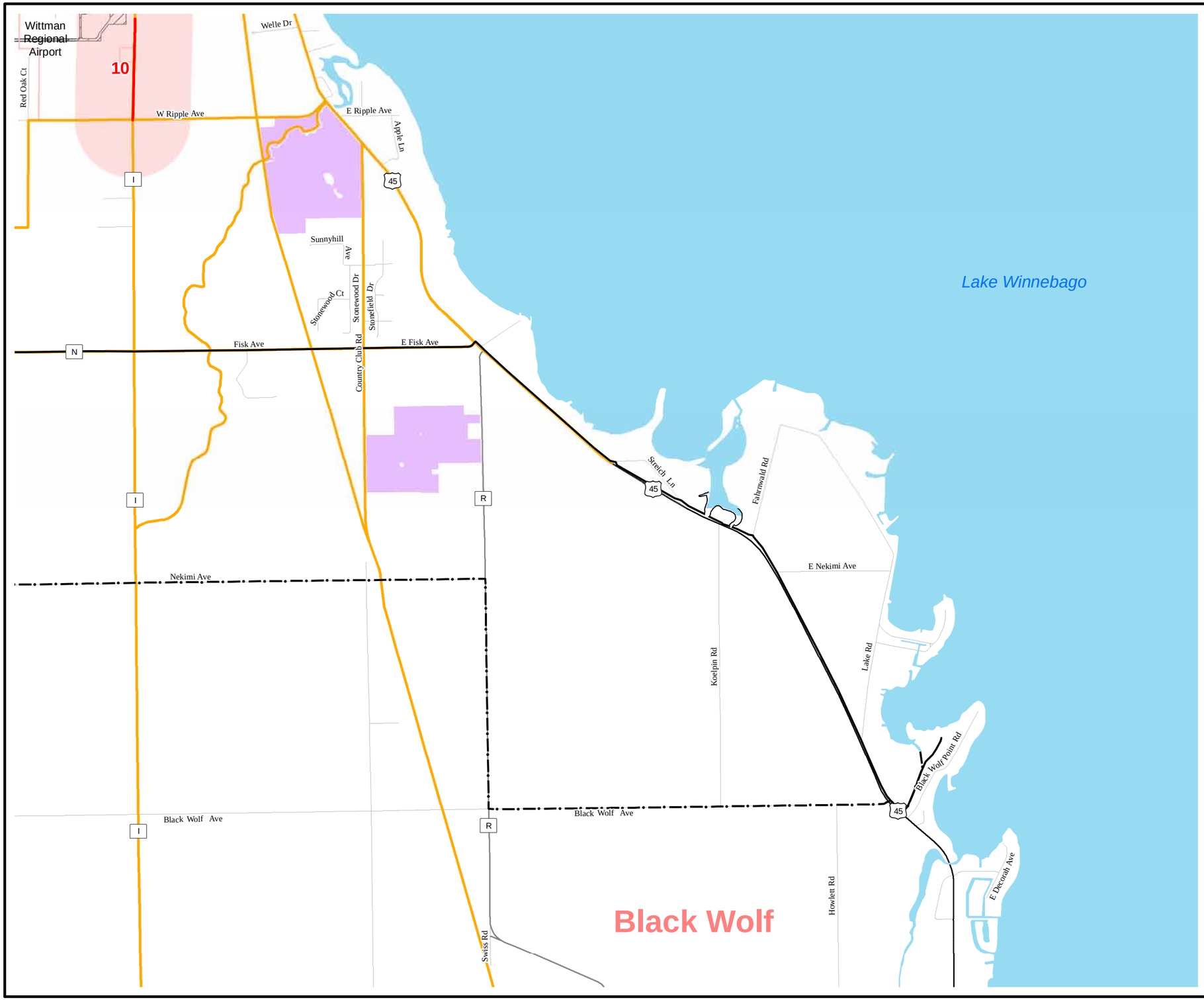
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\Rec\Map_16_6_InsetE.mxd

Map 16-6 Inset F
Oshkosh MPO
Parks, Open Space and Recreational Resources



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Existing Pedestrian/Bicycle Facility
- Planned Facility
- Fairgrounds
- General Recreation Parks
- Golf Courses & Country Clubs
- Sports & Recreational Facilities
- 250 Foot TIP Point Buffer
- 1/4 Mile TIP Project Buffer

N W E S

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Scale in Miles

Source:
Base data provided by Winnebago County 2010.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC
Trail data provided by ECWRPC & local municipalities.
Land use data provided by ECWRPC.

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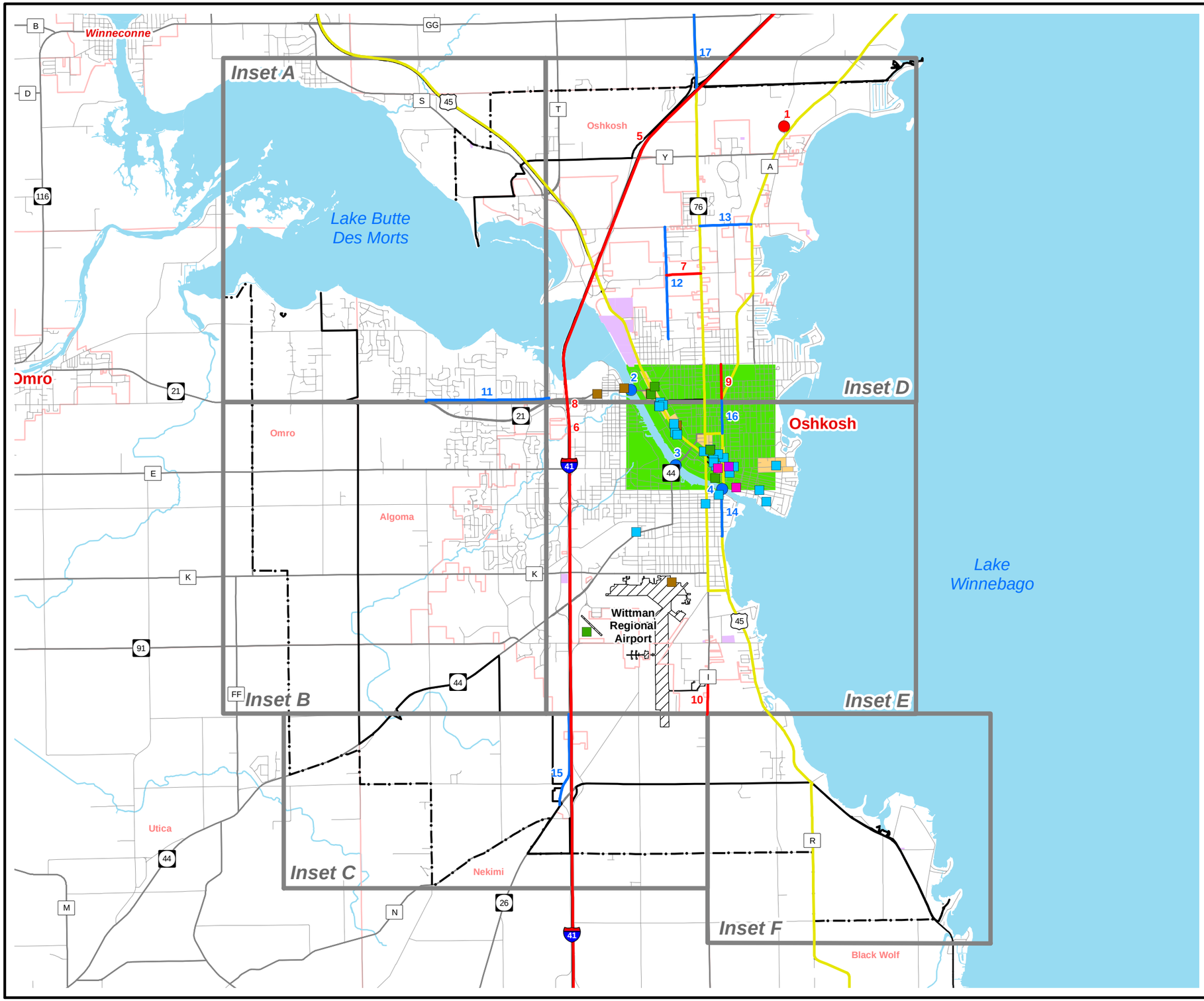
East Central Wisconsin Regional Planning Commission
ECWRPC

TD O:\1312FoxOshkoshLRTP\MXDs\Oshkosh\EnvironmentalMitigation\Rec\Map_16_6_InsetF.mxd

Map 16-7
Oshkosh MPO
Cultural Features



- Performing Arts
- Museums
- Libraries
- Historical Sites
- Historical Markers
- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Oshkosh MPO
- Municipal Boundary
- Yellowstone Trail
- Historic Districts
- Cemeteries
- Downtown Oshkosh Inset

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Scale in Miles

Source:
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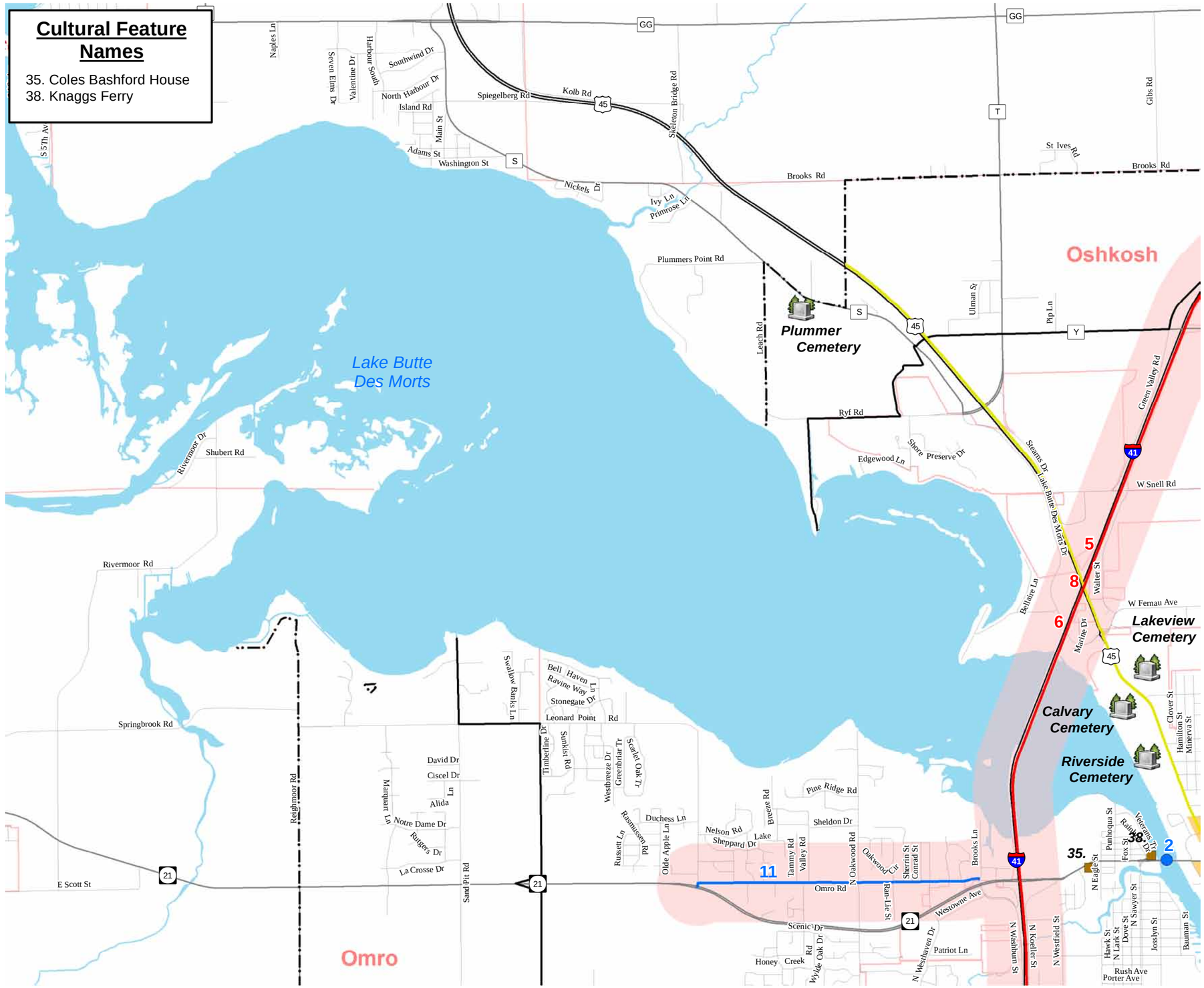
Map 16-7 Inset A
Oshkosh MPO
Cultural Features



Cultural Feature Names

35. Coles Bashford House
38. Knaggs Ferry

- Cemeteries
- Performing Arts
- Museums
- Libraries
- Historical Sites
- Historical Markers
- Short Range Project
- Illustrative Projects
- Short Range Project
- Illustrative Projects
- Yellowstone Trail
- Oshkosh MPO
- Municipal Boundary
- Historic Districts
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer

N W E S

0 0.5 1

Scale in Miles

Source:
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Cemetary data: www.rootsweb.ancestry.com

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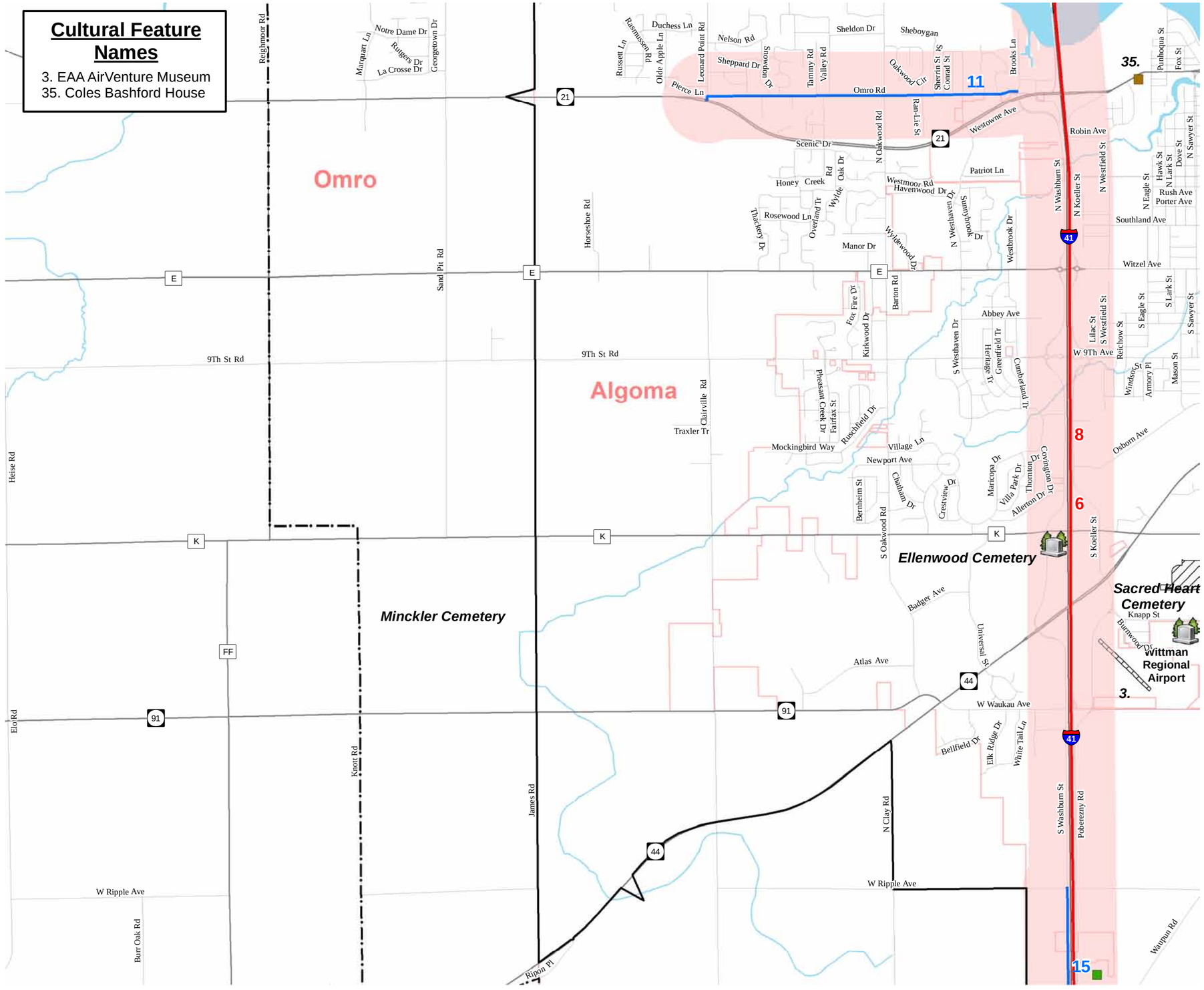
Map 16-7 Inset B
Oshkosh MPO
Cultural Features

Cultural Feature Names

3. EAA AirVenture Museum
35. Coles Bashford House



- Cemeteries
- Performing Arts
- Museums
- Libraries
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N W E S

0 0.5 1

Scale in Miles

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Map 16-7 Inset C
Oshkosh MPO
Cultural Features

Cultural Feature Names

3. EAA AirVenture Museum

Sacred Heart Cemetery
Wittman Regional Airport
Boyd Cemetery
Peace Cemetery
Nekimi

Cemeteries
Performing Arts
Museums
Libraries
Historical Sites
Historical Markers
Short Range Project
Illustrative Projects
Short Range Project
Illustrative Projects
Yellowstone Trail
Oshkosh MPO
Municipal Boundary
Historical Districts
250 Ft. TIP Bridge Buffer
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N W E S

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Map 16-7 Inset D
Oshkosh MPO
Cultural Features

Cultural Feature Names

35. Coles Bashford House
38. Knaggs Ferry

Oshkosh

Winnebago County Cemetery

Plummer Cemetery

Lakeview Cemetery

Calvary Cemetery

Riverside Cemetery

State Hospital Cemetery

Lake Butte Des Morts

Lake Winnebago

Oshkosh

Gibs Rd
St Ives Rd
Brooks Rd
Tamarack Tr
Juniper Ln
Old Dixie Ct
Indian Point Rd
Sherman Rd
Shawnee Ln
Grundman Ln
British Ln
Island View Dr
Channel View Dr
Killdeer Ln
Chesapeake Ct
Ulman St
Pip Ln
Green Valley Rd
Sunnyview Rd
Butler Ave
Beach Rd
Community Park Dr
Ryf Rd
Edgewood Rd
Edgewood Ln
Stearns Dr
Lake Butte Des Morts Dr
Western Dr
Sharratt Dr
W Snell Rd
Olson Ave
E Snell Rd
Sherman Rd
Logan Dr
Moser St
W Fernau Ave
Westwind Rd
Bellaire Ln
Walter St
Marine Dr
Vinland St
Coxy Ln
Shorewood Dr
Nicolet Ave
W Packer Ave
W Smith Ave
N Main St
Alpine Ct
Hickory Ln
Hamilton St
Minerva St
Plymouth St
Sheridan St
Crane St
Olive St
Mitchell St
Clover St
Allen Ave
Viola Ave
Jefferson St
Ashland St
Harrison St
E Murdock Ave
Northpoint St
Cliffview Dr
Menominee Dr
Prairie Wood Dr
Sheldon Dr
Shiloh Dr
Oakwood Cir
Sherrin St
Conrad St
Brooks Ln
Valley Rd
Omro Rd
Westowne Ave
Scenic Dr
Wylde Oak Dr
Patriot Ln
N Westhaven Dr
N Washburn St
N Oakley St
N Westfield St
Hawk St
N Lark St
Dove St
N Sawyer St
Pierce Ave
Rush Ave
Porter Ave
Baumann St
Tyler Ave
Prospect Ave
Scott Ave
Elmwood Ave
Algoma Blvd
Pearl Ave
High Ave
Cherry St
Wright St
Franklin St
Division St
Mt Vernon St
Eastman St
Grand St
Broad St
Monroe St
Powers St
Hazel St
Oak St
Stewart Ln
Baldwin Ave
E Nevada Ave
E Custer Ave
E Tennessee Ave
Huron Ave
E Bent Ave
Punhoqua St
Rainbow Dr
Veterans Dr
Fox St
N Eagle St
Spruce St
Walnut St
Cedar St
Beech St
Liberty St
Western St
Ontario St
Wisconsin St
Burdick St
Central St

1 2 5 6 7 8 9 11 12 13 16 17 35. 38.

S 45 Y 76 41 21 A 44

Legend

- Cemeteries
- Performing Arts
- Museums
- Libraries
- Historical Sites
- Historical Markers
- Short Range Project
- Illustrative Projects
- Short Range Project
- Illustrative Projects
- Oshkosh MPO
- Municipal Boundary
- Yellowstone Trail
- Historic Districts
- 250 Ft. TIP Bridge Buffer
- 1/4 Mile TIP Project Buffer
- Downtown Oshkosh Inset

N W E S

0 0.5 1

Scale in Miles

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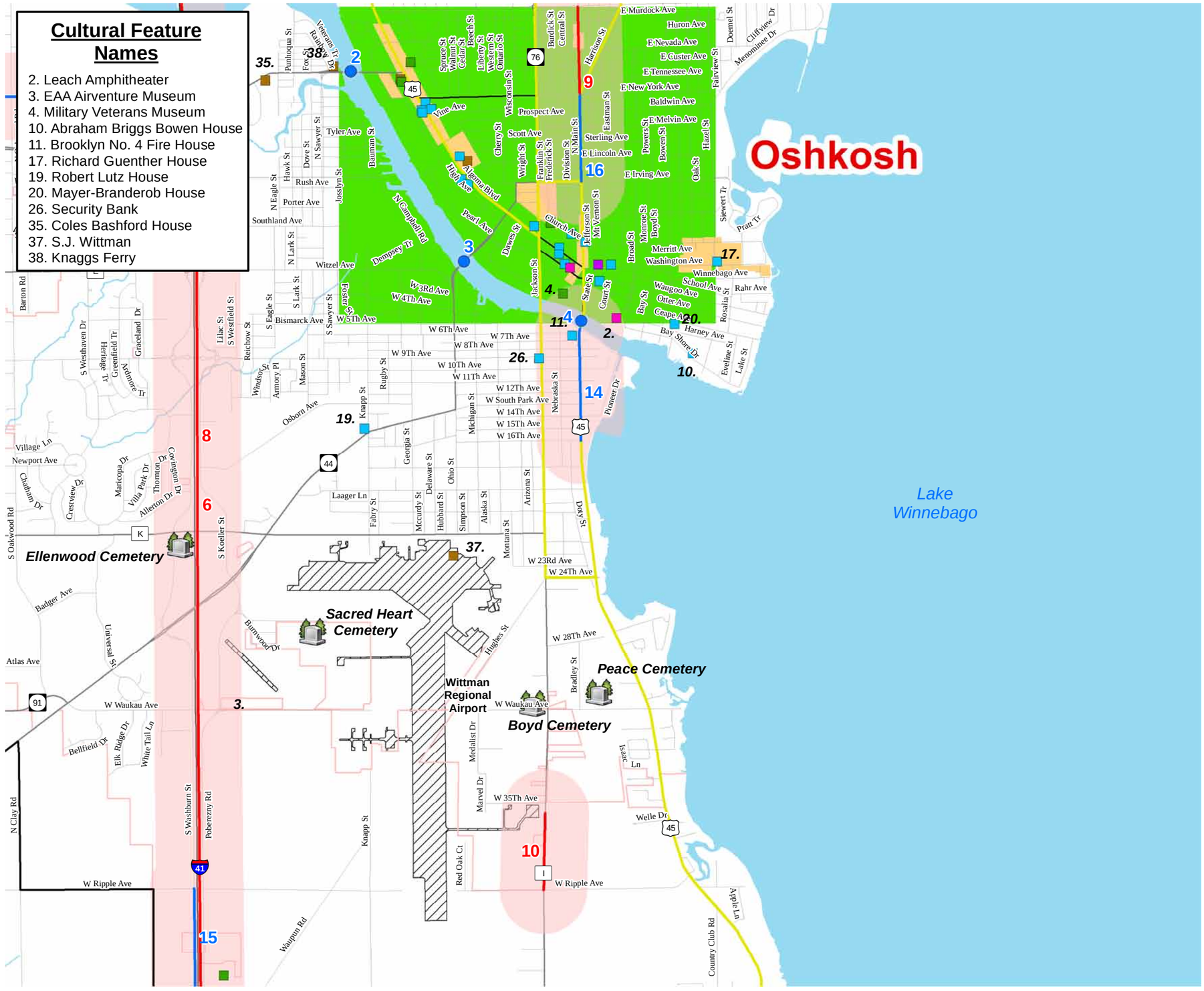
Map 16-7 Inset E
Oshkosh MPO
Cultural Features

Cultural Feature Names

2. Leach Amphitheater
3. EAA Airventure Museum
4. Military Veterans Museum
10. Abraham Briggs Bowen House
11. Brooklyn No. 4 Fire House
17. Richard Guenther House
19. Robert Lutz House
20. Mayer-Branderob House
26. Security Bank
35. Coles Bashford House
37. S.J. Wittman
38. Knaggs Ferry



Cemeteries
Performing Arts
Museums
Libraries
Historical Sites
Historical Markers
Short Range Project
Illustrative Projects
Short Range Project
Illustrative Projects
Yellowstone Trail
Oshkosh MPO
Municipal Boundary
250 Ft. TIP Bridge Buffer
1/4 Mile TIP Project Buffer
Historic Districts
Downtown Oshkosh Inset

N
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Scale in Miles

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Map 16-7 Inset F
Oshkosh MPO
Cultural Features

- Cemeteries
- Performing Arts
- Museums
- Libraries
- Historical Sites
- Historical Markers
- Short Range Project
- Illustrative Projects
- Short Range Project
- Illustrative Projects
- Yellowstone Trail
- Oshkosh MPO
- Municipal Boundary
- Historic Districts
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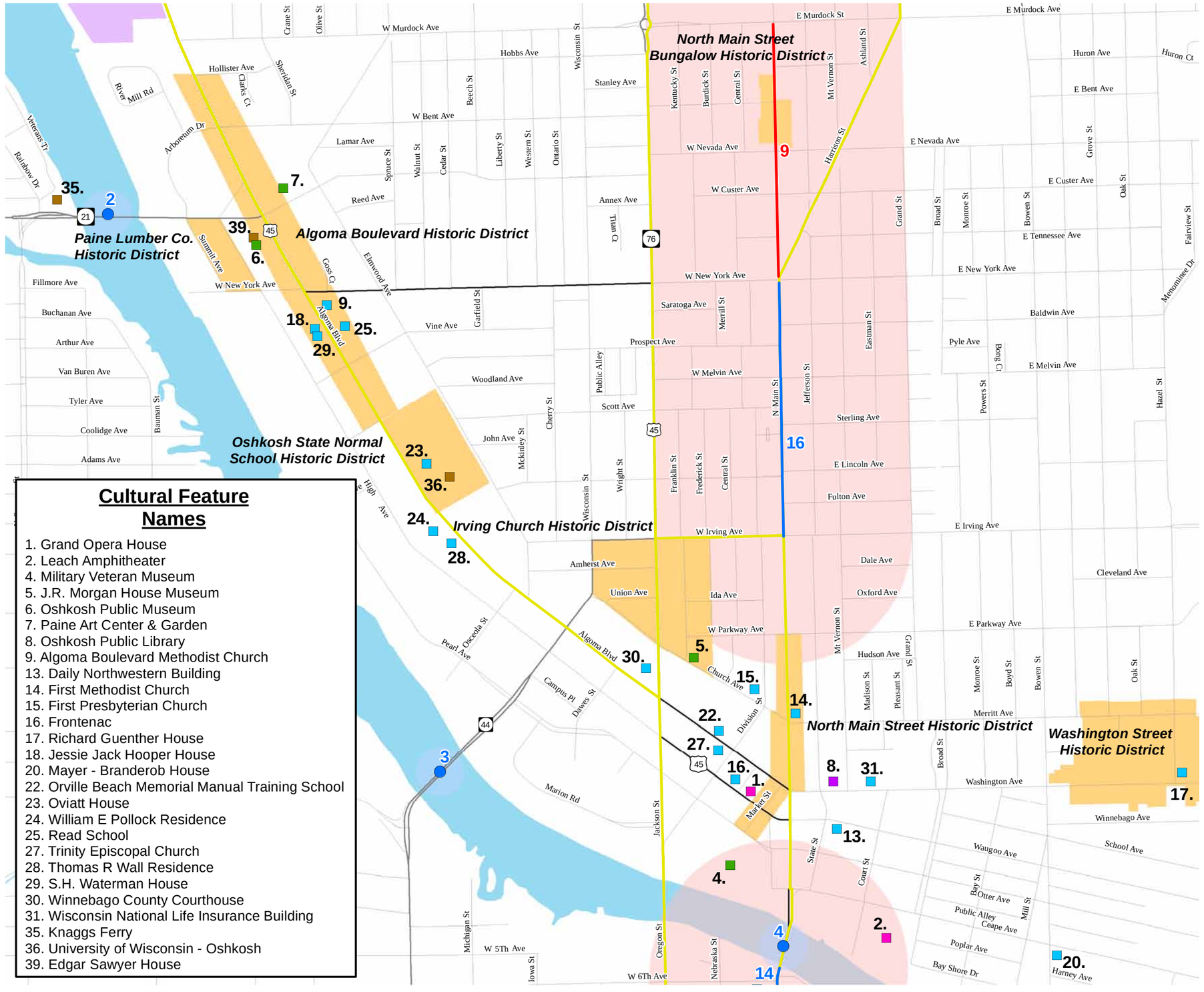
Map 16-7 Downtown Oshkosh MPO Cultural Features


North Main Street Bungalow Historic District
Algoma Boulevard Historic District
Paine Lumber Co. Historic District
Oshkosh State Normal School Historic District
Irving Church Historic District
North Main Street Historic District
Washington Street Historic District
W Murdock Ave
E Murdock St
E Murdock Ave
Hobbs Ave
Stanley Ave
Huron Ave
Huron Ct
E Bent Ave
W Bent Ave
Lamar Ave
W Nevada Ave
E Nevada Ave
W Custer Ave
E Custer Ave
Annex Ave
Reed Ave
E Tennessee Ave
W New York Ave
E New York Ave
Fillmore Ave
Buchanan Ave
Arthur Ave
Van Buren Ave
Tyler Ave
Coolidge Ave
Adams Ave
Saratoga Ave
Vine Ave
Prospect Ave
Baldwin Ave
Pyle Ave
E Melvin Ave
W Melvin Ave
Woodland Ave
Scott Ave
Sterling Ave
John Ave
E Lincoln Ave
Fulton Ave
W Irving Ave
E Irving Ave
Amherst Ave
Dale Ave
Cleveland Ave
Union Ave
Ida Ave
Oxford Ave
W Parkway Ave
E Parkway Ave
Hudson Ave
Merritt Ave
Washington Ave
Winnebago Ave
School Ave
Waugoo Ave
Otter Ave
Ceape Ave
Poplar Ave
Bay Shore Dr
Harney Ave
W 5Th Ave
W 6Th Ave
Marion Rd
Algoma Blvd
Jackson St
Wisconsin St
Michigan St
Iowa St
Oregon St
Nebraska St
Wright St
Frederick St
Franklin St
Central St
Mckinley St
Cherry St
Garfield St
Merrill St
Eastman St
Jefferson St
N Main St
Public Alley
Division St
Church Ave
Pearl Ave
Campus Pl
Dawes St
Madison St
Pleasant St
Monroe St
Boyd St
Bowen St
Broad St
Grand St
Oak St
Grove St
Fairview St
Menominee Dr
Hazel St
Powers St
Bond Ct
Mt Vernon St
Ashland St
Harrison St
Yellowstone Trail
Kentucky St
Burdick St
Central St
Wisconsin St
Ontario St
Western St
Liberty St
Cedar St
Walnut St
Spruce St
Beech St
Sheridan St
Crane St
Olive St
Hollister Ave
Clarks Ct
River Mill Rd
Arboretum Dr
Veterans Tr
Rainbow Dr
Summit Ave
Goss Ct
Elmwood Ave
Tuam Ct
Bauman St
High Ave
Market St
State St
Court St
Bay St
Mill St
Public Alley
Ceape Ave
Otter Ave
Lincoln Ave
Irving Ave
Parkway Ave
Nevada Ave
Custer Ave
Tennessee Ave
New York Ave
Melvin Ave
Lincoln Ave
Irving Ave
Parkway Ave
Washington Ave
Merritt Ave
Hudson Ave
Fulton Ave
Sterling Ave
Scott Ave
Prospect Ave
Saratoga Ave
Vine Ave
Woodland Ave
Baldwin Ave
Pyle Ave
Reed Ave
Annex Ave
Lamar Ave
Stanley Ave
Hobbs Ave
Huron Ave
E Bent Ave
E Nevada Ave
E Custer Ave
E Tennessee Ave
E New York Ave
E Melvin Ave
E Lincoln Ave
E Irving Ave
E Parkway Ave
Merritt Ave
Washington Ave
Winnebago Ave
School Ave
Waugoo Ave
Otter Ave
Ceape Ave
Poplar Ave
Bay Shore Dr
Harney Ave
Cleveland Ave
Dale Ave
Oxford Ave
Amherst Ave
Union Ave
Ida Ave
W Parkway Ave
W Irving Ave
W Melvin Ave
W New York Ave
W Custer Ave
W Nevada Ave
W Bent Ave
W Murdock

CHAPTER 17

STATE & LRTP COORDINATION

CHAPTER 17 – STATE AND LRTP COORDINATION

TABLE OF CONTENTS

State and LRTP Coordination 17-1

CHAPTER 17: STATE AND LRTP COORDINATION

Federal and State legislation require WisDOT to develop a statewide Long Range Transportation Plan. Federal legislation (MAP-21) requires each state to coordination with local MPOs to complete similar Long Range Transportation/Land Use plans to be eligible for state and federal funding for transportation related projects. MAP-21 places greater emphasis on improving safety, maintaining infrastructure condition, reducing traffic congestion, system reliability, freight movement and economic vitality, environmental sustainability, performance measures and reducing project delivery delays from previous legislation. State legislation, specifically the comprehensive planning law (Section 66.1001, Wis. Stats.) focuses on improving communication within and among jurisdictions to make more informed decisions that result in smart growth.

Connections 2030, Wisconsin's Long Range Transportation Plan (LRTP) as well as the *Wisconsin Rail Plan 2030* envision an integrated multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment. Both of these plans and this LRTP for the MPO will help the state maintain and enhance its transportation system to meet the needs of the 21st century and fulfill the state's transportation vision. The focus is on maintaining and enhancing that system to support future mobility and economic growth.

Connections 2030 sets the foundation for Wisconsin's transportation system with an emphasis on:

- Safety and security;
- Preserving the existing and future system;
- Optimizing investment in the system for continued safety, enhanced mobility and efficiency;
- Responding to local, regional, national and international economic trends to maintain state economic competitiveness;
- Considering environmental issues to maintain Wisconsin's quality of life; and
- Providing users with transportation choices.

The Oshkosh MPO's long range plan's vision, goals and objectives support the Wisconsin's *Connections 2030*, LRTP's vision and emphasis. Throughout the transportation planning process the MPO continuously works with WisDOT to ensure coordination between agencies. It is through this process that LRTP are implementable and successful at all levels of government.

CHAPTER 18

FINANCIAL ANALYSIS

CHAPTER 18 – FINANCIAL ANALYSIS

TABLE OF CONTENTS

Introduction 18-1
Local Financial Analysis 18-1
State and Federal Financial Analysis 18-2
Estimated Long Range Financial Need 18-2
WisDOT Expenditures/Revenues 18-5
Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Expenditures/Revenues 18-6

TABLES

Table 18-1: Historic Expenditures for Oshkosh MPO Municipalities (2008 – 2012) 18-3
Table 18-2: Total Local Expenditures and Projected Local Revenues 18-5
Table 18-3: Historic Expenditures for WisDOT (2010 – 2014) 18-5
Table 18-4: Historic Expenditures for FHWA and FTA (2010 – 2014) 18-6
Table 18-5: Total State and Federal Expenditures and Projected Revenues 18-7

CHAPTER 18: FINANCIAL ANALYSIS

INTRODUCTION

This portion of the LRTP provides a general overview of the local, state and federal expenditures and anticipated revenues required to fund the metropolitan planning process over the life of the plan (35 year plan horizon to 2050). A financial capacity analysis is required by MAP-21 to show that metropolitan area transportation plans are fiscally constrained. Specifically, the financial plan requirement is addressed in Section 134 of Title 23, United States Code (E):

> *(E) **Financial plan**.--*
>
> *(i) In general.--A financial plan that—*
>
> *(I) demonstrates how the adopted transportation plan can be implemented;*
>
> *(II) indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and*
>
> *(III) recommends any additional financing strategies for needed projects and programs.*
>
> *(ii) Inclusions.--The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted transportation plan if reasonable additional resources beyond those identified in the financial plan were available.*
>
> *(iii) Cooperative development.--For the purpose of developing the transportation plan, the metropolitan planning organization, transit operator, and State shall cooperatively develop estimates of funds that will be available to support plan implementation.*

To complete a financial analysis of local expenditures for the Oshkosh MPO, financial expenditures data was used as part of the published report from the Wisconsin Department of Revenue's (DOR) County and Municipal Revenues and Expenditures reports. State and Federal transportation expenditures and revenues were taken from ECWRPC's annual Transportation Improvement Program (TIP) from 2010 – 2014.

Local Financial Analysis

Local expenditures were gathered for the Oshkosh MPO municipalities from 2008 to 2012 to provide a historic pattern of local transportation expenditures. This analysis looked at the following local transportation expenditures which are defined by the DOR[1]:

- **Highway Maintenance and Administration –** Includes operating expenditures and capital outlay for engineering, highway equipment and buildings, and highway maintenance. In counties, this entry will include depreciation for equipment and buildings.

[1] http://www.revenue.wi.gov/report/m.html. (9/3/14)

- **Highway Construction –** Includes the operating expenditures and capital outlay for constructing highways.

- **Road Related Facilities –** Includes operating expenditures and capital outlays for limited purpose roads, street lighting, sidewalks, storm sewers, and parking facilities.

- **Other Transportation –** Includes operating expenditures and capital outlays for airports, mass transit, docks and harbors, and other transportation facilities.

State and Federal Financial Analysis

State (WisDOT) and Federal (FHWA and FTA) expenditures were gathered from ECWRPC's short range Transportation Improvement Program (TIP) for the five year period from 2010-2014 using the year of expenditure dollar amounts. WisDOT expenditures included both preservation and expansion project dollars. Federal funding expenditures included the following sources:

- National Highway System
- Bridge Replacement/Rehab
- Surface Transportation Program Fond du Lac Urbanized Area
- Surface Transportation Program State Flexibility
- Surface Transportation Program (Highway Safety Improvement Program)
- Surface Transportation Program Enhancements
- Section 5307 Operating funds
- Section 5307 Capital funds

ESTIMATED LONG RANGE FINANCIAL NEED

The estimated long range financial need for local MPO expenditures was calculated using the following steps:

1. Gathered local expenditures for Highway Maintenance and Administration, Highway Construction, Road Related Facilities and Other Construction for the local municipalities (2008-2012) provided by the DOR. Please reference **Table 18-1**.

2. To account for a degree of variation in local transportation spending projects in a given year by municipalities, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of local transportation expenditures.

3. To account for projected revenues needed over the life of this plan, it was assumed that local transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.3 percent (provided by WisDOT) was applied to the 2008-2012 annual average expenses for each municipality and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table 18-2**.

Table 18-1: Historic Expenditures for Oshkosh MPO Municipalities (2008 – 2012)

Municipality	2012	2011	2010	2009	2008	5-Year Average
C Oshkosh						
Highway Maintenance & Adm.	5,827,700	6,512,400	5,846,600	5,236,300	5,685,000	
Highway Construction	5,681,000	10,319,900	5,671,100	7,201,100	4,614,500	
Road Related Facilities	3,440,600	2,828,000	2,819,800	2,934,800	1,976,400	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**14,949,300**	**19,660,300**	**14,337,500**	**15,372,200**	**12,275,900**	**15,319,040**
T Algoma						
Highway Maintenance & Adm.	155,700	98,900	303,200	239,100	167,700	
Highway Construction	169,700	64,600	7,200	375,000	871,200	
Road Related Facilities	428,600	116,900	133,800	133,900	124,100	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**754,000**	**280,400**	**444,200**	**748,000**	**1,163,000**	**677,920**
T Black Wolf						
Highway Maintenance & Adm.	129,900	125,600	181,100	203,700	158,400	
Highway Construction	0	0	0	0	0	
Road Related Facilities	3,500	5,300	7,400	4,700	6,800	
Other Transportation	2,800	3,200	34,500	1,600	28,500	
Total Local Transportation Expenditures	**136,200**	**134,100**	**223,000**	**210,000**	**193,700**	**179,400**
T Nekimi						
Highway Maintenance & Adm.	477,500	184,200	208,700	232,600	161,100	
Highway Construction	0	0	0	0	0	
Road Related Facilities	0	0	0	0	0	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**477,500**	**184,200**	**208,700**	**232,600**	**161,100**	**252,820**

Municipality	2012	2011	2010	2009	2008	5-Year Average
T Omro						
Highway Maintenance & Adm.	114,100	182,700	158,100	155,600	131,100	
Highway Construction	108,700	0	0	0	139,500	
Road Related Facilities	12,800	12,500	108,500	89,400	11,500	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**235,600**	**195,200**	**266,600**	**245,000**	**282,100**	**244,900**
T Oshkosh						
Highway Maintenance & Adm.	235,300	133,500	129,300	159,400	141,600	
Highway Construction	0	20,000	0	0	0	
Road Related Facilities	9,800	9,800	9,600	10,200	10,200	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**245,100**	**163,300**	**138,900**	**169,600**	**151,800**	**173,740**
T Vinland						
Highway Maintenance & Adm.	128,900	112,600	118,000	143,100	129,500	
Highway Construction	0	0	0	0	0	
Road Related Facilities	4,500	4,700	3,700	4,400	4,100	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**133,400**	**117,300**	**121,700**	**147,500**	**133,600**	**130,700**
Winnebago County						
Highway Maintenance & Adm.	3,020,500	3,261,000	3,636,500	2,919,600	3,012,800	
Highway Construction	5,274,600	4,457,500	2,471,700	6,261,800	2,739,300	
Road Related Facilities	443,300	484,500	682,700	283,300	13,300	
Other Transportation	0	0	0	0	0	
Total Local Transportation Expenditures	**8,738,400**	**8,203,000**	**6,790,900**	**9,464,700**	**5,765,400**	**7,792,480**
MPO total	**25,669,500**	**28,937,800**	**22,531,500**	**26,589,600**	**20,126,600**	
Total 5-year Average						**24,771,000**

Source: Wisconsin Department of Revenue (2008 – 2012)

Table 18-2: Total Local Expenditures and Projected Local Revenues

	2008-2012 annual average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
C Oshkosh	15,319,040	82,045,166	91,924,477	102,993,386	115,395,136	129,290,219	144,858,452	197,035,269
T Algoma	677,920	3,630,780	4,067,973	4,557,810	5,106,630	5,721,535	6,410,483	8,719,486
T Black Wolf	179,400	960,824	1,076,520	1,206,147	1,351,383	1,514,107	1,696,425	2,307,464
T Nekimi	252,820	1,354,044	1,517,089	1,699,766	1,904,440	2,133,760	2,390,692	3,251,800
T Omro	244,900	1,311,627	1,469,564	1,646,518	1,844,781	2,066,916	2,315,800	3,149,932
T Oshkosh	173,740	930,510	1,042,556	1,168,093	1,308,747	1,466,337	1,642,904	2,234,664
T Vinland	130,700	699,998	784,287	878,726	984,536	1,103,087	1,235,913	1,681,079
Winnebago County	7,792,480	41,734,685	46,760,087	52,390,613	58,699,128	65,767,270	73,686,510	100,227,781
Total Local Expenditures	**24,771,000**	**132,667,635**	**148,642,553**	**166,541,060**	**186,594,781**	**209,063,232**	**234,237,179**	**318,607,475**
Projected Local Revenues	**24,771,000**	**132,667,635**	**148,642,553**	**166,541,060**	**186,594,781**	**209,063,232**	**234,237,179**	**318,607,475**

Source: ECWRPC (2014)

WisDOT Expenditures/Revenues

The estimated long range financial need for WisDOT MPO expenditures was calculated using the following steps:

1. Gathered preservation and expansion project expenditures from the MPO's TIP (2010-2014-year of expenditure dollars) provided by ECWRPC. Please reference **Table 18-3**.

2. To account for a degree of variation in local transportation spending projects in a given year by WisDOT, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of WisDOT MPO transportation expenditures.

To account for projected revenues needed over the life of this plan, it was assumed that WisDOT transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 2.3 percent (provided by WisDOT) was applied to the 2010-2014 annual average expenses and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table 18-5**.

Table 18-3: Historic Expenditures for WisDOT (dollars) (2010 – 2014)

WisDOT	2014	2013	2012	2011	2010	5-Year Average
Preservation subtotal	2,953,000	1,120,000	1,944,000	255,000	683,000	
Expansion subtotal	20,000	1,606,000	327,000	42,392,000	41,039,000	
Total Transportation Expenditures	**2,973,000**	**2,726,000**	**2,271,000**	**42,647,000**	**41,722,000**	**18,467,800**

Source: Transportation Improvement Program (2010 – 2014)

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Expenditures/Revenues

The estimated long range financial need for FHWA and FTA MPO expenditures was calculated using the following steps:

1. Gathered federal expenditures from the MPO's TIP (2010-2014) provided by ECWRPC. Please reference **Table 18-4**.

2. To account for a degree of variation in local federal transportation spending projects in a given year by FHWA and FTA, a 5-year average value of total local expenditures was calculated. These 5-year average values were used to derive the total average amount of FHWA and FTA MPO transportation expenditures.

To account for projected revenues needed over the life of this plan, it was assumed that FHWA and FTA transportation expenditures must at a minimum be the amount of revenue needed to be fiscally constrained (i.e. expenditures should equal revenues). The calculated 5-year average of expenditures was used to estimate expenses for the life of the plan. An inflation factor of 1.0 percent (provided by WisDOT) was applied to the 2010-2014 annual average expenses and compounded for each year out to 2050. This data was then grouped by 5 year increments as shown in **Table 18-5**.

Table 18-4: Historic Expenditures for FHWA and FTA (dollars) (2010 – 2014)

	2014	2013	2012	2011	2010	5-Year Average
Federal Highway Administration (FHWA)						
National Highway System	9,785,000	1,588,000	649,000	37,678,000	68,314,000	
Bridge Replacement/Rehab	114,000	0	0	0	0	
Surface Transportation Program Fond du Lac Urbanized Area	969,000	0	1,170,000	0	1,350,000	
Surface Transportation Program State Flexibility	3,592,000	1,264,000	1,008,000	1,313,000	2,818,000	
Surface Transportation Program (Highway Safety Improvement Program)	0	0			0	
Surface Transportation Program Enhancements	0	0			0	
Total Transportation Expenditures	**14,460,000**	**2,852,000**	**2,827,000**	**38,991,000**	**72,482,000**	**26,322,400**
Federal Transit Administration (FTA)						
Section 5307 Operating	1,041,000	943,000	943,000	914,000	956,000	
Section 5307 Capital	306,000	1,948,000	1,948,000	3,020,000	230,000	
Total Transportation Expenditures	**1,347,000**	**2,891,000**	**2,891,000**	**3,934,000**	**1,186,000**	**2,449,800**

Source: Transportation Improvement Program (2010 – 2014)

Table 18-5: Total State and Federal Expenditures and Projected Revenues (dollars)

	2010-2014 annual average	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2050
WisDOT	18,467,800	98,909,182	110,819,141	124,163,214	139,114,089	155,865,244	174,633,458	237,534,985
FHWA	26,322,400	135,613,401	142,531,048	149,801,563	157,442,949	165,474,121	173,914,965	220,447,644
FTA	2,449,800	12,621,406	13,265,225	13,941,885	14,653,061	15,400,514	16,186,096	20,516,846
Total Expenditures	47,240,000	247,143,990	266,615,413	287,906,663	311,210,099	336,739,880	364,734,518	478,499,476
Total Projected Revenues	47,240,000	247,143,990	266,615,413	287,906,663	311,210,099	336,739,880	364,734,518	478,499,476

Source: Transportation Improvement Program (2010 – 2014)

Note: Using the assumptions outlined within this chapter, the Oshkosh MPO (over the life of this plan at a 35 year horizon) will utilize approximately **$797,106,950** in funding sources/revenues from local municipalities ($318,607,475), ($237,534,985) from WisDOT, ($220,447,644) from FHWA and ($20,516,846) from FTA. As forecasting needs into the future are relatively uncertain, it will be important to revisit funding calculations when this plan is updated on a five year basis (2020 will be the next update to this plan).

APPENDIX A

PUBLIC INFORMATION
MEETING SIGN-IN

Oshkosh Urbanized Area Long Range Transportation Plan
Wednesday, April 29, 2015
4:00pm – 6:00pm
UW-Oshkosh Alumni Welcome & Conference Center, Room 201

Name	Representing	Contact Address/E-Mail Address
Jordan Dvorak	ADVOCAP	~~Advorak~~ jordand@advocap.org
Aleta Nauditis	City of Oshkosh	
Ernest Winters	Winn. Co.	
DAVE Buck	C of OSHKOSH	DBuck@ci.oshkosh.wi.us

Oshkosh Urbanized Area Long Range Transportation Plan
Tuesday, August 25, 2015
4:00pm – 6:00pm
Oshkosh Senior Center, South Building, Willows Room

Name	Representing	(Optional) Address/E-Mail
Rob Paterson	CONSUMER	
Gary Gray		gray507@juno.com
JIM COLLINS	GO TRANSIT	-

APPENDIX B

PUBLIC INFORMATION
MEETING COMMENTS

APPENDIX B: PUBLIC INFORMATION MEETING COMMENTS

PUBLIC MEETING COMMENTS

A public information meeting was held on Wednesday, April 29, 2015, at the University of Wisconsin-Oshkosh Alumni Welcome & Conference Center (Room 201) from 4:00pm to 6:00pm. Four members of the general public attended. No comments were received.

A second public information meeting was held on Tuesday, August 25 2015, at the City of Oshkosh Senior Center (South Hall, Willows Room) from 4:00pm to 6:00pm. Three members of the general public attended. No comments were received.

ECWRPC Staff Outreach Efforts

Throughout the planning process staff completed the following to further gather public input:

- Setting up survey link on Fox Cities-Oshkosh MPO website: http://fcompo.org/
- Setting up survey link on ECWRPC website: http://www.ecwrpc.org/
- Creating survey business cards with web link and a smartphone QR code for more convenient access
- Emailing MPO Transportation and TAC committee members to garner participation in survey
- Emailing and/or mailing all municipal clerks within the MPO to promote the survey in paper and digital formats
- Attending Winnebagoland Housing Coalition meetings on 4/2/14, 5/7/14, 9/3/14 and 4/1/15
- Attending Hispanic Interagency meetings on 4/3/14, 5/1/14 and 4/2/15
- Attending Hmong American Partnership meetings on 4/15/14, 4/17/14, 6/19/14 and 9/4/14
- Distributing survey through Well City Oshkosh list of businesses
- Mindmixer social media outreach service (additional outreach)
- Promotion of surveys at the State of the City Event, Oshkosh on 3/31/14
- Promotion of surveys at the Greater Winnebago Advocacy on Mobility on 9/4/14
- Promotion of surveys at the Sustainability Networking Fair (hosted at UW-Fox Valley) on 4/28/14

- Promotion of surveys at ECWRPC mini-conference in Kimberly (hosted at Liberty Hall) on 4/25/14

- Promotion of surveys at the Appleton (Fox Cities) TMA and Oshkosh MPO Bike and Pedestrian public information meetings on 7/29/14 and 7/30/14

- Presentation of Environmental Mitigation Chapter (cultural resources section) of LRTP to the City of Oshkosh Landmarks Commission on 2/11/15 to gather their input on items/maps

- Promotion of 4/29/15 Public Information Meeting/Open House for the LRTP in ECWRPC printed newsletter in March 2015.

- Promotion of 4/29/15 Public Information Meeting/Open House for the LRTP in ECWRPC Constant Contact Account (digital email/marketing program) (3/4/15); sent an e-news blast to transportation contacts.

- Promotion of 4/29/15 Public Information Meeting/Open House for the LRTP in ECWRPC and Fox Cities-Oshkosh MPO events calendars on their respective websites.

- Promotion of on-line survey cards and paper copies at the City of Oshkosh State of the City Event on 3/23/15

- Promotion of 4/29/15 Public Information Meeting/Open House for the LRTP on the Winnebagoland Housing Coalition website during the week of 4/13/15 (http://winnebagolandhousing.blogspot.com/).

- MPO staff went to the Downtown Oshkosh Farmers Market on Saturday, 7/11/15 to hand out surveys and gather public comments/ideas about the LRTP planning process; spoke with 52 individuals and handed out 10 survey cards to complete online survey; received 9 paper surveys at the market.

- Promotion of 8/25/15 Public Information Meeting/Open House for the LRTP with Greater Winnebago Advocacy Coalition on Mobility meeting on 8/6/15 at the Oshkosh Senior Center

Comments received from the Wisconsin Historical Society regarding the Environmental Mitigation Chapter (4/6/15):

Greetings,

Thank you for giving us the opportunity to comment on the 2015-2050 Long Range Transportation/Land Use Plan for Oshkosh. We have the following comments:

- Our official division title is the Division of Historic Preservation and Public History (HPPH). The SHPO is housed within this Division.
- Please include a note somewhere about needing to consult with WisDOT's Cultural Resources Team in the Bureau of Technical Services. For projects that require review under Section 106, the CRT is the single point of contact and all 106 review materials come to SHPO through the CRT.
- Page 57 while the WHS website does display National Register listings, eligibility information for those not yet listed, in progress, or determined not eligible is not publicly available. Please contact the HPPH for information on how to gain access to all of the data.
- Page 60-61 Please make it clear that cemeteries are not the only burial sites within any given project area. Other types of burial sites include unmarked historic graves and Native American mounds. All burial sites are protected under Wis. Stats. § 157.70 and Wis. Admin. Code § HS 2.04 and you must obtain permission from the SHPO prior to any ground disturbing activity within the boundaries of the burial site. Information on the process as well as the Request to Disturb a Burial Site form is located on our website at wisconsinhistory.org. Consult the ASI for a full list of burial sites within any given project area.

Thank you,

Kimberly Zunker Cook
Wisconsin Historical Society
Division of Historic Preservation and Public History Room 300
816 State Street
Madison, WI 53706
608-264-6493

Collecting, Preserving and Sharing Stories Since 1846

Comments received from the Wisconsin Department of Natural Resources (3/31/15):

Good morning Kolin,
Thank you for the opportunity to comment on the documents referenced above. I thought they were well done and will offer valuable information to the other transportation stakeholders. One suggestion that came to mind as I went through each document was plainly stating the importance of considering the impacts of development on storm water flow. You may be aware that Eric and Joe are working with me, DOT, the town of Empire, and people who reside at or near Lake DeNeveu. It is alleged that development of the subdivision on top of the ledge has resulted in significant changes in storm water flow which delivers increased sediment and nutrients to the lake.

The MPOs may be a good place to remind stakeholders to consider how their seemingly isolated project could have impacts on other individuals or environmental resources in the watershed. I believe a comment of this nature fits well with the other information contained in the documents. Nice work,

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Jay Schiefelbein
Environmental Analysis & Review
Wisconsin Department of Natural Resources
2984 Shawano Ave. Green Bay, WI 54313-6727
Phone: (920) 662-5130
Cell Phone (920) 360-3784
Fax: (920) 662-5413
jeremiah.schiefelbein@wi.gov

dnr.wi.gov

Comments received from Winnebago County Health Department (4/15/14)

Hi Kolin – this is late and I apologize for that but I didn't want to not send comments on behalf of the health department, thank you for the opportunity.

Pg 9, G1,Obj D – Local citizens (add in - "impacted by changes in transportation")…
Pg 9, G2, ObjA – Define "minimum"

Pg 11, Public Transportation, obj A – add in …should recognize "and support"…

Pg 12, Bicycle and Pedestrian Travel: add in …convenient, and attractive "healthy" alternative…

Pg 14, Water Transportation, Objectives – consider adding in something about maintaining water quality

Pg 17, G7, obj G – consider adding in about supporting with technology (with smart phones and GIS we should be able to have an app that lets people self-identify the need for a shared ride and let people in the area become aware of it)
Pg 17, G8, obj C – include bicycle counts?

Pg 18, G10, obj A – correction …Transportation Plan "and (should be any)" relevant…

Thanks again, dg.
--
Doug Gieryn
Director/Health Officer
Winnebago County Health Department
112 Otter Avenue, Second Floor
Oshkosh, WI 54903-2808 **Click here for a map.**
o: 920.232.3029
c: 920.420.4900
f: 920.232.3370
dgieryn@co.winnebago.wi.us
www.co.winnebago.wi.us/health and www.rethinkwinnebago.org
Follow WCHD on Facebook or Twitter

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Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

1. What mode(s) of transportation do you primarily use? **(check all that apply)**

   A. Automobile (alone)
   B. Automobile (carpool)
   C. Walk
   D. Bicycle
   E. Public Transit
   F. Not Applicable
   G. Other

   _____

2. How often do you use your bicycle in the summer?

   A. Daily
   B. Weekly
   C. Occasionally
   D. Rarely
   E. Never
   F. Not Applicable
   G. Other (specify)

   _____

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?

   A. Yes
   B. No
   C. Maybe

4. Traffic in the area is:

   A. Getting Worse
   B. Getting Better
   C. Staying About the Same
   D. Not Sure
   E. Other (specify)

   _____

5. What changes would you like to see in the local transportation system?

   A. Nothing, keep it as it is.
   B. More funding for roads/highways
   C. More funding for public transportation
   D. More funding for bicycle/pedestrian facilities
   E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   A. Excellent
   B. Good
   C. Fair
   D. Poor

7. Additional Comments/ideas:

   _____
   _____
   _____
   _____

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

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Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

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   _____
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Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

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   D. Bicycle
   E. Public Transit
   F. Not Applicable
   G. Other
   _____

2. How often do you use your bicycle in the summer?

   A. Daily
   B. Weekly
   C. Occasionally
   (D.) Rarely
   E. Never
   F. Not Applicable
   G. Other (specify)
   _____

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?

   (A.) Yes
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4. Traffic in the area is:

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   _____
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Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

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   G. Other

   _____

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   _____

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   _____

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   D. More funding for bicycle/pedestrian facilities
   E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   A. Excellent
   B. Good
   C. Fair
   D. Poor

7. Additional Comments/ideas:

   We need a safe way to cross Hwy 41

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

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Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

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   _____

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   _____
   _____
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   _____

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   - E. Public Transit
   - F. Not Applicable
   - G. Other _____

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   - B. Weekly
   - C. Occasionally
   - D. Rarely
   - E. Never
   - F. Not Applicable
   - G. Other (specify) 2-3X WK

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?
   - A. Yes
   - B. No
   - C. Maybe

4. Traffic in the area is:
   - A. Getting Worse
   - B. Getting Better
   - C. Staying About the Same
   - D. Not Sure
   - E. Other (specify) _____

5. What changes would you like to see in the local transportation system?
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   - B. More funding for roads/highways
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   - D. More funding for bicycle/pedestrian facilities
   - E. Other (specify) _____

6. Overall, how would you rate the transportation system in the area?
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   - C. Fair
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   _____
   _____
   _____
   _____

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

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   F. Not Applicable
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   _____

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   C. Staying About the Same
   D. Not Sure
   E. Other (specify)

   _____

5. What changes would you like to see in the local transportation system?

   A. Nothing, keep it as it is.
   (B) More funding for roads/highways
   (C) More funding for public transportation
   (D) More funding for bicycle/pedestrian facilities
   E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   A. Excellent
   (B) Good
   C. Fair
   D. Poor

7. Additional Comments/ideas:
   I wish projects would be segmented to get small sections done first.
   More public transit regional bus

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

East Central Wisconsin Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

1. What mode(s) of transportation do you primarily use? **(check all that apply)**

   A. Automobile (alone)
   B. Automobile (carpool)
   C. Walk
   D. Bicycle
   E. Public Transit
   F. Not Applicable
   G. Other

   _____

2. How often do you use your bicycle in the summer?

   A. Daily
   B. Weekly
   C. Occasionally
   D. Rarely
   E. Never
   F. Not Applicable
   G. Other (specify)

   _____

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?

   A. Yes
   B. No
   C. Maybe

4. Traffic in the area is:

   A. Getting Worse
   B. Getting Better
   C. Staying About the Same
   D. Not Sure
   E. Other (specify)

   _____

5. What changes would you like to see in the local transportation system?

   A. Nothing, keep it as it is.
   B. More funding for roads/highways
   C. More funding for public transportation
   D. More funding for bicycle/pedestrian facilities
   E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   A. Excellent
   B. Good
   C. Fair
   D. Poor

7. Additional Comments/ideas:

   _____
   _____
   _____
   _____

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

East Central Wisconsin Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

1. What mode(s) of transportation do you primarily use? **(check all that apply)**

   - [x] A. Automobile (alone)
   - [ ] B. Automobile (carpool)
   - [x] C. Walk
   - [x] D. Bicycle
   - [x] E. Public Transit
   - [ ] F. Not Applicable
   - [ ] G. Other

   _____

2. How often do you use your bicycle in the summer?

   - [x] A. Daily
   - [ ] B. Weekly
   - [ ] C. Occasionally
   - [ ] D. Rarely
   - [ ] E. Never
   - [ ] F. Not Applicable
   - [ ] G. Other (specify)

   _____

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?

   - [x] A. Yes
   - [ ] B. No
   - [ ] C. Maybe

4. Traffic in the area is:

   - [ ] A. Getting Worse
   - [ ] B. Getting Better
   - [ ] C. Staying About the Same
   - [x] D. Not Sure
   - [ ] E. Other (specify)

   _____

5. What changes would you like to see in the local transportation system?

   - [ ] A. Nothing, keep it as it is.
   - [ ] B. More funding for roads/highways
   - [x] C. More funding for public transportation
   - [x] D. More funding for bicycle/pedestrian facilities
   - [ ] E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   - [ ] A. Excellent
   - [x] B. Good
   - [ ] C. Fair
   - [ ] D. Poor

7. Additional Comments/ideas:
   Please connect Menominee path with Wiouwash trail
   _____
   _____

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

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ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

1. What mode(s) of transportation do you primarily use? **(check all that apply)**

   A. Automobile (alone)
   B. Automobile (carpool)
   C. Walk
   D. Bicycle
   E. Public Transit
   F. Not Applicable
   G. Other

   _____

2. How often do you use your bicycle in the summer?

   A. Daily
   B. Weekly
   C. Occasionally
   D. Rarely
   E. Never
   F. Not Applicable
   G. Other (specify)

   _____

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?

   A. Yes
   B. No
   C. Maybe

4. Traffic in the area is:

   A. Getting Worse
   B. Getting Better
   C. Staying About the Same
   D. Not Sure
   E. Other (specify)

   _____

5. What changes would you like to see in the local transportation system?

   A. Nothing, keep it as it is.
   B. More funding for roads/highways
   C. More funding for public transportation
   D. More funding for bicycle/pedestrian facilities
   E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   A. Excellent
   B. Good
   C. Fair
   D. Poor

7. Additional Comments/ideas:

   Oshkosh Roads in Rough Condition

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

East Central Wisconsin Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

1. What mode(s) of transportation do you primarily use? **(check all that apply)**

   (A) Automobile (alone)
   B. Automobile (carpool)
   C. Walk
   D. Bicycle
   E. Public Transit
   F. Not Applicable
   G. Other

   _____

2. How often do you use your bicycle in the summer?

   A. Daily
   B. Weekly
   (C) Occasionally
   D. Rarely
   E. Never
   F. Not Applicable
   G. Other (specify)

   _____

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?

   (A) Yes
   B. No
   C. Maybe

4. Traffic in the area is:

   (A) Getting Worse
   B. Getting Better
   C. Staying About the Same
   D. Not Sure
   E. Other (specify)

   _____

5. What changes would you like to see in the local transportation system?

   A. Nothing, keep it as it is.
   B. More funding for roads/highways
   C. More funding for public transportation
   (D) More funding for bicycle/pedestrian facilities
   E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   A. Excellent
   B. Good
   (C) Fair
   D. Poor

7. Additional Comments/ideas:
   Connect the trails
   Make sure traffic signals allow time to get through

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

East Central Wisconsin Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

1. What mode(s) of transportation do you primarily use? **(check all that apply)**

   A. Automobile (alone)
   B. Automobile (carpool)
   C. Walk
   D. Bicycle
   E. Public Transit
   F. Not Applicable
   G. Other

   _____

2. How often do you use your bicycle in the summer?

   A. Daily
   B. Weekly
   C. Occasionally
   D. Rarely
   E. Never
   F. Not Applicable
   G. Other (specify)

   _____

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?

   A. Yes
   B. No
   C. Maybe

4. Traffic in the area is:

   A. Getting Worse
   B. Getting Better
   C. Staying About the Same
   D. Not Sure
   E. Other (specify)

   _____

5. What changes would you like to see in the local transportation system?

   A. Nothing, keep it as it is.
   B. More funding for roads/highways
   C. More funding for public transportation
   D. More funding for bicycle/pedestrian facilities
   E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   A. Excellent
   B. Good
   C. Fair
   D. Poor

7. Additional Comments/ideas:

   _____
   _____
   _____
   _____

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

East Central Wisconsin Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Oshkosh Metropolitan Planning Organization-Long Range Transportation Plan Survey 2015

1. What mode(s) of transportation do you primarily use? **(check all that apply)**

   (A.) Automobile (alone)
   B. Automobile (carpool)
   C. Walk
   (D.) Bicycle
   (E.) Public Transit
   F. Not Applicable
   G. Other

   _____

2. How often do you use your bicycle in the summer?

   (A.) Daily
   B. Weekly
   C. Occasionally
   D. Rarely
   E. Never
   F. Not Applicable
   G. Other (specify)

   _____

3. Would you bicycle and walk more if additional bicycle and pedestrian facilities were available?

   (A.) Yes
   B. No
   C. Maybe

4. Traffic in the area is:

   (A.) Getting Worse
   B. Getting Better
   C. Staying About the Same
   D. Not Sure
   E. Other (specify)

   • DUE TO HIGH SPEEDS NOT BECAUSE OF VOLUME

   • AWARENESS IS IMPROVING AROUND BIKE/PED THOUGH

5. What changes would you like to see in the local transportation system?

   A. Nothing, keep it as it is.
   ~~B. More funding for roads/highways~~ NO
   (C.) More funding for public transportation
   (D.) More funding for bicycle/pedestrian facilities
   E. Other (specify)

   _____

6. Overall, how would you rate the transportation system in the area?

   A. Excellent
   (B.) Good ← CARS
   C. Fair
   (D.) Poor ← BIKE/PED/TRANSIT.

7. Additional Comments/ideas:

   KEEP UP THE GOOD WORK.

Thank you for your time! We appreciate your responses to the survey which will only be used for the Oshkosh Metropolitan Planning Organization Long Range Transportation Plan – 2015.

APPENDIX C

SURVEY

East Central Wisconsin Regional Planning CommissionLong Range

The East Central Wisconsin Regional Planning Commission (ECWRPC) is the designated Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) and Oshkosh Urbanized Areas and staff for the Fond du Lac MPO. ECWRPC will spend the next year developing Long Range Transportation Plans to guide the direction of the future transportation network in these areas. We are seeking input from all members of our communities to help create plans that consider the diverse needs of all our residents. Your confidential responses to this survey are greatly appreciated. Please take 5 to 10 minutes to answer the questions below.

1. What is your county of residence?

- ◯ Calumet County
- ◯ Fond du Lac County
- ◯ Outagamie County
- ◯ Winnebago County
- ◯ Other (please specify)

2. What is your municipality of residence? (example: City of Appleton, Village of Little Chute, Town of Greenville)

3. How far is your commute to work? (if applicable)

- ◯ Less than 1 mile
- ◯ 1 to 5 miles
- ◯ 5 to 10 miles
- ◯ More than 10 miles
- ◯ Not Applicable

4. What modes of transportation do you use to commute to work? (Check all that apply)

- [ ] Automobile (alone)
- [ ] Automobile (with others/carpool or vanpool)
- [ ] Walk
- [ ] Bicycle
- [ ] Public Transit
- [ ] Not Applicable
- [ ] Other (please specify)

5. Would you be likely to increase your use of public transit if the following improvements were made?

	Yes	Maybe	No	Not Sure
More transit routes	◯	◯	◯	◯
More frequent service	◯	◯	◯	◯
Longer service hours/days	◯	◯	◯	◯
Update buses and facilities	◯	◯	◯	◯
Bicycle lockers/facilities	◯	◯	◯	◯
Light rail/commuter rail service	◯	◯	◯	◯
Vanpools	◯	◯	◯	◯
Improved bus shelters/benches	◯	◯	◯	◯
Better route information	◯	◯	◯	◯

Other (please specify)

6. Approximately how often do you use your bicycle in the summer?

- ◯ Daily
- ◯ Weekly
- ◯ Occasionally
- ◯ Rarely
- ◯ Never
- ◯ Not Applicable

7. Would you bicycle and/or walk more if additional bicycle and pedestrian facilities were available?

- ◯ Yes
- ◯ No
- ◯ Maybe

8. If you answered 'yes' to the previous question, which of the following would be helpful to you? (Check all that apply)

- ☐ Bicycle lanes/wide outside lanes
- ☐ Extended greenway/trail system
- ☐ Improved signage
- ☐ Bicycle trails facilities maps
- ☐ More sidewalks
- ☐ Improved maintenance of existing facilities
- ☐ Parking, restrooms, water fountains, benches
- ☐ Bicycle and walking groups
- ☐ Website or smart phone applications for bicycle/trail accommodations
- ☐ Safe Routes to School programs for children (http://eastcentralsrts.org/)
- ☐ Not Applicable
- ☐ Other (please specify)

9. Overall, how would you rate the transportation system in your municipality?

- ◯ Excellent
- ◯ Good
- ◯ Fair
- ◯ Poor

10. How would you rate the following in your municipality?

	Poor	Fair	Neutral	Good	Very Good
Condition of roads	◯	◯	◯	◯	◯
Traffic congestion	◯	◯	◯	◯	◯
Attractiveness of roads	◯	◯	◯	◯	◯
Sidewalks	◯	◯	◯	◯	◯
Bicycle lanes/paths	◯	◯	◯	◯	◯
Parks/trails	◯	◯	◯	◯	◯
Traffic signal system	◯	◯	◯	◯	◯
Public Transit	◯	◯	◯	◯	◯

11. Please list up to five transportation improvements you would like to see in your municipality. Suggestions may be general and/or specific to intersections or street corridors (examples: roundabouts, bike lanes)

a.

b.

c.

d.

e.

12. Do you feel traffic in your municipality is:

◯ Getting worse

◯ Getting better

◯ Staying about the same

◯ Not sure

13. If you answered "getting worse" in the previous question, where is traffic congestion a problem in your municipality? (Please specify street/road name)

14. Please rank the following from first to last (1 = high priority, 8 = low priority) of alternatives to fund transportation improvements at the state level?

	1st	2nd	3rd	4th	5th	6th	7th	8th
Increased gas tax	◯	◯	◯	◯	◯	◯	◯	◯
Increased registration fee for passenger vehicles and trucks	◯	◯	◯	◯	◯	◯	◯	◯
Increased driver license fee	◯	◯	◯	◯	◯	◯	◯	◯
Adopt a vehicle mileage fee	◯	◯	◯	◯	◯	◯	◯	◯
Transportation bonds	◯	◯	◯	◯	◯	◯	◯	◯
Adopt policy changes for the Wisconsin Department of Transportation (such as borrowing limits)	◯	◯	◯	◯	◯	◯	◯	◯
I do not support any additional funding improvements	◯	◯	◯	◯	◯	◯	◯	◯
Not Applicable	◯	◯	◯	◯	◯	◯	◯	◯

15. Which of the following describes your age?

- ◯ under 18
- ◯ 18 to 34
- ◯ 35 to 49
- ◯ 50 to 64
- ◯ 65 and over
- ◯ I prefer not to answer

16. What is your annual household income?

- ◯ Less than $20,000
- ◯ $20,000 to $39,999
- ◯ $40,000 to $64,999
- ◯ $65,000 to $89,999
- ◯ More than $90,000
- ◯ Not Applicable
- ◯ I prefer not to answer

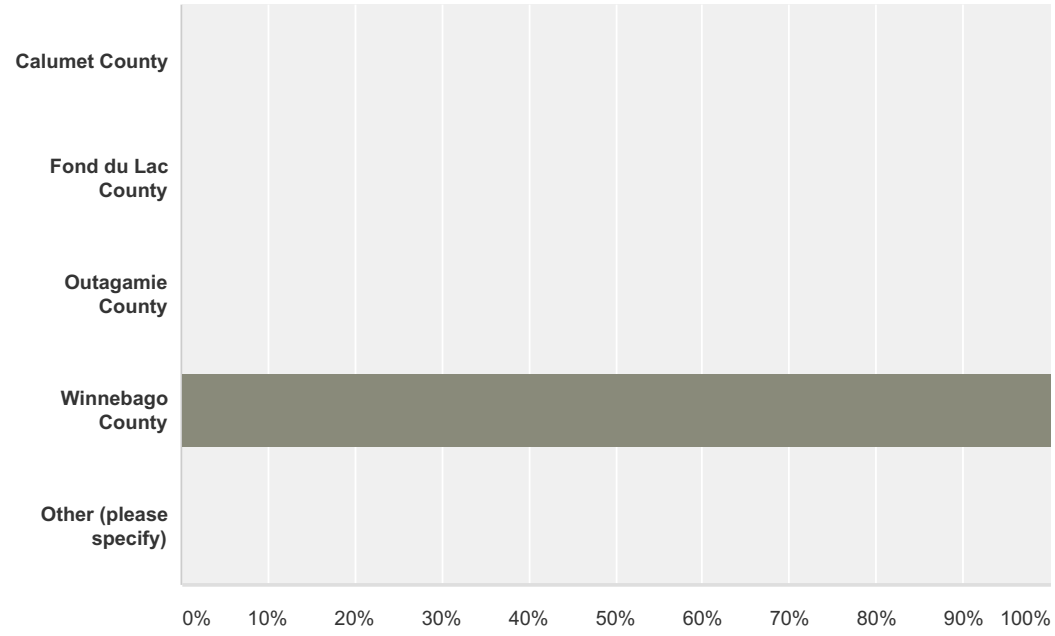
17. What is your highest level of education?

- ◯ Less than high school diploma
- ◯ High school diploma, no college
- ◯ Some college
- ◯ Associate's or Bachelor's degree
- ◯ Master's or professional degree
- ◯ Not Applicable
- ◯ I prefer not to answer

18. Please include any additional comments here.

Q1 What is your county of residence?

Answered: 143 Skipped: 0



Answer Choices	Responses	
Calumet County	**0.00%**	0
Fond du Lac County	**0.00%**	0
Outagamie County	**0.00%**	0
Winnebago County	**100.00%**	143
Other (please specify)	**0.00%**	0
Total		**143**

#	Other (please specify)	Date
	There are no responses.	

Q2 What is your municipality of residence? (example: City of Appleton, Village of Little Chute, Town of Greenville)

Answered: 138 Skipped: 5

#	Responses	Date
1	City of Oshkosh	7/27/2015 7:02 PM
2	Ohskosh	7/27/2015 6:08 PM
3	City of Oshkosh	7/27/2015 4:04 PM
4	city of Oshkosh	7/27/2015 1:19 PM
5	Oshkosh	7/27/2015 1:14 PM
6	City of Oshkosh	7/27/2015 9:34 AM
7	City of Oshkosh	7/27/2015 8:42 AM
8	City of Oshkosh	7/27/2015 6:33 AM
9	City of Oshkosh	7/27/2015 5:34 AM
10	City of Oshkosh	7/27/2015 5:26 AM
11	Town od Algoma	7/27/2015 2:21 AM
12	City of Oshkosh	7/26/2015 11:34 PM
13	Town of Omro	7/26/2015 11:32 PM
14	Oshkosh	7/26/2015 11:31 PM
15	City of Oshkosh	7/26/2015 10:52 PM
16	City of Neenah	7/26/2015 10:02 PM
17	Town of Menasha	7/26/2015 9:50 PM
18	City of Oshkosh	7/26/2015 9:33 PM
19	Oshkosh	7/26/2015 9:24 PM
20	Town of algoma	7/26/2015 9:17 PM
21	Town of Algoma	7/26/2015 8:01 PM
22	Oshkosh	7/26/2015 7:00 PM
23	Oshkosh	7/26/2015 6:24 PM
24	city of oshkosh	7/26/2015 5:12 PM
25	oshkosh	7/21/2015 8:52 PM
26	oshkosh	7/18/2015 4:34 PM
27	Oshkosh	7/13/2015 9:31 PM
28	oshkosh	7/1/2015 10:13 AM
29	city oshkosh	6/26/2015 12:41 PM
30	City of Neenah	6/16/2015 10:38 AM
31	Town of Clayton	6/12/2015 3:02 PM

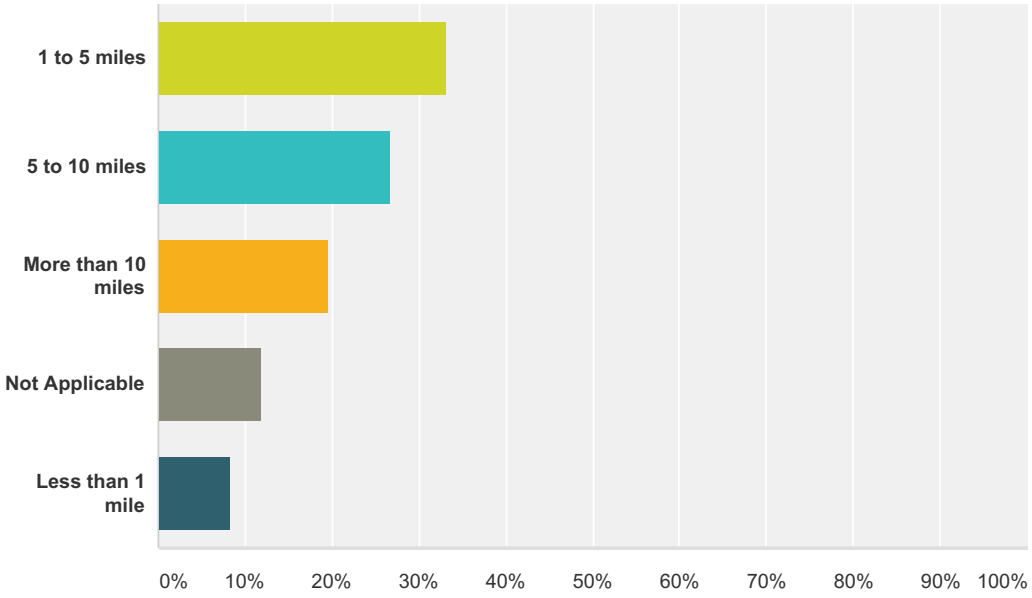
32	City of Menasha	6/8/2015 2:35 PM
33	Town of Utica	5/8/2015 3:40 PM
34	City of Oshkosh	4/30/2015 8:31 AM
35	City of Oshkosh	4/29/2015 1:17 PM
36	Oshkosh	4/18/2015 11:15 PM
37	Oshkosh	3/29/2015 9:24 AM
38	Town of Winchester	3/27/2015 7:41 AM
39	Town of Algoma	3/7/2015 4:34 PM
40	pickett	2/9/2015 1:52 PM
41	Oshkosh	2/3/2015 9:35 PM
42	City of Menasha	2/3/2015 7:36 PM
43	Town of algoma	1/29/2015 5:20 PM
44	Town of Algoma	1/28/2015 2:57 PM
45	CITY OF OSHKOSH	1/8/2015 8:08 PM
46	oshkosh	11/30/2014 2:03 PM
47	Town of Menasha	10/17/2014 10:12 PM
48	city of oshkosh	10/14/2014 3:41 PM
49	City of Oshkosh	9/10/2014 1:59 PM
50	town of nekimi	9/7/2014 4:47 PM
51	City of Oshkosh	8/29/2014 2:57 PM
52	Town of Neenah	8/28/2014 9:04 AM
53	City of Oshkosh	8/25/2014 8:50 AM
54	City of Oshkosh	8/19/2014 3:48 PM
55	Oshkosh	8/3/2014 3:12 PM
56	Downtown Oshkosh	7/29/2014 10:40 PM
57	City of Oshkosh	7/28/2014 7:16 PM
58	Town of Utica	7/23/2014 7:08 AM
59	Neenah	7/21/2014 7:15 AM
60	Town of algoma	7/10/2014 11:20 PM
61	City of Menasha	7/8/2014 9:35 AM
62	Town Neenah	7/7/2014 5:54 PM
63	Oshkosh	7/7/2014 10:00 AM
64	Oshkosh	7/7/2014 9:39 AM
65	Town of Algoma	7/3/2014 1:39 PM
66	City of Neenah	6/24/2014 6:05 PM
67	City of Oshkosh	6/19/2014 5:30 AM
68	Town of Algoma	6/12/2014 1:28 PM
69	Vinland	6/11/2014 7:34 AM

70	City of Menasha	6/8/2014 8:12 AM
71	City Of Menasha	6/8/2014 6:56 AM
72	town of menasha	6/8/2014 4:16 AM
73	Town of Menasha	6/8/2014 1:38 AM
74	City of Menasha	6/7/2014 11:55 PM
75	Town of menasha	6/7/2014 11:34 PM
76	Menasha	6/7/2014 11:27 PM
77	Menasha	6/7/2014 10:59 PM
78	City of Menasha	6/7/2014 9:55 PM
79	city of menasha	6/7/2014 9:32 PM
80	City of Menasha - Doty Island	6/7/2014 9:29 PM
81	Menasha city	6/7/2014 9:26 PM
82	City of Menasha	6/7/2014 9:25 PM
83	City of Menasha	6/7/2014 9:23 PM
84	Town of Menasha	6/7/2014 7:39 PM
85	City of Menasha	6/7/2014 5:53 PM
86	city of oshkosh	6/7/2014 5:17 PM
87	Oshkosh	6/4/2014 11:30 AM
88	City of Oshkosh	6/4/2014 11:22 AM
89	City of Menasha	6/3/2014 8:45 AM
90	City of Menasha	5/30/2014 10:06 AM
91	City of Menasha	5/28/2014 3:20 PM
92	Town of Neenah	5/27/2014 7:52 PM
93	City of Menasha	5/27/2014 4:36 PM
94	City of Neenah	5/27/2014 3:10 PM
95	City of Oshkosh	5/9/2014 2:38 PM
96	Town of Menasha	5/6/2014 2:11 AM
97	City of Neenah	5/5/2014 7:44 PM
98	Right now i live in Oshkosh, i will live in Appleton in June 1, 2014.	5/2/2014 4:50 PM
99	City of Neenah	5/2/2014 8:30 AM
100	City of Menasha	4/29/2014 11:51 PM
101	Neenah	4/25/2014 8:57 AM
102	city of Neenah	4/23/2014 11:03 PM
103	Town of Oshkosh	4/21/2014 10:18 AM
104	Neenah	4/20/2014 4:23 PM
105	City of Oshkosh	4/17/2014 1:41 PM
106	Neenah	4/17/2014 8:43 AM
107	Town of Algoma	4/16/2014 3:37 PM

108	City of Oshkosh	4/16/2014 2:40 PM
109	City of Neenah	4/16/2014 10:53 AM
110	City of Oshkosh	4/16/2014 10:32 AM
111	City of Menasha	4/11/2014 10:51 PM
112	town of menasha	4/11/2014 7:46 PM
113	Town of Neenah	4/8/2014 3:05 PM
114	City of Menasha	4/8/2014 10:24 AM
115	City of Menasha	4/8/2014 8:45 AM
116	Town of Menasha	4/7/2014 5:23 PM
117	Town of Menasha	4/7/2014 5:23 PM
118	Town of menasha	4/7/2014 5:15 PM
119	town of menasha	4/7/2014 4:46 PM
120	City of Neenah	4/7/2014 2:52 PM
121	City of Neenah	4/7/2014 1:09 PM
122	oshkosh	4/7/2014 12:09 PM
123	Town of Menasha	4/7/2014 12:07 PM
124	City of Oshkosh	4/3/2014 4:40 PM
125	Oshkosh	4/2/2014 11:54 AM
126	Town of Menasha	4/1/2014 4:17 PM
127	City of Oshkosh	4/1/2014 3:41 PM
128	Town of Clayton	4/1/2014 1:36 PM
129	Town of Neenah	4/1/2014 1:32 PM
130	City of Oshkosh	4/1/2014 1:05 PM
131	City of Oshkosh	4/1/2014 12:14 PM
132	City of Neenah	4/1/2014 12:09 PM
133	Oshkosh	4/1/2014 12:00 PM
134	City of Neenah	4/1/2014 9:13 AM
135	City of Oshkosh	4/1/2014 9:10 AM
136	City of Oshkosh	4/1/2014 9:05 AM
137	City of Oshkosh	4/1/2014 9:01 AM
138	City of Oshkosh	4/1/2014 8:07 AM

Q3 How far is your commute to work? (if applicable)

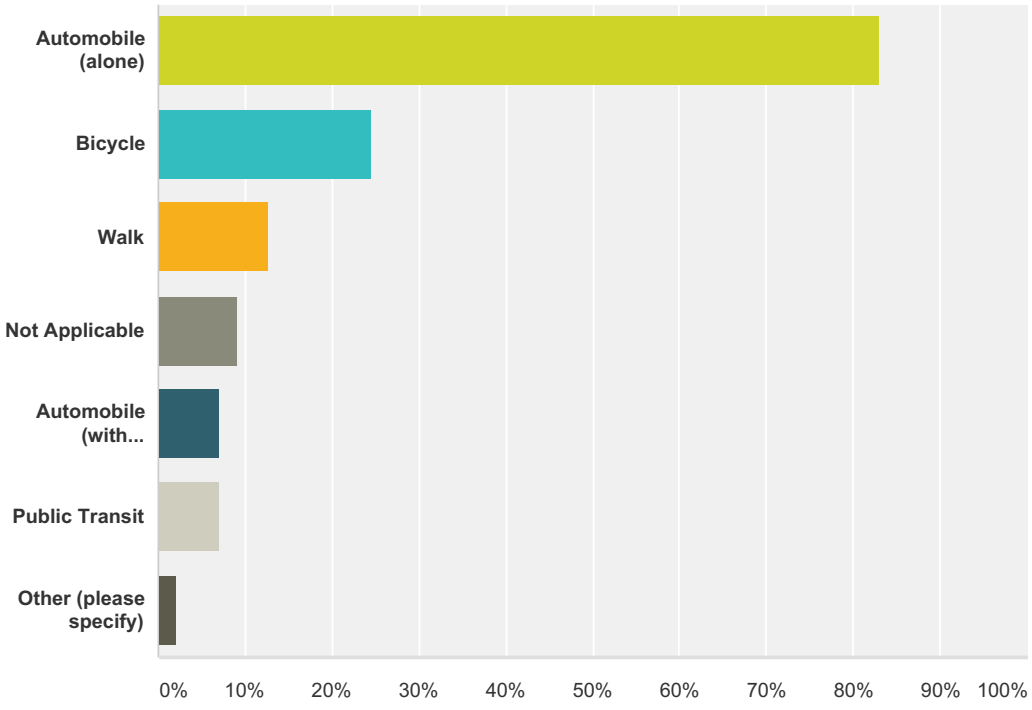
Answered: 142 Skipped: 1



Answer Choices	Responses	
1 to 5 miles	**33.10%**	47
5 to 10 miles	**26.76%**	38
More than 10 miles	**19.72%**	28
Not Applicable	**11.97%**	17
Less than 1 mile	**8.45%**	12
Total		**142**

Q4 What modes of transportation do you use to commute to work? (Check all that apply)

Answered: 142 Skipped: 1

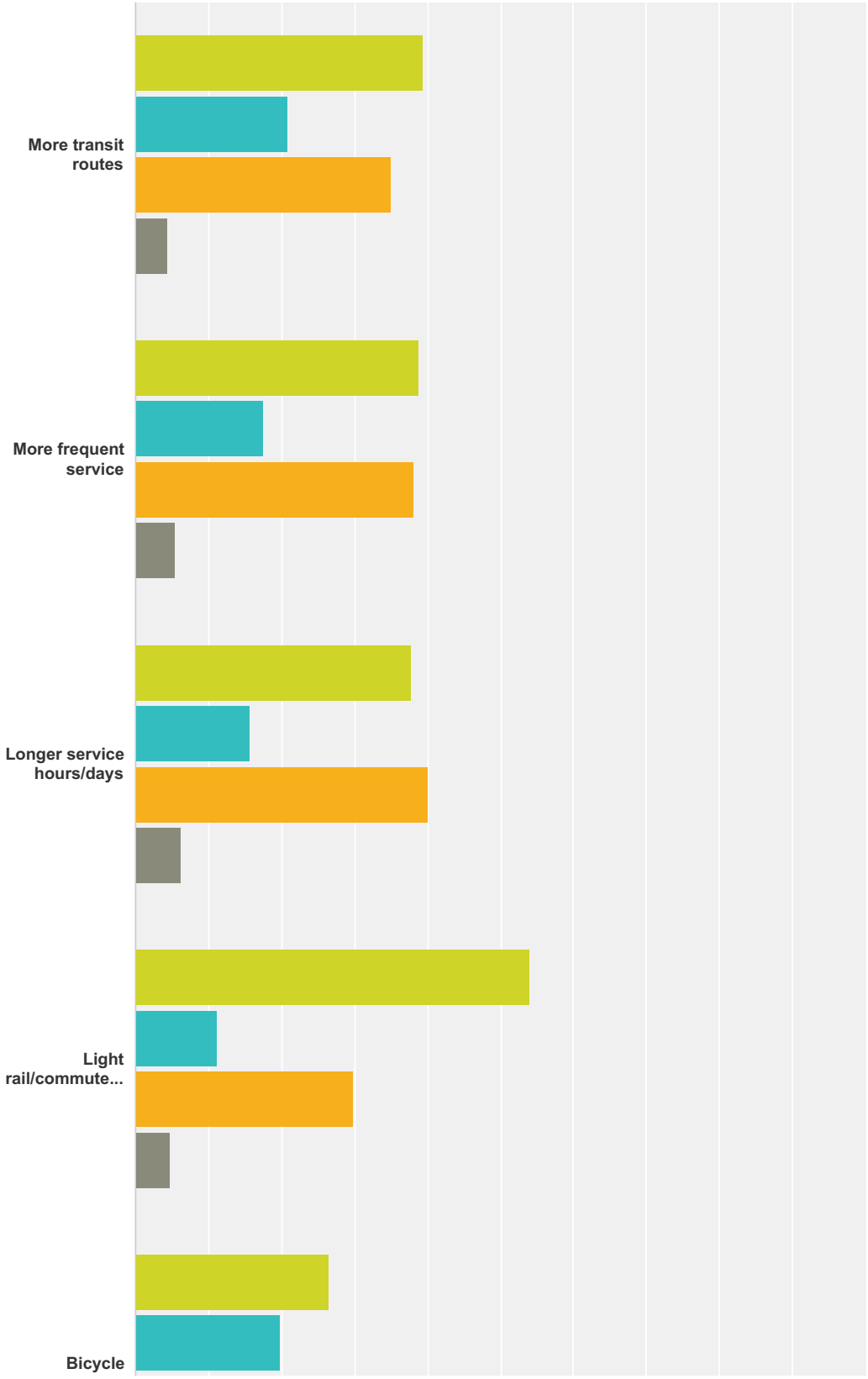


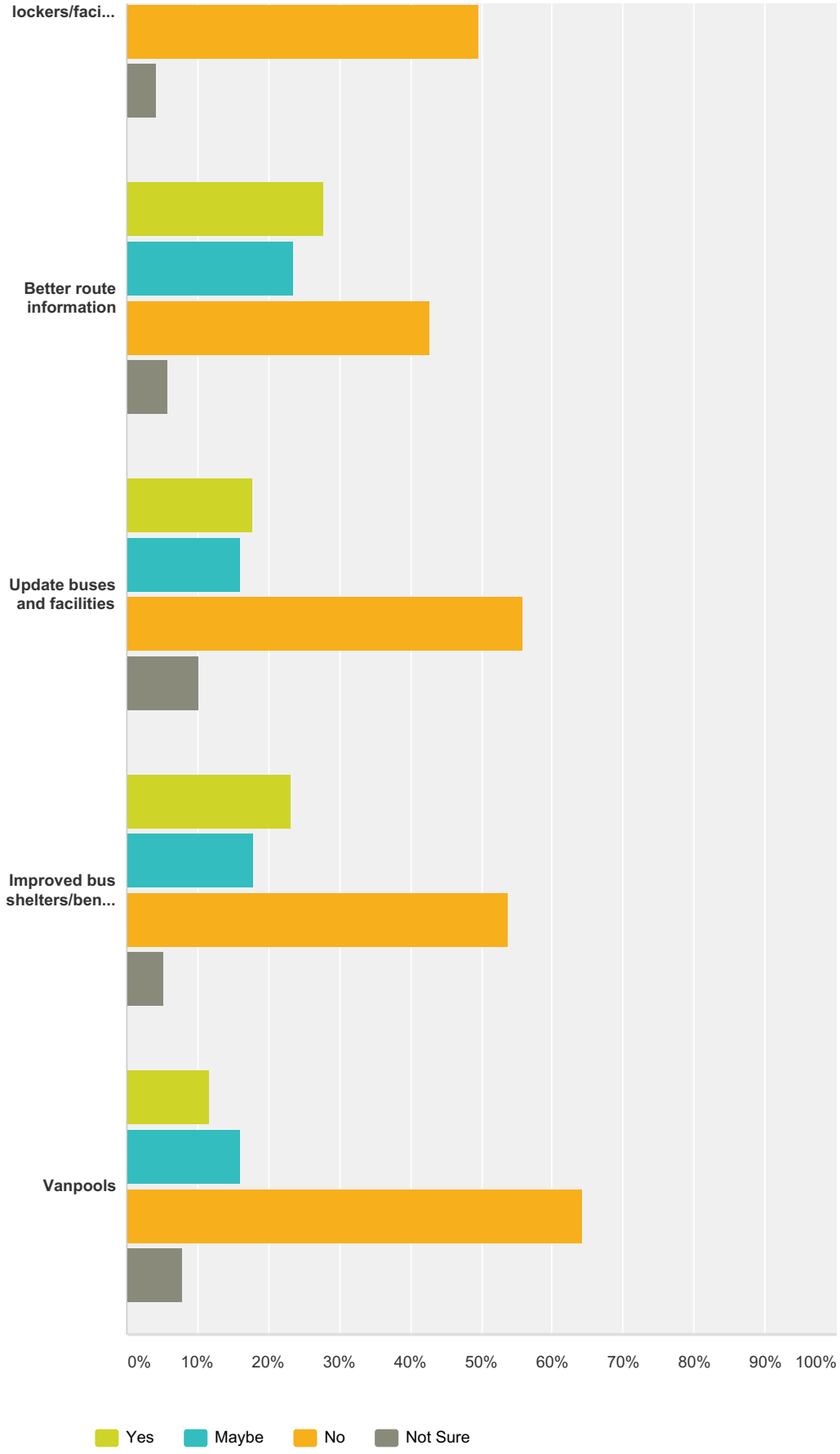
Answer Choices	Responses	
Automobile (alone)	**83.10%**	118
Bicycle	**24.65%**	35
Walk	**12.68%**	18
Not Applicable	**9.15%**	13
Automobile (with others/carpool or vanpool)	**7.04%**	10
Public Transit	**7.04%**	10
Other (please specify)	**2.11%**	3
Total Respondents: 142		

#	Other (please specify)	Date
1	I am retired but use a car and public transit occasionally	11/30/2014 2:03 PM
2	moped	6/8/2014 6:56 AM
3	Work At Home	6/7/2014 9:25 PM

Q5 Would you be likely to increase your use of public transit if the following improvements were made?

Answered: 137 Skipped: 6



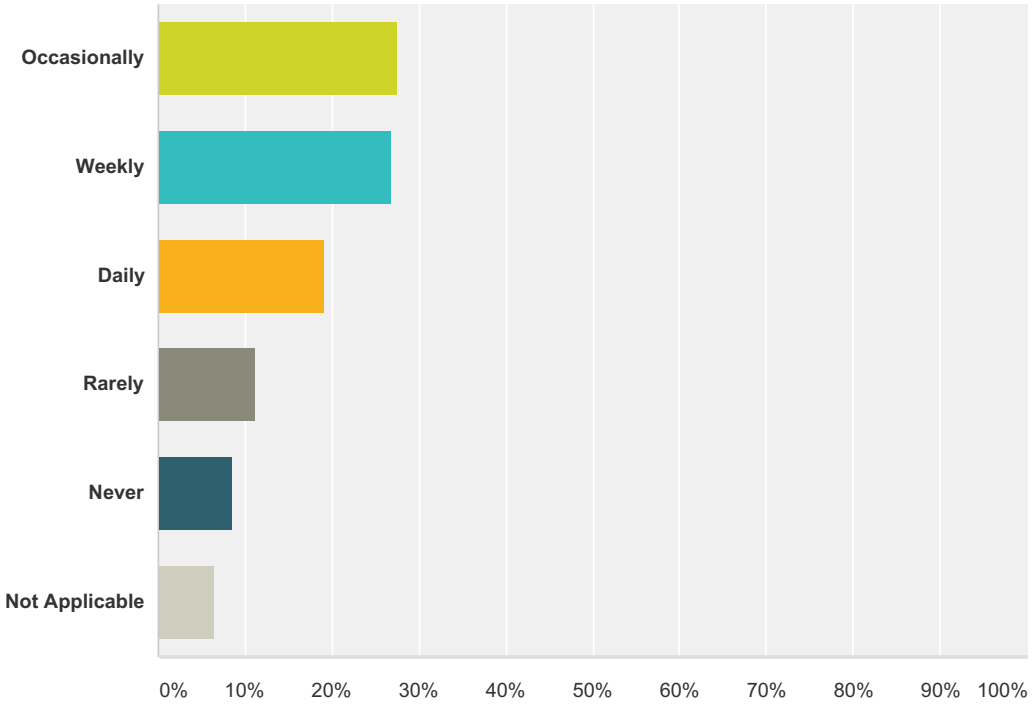

lockers/faci...
Better route information
Update buses and facilities
Improved bus shelters/ben...
Vanpools
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Yes
Maybe
No
Not Sure

	Yes	Maybe	No	Not Sure	Total
More transit routes	**39.55%** 53	**20.90%** 28	**35.07%** 47	**4.48%** 6	134
More frequent service	**38.93%** 51	**17.56%** 23	**38.17%** 50	**5.34%** 7	131
Longer service hours/days	**37.80%** 48	**15.75%** 20	**40.16%** 51	**6.30%** 8	127
Light rail/commuter rail service	**54.03%** 67	**11.29%** 14	**29.84%** 37	**4.84%** 6	124
Bicycle lockers/facilities	**26.45%** 32	**19.83%** 24	**49.59%** 60	**4.13%** 5	121
Better route information	**27.73%** 33	**23.53%** 28	**42.86%** 51	**5.88%** 7	119
Update buses and facilities	**17.80%** 21	**16.10%** 19	**55.93%** 66	**10.17%** 12	118
Improved bus shelters/benches	**23.08%** 27	**17.95%** 21	**53.85%** 63	**5.13%** 6	117
Vanpools	**11.61%** 13	**16.07%** 18	**64.29%** 72	**8.04%** 9	112

#	Other (please specify)	Date
1	buses stopping on corners	7/11/2015 8:47 AM
2	remove the 6 transfer points and return to a single hub system	11/30/2014 2:03 PM
3	We have no transit service in the Town	8/28/2014 9:04 AM
4	too many creepy people hang out at downtown appleton bus stop, don't feel safe	6/7/2014 9:32 PM
5	would love to have rail service throughout the state, bring back passenger trains!!	6/7/2014 9:29 PM
6	Passenger rail service to Green Bay, Oshkosh and further south	6/7/2014 9:23 PM
7	More availability/eligibity for those of us disabled to be approved for services	4/23/2014 11:03 PM
8	Safe Bike Routes	4/1/2014 4:17 PM

Q6 Approximately how often do you use your bicycle in the summer?

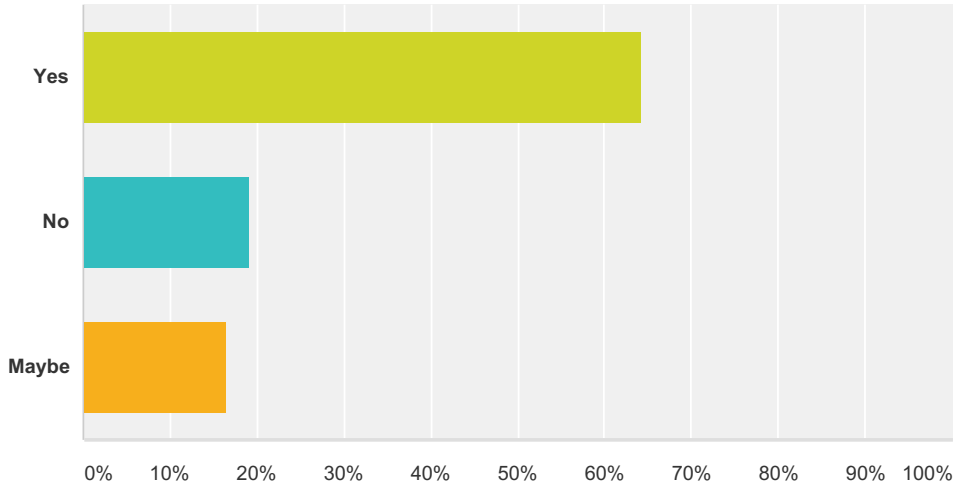
Answered: 141 Skipped: 2



Answer Choices	Responses	
Occasionally	**27.66%**	39
Weekly	**26.95%**	38
Daily	**19.15%**	27
Rarely	**11.35%**	16
Never	**8.51%**	12
Not Applicable	**6.38%**	9
Total		**141**

Q7 Would you bicycle and/or walk more if additional bicycle and pedestrian facilities were available?

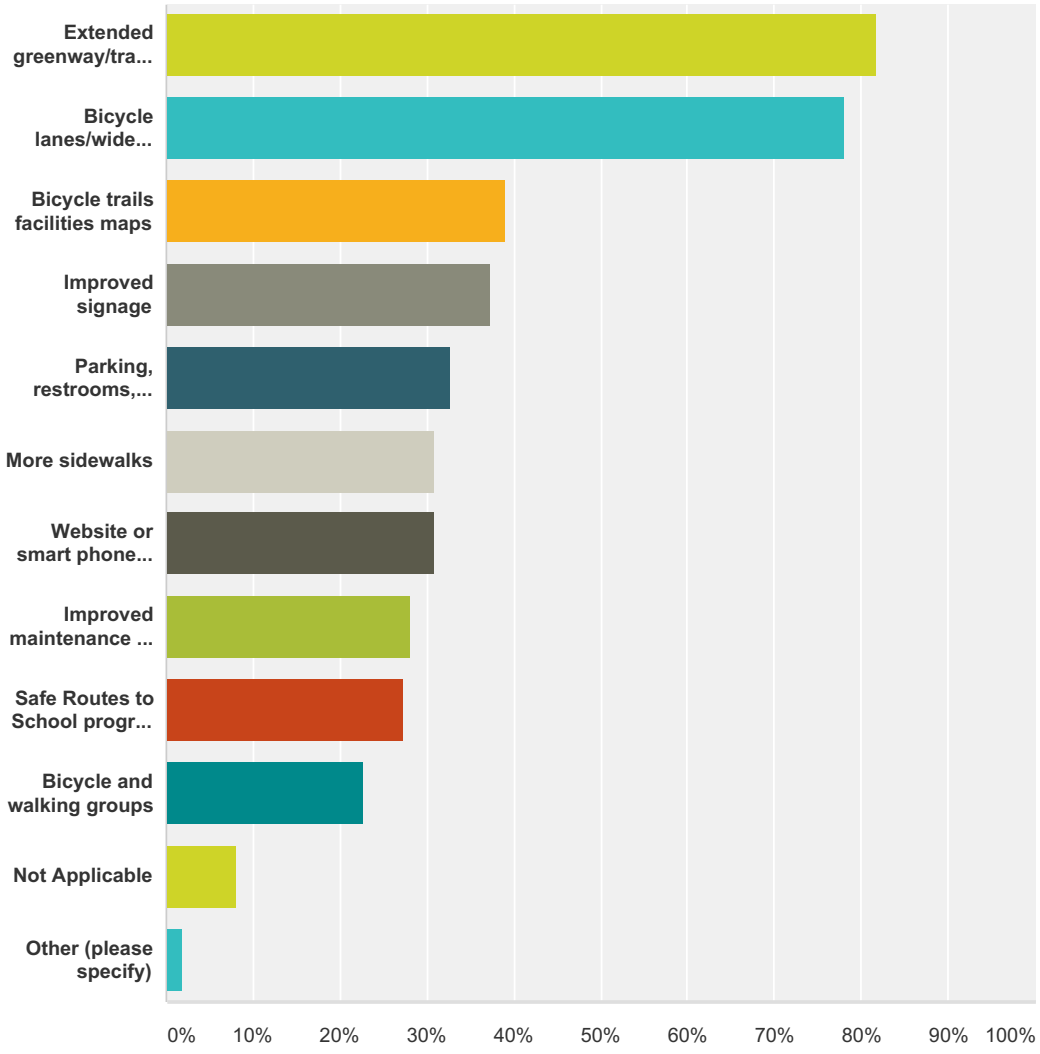
Answered: 140 Skipped: 3



Answer Choices	Responses	
Yes	**64.29%**	90
No	**19.29%**	27
Maybe	**16.43%**	23
Total		**140**

Q8 If you answered 'yes' to the previous question, which of the following would be helpful to you? (Check all that apply)

Answered: 110 Skipped: 33



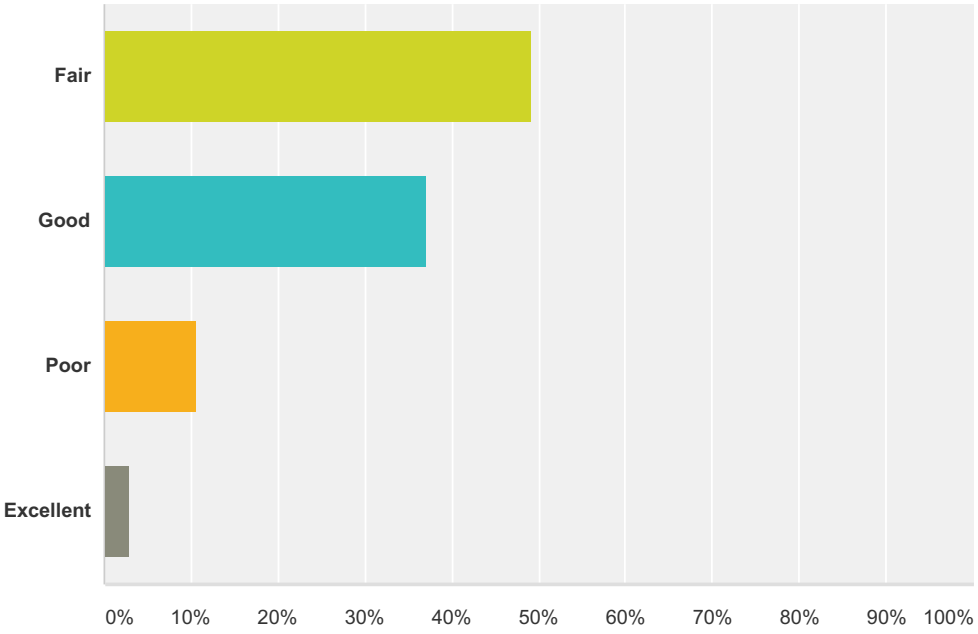
Answer Choices	Responses	
Extended greenway/trail system	**81.82%**	90
Bicycle lanes/wide outside lanes	**78.18%**	86
Bicycle trails facilities maps	**39.09%**	43
Improved signage	**37.27%**	41
Parking, restrooms, water fountains, benches	**32.73%**	36
More sidewalks	**30.91%**	34
Website or smart phone applications for bicycle/trail accommodations	**30.91%**	34

Improved maintenance of existing facilities	**28.18%**	31
Safe Routes to School programs for children (http://eastcentralsrts.org/)	**27.27%**	30
Bicycle and walking groups	**22.73%**	25
Not Applicable	**8.18%**	9
Other (please specify)	**1.82%**	2
Total Respondents: 110		

#	Other (please specify)	Date
1	Bicycling is my preferred method of travel, but the auto drivers in Oshkosh prevent me from feeling safe to do it much. Bikes DO NOT belong on the sidewalks, they are vehicles - and they belong on the roads! Auto drivers need to be made aware of that.	7/26/2015 7:00 PM
2	If the disenfranchised living in Winnebago County were given control over how the money is spent.	11/30/2014 2:03 PM

Q9 Overall, how would you rate the transportation system in your municipality?

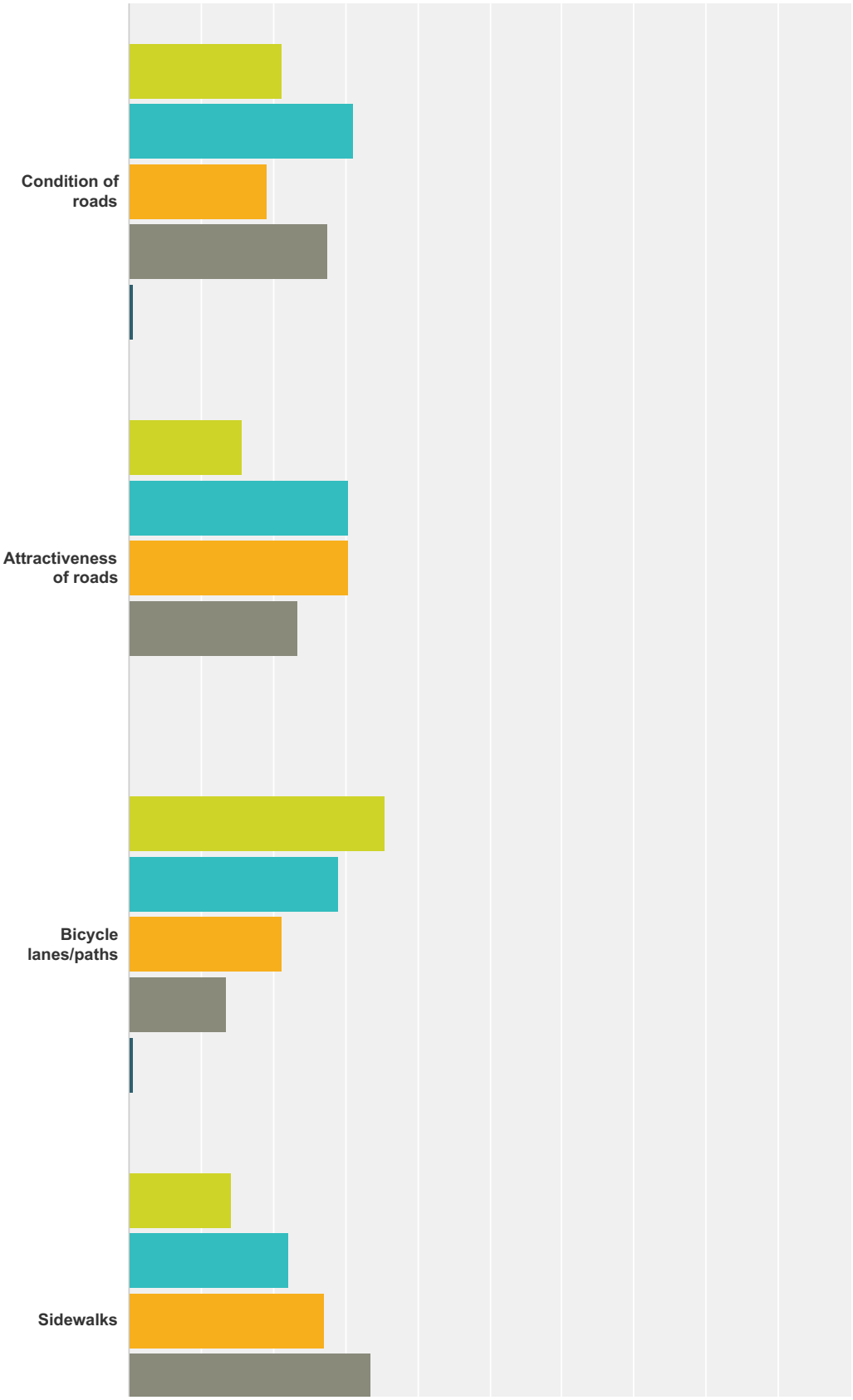
Answered: 140 Skipped: 3

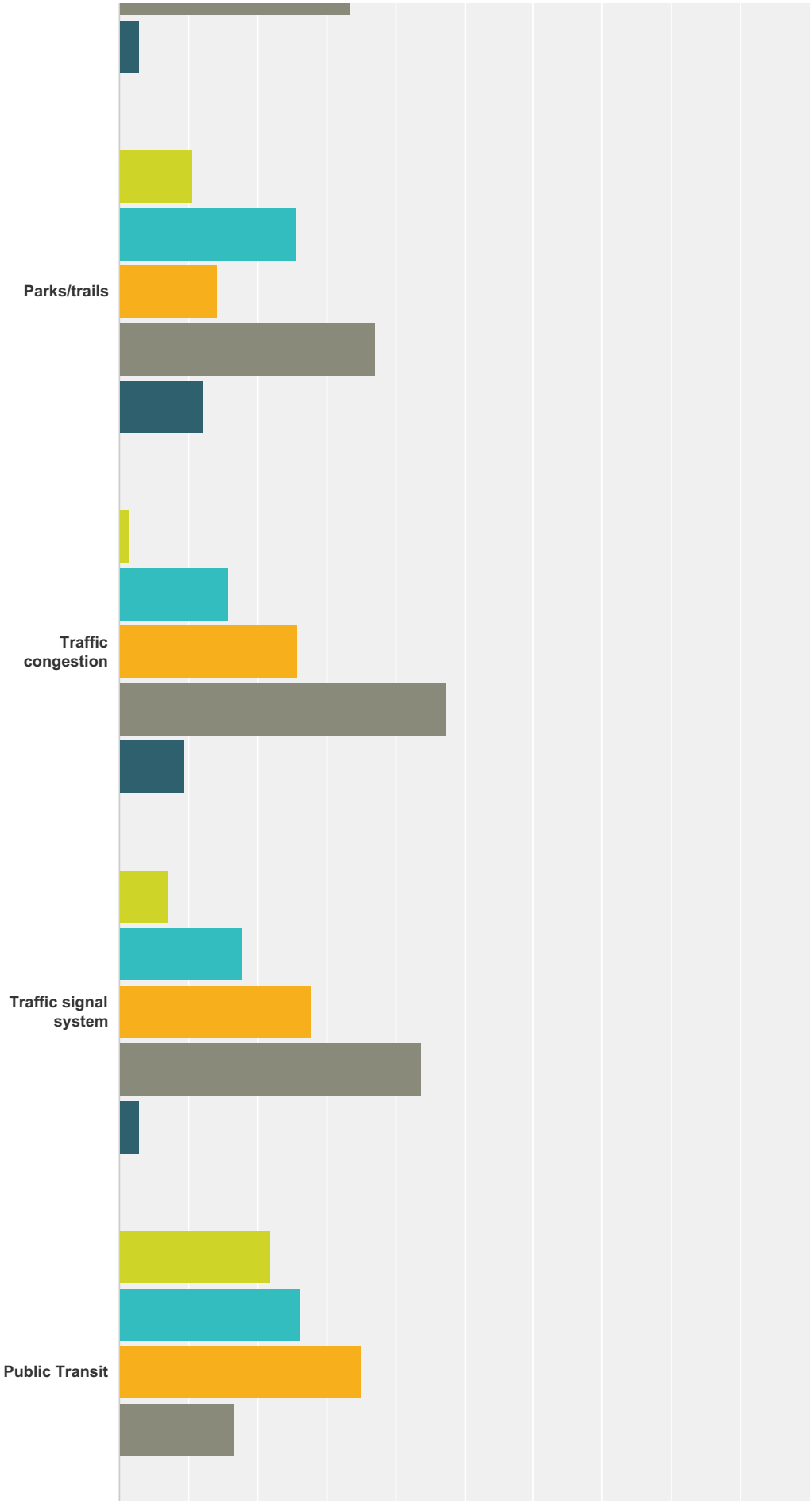


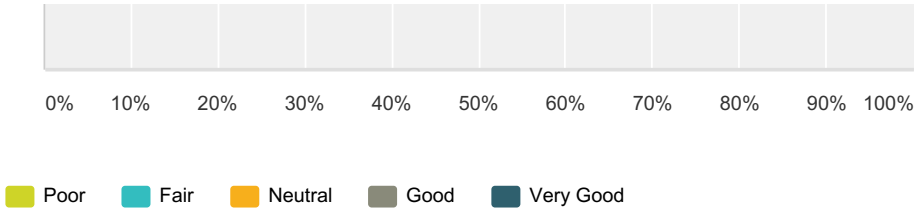
Answer Choices	Responses	
Fair	**49.29%**	69
Good	**37.14%**	52
Poor	**10.71%**	15
Excellent	**2.86%**	4
Total		**140**

Q10 How would you rate the following in your municipality?

Answered: 141 Skipped: 2




Parks/trails
Traffic congestion
Traffic signal system
Public Transit



	Poor	Fair	Neutral	Good	Very Good	Total
Condition of roads	**21.28%** 30	**31.21%** 44	**19.15%** 27	**27.66%** 39	**0.71%** 1	141
Attractiveness of roads	**15.60%** 22	**30.50%** 43	**30.50%** 43	**23.40%** 33	**0.00%** 0	141
Bicycle lanes/paths	**35.46%** 50	**29.08%** 41	**21.28%** 30	**13.48%** 19	**0.71%** 1	141
Sidewalks	**14.29%** 20	**22.14%** 31	**27.14%** 38	**33.57%** 47	**2.86%** 4	140
Parks/trails	**10.71%** 15	**25.71%** 36	**14.29%** 20	**37.14%** 52	**12.14%** 17	140
Traffic congestion	**1.44%** 2	**15.83%** 22	**25.90%** 36	**47.48%** 66	**9.35%** 13	139
Traffic signal system	**7.19%** 10	**17.99%** 25	**28.06%** 39	**43.88%** 61	**2.88%** 4	139
Public Transit	**21.90%** 30	**26.28%** 36	**35.04%** 48	**16.79%** 23	**0.00%** 0	137

Q11 Please list up to five transportation improvements you would like to see in your municipality. Suggestions may be general and/or specific to intersections or street corridors (examples: roundabouts, bike lanes)

Answered: 111 Skipped: 32

Answer Choices	Responses	
a.	**100.00%**	111
b.	**86.49%**	96
c.	**58.56%**	65
d.	**42.34%**	47
e.	**27.03%**	30

#	a.	Date
1	Bus stops are not conveniently located. They should drop off/pick up closer to stores, medical facilities, etc.	7/27/2015 7:02 PM
2	Light rail!	7/27/2015 6:08 PM
3	Bike lanes	7/27/2015 4:04 PM
4	Bike paths in the city; bike lanes can be very dangerous as they often force the cyclist in between moving traffic and parked cars	7/27/2015 1:14 PM
5	More extensive biking/walking path system throughout city	7/27/2015 8:42 AM
6	Better availability - operate longer	7/27/2015 6:33 AM
7	a way to get to Milwaukee	7/27/2015 5:34 AM
8	Commuter rail between cities	7/27/2015 5:26 AM
9	Trails alongside the lot-lines of farmers fields	7/27/2015 2:21 AM
10	More convenient bus routes	7/26/2015 11:34 PM
11	Trails for bikes and pedestrians	7/26/2015 11:32 PM
12	Longer hours!	7/26/2015 11:31 PM
13	Bike lanes throughout the city	7/26/2015 10:52 PM
14	Bike path or trails along county highway G	7/26/2015 10:02 PM
15	trails or sidewalks on irish road to the trail from American drive and Winchester rd.	7/26/2015 9:50 PM
16	protected bike lanes	7/26/2015 9:33 PM
17	Additional bike trails	7/26/2015 9:24 PM
18	Bike lanes	7/26/2015 9:17 PM
19	more bike lanes for commuting	7/26/2015 8:01 PM
20	Bike lanes	7/26/2015 7:00 PM
21	Wider sidewalks on the South side of town	7/26/2015 6:24 PM

22	crosswalk and signage for ped traffic on Algoma just W of intersection with Main	7/26/2015 5:12 PM
23	less bike lanes	7/21/2015 8:52 PM
24	longer bus hours p.m.	7/18/2015 4:34 PM
25	Bus to airports (Appleton, Milwaukee, Madison)	7/13/2015 9:31 PM
26	NO ROUNDABOUTS	7/11/2015 8:47 AM
27	longer bus hours pm	7/1/2015 10:13 AM
28	bike lanes	6/26/2015 12:41 PM
29	Expanded Trail System	6/16/2015 10:38 AM
30	Roundabouts make it easier for diffierent vehicles to share.	6/8/2015 2:35 PM
31	More Roundabouts	5/8/2015 3:40 PM
32	More Bus Routes to meet the needs of employees	4/30/2015 8:31 AM
33	improve pedestrian/bicycle visibility in roundabouts	4/29/2015 1:17 PM
34	More roundabouts	3/29/2015 9:24 AM
35	Easy way to get across Hwy 41 from West to East on a bicycle - roundabouts made it very unsafe	2/3/2015 9:35 PM
36	Roundabouts	1/29/2015 5:20 PM
37	new pavement on Madison St/ Northwestern St	1/28/2015 2:57 PM
38	The roundabouts all need to have the pedestrian cross walks reconfigured or something needs to be done to protect people when they cross them they are beyond dangerous to cross	11/30/2014 2:03 PM
39	Dual purpose bike path/ sidewalk along busy Irish Rd	10/17/2014 10:12 PM
40	Public Transportation that reaches to more places	9/10/2014 1:59 PM
41	No semis driving down our residential street	8/29/2014 2:57 PM
42	More dollars to do what we should be doing	8/28/2014 9:04 AM
43	roads in Oshkosh need repairs, they are damaging vehicles- especially Murdock, New York west of Main St., Parkway, Merritt, Washington between Bowen and Main, Waugoo, and Otter	8/25/2014 8:50 AM
44	bike lanes	7/29/2014 10:40 PM
45	upgrade pedestrian crossing lights at stop & go lights to countdown timer	7/28/2014 7:16 PM
46	Roundabouts in high traffic areas	7/23/2014 7:08 AM
47	wider, paved shoulders on county roads to accommodate bicycle traffic,	7/21/2014 7:15 AM
48	BIke Lanes (Town of Menasha Appleton Rd)	7/8/2014 9:35 AM
49	More trails for transportation and exercise	7/7/2014 5:54 PM
50	More Bike Lanes in the city	7/7/2014 9:39 AM
51	Roundabouts are terrible for pedestrians/bike riders	7/3/2014 1:39 PM
52	roundaboats	6/24/2014 6:05 PM
53	Rebuild Ceape Street	6/19/2014 5:30 AM
54	Bike Lanes	6/12/2014 1:28 PM
55	Hwy 76 round a outs at G GG Breezewood	6/11/2014 7:34 AM
56	safe bike and pedestrian access across 441from Menasha to Appleton (@Oneida, @Appleton, chain drive)	6/8/2014 8:12 AM
57	increase sensitivity of traffic lights for mopeds, they are becoming popular	6/8/2014 6:56 AM
58	Potholes	6/7/2014 11:55 PM

59	Light rail	6/7/2014 11:34 PM
60	Bike lanes	6/7/2014 11:27 PM
61	Lower tax cost	6/7/2014 10:59 PM
62	Crossing of Racine St between Main and 3rd	6/7/2014 9:55 PM
63	fix road on tayco and 3rd by mill	6/7/2014 9:32 PM
64	need train system	6/7/2014 9:29 PM
65	Roundabouts	6/7/2014 9:26 PM
66	Racine Street improvements	6/7/2014 9:25 PM
67	Passenger Rail Service	6/7/2014 9:23 PM
68	Train service to the big cities	6/7/2014 7:39 PM
69	North Main St. Near Murdock- Fix pot holes.	6/4/2014 11:30 AM
70	Bike lanes on all major roadways	6/4/2014 11:22 AM
71	More sidewalks	6/3/2014 8:45 AM
72	more bike paths\lanes	5/30/2014 10:06 AM
73	trail connections to east side of Menasha and beyond	5/28/2014 3:20 PM
74	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
75	Increased Biking Lanes	5/27/2014 4:36 PM
76	Direct bus routes from Neenah to FVTC and UW Fox	5/27/2014 3:10 PM
77	left turn arrows by Oshkosh North High School	5/9/2014 2:38 PM
78	Less Roundabouts	5/5/2014 7:44 PM
79	Change the bus route has been the same for almost 2 decades	4/29/2014 11:51 PM
80	smooth streets	4/23/2014 11:03 PM
81	signage	4/21/2014 10:18 AM
82	intercity transportation options (bus)	4/20/2014 4:23 PM
83	Improve the condition of the City streets	4/17/2014 1:41 PM
84	No more roundabouts!!!	4/17/2014 8:43 AM
85	Widen Leonard Pt Road from 21 to Sand Pit (or create pedestrian lane)	4/16/2014 3:37 PM
86	Improve street condition on Main St.	4/16/2014 2:40 PM
87	More connectedness of trail systems for biking and walking.	4/16/2014 10:53 AM
88	bus route to fringes of city	4/16/2014 10:32 AM
89	NO ROUNDABOUTS--especially double lanes; people do not drive well in those	4/11/2014 10:51 PM
90	smaller more fuel efficient buses	4/11/2014 7:46 PM
91	Increase number of bicycle lanes - not motorized traffic lanes	4/8/2014 10:24 AM
92	Sidewalks or bike lanes on Appleton Road between 9th St. and Midway Road!	4/8/2014 8:45 AM
93	more pickup spots in small communities	4/7/2014 5:23 PM
94	More public transportation routes	4/7/2014 5:23 PM
95	no more roundabouts	4/7/2014 5:15 PM
96	More bike lanes	4/7/2014 2:52 PM

97	Extend sidewalks through duration of Marathon Avenue	4/7/2014 1:09 PM
98	Irish Road update with a bike trail connector	4/7/2014 12:07 PM
99	Improved road conditions	4/3/2014 4:40 PM
100	bike lanes	4/2/2014 11:54 AM
101	Light Rail System	4/1/2014 4:17 PM
102	More trails	4/1/2014 1:36 PM
103	Improved streets	4/1/2014 1:05 PM
104	More bike lanes	4/1/2014 12:14 PM
105	more roundabouts	4/1/2014 12:09 PM
106	Pathways	4/1/2014 12:00 PM
107	more roundabouts	4/1/2014 9:13 AM
108	Better flow of walking lanes when crossing traffic	4/1/2014 9:10 AM
109	Better trails	4/1/2014 9:05 AM
110	Improve roads	4/1/2014 9:01 AM
111	Defined rail transit corridors	4/1/2014 8:07 AM
#	**b.**	**Date**
1	Condition of stops are not physically people friendly. Go check out the stop by Starbucks south. Dirty, garbag, wet and not useable if it rains or in the winter.	7/27/2015 7:02 PM
2	Viable commuter option to Appleton	7/27/2015 6:08 PM
3	A better way to cross bridges on bikes	7/27/2015 4:04 PM
4	Signage and enforcement of traffic laws for cyclists (especially one way traffic on Algoma and High)	7/27/2015 1:14 PM
5	Driver education about bikers/walkers and stronger enforcement of speed, stopping at stop signs, noise (from the abundance of illegally loud vehicles and harleys)	7/27/2015 8:42 AM
6	better availability - more routes	7/27/2015 6:33 AM
7	a way to get to Madison	7/27/2015 5:34 AM
8	Buses that run later	7/27/2015 5:26 AM
9	Bike trails throughout the city made only for bike/pedestrians	7/27/2015 2:21 AM
10	Bus routes that ran more often	7/26/2015 11:34 PM
11	More roundabouts at difficult intersections (e.g., Sand Pit + Hwy 21, or Leonard Pt and Hwy 21)	7/26/2015 11:32 PM
12	More bike lanes	7/26/2015 11:31 PM
13	Roundabouts by 20th and Southpark	7/26/2015 10:52 PM
14	Park in Nature Trail subdivision in Neenah. No current safe route to a park available.	7/26/2015 10:02 PM
15	bus system route so kids can go to the neenah pool or library during the summer	7/26/2015 9:50 PM
16	more bike lanes	7/26/2015 9:33 PM
17	More bike lanes	7/26/2015 9:24 PM
18	Roundabouts	7/26/2015 9:17 PM
19	rural bike trail extending West from Oshkosh	7/26/2015 8:01 PM
20	signage that could alert auto drivers to cyclists & peds	7/26/2015 7:00 PM
21	Bike lanes	7/26/2015 6:24 PM

22	make Osh lakewalk more linear - better/safer crossing at Main St	7/26/2015 5:12 PM
23	amtrak	7/21/2015 8:52 PM
24	amtrak	7/18/2015 4:34 PM
25	Bus website that works! Crashes all the time for me.	7/13/2015 9:31 PM
26	better buses	7/11/2015 8:47 AM
27	less bike lanes	7/1/2015 10:13 AM
28	Bike lanes	6/16/2015 10:38 AM
29	Bike lanes are great, but there are only a few around.	6/8/2015 2:35 PM
30	4 lanes for all of 21	5/8/2015 3:40 PM
31	Later running Bus Routes	4/30/2015 8:31 AM
32	bus routes that extrend into night time	4/29/2015 1:17 PM
33	More bike paths	3/29/2015 9:24 AM
34	Bike trails	1/29/2015 5:20 PM
35	more bike lanes	1/28/2015 2:57 PM
36	Safe way for bikes to cross Hwy 41 along Cty II	10/17/2014 10:12 PM
37	Public Transportation that picks up more frequently	9/10/2014 1:59 PM
38	More speeders ticketed	8/29/2014 2:57 PM
39	railroad track crossing needs repairs, it is so bumpy to drive over any of the tracks in Oshkosh- (especially Murdock, Irving, Parkway, Merritt, Washington, Waugoo, Otter, and Ceape).	8/25/2014 8:50 AM
40	bike lanes	7/29/2014 10:40 PM
41	release literature about bicyclists biking on city streets	7/28/2014 7:16 PM
42	Speed Enforcement on roads	7/23/2014 7:08 AM
43	more bicycle trails/lanes in municipalities	7/21/2014 7:15 AM
44	Bike Path Breezewood west to State Rd 76	7/8/2014 9:35 AM
45	bike lanes that link the Fox Cities	7/7/2014 5:54 PM
46	Bike Friendly along County Highway A	7/7/2014 9:39 AM
47	Need for more bike lanes	7/3/2014 1:39 PM
48	bikelanes	6/24/2014 6:05 PM
49	Rebuild Otter Ave.	6/19/2014 5:30 AM
50	Roundabout on Witzel and Oakwood	6/12/2014 1:28 PM
51	Hwy A more conducive to biking	6/11/2014 7:34 AM
52	connect bike lanes and routes, no more" Bike Lane Ends" signs	6/8/2014 8:12 AM
53	fix giant holes in road by railroad tracks please neenah and Menasha!	6/8/2014 6:56 AM
54	Railroad tracks need repair	6/7/2014 11:55 PM
55	Bike lanes	6/7/2014 11:34 PM
56	More bike lanes on collector streets	6/7/2014 9:55 PM
57	repainting cross walks	6/7/2014 9:32 PM
58	please no rounndabouts	6/7/2014 9:29 PM

59	Bike trails away from street	6/7/2014 9:26 PM
60	Improved lights at the corner of 9th street and Racine in Menasha	6/7/2014 9:23 PM
61	More roundabouts	6/7/2014 7:39 PM
62	Intersecting roads between New York and Washington- fix pot holes	6/4/2014 11:30 AM
63	More public knowledge regarding the proper use of roundabouts	6/4/2014 11:22 AM
64	More bike lanes	6/3/2014 8:45 AM
65	speed limit enforcement	5/30/2014 10:06 AM
66	more sidewalks	5/28/2014 3:20 PM
67	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
68	More Walkable Downtown	5/27/2014 4:36 PM
69	Better shelter in Downtown Neenah, including restroom	5/27/2014 3:10 PM
70	increased bus routes (beyond just city limits-expand to towns)	5/9/2014 2:38 PM
71	Better Speed Limit Observance...more signage	5/5/2014 7:44 PM
72	Roundabout at third and racine streets	4/29/2014 11:51 PM
73	increased number of signal intersections to have turn arrows	4/23/2014 11:03 PM
74	more trails	4/21/2014 10:18 AM
75	Stop wasting money on public transit	4/17/2014 1:41 PM
76	safer way for pedestrians to cross Winneconne/Green Bay Road roundabouts and crossing the on ramp North bound to 41	4/17/2014 8:43 AM
77	Repair pot holes	4/16/2014 2:40 PM
78	a stop or two for a light rail systems along hwy 41	4/16/2014 10:53 AM
79	designated vehicle free zones for recreation	4/16/2014 10:32 AM
80	With this winter, the roads are in terrible condition and need much improement	4/11/2014 10:51 PM
81	Improve condition of (including snow & ice removal in winter) & number of sidewalks	4/8/2014 10:24 AM
82	More sidewalks	4/7/2014 5:23 PM
83	stoplight at Valley Road and Racine again	4/7/2014 5:15 PM
84	More cross walks	4/7/2014 2:52 PM
85	Sidewalks on Old School Road leading to Lakeview Elementary	4/7/2014 1:09 PM
86	bike trail connectors at major intersections like Cty II and Hwy 41	4/7/2014 12:07 PM
87	extended greenway trails	4/2/2014 11:54 AM
88	Bike Paths and a Bike Bridge over the Fox River	4/1/2014 4:17 PM
89	Wider roads to get to trails	4/1/2014 1:36 PM
90	More trailways	4/1/2014 12:14 PM
91	improved traffic light timing at 41 ramps	4/1/2014 12:09 PM
92	green routes/trails	4/1/2014 12:00 PM
93	bike trails along arterials	4/1/2014 9:13 AM
94	Better bike lanes	4/1/2014 9:05 AM
95	Improve bicycle paths connectivity in city to wiouwash trail	4/1/2014 9:01 AM

96	More inter-modal transportation stops across the region	4/1/2014 8:07 AM
#	**c.**	**Date**
1	Stops are dangerously placed in car lanes where they shouldn't be. The bus stop going north on Koeller just before the round a bout almost made me ram the backend of the bus as I wasn't expecting it to stop there! Totally unsafe.	7/27/2015 7:02 PM
2	Make biking on the side walks for adults illegal.	7/27/2015 1:14 PM
3	More bike cops and community based policing in which police are actually in neighborhoods on foot (I think this would help with biker/walker safety, among other things)	7/27/2015 8:42 AM
4	bike lanes, bike lanes, bike lanes	7/27/2015 6:33 AM
5	longer hours for Oshkosh bus into evenings	7/27/2015 5:34 AM
6	Continuous bike lanes between points	7/27/2015 5:26 AM
7	Sidewalks:Half pedestrian/half bike lane	7/27/2015 2:21 AM
8	Ways for pedestrians/bikers to easily navigate roundabouts	7/26/2015 11:32 PM
9	better lighting at major intersections where trails also intersect. Such as the intersection of CB trail and winchester dr. early morning is hard to see bicyclists in the dark.	7/26/2015 9:50 PM
10	expanded riverwalks	7/26/2015 9:33 PM
11	More roundabouts	7/26/2015 9:24 PM
12	Fix pot holes	7/26/2015 9:17 PM
13	bus service extends to town	7/26/2015 8:01 PM
14	bike lanes	7/26/2015 7:00 PM
15	Better ways to get across the river	7/26/2015 6:24 PM
16	expand shoulder on HWY 45 S of Osh to make it safer to bike to/twd FdL	7/26/2015 5:12 PM
17	water bus/taxi	7/21/2015 8:52 PM
18	less bike lanes	7/18/2015 4:34 PM
19	more routes	7/11/2015 8:47 AM
20	rail service	7/1/2015 10:13 AM
21	pedestrian walk bridges	6/16/2015 10:38 AM
22	less traffic cops generating revenue	5/8/2015 3:40 PM
23	More Bike Lanes	4/30/2015 8:31 AM
24	bus routes that have the same hours on weekends as weekdays	4/29/2015 1:17 PM
25	Inter city trail systems	3/29/2015 9:24 AM
26	Sidewalks	1/29/2015 5:20 PM
27	longer bus service hours and on Sunday	1/28/2015 2:57 PM
28	More shelters at stops	9/10/2014 1:59 PM
29	Sidewalks to provide improved safety for pedestrians	8/29/2014 2:57 PM
30	more bike lanes in Oshkosh, please!	8/25/2014 8:50 AM
31	bike lanes	7/29/2014 10:40 PM
32	Pedestrian trail for CUSA/RUSA/Outlet Mall	7/23/2014 7:08 AM
33	more bicycle trails/lanes between municipalities esp. Cty A between Oshkosh and Neenah	7/21/2014 7:15 AM
34	Offer sidewalk or bike lane (all roads)	7/8/2014 9:35 AM

35	better signage	7/7/2014 5:54 PM
36	More bike parking options	7/7/2014 9:39 AM
37	roads	6/24/2014 6:05 PM
38	Rebuild New York Ave west of Main St.	6/19/2014 5:30 AM
39	safe bike route to high cliff	6/8/2014 8:12 AM
40	Enforcement of noise ordinance-motorcycles especially	6/7/2014 11:55 PM
41	safe walking on all city streets	6/7/2014 9:55 PM
42	sidewalk to piggly wiggly on appleton road	6/7/2014 9:32 PM
43	Improved lights at the corner of Appleton Road and Valley Road	6/7/2014 9:23 PM
44	Improved 'sensor' street lights	6/7/2014 7:39 PM
45	More trails	6/3/2014 8:45 AM
46	trail / sidewalk connectivity between parks/schools/shopping	5/28/2014 3:20 PM
47	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
48	More frequent buses, every half hour instead of every hour	5/27/2014 3:10 PM
49	more taxi service so as to improve/decrease fares and promote competition	5/9/2014 2:38 PM
50	bike lanes on Racine st.	4/29/2014 11:51 PM
51	increase "medians" on main strets, for turning	4/23/2014 11:03 PM
52	bike lane for for county road A	4/21/2014 10:18 AM
53	Better snow removal	4/17/2014 1:41 PM
54	bike and or pedestrian bridge over train tracks & Hwy 41 South end of Neenah	4/17/2014 8:43 AM
55	designated bike/ped lanes crossing Hwy 41 via foot bridge	4/16/2014 10:32 AM
56	Painting the lines on the road	4/11/2014 10:51 PM
57	Increased enforcement of traffic control on one-way streets	4/8/2014 10:24 AM
58	Fix roads	4/7/2014 5:23 PM
59	better salting at Oneida and Midway	4/7/2014 5:15 PM
60	Driver awareness of bikes	4/7/2014 2:52 PM
61	Bike lanes on Cty Hwy A from Winnebago County through Outagamie County	4/7/2014 1:09 PM
62	connector to bike trail from CB trail to the mall	4/7/2014 12:07 PM
63	water taxi	4/1/2014 12:00 PM
64	Improve roads	4/1/2014 9:05 AM
65	Defined bicycle corridors across the region	4/1/2014 8:07 AM
#	**d.**	**Date**
1	Bus routes used to accommodate the elderly. - I don't feel they do anymore per what I've heard from people and have seen. Put yourself in their shoes and you'll see a city that is not thinking of the elderly transit concerns.	7/27/2015 7:02 PM
2	Push businesses to offer more bike racks (e.g. it's unbelievable that Fratello's doesn't have one when it sits right on the Wiowash)	7/27/2015 8:42 AM
3	US public transportion sucks compared to the rest of the world and Oshkosh is no different - need to be less car centric. Look at Copenhagen please (since they have a harsh winter as well)	7/27/2015 6:33 AM
4	Sidewalks in the Town of Algoma!	7/26/2015 11:32 PM

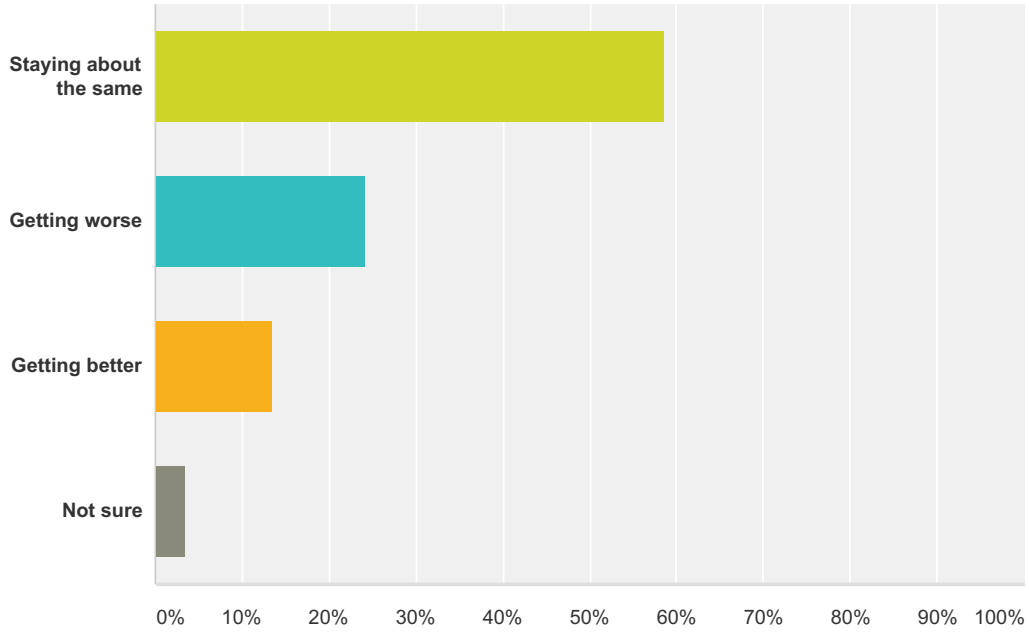
5	Oshkosh should have public buses run shuttle to the major festival grounds to reduce traffic congestion and parking issues on private property. can use empty lots or large store lots for pick up and drop off. similar to milwaukee area for summerfest	7/26/2015 9:50 PM
6	Expansion of bike trail	7/26/2015 9:33 PM
7	Bike lanes	7/26/2015 9:17 PM
8	Fox Valley connected by light rail to Milwaukee	7/26/2015 8:01 PM
9	marking bike lanes better - painting them, through the downtown, for example, so that everyone knows what is the designated way to get from oneside of town to another.	7/26/2015 7:00 PM
10	Bury the ugly power lines!!!	7/26/2015 6:24 PM
11	mark bike lane and improve pavement on E side of Hazel in Osh	7/26/2015 5:12 PM
12	regional rail system	7/21/2015 8:52 PM
13	water taxi/shuttle	7/18/2015 4:34 PM
14	stopping in residential areas	7/11/2015 8:47 AM
15	water taxi	7/1/2015 10:13 AM
16	Train	6/16/2015 10:38 AM
17	more structured Ride Share program to increase peoples' use of it.	4/29/2015 1:17 PM
18	Light rail to MIlwaukee and Minneapolis	3/29/2015 9:24 AM
19	less one way streets	1/28/2015 2:57 PM
20	Offer longer hours of operation (24/7 would be ideal)	9/10/2014 1:59 PM
21	Fernau Avenue project moved up (from Vinland Rd to Jackson St)	8/29/2014 2:57 PM
22	I don't think the crosswalks are safe in the Oshkosh roundabouts. Crosswalks should be before/after the roundabouts instead of right in them.	8/25/2014 8:50 AM
23	bike lanes	7/29/2014 10:40 PM
24	South Washburn pothole Repair	7/23/2014 7:08 AM
25	better maintenance of existing limestone bike trails i.e. regrade eroded areas, weed control of Friendship and Wiouwash Trails.	7/21/2014 7:15 AM
26	better driver education regarding bikers	7/7/2014 5:54 PM
27	Rent a Bikes in DT Oshkosh like other cities	7/7/2014 9:39 AM
28	sidewalks	6/24/2014 6:05 PM
29	Eliminate 5 Pt. intersection of New York, Main, Harrisson	6/19/2014 5:30 AM
30	incorporate bicycles into roundabouts, at minimum a sign indicating to vehicles that bikes are merging into traffic	6/8/2014 8:12 AM
31	better bus service	6/7/2014 9:55 PM
32	turn arrow at midway and appleton road	6/7/2014 9:32 PM
33	Signs signifying no turn on red on corner of Racine st and main st after traffic comes over the bridge	6/7/2014 9:23 PM
34	more roundabouts	5/28/2014 3:20 PM
35	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
36	Trails in Neenah are great but seem disconnected and some just end, especially near the 41 roundabouts on Breezewood	5/27/2014 3:10 PM
37	fix more roads in the near east and southeast neighborhoods	5/9/2014 2:38 PM
38	more salt under highways/viaduct	4/23/2014 11:03 PM

39	More roundabouts	4/17/2014 1:41 PM
40	2 lanes south end of Green Bay Road -> fast merge into one lane by Goodwill	4/17/2014 8:43 AM
41	better linking of existing trails outside the area	4/16/2014 10:32 AM
42	Get rid of all the rubber buttons for pedestrians to push	4/11/2014 10:51 PM
43	Cut the 3 & 4 lane streets down to 2 lanes, using other lanes for bicycle use	4/8/2014 10:24 AM
44	Driver awareness of walkers	4/7/2014 2:52 PM
45	Bus that extends to CB and BB	4/7/2014 12:07 PM
46	walking tours	4/1/2014 12:00 PM
47	Community support for more trails and bike lanes	4/1/2014 9:05 AM
#	**e.**	**Date**
1	More staff for saftey - more programs to encourage use	7/27/2015 6:33 AM
2	Some public transit service between Oshkosh and Omro/Winneconne	7/26/2015 11:32 PM
3	have regulations on how much foliage can grow to the edge of the road or sidewalks	7/26/2015 9:50 PM
4	Bike lanes	7/26/2015 9:17 PM
5	better signage that reminds auto drivers to watch for cylclists on their right at an intersection or to allow a cyclist going straight or turning left to do so without being hit	7/26/2015 7:00 PM
6	Oregon street is awful between the river and 12th street	7/26/2015 6:24 PM
7	streetcars/trolley	7/18/2015 4:34 PM
8	more consideration of children	7/11/2015 8:47 AM
9	consistent street names crossing the river	1/28/2015 2:57 PM
10	Public Transportation stops at all large employers in the area	9/10/2014 1:59 PM
11	Paving streets instead of filling potholes	8/29/2014 2:57 PM
12	in Oshkosh, the intersection of Sawyer and Oshkosh Ave is terrible and unnecessarily complicated. Why wasn't a round about put in there?	8/25/2014 8:50 AM
13	bike lanes	7/29/2014 10:40 PM
14	EAA use 26 rather than 44, 26 provides more backup room.	7/23/2014 7:08 AM
15	more emphasis on Safe Routes to Schools	7/7/2014 5:54 PM
16	Discounts for bikers	7/7/2014 9:39 AM
17	bus traspertaion	6/24/2014 6:05 PM
18	Rebuild Algoma Blvd. in campus area	6/19/2014 5:30 AM
19	Idaho stop rules	6/8/2014 8:12 AM
20	bike route to High Cliff	6/7/2014 9:55 PM
21	Racine street should either made into a 4 lane road or signed clearer that it is a two lane road. It happens constantly that people get passed on the right.	6/7/2014 9:23 PM
22	bikelanes but not at the expense of street parking	5/28/2014 3:20 PM
23	Traffic lights at CB & Oakridge or 4 way stop	5/27/2014 7:52 PM
24	pedestrian lights by all roundabouts	5/9/2014 2:38 PM
25	Stop wasting money on public transit	4/17/2014 1:41 PM
26	for my work commute - congestion at 41 and College Ave at rush hour	4/17/2014 8:43 AM

27	Add sidewalks in areas that don't have them	4/11/2014 10:51 PM
28	Reduce bus pass fees for frequent riders, especially those dependent due to employment	4/8/2014 10:24 AM
29	trails in Menasha on the other side of the Trestle trail	4/7/2014 12:07 PM
30	Additional Safe Routes to Schools initiatives	4/1/2014 12:00 PM

Q12 Do you feel traffic in your municipality is:

Answered: 140 Skipped: 3



Answer Choices	Responses	
Staying about the same	**58.57%**	82
Getting worse	**24.29%**	34
Getting better	**13.57%**	19
Not sure	**3.57%**	5
Total		**140**

Q13 If you answered "getting worse" in the previous question, where is traffic congestion a problem in your municipality? (Please specify street/road name)

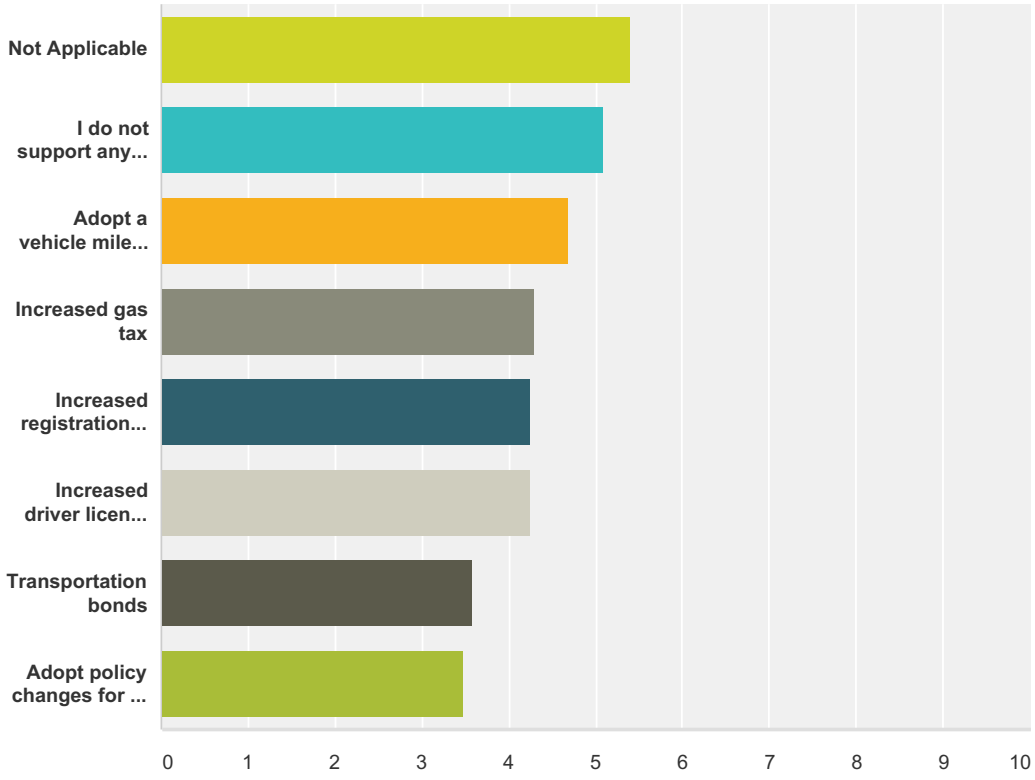
Answered: 30 Skipped: 113

#	Responses	Date
1	9th ave. Around Kwik trip, walgreens, cvs area. Getting in and out in the 9th ave. Traffic is taking your life in your hands - it also depends on the other drivers. Perhaps cross traffic shouldn't be allowed in this strip. Also, the witzle round a bout and any others where you need to change to the rite lane really quickly because you want to go right at the next round about.	7/27/2015 7:02 PM
2	Traffic congestion is not exactly a problem, but road conditions are. (This is a poorly-worded question following from #12.)	7/27/2015 1:19 PM
3	Just in general - everywhere, more cars, more speeding.. Not bike friendly at all.	7/27/2015 6:33 AM
4	Around 41 and frontage roads	7/26/2015 10:52 PM
5	21. Witzel. 9th ave	7/26/2015 9:17 PM
6	Out by hwy 41 on the frontage roads and people do not know how to use the round abouts!	7/26/2015 6:24 PM
7	Highway 41, Oneida St., Appleton Rd., Commercial St.	6/16/2015 10:38 AM
8	highway 26	4/14/2015 2:46 PM
9	highway 26	4/14/2015 2:46 PM
10	highway 26	4/14/2015 2:46 PM
11	traffic on roundabouts by hwy 41 is crazy and makes biking unsafe. Also, people on 9th interchange don't know how to navigate and drive dangerously.	2/3/2015 9:35 PM
12	Oakwood rd	1/29/2015 5:20 PM
13	Hwy 21 and frontage road intersection; Witzel Ave overpass;	1/28/2015 2:57 PM
14	20th and 41 North main street is like going off road because of the condition it	11/30/2014 2:03 PM
15	Vinland St/Rd from Fernau Ave to Snell Rd. AWFUL and scary with all the pedestrian use without sidewalks. I'm holding my breath each time a semi barrels on through and there are bikers trying to stay on the road at the same time. It's really bad.	8/29/2014 2:57 PM
16	County Road A, G, CB, and O Maple Lane South Park Avenue Breezewood Lane Larsen Road/Oakridge	8/28/2014 9:04 AM
17	Hwy 41 Hwy 41 and Cty KK ramps Cty KK 1 mile E and W of Hwy 41 Hwy 41 and CE ramps	7/8/2014 9:35 AM
18	Omro Road and Hwy 21, the whole Hwy 21 corridor from Hwy 41 to Leonard Point Road	7/3/2014 1:39 PM
19	4 to 6 pm	6/7/2014 5:53 PM
20	Downtown- Main St. & 9th and South Park Ave.	6/4/2014 11:30 AM
21	Roundabouts (Jackson and Murdock.) Individuals don't understand yielding vs. making a complete stop. Individuals also do not understands the outside lane is not for left turns.	6/4/2014 11:22 AM
22	more traffic at peak times on 114 into city from HWY 10 West	5/30/2014 10:06 AM
23	CB	5/6/2014 2:11 AM
24	Large intersections, especially by crossing thoroughfares	5/2/2014 8:30 AM
25	Intersection of Commercial and Winneconne and N Green Bay RD and II. Boyj spots are congested at times and dangerous when kids are in school	4/23/2014 11:03 PM

26	county road A and Sunnyview Rd. I suggest a light be put there due to many accidents.	4/21/2014 10:18 AM
27	Is there a way to reduce number of accidents on 41 on the curve North of Hwy ii. Also make the lane longer on the exit for Hwy JJ/ Winneconne so it doesn't back up on 41	4/17/2014 8:43 AM
28	Over-all because of the poor public transit & bike trail system -- it is necessary for so many to have motorized vehicles. Too many 2+ car households!	4/8/2014 10:24 AM
29	Turning left from Midway to go south on Valley Road/Racine (also by the mall)	4/7/2014 5:15 PM
30	Stop lights at Oneida and Midway Road needs a left turn signal from Oneida Street	4/1/2014 4:17 PM

Q14 Please rank the following from first to last (1 = high priority, 8 = low priority) of alternatives to fund transportation improvements at the state level?

Answered: 132 Skipped: 11

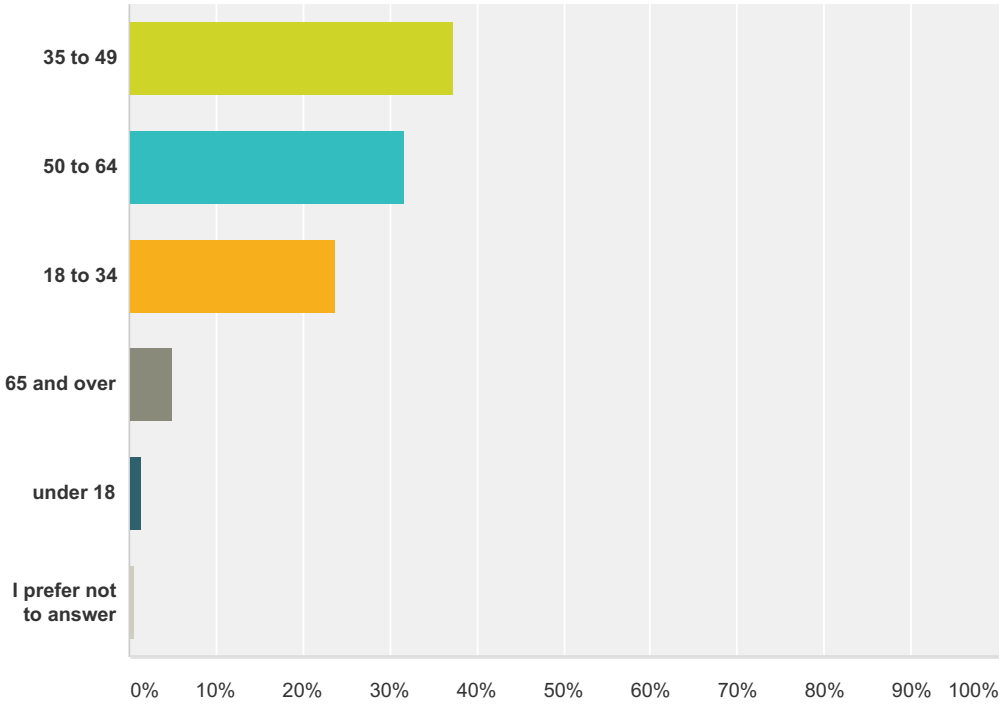


	1st	2nd	3rd	4th	5th	6th	7th	8th	Total	Weighted Average
Not Applicable	13.33% 6	8.89% 4	6.67% 3	11.11% 5	6.67% 3	2.22% 1	11.11% 5	40.00% 18	45	5.40
I do not support any additional funding improvements	23.53% 20	7.06% 6	4.71% 4	3.53% 3	1.18% 1	8.24% 7	25.88% 22	25.88% 22	85	5.09
Adopt a vehicle mileage fee	7.37% 7	10.53% 10	9.47% 9	11.58% 11	22.11% 21	23.16% 22	9.47% 9	6.32% 6	95	4.69
Increased gas tax	32.74% 37	3.54% 4	7.08% 8	7.96% 9	7.96% 9	8.85% 10	9.73% 11	22.12% 25	113	4.31
Increased registration fee for passenger vehicles and trucks	9.26% 10	17.59% 19	14.81% 16	10.19% 11	18.52% 20	10.19% 11	13.89% 15	5.56% 6	108	4.25
Increased driver license fee	3.67% 4	11.93% 13	20.18% 22	23.85% 26	11.93% 13	19.27% 21	7.34% 8	1.83% 2	109	4.25
Transportation bonds	12.12% 12	20.20% 20	19.19% 19	17.17% 17	15.15% 15	10.10% 10	4.04% 4	2.02% 2	99	3.60

Adopt policy changes for the Wisconsin Department of Transportation (such as borrowing limits)	**21.15%** 22	**17.31%** 18	**18.27%** 19	**16.35%** 17	**4.81%** 5	**10.58%** 11	**7.69%** 8	**3.85%** 4	104	3.48

Q15 Which of the following describes your age?

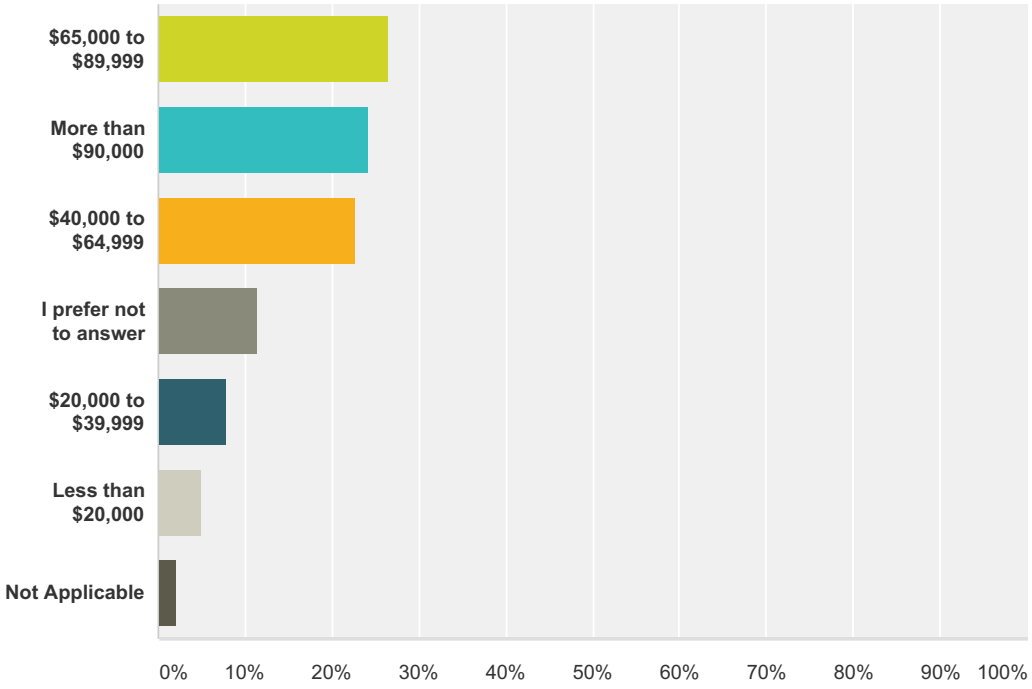
Answered: 139 Skipped: 4



Answer Choices	Responses	
35 to 49	37.41%	52
50 to 64	31.65%	44
18 to 34	23.74%	33
65 and over	5.04%	7
under 18	1.44%	2
I prefer not to answer	0.72%	1
Total		139

Q16 What is your annual household income?

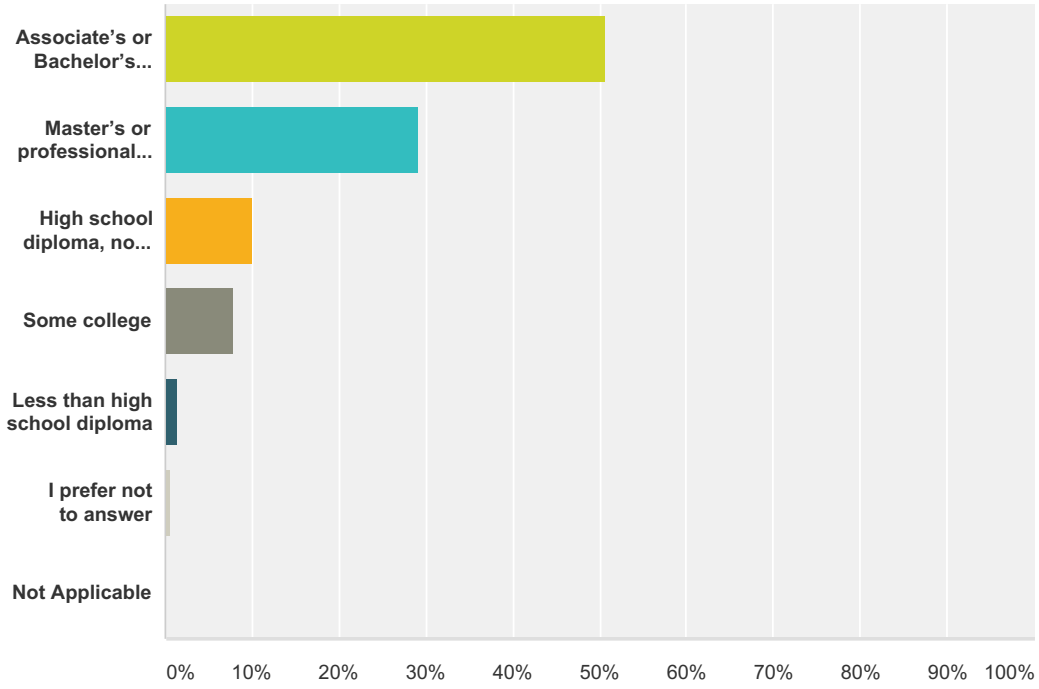
Answered: 140 Skipped: 3



Answer Choices	Responses	
$65,000 to $89,999	26.43%	37
More than $90,000	24.29%	34
$40,000 to $64,999	22.86%	32
I prefer not to answer	11.43%	16
$20,000 to $39,999	7.86%	11
Less than $20,000	5.00%	7
Not Applicable	2.14%	3
Total		140

Q17 What is your highest level of education?

Answered: 140 Skipped: 3



Answer Choices	Responses	
Associate's or Bachelor's degree	**50.71%**	71
Master's or professional degree	**29.29%**	41
High school diploma, no college	**10.00%**	14
Some college	**7.86%**	11
Less than high school diploma	**1.43%**	2
I prefer not to answer	**0.71%**	1
Not Applicable	**0.00%**	0
Total		**140**

Q18 Please include any additional comments here.

Answered: 34 Skipped: 109

#	Responses	Date
1	I'd love to bus to work in Appleton, I would even do up to 5-10 miles each direction via bicycle, but but 2 hours--one way, by bus--ARE YOU F****** KIDDING ME???	7/27/2015 6:08 PM
2	I didn't rake many items in question 14 because I don't know what they are and how they would affect transportation.	7/27/2015 1:14 PM
3	Longer city routes are a big need as well. City to city public transport should be on the table and a high priority.	7/27/2015 6:33 AM
4	Oshkosh buses are great, and it would be nice if they ran until 8 or 9PM. Easier connections to Appleton, plus connections to Milwaukee would be wonderful.	7/27/2015 5:34 AM
5	I commute from Oshkosh to Green Bay and would much prefer rail service between those cities if it was at least as fast as driving. Obviously not including the additional travel time before and after use of the rail. The point is to be free for other activities, not be using miles/gas on my car, and not have to rely of someone else keeping a clean car, driving safely, or being on time as with carpooling.	7/27/2015 5:26 AM
6	Emissions testing could also bring in revenue, along with increasing motorbike liscence, electronic parking meter. Instead we have giant parking losts that 1, take up space; 2, people are able to park for free, 3, allows people to drive to each store with their car; 4, these parking lots cost money to repair	7/27/2015 2:21 AM
7	Oshkosh claims to be a fairly walkable city but it's really not and that's frustrating to me. On most sidewalks I cannot even walk next to my husband if we have our daughter's stroller with us. The new WI street bridge is nice, but that's about it. Lots of work to be done before I consider this city safely walkable.	7/26/2015 6:24 PM
8	I HATE ROUNDABOUTS, fix grand	7/11/2015 8:47 AM
9	The more bikes the better. If ECWRPC really is committed to the future, then they of all people should know that it will need to be 100% self-sustaining. Increasing bicycles and bicycle infrastructure is a step in the right direction, but long-term they should really consider using a train/metro system. This may seem unfeasible or unrealistic, but the fact of the matter is the oil trains at some point will stop- why not get ahead of the game?	6/16/2015 10:38 AM
10	Getting around is one of the hardest parts regarding upward social mobility in the Fox Valley. A lot of opportunity is lost for someone without a car because the transportation systems here are somewhat poor, especially public transit. I think a better transit system would do a lot for developing the Fox Valley upwards into the future.	6/8/2015 2:35 PM
11	discounted cab rides for grocery shopping, laundry services and food pantries for all citizens regardless of age or abilities would be helpful.	4/29/2015 1:17 PM
12	Don't waste money on extravagant designs on highways (brick, murals, iron fences),. Keep them simple, but well built so they last.	3/27/2015 7:41 AM
13	You guys are going to spend the annual 1.8 billion how you want to anyways, so who do you think your fooling?	11/30/2014 2:03 PM
14	Traffic has improved in intersections with roundabouts but I feel that roundabouts have become unsafe because of speeding and other bad driving behaviors. More monitoring and enforcement of safety/laws needs to be done at roundabouts.	8/25/2014 8:50 AM
15	More enforcement results in more citations. More citations results in more revenue. I work in the transportation industry and spend a good amount of time on 41, the infractions our crews witness on a daily basis are jaw dropping. 41 corridoor enforcement would trickle down to local roads. Everyone in WI knows not to speed through Rosendale we need to make it known to keep speeds reasonable on the 41 corridoor.	7/23/2014 7:08 AM
16	Communities have done a great job of starting trail systems but they do not link. We need to complete the links so non-motralized travel can be promoted.	7/7/2014 5:54 PM
17	none	6/24/2014 6:05 PM
18	I support roundabouts as an enhancement to traffic flow	6/19/2014 5:30 AM

19	We Need To Become Moped Friendly They Are On The Streets All The Time Now Because Of Excellent Gas Mileage, Unfortunately Many Traffic Lights Can't sense their Presence.I Take Routes Now With Minimal Lights And Mostly Right Turns.	6/8/2014 6:56 AM
20	Stop taxing the crap out of us and learn to manage your budgets	6/7/2014 10:59 PM
21	stop patching roads that need to be redone	6/7/2014 9:32 PM
22	We NEED passenger rail service Milwaukee to GB to Rhinlander and over to Eau Clair and La Crosse	6/7/2014 9:29 PM
23	Along with transportation, I would like to see general maintenance of trees and landscaping in the City of Menasha - take care of what you have first. Some areas of the city have been neglected by the city for years - and it is clearly visible.	6/7/2014 9:25 PM
24	Why do I see buses nearly empty throughout the day? Cost to operate on a per person usage appears way out of whack.	6/7/2014 7:39 PM
25	What has happened to the gas tax collected for road improvements??? Lets use the $ collected for the purpose they were meant to be. Lets not rob this fund for other things.	5/27/2014 7:52 PM
26	I am planning to go back to Fox valley Tech in Appleton,Wi. next year 2015.	5/2/2014 4:50 PM
27	I use Valley Transit when I just do not feel like driving or want to help the enviorment.	4/29/2014 11:51 PM
28	I would like to see a bike trail/path from Sunnyview Rd. to Murdock Ave. and another from Indian Pt. Rd. to the Neenah City limits.	4/21/2014 10:18 AM
29	Would very much like transportation arrangements to Green Bay. I travel there for work with varying hours which makes carpooling difficult. Would love to have a rail system or a bus service.	4/11/2014 10:51 PM
30	I did not answer #14 as I do not know what tranportation bonds are	4/11/2014 7:46 PM
31	Eliminate agencies like ECWRPC who have vague outcomes and accomplishments -- for all the tax dollars they consume.	4/8/2014 10:24 AM
32	Roundabouts in Neenah have been very appreciated, much less congestion since they were put into place! I suggest mandatory driver's testing for older adults based on criteria to assure safe roadways.	4/7/2014 1:09 PM
33	I think transportation needs to become a higher priority in the Fox Valley.	4/7/2014 12:07 PM
34	Please include more rail in your planning efforts. This survey is largely auto driven v. other forms of transit. More interconnection between Fox Valley, Oshkosh, Fond du Lac in terms of transit other than auto.	4/1/2014 8:07 AM

APPENDIX D

DRAFT PRIMARY FREIGHT NETWORK, WISCONSIN

Draft Primary Freight Network: Wisconsin

Minnesota
Michigan
Iowa
Illinois
Indiana
Superior
Ashland
Rhinelander
Merrill
Antigo
Marinette
Chippewa Falls
Menomonie
Eau Claire
Wausau
Shawano
Sturgeon Bay
Stevens Point
Wisconsin Rapids
Appleton
Manitowoc
Oshkosh
Sparta
La Crosse
Fond du Lac
Sheboygan
Portage
Baraboo
West Bend
Port Washington
Madison
Brookfield
Jefferson
Waukesha
Oak Creek
Franklin
Racine
Janesville
Elkhorn
Monroe
Kenosha
Beloit
94
90
41
441
141
45
894
14
18
43

LEGEND

PFN Features

- Primary Freight Network (PFN) of 27,000 miles (based on statutory cap and criteria)
- Comprehensive PFN (approx. 41,000 miles based on statutory criteria)
- Remainder of the Interstate System (not part of PFN)

- Border Crossings
- Cities
- State Capital
- Census Urbanized Areas
- Water
- AMTRAK Station
- Airport
- Ferry Terminal
- Intercity Bus Terminal
- Multipurpose Passenger Facility
- Port Terminal
- Public Transit Station
- Truck/Pipeline Terminal
- Truck/Rail Facility

0 30 60 Miles

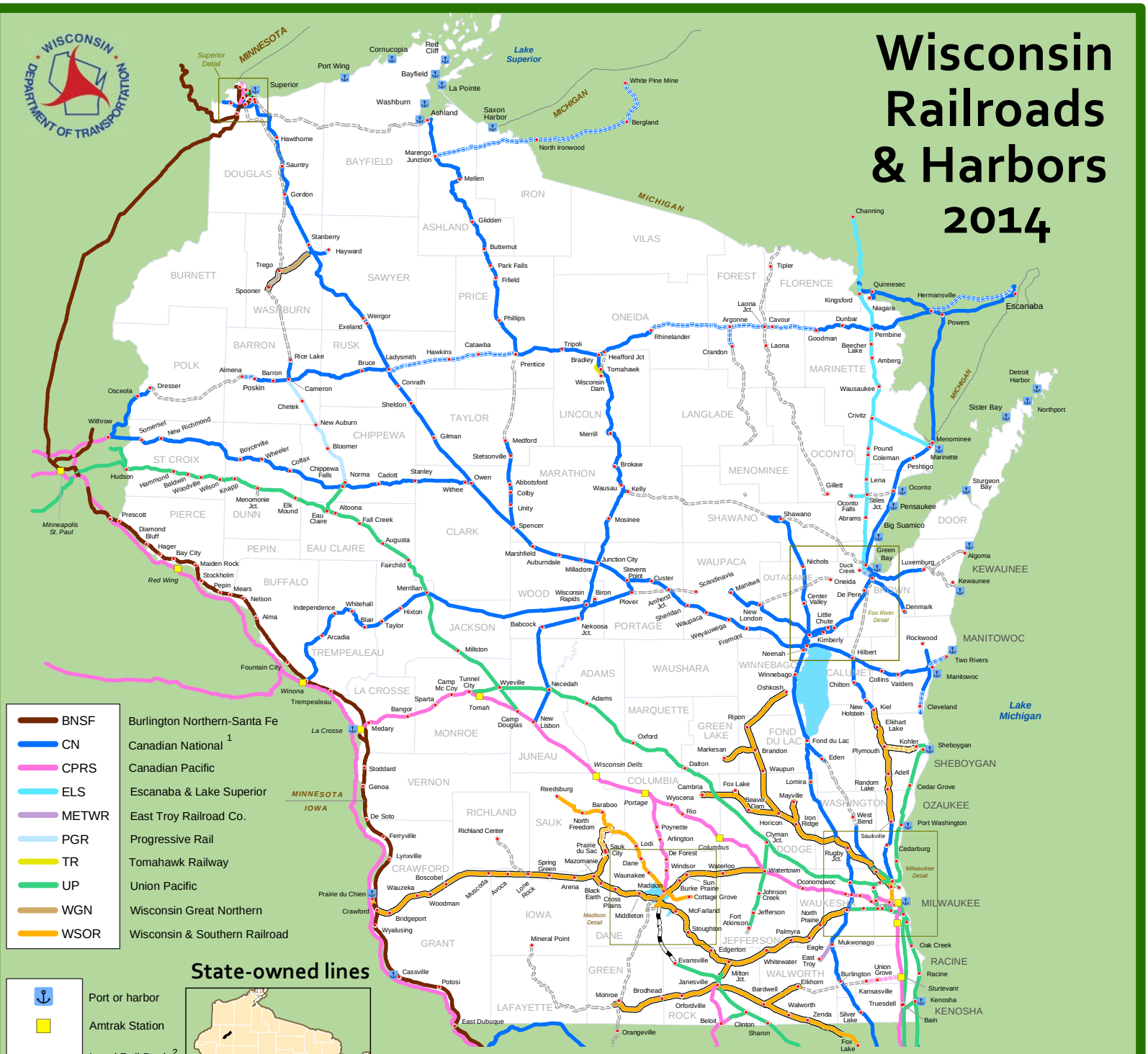
0 75 150 Kilometers

U.S. Department of Transportation,
Federal Highway Administration,
Office of Freight Management and Operations

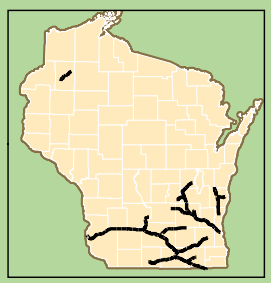
APPENDIX E

WISCONSIN RAILROADS
& HARBORS

Wisconsin Railroads & Harbors 2014



State-owned lines



NOTES:

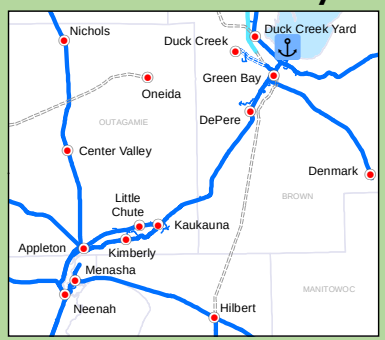
1 Canadian National is the parent company of Wisconsin Central Limited and the Sault St. Marie Railroad.

2 Rail bank refers to an out of service rail line, held in public ownership, with track in place, for future rail use.

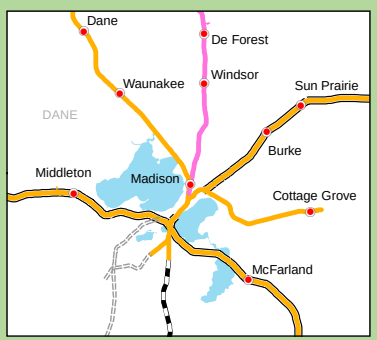
- Switching and terminal operations (Madison Terminal Railway, LLC, Rail & Transload, Inc. in Watertown, and the Port of Milwaukee) are not shown.
- Map displays rail lines and corridors owned by operating freight railroads and government agencies.
- Industrial leads, utility company spurs, museum tracks are not shown.
- Line color represents principal operator, may not be owner.

Wisconsin Department of Transportation - March 2014

Fox River Valley

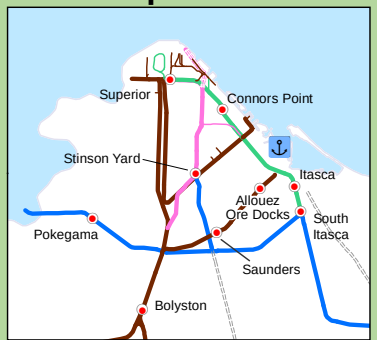


Madison



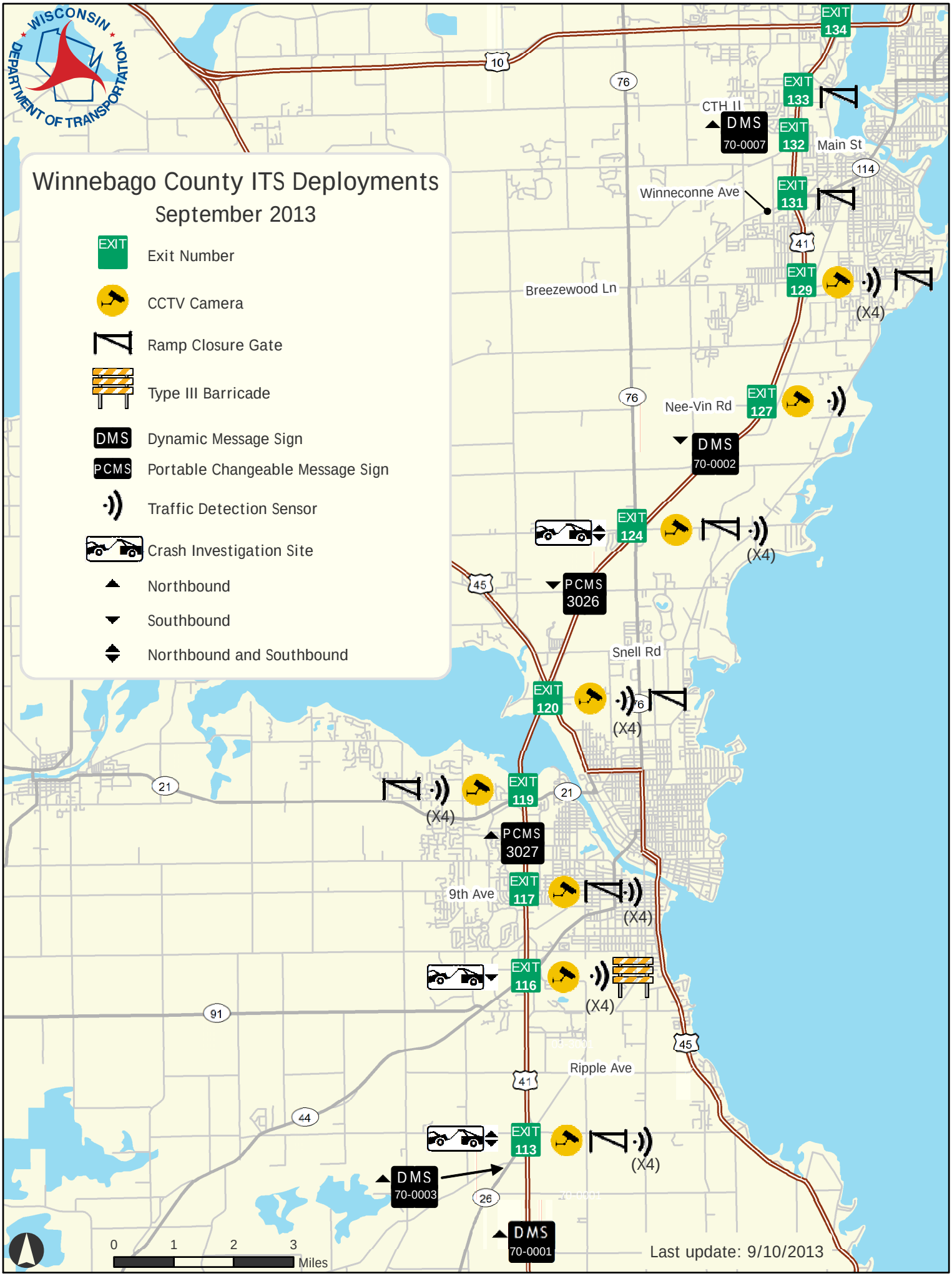
Milwaukee

Superior



APPENDIX F

WINNEBAGO COUNTY
ITS IMPROVEMENTS


WISCONSIN DEPARTMENT OF TRANSPORTATION
Winnebago County ITS Deployments
September 2013
EXIT Exit Number
CCTV Camera
Ramp Closure Gate
Type III Barricade
DMS Dynamic Message Sign
PCMS Portable Changeable Message Sign
Traffic Detection Sensor
Crash Investigation Site
Northbound
Southbound
Northbound and Southbound
EXIT 134
EXIT 133
CTH II
DMS 70-0007
EXIT 132
Main St
Winneconne Ave
EXIT 131
EXIT 129
Breezewood Ln
(X4)
Nee-Vin Rd
EXIT 127
DMS 70-0002
EXIT 124
PCMS 3026
Snell Rd
EXIT 120
EXIT 119
PCMS 3027
9th Ave
EXIT 117
EXIT 116
Ripple Ave
EXIT 113
DMS 70-0003
DMS 70-0001
10
76
114
41
45
21
91
44
26
0 1 2 3 Miles
Last update: 9/10/2013

APPENDIX G

ENVIRONMENTAL MITIGATION
CONSULTATION LIST

NAME	ORGANIZATION/LOCATION	ADDRESS	CITY	STATE	POSTAL CODE
KEITH MARQUARDT	LAND AND WATER CONSERVATION DEPT WINNEBAGO COUNTY	625 EAST COUNTY ROAD Y, SUTIE 100	OSHKOSH	WI	54901
MELANIE LEET	LWCD WINNEBAGO COUNTY	625 EAST COUNTY ROAD Y, SUITE 100	OSHKOSH	WI	54901
PAMELA UBRIG	C OSHKOSH	PO BOX 1130	OSHKOSH	WI	54902
CHARLOTTE NELSON	T ALGOMA	15 NORTH OAKWOOD ROAD	OSHKOSH	WI	54904
KIM HOPKINS	T BLACK WOLF	380 EAST BLACK WOLF AVENUE	OSHKOSH	WI	54902
JULIE BARTHELS	T NEKIMI	1294 OLD KNAPP ROAD	OSHKOSH	WI	54902
BEVERLY SEARVOGEL	T OMRO	4205 RIVERMOOR ROAD	OMRO	WI	54963
JEANETTE MERTEN	T OSHKOSH	1065 COZY LANE	OSHKOSH	WI	54901
JULIE JOHNSON	WINNEBAGO COUNTY HISTORICAL AND ARCHEOLOGICAL SOCIETY	234 CHURCH AVENUE	OSHKOSH	WI	54901
Ernest Winters	Winnebago County	901 W County Rd Y	Oshkosh	WI	54901
Darryn Burich	C OSHKOSH	215 Church Ave P.O. Box 1130	Oshkosh	WI	54903
David Buck	C OSHKOSH	216 Church Ave P.O. Box 1130	Oshkosh	WI	54904
Bruce Matzke	Federal Highway Administration – WI Div.	525 Junction Road. Suite 8000	Madison	WI	53717
Dwight McComb	Federal Highway Administration – WI Div.	525 Junction Road. Suite 8000	Madison	WI	53717
Rhonda Reed	FTA	200 W. Adams St. Suite 320	Chicago	IL	60606
Andy Minyo	Federal Transit Administration, Region 5	200 West Adams St. Suite 200	Chicago	IL	60606
Marisol Simon	FTA	200 W Adams St, Suite 320	Chicago	IL	60606
Jill Michaelson	WisDOT - Northeast Region	944 Vanderperren Way	Green Bay	WI	54304
John Nordbo	WisDOT – Bureau of Planning	4802 Sheboygan Ave P.O. Box 7913	Madison	WI	53707
Jim Kuehn	WisDOT – Bureau of Planning	4802 Sheboygan Ave P.O. Box 7913	Madison	WI	53707
Matt Halada	WisDOT – Northeast Region	944 Vanderperren Way	Green Bay	WI	54304
William Wheeler	FTA	200 W Adams St, Suite 320	Chicago	IL	60606
Derek Weyer	WisDOT	944 Vanderperren Way	Green Bay	WI	54304
Christopher Bertch	U.S. DOT, Federal Transit Admin, Region V	200 W Adams St, #320	Chicago	IL	60606
Lynn Warpinski	WisDOT NE Region - Green Bay Office	944 Vanderperren Way	Green Bay	WI	54303
Philip Gritzmacher, Jr.	State of Wisconsin Department of Transportation	4802 Sheboygan Ave P.O. Box 7913	Madison	WI	53707
Sandra Carpenter	WisDOT NE Region - Green Bay Office	944 Vanderperren Way	Green Bay	WI	54303
ED CULHANE	WI-DEPARTMENT OF NATURAL RESOURCES NORTHEAST REGION	1300 W CLAIREMONT AVENUE	EAU CLAIRE	WI	54701
MICHAEL FRIEDLANDER	WI-DEPARTMENT OF NATURAL RESOURCES BUREAU OF AIR MANAGEMENT	101 S WEBSTER STREET	MADISON	WI	53707
CHIP BROWN	WISCONSIN HISTORICAL SOCIETY	816 STATE STREET	MADISON	WI	53706
MIKE WIGGINS, JR	BAD RIVER BAND OF LAKE SUPERIOR CHIPPEWA INDIANS	PO BOX 39	ODANAH	WI	54861
HAROLD FRANK	FOREST COUNTY POTAWATOMI COMMUNITY	PO BOX 340	CRANDON	WI	54520
JON GREENDEER	HO-CHUNK NATION	PO BOX 667	BLACK RIVER FALLS	WI	54615
MICHAEL ISHAM, JR	LAC COURTE OREILLES BAND OF LAKE SUPERIOR CHIPPEWA INDIANS	13394 WEST TREPANIA ROAD	HAYWARD	WI	54843
TOM MAULSON	LAC DU FLAMBEAU BAND OF LAKE SUPERIOR CHIPPEWA INDIANS	PO BOX 67	LAC DU FLAMBEAU	WI	54538
CRAIG CORN	MENOMINEE INDIAN TRIBE OF WISCONSIN	W2908 TRIBAL OFFICE LOOP PO BOX 910	KESHENA	WI	54135
WALLY MILLER	STOCKBRIDGE-MUNSEE BAND OF MOHICAN INDIANS	PO BOX 70	BOWLER	WI	54416
ED DELGADO	ONEIDA NATION OF WISCONSIN	N7210 SEMINARY ROAD, PO BOX 365	ONEIDA	WI	54155
ROSE SOULIER	RED CLIFF BAND OF LAKE SUPERIOR CHIPPEWA INDIANS	88385 PIKE ROAD, HIGHWAY 13	RED CLIFF	WI	54814
LEWIS TAYLOR	ST CROIX CHIPPEWA INDIANS OF WISCONSIN	24663 ANGELINE AVENUE	WEBSTER	WI	54893
CHRIS MCGESHICK	SOKAOGON CHEPPEWA COMMUNITY	3051 SAND LAKE ROAD	CRANDON	WI	54520
KEN WESTLAKE	UNITED STATES ENVIRONMENTAL PROTECTION AGENCY	77 W JACKSON BOULEVARD	CHICAGO	IL	60604
MARK HOLEY	UNITED STATES FISH & WILDLIFE SERVICE	2661 SCOTT TOWER DRIVE	NEW FRANKEN	WI	54229
JAMES BRAMBLETT	USDA NATURAL RESOURCES CONSERVATION SERVICE	8030 EXCELSIOR DRIVE	MADISON	WI	53717
JOHN MADDEN	NATIONAL PARK SERVICE	700 RAYOVAC DRIVE, SUITE 100	MADISON	WI	53711

APPENDIX H

HAZARDOUS &
CONTAMINATED SITES

Table 16-2: Oshkosh MPO Hazardous and Contaminated Sites

Facility Name	Status	Address	Municipality
RASMUSSEN #2 PROPERTY	UNKNOWN	OMRO RD & LEONARDS POINT RD	ALGOMA
B R MILLER & SONS (STEINERT PROPERTY)	UNKNOWN	ABRAHAM LN	ALGOMA TN
BRUNSWICK CORP-MERCURY MARINE DIV LF	CLOSED	2300 S OAKWOOD RD - OSHKOSH	ALGOMA TN
FABER QUARRY	CLOSED	1601 KNAPP	ALGOMA TN
KIENAST QUARRY	CLOSED	871 W 17TH	ALGOMA TN
OSHKOSH STONE QUARRY	CLOSED	925 FLORIDA	ALGOMA TN
RUSCH CONST CORP	UNKNOWN	3807 HWY 21	ALGOMA TN
SERVICE OIL INC	OPERATING	2531 OMRO RD	ALGOMA TN
TIDDENS MANAGEMENT CORP	UNKNOWN	W END OF VULCAN QUARRY PROP	ALGOMA TN
JURKINS PROPERTY	OPERATING	3410 FOND DU LAC RD	BLACK WOLF TN
KLEMM DISPOSAL	CLOSED	3410 FOND DU LAC RD	BLACK WOLF TN
NEKIMI TN	CLOSED	7683 WAUPUN RD	NEKIMI
BOHN FARMS INC	UNKNOWN	CLAY RD	NEKIMI TN
EXPERIMENTAL AIRCRAFT ASSN INC	UNKNOWN	3401 WAUKAU AVE	NEKIMI TN
OSHKOSH CLINIC BLDG INC	CLOSED	400 CEAPE AVE	OHKOSH
RAY KIENAST & SONS	UNKNOWN	4944 STH 21	OMRO TN
A & M AUTO SERVICE (FORMER)	UNKNOWN	1104 OREGON ST	OSHKOSH
A D/M S LLC	OPERATING	49 W 11TH ST	OSHKOSH
A KIENAST & SON EXCAVATING	CLOSED	227 W LINWOOD AVE	OSHKOSH
A L S PRINTING	UNKNOWN	650 E MURDOCK AVE	OSHKOSH
A N R FREIGHT SYSTEM INC	OPERATING	300 WAUKAU AVE	OSHKOSH
A P NONWEILER CO INC	OPERATING	3321 CTH A	OSHKOSH
A PLUS ABATEMENT CO INC	UNKNOWN	1220 ALGOMA	OSHKOSH
ACCU TECH	OPERATING	151 W FERNAU AVE	OSHKOSH
AFFINITY HLTH SYS MERCY MEDICAL CENTER	OPERATING	500 S OAKWOOD RD	OSHKOSH
AFFINITY HLTH SYS-MERCY MEDICAL CENTER	MOVED	631 HAZEL ST	OSHKOSH
AFFINITY HLTH-MERCY OAKWOOD MED CTR/PHRMCY	MOVED	2700 W 9TH AVE	OSHKOSH
AFFINITY MEDICAL GROUP	OPERATING	1128 EAST PARKWAY	OSHKOSH
AFFINITY MEDICAL GROUP - OSHKOSH NORTH	OPERATING	2725 JACKSON ST	OSHKOSH
AFFINITY MEDICAL GROUP - OSHKOSH SOUTH	OPERATING	1855 S KOELLER ST	OSHKOSH
AGRI PRO PAINTERS	OPERATING	5171 GREEN VALLEY RD	OSHKOSH
ALGOMA TN (STH 26) LF	UNKNOWN	HUGHES RD & W 29TH ST (WAUKAU)	OSHKOSH
ALL VALLEY WINDOWS	OPERATING	1101 N SAWYER ST	OSHKOSH
AMBULATORY SURGICAL CENTER LLC	OPERATING	501 DOCTORS COURT	OSHKOSH
ANCHOR REALTY BLDG	OPERATING	650 LEEWARD CT	OSHKOSH
ANCHORAGE REALTY INC	OPERATING	2519 BOWEN ST	OSHKOSH
AP WESTSHORE	OPERATING	4000 STH 91	OSHKOSH
APPLETON MARBLE & GRANITE ROW - WI DOT	UNKNOWN	2014 ALGOMA BLVD	OSHKOSH
ARDENS AUTO & TRANSMISSION HOSPITAL	OPERATING	510 W 8TH AVE	OSHKOSH
ARMSTRONG BLUM MFG CO	OPERATING	3501 MARVEL DR	OSHKOSH
ARROWHEAD SYSTEMS LLC	OPERATING	3255 MEDALIST DR	OSHKOSH
ASBESTOS ADVISORY & ABATEMENT INC	UNKNOWN	3644B NEIGHBORLY LN	OSHKOSH
ASPEN DENTAL	OPERATING	404 S KOELLER ST	OSHKOSH
AT&T OSHKOSH LMD	OPERATING	4 MI N OF OSHKOSH	OSHKOSH
AURORA HEALTH CENTER CLINIC	OPERATING	855 NORTH WESTHAVEN DRIVE	OSHKOSH
AURORA MEDICAL GROUP - CHILDRENS CLINIC	MOVED	645 DOCTORS CT	OSHKOSH
AURORA MEDICAL GROUP OSHKOSH DOCTORS COURT	OPERATING	414 DOCTORS CT	OSHKOSH
AURORA MEDICAL GROUP OSHKOSH EAST	CLOSED	712 DOCTORS COURT	OSHKOSH
AURORA PHARMACY - COE DRUG SOUTH	UNKNOWN	2211 OREGON ST	OSHKOSH
AVIATION PLAZA	OPERATING	S KOELLER ST, 2000 BLK	OSHKOSH
AXLETECH INTERNATIONAL INC	OPERATING	1005 HIGH AVE	OSHKOSH

B & B SANITATION INC	CLOSED	1935 STILLMAN	OSHKOSH
Facility Name	**Status**	**Address**	**Municipality**
BADGER AUTO BODY	UNKNOWN	3691 FOND DU LAC RD	OSHKOSH
BADGER FEDERAL SERVICES INC	UNKNOWN	250 N KOELLER RD	OSHKOSH
BADGER LUMBER & MFG CO	UNKNOWN	234 CAMPBELL RD	OSHKOSH
BADGER MILL SUPPLY CORP	OPERATING	3240 & 3250 MEDALIST DR	OSHKOSH
BALDOR GENERATORS	OPERATING	102 W 5TH AVE	OSHKOSH
BANK ONE OSHKOSH NA	OPERATING	744 W FOURTH AVE	OSHKOSH
BARN E	OPERATING	500 E CTH Y	OSHKOSH
BASLER AUTO SALES	UNKNOWN	909 OHIO ST	OSHKOSH
BASLER FLIGHT SERVICE	OPERATING	SJ WITTMAN FIELD	OSHKOSH
BASLER FLIGHT SERVICES	OPERATING	761 W 20TH ST	OSHKOSH
BASLER TURBO CONVERSIONS INC	OPERATING	255 W 35TH ST	OSHKOSH
BEMIS FILMS (CURWOOD INC)	OPERATING	2450 BADGER AVE	OSHKOSH
BEMIS PERFORMANCE PACKAGING INC	OPERATING	3550 MOSER ST	OSHKOSH
BEN B GANTHER CO	UNKNOWN	3575 N MAIN ST	OSHKOSH
BENJAMIN MOORE PAINT & TOOL	OPERATING	922 OREGON ST	OSHKOSH
BERGSTROM AUTOMOTIVE	OPERATING	3660 N JACKSON ST	OSHKOSH
BETHEL HOME INC	OPERATING	225 N EAGLE ST	OSHKOSH
BIO MEDICAL APPLICATIONS OSHKOSH BMA	CLOSED	2700 W 9TH AVE SUITE 212	OSHKOSH
BIOLIFE PLASMA SERVICES LP OSHKOSH	OPERATING	101 LAKE POINT DR	OSHKOSH
BIRD LADDER	OPERATING	536 BAYSHORE DR	OSHKOSH
BLENDED WAXES INC	OPERATING	1512 S MAIN ST	OSHKOSH
BOB & RONS U S OIL	OPERATING	1901 OREGON ST	OSHKOSH
BRASS RAIL ROW - WI DOT	UNKNOWN	1812-1814 ALGOMA BLVD	OSHKOSH
BRICKHAM MACHINNING CO	OPERATING	320 E FERNAU AVE	OSHKOSH
BRICKHAM STAMPING CO INC	OPERATING	2916 ALGOMA BLVD	OSHKOSH
BUCK MOVING & STORAGE	OPERATING	2490 JACKSON ST	OSHKOSH
BULK #4230	OPERATING	3219 ALGOMA BLVD	OSHKOSH
C R MEYER & SONS CO	OPERATING	3249 CTH A--3249 NORTHSHORE DR	OSHKOSH
CAROLINA SOAP CANDLE MAKERS (FORMER)	CLOSED	2260 OREGON ST	OSHKOSH
CARQUEST OSHKOSH (MAIN ST)	OPERATING	558 N MAIN ST	OSHKOSH
CASTLE PIERCE PRINTING CO	OPERATING	2247 RYF RD	OSHKOSH
CHADLYS AUTO BODY	OPERATING	2900 GREEN HILL CT	OSHKOSH
CHURCHILL TRUCK LINES INC	OPERATING	3116 MARINE DR	OSHKOSH
CITY OF OSHKOSH	CLOSED	203 JACKSON ST	OSHKOSH
CITY OF OSHKOSH	OPERATING	707 S MAIN ST	OSHKOSH
CITY OF OSHKOSH REDEVELOPMENT AUTHORITY	OPERATING	455 MARION RD	OSHKOSH
CLARK GASOLINE STATION (FORMER)	OPERATING	1322 OREGON ST	OSHKOSH
COLLISION SPECIALISTS & SALES INC	OPERATING	5095 STH 21	OSHKOSH
COMMUNITY BLOOD CENTER INC	MOVED	20TH AVENUE AND OREGON STREET	OSHKOSH
COMMUNITY BLOOD CENTER INC	OPERATING	2100 OMRO RD	OSHKOSH
CONDON OIL	OPERATING	1424 S MAIN ST	OSHKOSH
CONDON OIL CO	OPERATING	415 W MURDOCK AVE	OSHKOSH
CONDON OIL OSHKOSH BULK PLT	OPERATING	2745 OREGON ST	OSHKOSH
CONTINENTAL GIRBAU INC	OPERATING	2500 STH 44	OSHKOSH
CORRIM CO LLC	OPERATING	1870 STILLMAN DR	OSHKOSH
CORRIM CO LLC	MOVED	3331 CTH A BLDG 2	OSHKOSH
CQ OF OSHKOSH WI #2329	OPERATING	2875 JACKSON ST	OSHKOSH
CREATIVE CABINETS INC	CLOSED	1145 OSHKOSH	OSHKOSH
CROOKS AUTO BODY	OPERATING	806 CNTY RD I	OSHKOSH
CROWN CORK & SEAL CO INC	OPERATING	3475 N MAIN ST	OSHKOSH
CURWOOD INC	OPERATING	2451 BADGER AVE	OSHKOSH
CURWOOD INC NORTH CAMPUS	OPERATING	3450 N MAIN ST	OSHKOSH
CVS PHARMACY #4380	OPERATING	1736 W 9TH AVE	OSHKOSH

DALES BODY PAINT AND FRAME	OPERATING	108 ALLEN AVE	OSHKOSH
Facility Name	**Status**	**Address**	**Municipality**
DAVE YAKIM FORD (FORMER)	CLOSED	910 W MURDOCK AVE	OSHKOSH
DAVIS PAINTING & DECORATING INC	OPERATING	460 BROAD ST	OSHKOSH
DAVITA OSHKOSH WEST DIALYSIS	OPERATING	855 N WESTHAVEN DR	OSHKOSH
DINKELS PHARMACY	UNKNOWN	1880 JACKSON	OSHKOSH
DONS AUTO BODY INC	OPERATING	18 W 7TH AVE	OSHKOSH
DROP SHOP	OPERATING	2947 JACKSON DR	OSHKOSH
DUO-SAFETY LADDER CORP	OPERATING	513 W 9TH AVE	OSHKOSH
E & B CLEAN & STEAM	OPERATING	1128 OREGON ST	OSHKOSH
EASTSIDE CONDON OIL CO	OPERATING	811 MERRITT AVE	OSHKOSH
ECONO PRINT	OPERATING	144 HIGH AVE	OSHKOSH
EISCH TERRY	OPERATING	1414 GRAND ST	OSHKOSH
ELDOR SCHULTZ ESTATE	OPERATING	4678 STH 110	OSHKOSH
ENTERPRISE STEELFAB INC	OPERATING	122 W 7TH AVE	OSHKOSH
ENVIRONET INC OF WI	OPERATING	2909A GREEN HILL COURT	OSHKOSH
EVCO PLASTICS	OPERATING	1803 BOWEN ST	OSHKOSH
EXPERIMENTAL AIRCRAFT ASSN	OPERATING	RIPPLE AVE	OSHKOSH
EXPERIMENTAL AIRCRAFT ASSOC INC	OPERATING	1145 W 20TH ST	OSHKOSH
EXPERIMENTAL AIRCRAFT ASSOC INC	OPERATING	3000 POBEREZNY RD	OSHKOSH
EXPRESS CONVENIENCE CENTER #33	OPERATING	1801 WITZEL AVE	OSHKOSH
F N SHEPPARD & CO	OPERATING	4070 STH 91	OSHKOSH
FAA SSC - OSHKOSH	OPERATING	3110 KNAPP ST	OSHKOSH
FAMILY VIDEO MOVIE CLUB INC	UNKNOWN	350 OHIO ST	OSHKOSH
FED AV ADMIN VORTAC OSHKOSH	OPERATING	WINNEBAGO CNTY AIRPORT	OSHKOSH
FEDERAL AVIATION ADMIN ATCT OSH	OPERATING	876 WAUKAU RD	OSHKOSH
FEDEX FREIGHT INC	OPERATING	5827 GREEN VALLEY COURT	OSHKOSH
FENESTRA CORP OSHKOSH WOOD DOOR DIV	OPERATING	584 BROAD ST	OSHKOSH
FLANNIGAN HEATING & COOLING	OPERATING	1605 S MAIN ST	OSHKOSH
FOREWAY EXPRESS INC	UNKNOWN	2449 HWY 44	OSHKOSH
FOX CITIES CONST CORP	UNKNOWN	4614 RED FOX RD	OSHKOSH
FOX RIVER VALLEY ETHANOL	OPERATING	4995 STH 91	OSHKOSH
FOX VALLEY HEAT TREAT INC	OPERATING	2110 HARRISON ST	OSHKOSH
FOX VALLEY IRON METAL & AUTO SALVAGE INC	OPERATING	3446 WITZEL AVE	OSHKOSH
FOX VALLEY LAUNDRIES	OPERATING	602 W MURDOCK AVE	OSHKOSH
FOX VALLEY TECHNICAL COLLEGE	OPERATING	3601 OREGON ST	OSHKOSH
FREDRICK, SHIELA	OPERATING	675 PLANEVIEW DR	OSHKOSH
G M DISPOSAL	UNKNOWN	5016 COUNTRY CLUB RD	OSHKOSH
G REINKE & CO	OPERATING	900 S MAIN ST	OSHKOSH
GALOW METAL PRODUCTS	OPERATING	2685 UNIVERSAL ST	OSHKOSH
GE OIL & GAS OPERATIONS	CLOSED	3300 MEDALIST DR	OSHKOSH
GELHAR AUTO	UNKNOWN	1024 OHIO ST	OSHKOSH
GENERAC POWER SYSTEMS INC	OPERATING	3815 OREGON ST	OSHKOSH
GEORGIA--PACIFIC CORRUGATED LLC	OPERATING	413 E MURDOCK AVE	OSHKOSH
GIZMO FARMS INC	UNKNOWN	4299 KNOTT RD	OSHKOSH
GLOBE & ANCHOR MFG INC	OPERATING	2515 BOWEN ST	OSHKOSH
GLOBE PRINTING	OPERATING	110 E FERNAU AVE	OSHKOSH
GRIESE CONST INC	OPERATING	2979 W 20TH AVE	OSHKOSH
GROSS COMMON CARRIER INC	OPERATING	1880 STILLMAN DR	OSHKOSH
GROSS COMMON CARRIER INC	MOVED	3116 MARINE DR	OSHKOSH
GRUNDY FARMS	CLOSED	1556 W SUNNY VIEW RD	OSHKOSH
GUNDERSON CLEANERS INC	OPERATING	118 HIGH AVE	OSHKOSH
HARRISON MOTORS	UNKNOWN	2290 HARRISON	OSHKOSH
HEALTHSOUTH SURGERY CENTER	MOVED	1925 SURGERY CENTER DR	OSHKOSH

HEALTHSOUTH SURGERY CENTER OSHKOSH	CLOSED	300 S KOELLER ST	OSHKOSH
HEFFERNON JOHN	OPERATING	729 W 17TH AVE	OSHKOSH
Facility Name	**Status**	**Address**	**Municipality**
HEFFERNON RON PAINTING	OPERATING	307 LIBBEY AVE	OSHKOSH
HICKEY ROOFING INC	OPERATING	1427 BROAD ST	OSHKOSH
HILDEBRANT GEORGE 1976 ONE-TIME DISPOSAL	UNKNOWN	1000 BLOCK OF N WASHBURN	OSHKOSH
HILDEBRANT GEORGE PROPERTY	OPERATING	960 KOELLER RD	OSHKOSH
HILDEBRANT PROPERTY	OPERATING	1724 ALGOMA BLVD	OSHKOSH
HOFFMAN DEMOLITION AND SALVAGE	UNKNOWN	1260 ELMWOOD AVE	OSHKOSH
HOFFMASTER GROUP INC - FOOD SERVICE DIV	OPERATING	2920 N MAIN ST	OSHKOSH
HOLIDAY AUTO OF OSHKOSH	OPERATING	1203 S MAIN ST	OSHKOSH
HOLIDAY STATION	OPERATING	863 N MAIN	OSHKOSH
HOYER PRODUCTS	OPERATING	2815 OREGON ST	OSHKOSH
HYDRITE CHEMICAL CO	OPERATING	191 W 28TH AVE	OSHKOSH
IDEAL INNOVATIONS LLC	OPERATING	152 W 28TH AVE	OSHKOSH
IDEAL PRODUCTS INC	OPERATING	236 W 23RD AVE	OSHKOSH
IN LINE AUTO BODY (FORMER)	MOVED	1826 HARRISON ST	OSHKOSH
IN-LINE AUTO BODY	OPERATING	106 E TENNESSEE AVE	OSHKOSH
INTERNATIONAL PAPER LAMINATES INC PLUSWO	CLOSED	1145 OSHKOSH AVE	OSHKOSH
J & L OIL	OPERATING	123 N SAWYER ST	OSHKOSH
J C PENNEY CORP INC STORE #2707	OPERATING	2175 S KOELLER ST	OSHKOSH
JACKSON CAPITOL GROUP - NATES	UNKNOWN	3229 JACKSON ST	OSHKOSH
JACOBS LOIS J MD PHD	MOVED	555 S WASHBURN ST	OSHKOSH
JACOBS LOIS J MD PHD SC	OPERATING	1510 ARBORETUM DR	OSHKOSH
JAMES NOFFKE	UNKNOWN	2085 WESTWIND RD	OSHKOSH
JAY MFG CO	OPERATING	2045 W 20TH ST	OSHKOSH
JEFF FOUST EXCAVATING INC	OPERATING	2824 CLAIRVILLE RD	OSHKOSH
JELD-WEN PREMIUM DOOR	OPERATING	228 W 6TH AVE/523 OREGON ST	OSHKOSH
JOHNS AUTOMOTIVE	OPERATING	934 N MAIN	OSHKOSH
JOHNS MOBIL	UNKNOWN	222 JACKSON ST	OSHKOSH
KAMM PRINTING	CLOSED	179 W 21ST ST	OSHKOSH
KEENLINE CONVEYOR INC	OPERATING	3266 ALGOMA BLVD	OSHKOSH
KIENAST PITS	CLOSED	END OF VALLEY HEIGHTS RD	OSHKOSH
KINGSBURY INC OSHKOSH DIV	OPERATING	455 W WAUKAU AVE	OSHKOSH
KITZ & PFEIL	OPERATING	138 ALGOMA BLVD	OSHKOSH
KITZ & PFEIL	OPERATING	420 DIVISION ST	OSHKOSH
KLEIN-DICKERT CO INC	OPERATING	2430-2436 ALGOMA BLVD	OSHKOSH
KLINGER PAINTING INC	OPERATING	1910 HARRISON ST	OSHKOSH
KONRAD-BEHLMAN FUNERAL HOME	OPERATING	402 WAUGOO AVE	OSHKOSH
KREILKAMP TRUCKING INC	OPERATING	3483 JACKSON ST	OSHKOSH
KROMM TRUCKING	UNKNOWN	3338 DOYLE LN	OSHKOSH
KWIK TRIP STORE 741	OPERATING	2005 S OREGON ST	OSHKOSH
L & L SERVICE	UNKNOWN	234 W SEVENTH	OSHKOSH
L G KIENAST EXCAVATING CONST	CLOSED	765 N WASHBURN ST	OSHKOSH
L G KIENAST UTILITY CONST CO	OPERATING	227 W LINWOOD AVE	OSHKOSH
LAKE AIRE AUTO SERVICE INC	OPERATING	2200 MONTANA ST	OSHKOSH
LAKESIDE MARINA	OPERATING	902 TAFT AVE	OSHKOSH
LAKESIDE PLASTICS INC	OPERATING	450 W 33RD AVE	OSHKOSH
LAKEVIEW MEMORIAL PARK	OPERATING	2786 ALGOMA BLVD	OSHKOSH
LAKEWOOD ROOFING OF OSHKOSH INC	UNKNOWN	4870 CTH A	OSHKOSH
LANG OIL INC	OPERATING	305 OHIO ST	OSHKOSH
LANG OIL INC	OPERATING	625 W 3RD AVE	OSHKOSH
LEE BEVERAGE CO INC	OPERATING	3031 OREGON ST	OSHKOSH
LENOX CANDLES INC	CLOSED	1402 MT VERNON ST	OSHKOSH
LICHTWALD RICHARD	OPERATING	2187 W NINTH AVE	OSHKOSH

LORENS AUTO BODY	OPERATING	3000 OREGON ST	OSHKOSH
LOWES OF OSHKOSH #2308	OPERATING	1075 N WASHBURN ST	OSHKOSH
Facility Name	**Status**	**Address**	**Municipality**
LUTHERAN BROTHERHOOD ROW - WI DOT	UNKNOWN	1904 ALGOMA BLVD	OSHKOSH
MADISON GENERAL FUELS INC	OPERATING	1900 W FERNAU AVE	OSHKOSH
MAGMA COAT DIV OF FVHT	OPERATING	615 LEEWARD ST W	OSHKOSH
MAGNA COAT	OPERATING	620 LEEWARD COURT W	OSHKOSH
MATHFAB LLC	OPERATING	3400 WALTER ST	OSHKOSH
MENARDS	OPERATING	1530 S KOEHLER DR	OSHKOSH
MERCURY MARINE PLT 33	OPERATING	505 MARION RD	OSHKOSH
MERCURY MARINE PLT 38A	OPERATING	2521 BOWEN ST	OSHKOSH
MERCURY MARINE PLT 6	CLOSED	1018 W MURDOCK AVE	OSHKOSH
MIKE BOONE PAINTING	OPERATING	1648 SHERIDAN ST	OSHKOSH
MIKE LYSTER PAINT & WALL COVERING	OPERATING	1935 STILLMAN DR	OSHKOSH
MILES KIMBALL CO	OPERATING	2155 S OAKWOOD RD	OSHKOSH
MILES KIMBALL CO	OPERATING	47 E 8TH AVE	OSHKOSH
MILES KIMBALL CO (FORMER)	OPERATING	41 W 8TH AVE	OSHKOSH
MILLER SCRAP REMOVAL	OPERATING	3220 WALTER ST	OSHKOSH
MILLS FLEET FARM	OPERATING	177 N WASHBURN ST	OSHKOSH
MONTEITH LF	CLOSED	ADDRESS UNKNOWN	OSHKOSH
MORTON PHARMACY	OPERATING	200E PARK PLAZA	OSHKOSH
MORTON PHARMACY	OPERATING	317 N SAWYER ST	OSHKOSH
MUELLER CHRY PLY LINC MERC INC	OPERATING	2060 OMRO RD	OSHKOSH
MULTICIRCUITS INC	OPERATING	2301 UNIVERSAL ST	OSHKOSH
MUZA METAL PRODUCTS CORP	OPERATING	606 E MURDOCK AVE	OSHKOSH
MUZA SHEET METAL CO	UNKNOWN	51 W FERNAU AVE	OSHKOSH
NERCON ENG & MFG INC	OPERATING	3972 FOND DU LAC RD	OSHKOSH
NERENHAUSEN BJ	OPERATING	1732 CLAIRVILLE RD	OSHKOSH
NEVAMAR CO LLC	OPERATING	2880 VINLAND RD	OSHKOSH
NOLTES NORTHSIDE SERVICE	OPERATING	2705 HARRISON ST	OSHKOSH
NOLTES NORTHSIDE SERVICE	OPERATING	321 W MURDOCK AVE	OSHKOSH
NUTRACYCLE INC	UNKNOWN	1900 W FERNAU AVE	OSHKOSH
O E C GRAPHICS INC	OPERATING	555 W WAUKAU AVE	OSHKOSH
OCONNOR OIL CORP - OSHKOSH BULK PLT	OPERATING	2905 JACKSON DR	OSHKOSH
OLD MILL FURNITURE REFINISHING	OPERATING	13 E CUSTER AVE	OSHKOSH
OMNI GLASS & PAINT INC	OPERATING	3530 OMNI DR	OSHKOSH
OMNI GLASS & PAINT INC (FORMER)	MOVED	2010 DICKINSON AVE	OSHKOSH
ORBIT DISPOSE ALL INC	CLOSED	5016 COUNTRY CLUB RD	OSHKOSH
OREILLY AUTO PARTS STORE 2240	OPERATING	620 W MURDOCK AVE	OSHKOSH
OSHKOSH ARCHITECTURAL DOOR CO	OPERATING	2501 UNIVERSAL ST	OSHKOSH
OSHKOSH AREA SCHOOL DIST	OPERATING	137 S CAMPBELL RD	OSHKOSH
OSHKOSH AREA SCHOOL DIST MAINT BLDG	OPERATING	1404 S MAIN ST	OSHKOSH
OSHKOSH CORP - MAIN PLT	OPERATING	2307 OREGON ST	OSHKOSH
OSHKOSH CORP - WEST PLT	OPERATING	500 W WAUKAU AVE	OSHKOSH
OSHKOSH CORPORATION - OAKWOOD FACILITY	OPERATING	2855 S OAKWOOD RD	OSHKOSH
OSHKOSH CTY	OPERATING	9 COURT ST	OSHKOSH
OSHKOSH CTY (DEMO) BASLER LF	UNKNOWN	W 9TH AVE	OSHKOSH
OSHKOSH CTY (WWTP TRANSIT AUTHORITY)	CLOSED	926 DEMPSEY TRAIL (AKA KNAPP)	OSHKOSH
OSHKOSH CTY INCINERATOR	UNKNOWN	233 CAMPBELL RD	OSHKOSH
OSHKOSH CTY PROPERTY	ABANDONED	124 N MAIN ST	OSHKOSH
OSHKOSH CTY PROPERTY	OPERATING	40 WISCONSIN ST	OSHKOSH
OSHKOSH CTY PROPERTY	OPERATING	WISCONSIN & WARREN RD	OSHKOSH
OSHKOSH HOMETOWN PHARMACY	OPERATING	321 N SAWYER ST	OSHKOSH
OSHKOSH INDUSTRIES INC DBA THE BUCKSTAFF CO	CLOSED	1127 S MAIN ST	OSHKOSH

OSHKOSH LAUNDROMATS INC	OPERATING	174 KOELLER RD	OSHKOSH
OSHKOSH LUMBER	OPERATING	3111 ALGOMA BLVD	OSHKOSH
OSHKOSH MARINE SUPPLY CO	OPERATING	3515 N MAIN ST	OSHKOSH
Facility Name	**Status**	**Address**	**Municipality**
OSHKOSH NORTHWESTERN	OPERATING	224 STATE ST	OSHKOSH
OSHKOSH OFFICE SYSTEMS (FORMER)	MOVED	923 S MAIN ST	OSHKOSH
OSHKOSH PARKS DEPT	OPERATING	805 WITZEL AVE	OSHKOSH
OSHKOSH PLATING INC	OPERATING	1228 W SOUTH PARK AVE	OSHKOSH
OSHKOSH PUBLIC SAFETY BLDG	OPERATING	420 JACKSON ST	OSHKOSH
OSHKOSH SELF SERV	OPERATING	1832 OSHKOSH AVE	OSHKOSH
OSHKOSH SENIOR CENTER	OPERATING	200 N CAMPBELL RD	OSHKOSH
OSHKOSH TRUCK CORP	OPERATING	339 W 20TH AVE	OSHKOSH
OSHKOSH TRUCK CORP SOUTH PLT (DUP ID)	OPERATING	333 W 29TH ST	OSHKOSH
OSHKOSH WASTEWATER TREATMENT PLT	OPERATING	233 N CAMPBELL RD	OSHKOSH
OVERLAND TRANSPORTATION SYSTEM	OPERATING	3283 STH 110 N	OSHKOSH
PACKER FABRICATING INC	OPERATING	149 WAUKAU AVE	OSHKOSH
PACUR LLC	OPERATING	3555 MOSER ST	OSHKOSH
PENNZOIL 10 MINUTE OIL CHANGE	OPERATING	1124 S KOELLER	OSHKOSH
PENSKE AUTO CENTER OSHKOSH	OPERATING	900 N KOEHLER ST SITE B	OSHKOSH
PEPSI BEVERAGES CO	OPERATING	325 W 20TH	OSHKOSH
PETCO STORE #621	OPERATING	1935 S KOELLER ST	OSHKOSH
PETES AUTO	OPERATING	2316 JACKSON ST	OSHKOSH
PHOENIX PRINTING INC	UNKNOWN	2227 BOWEN ST	OSHKOSH
PICK N SAVE #5378	OPERATING	1940 S KOELLER DR	OSHKOSH
PIONEER HARBOR	OPERATING	1000 PIONEER DR	OSHKOSH
PIONEER METAL FINISHING CORP - OSHKOSH DIV	OPERATING	164 W 28TH AVE	OSHKOSH
POESCHL PRINTING	OPERATING	526 W 11TH AVE	OSHKOSH
POMMERENING DODGE INC	OPERATING	237 N WASHBURN ST	OSHKOSH
PRO EX EXTRUSION INC	OPERATING	3015 N MAIN ST	OSHKOSH
PURATH PONTIAC BUICK INC	OPERATING	2704 JACKSON DR	OSHKOSH
QUALITY PAINT & COATINGS	OPERATING	2236 CLAIRVILLE RD	OSHKOSH
QUALITY TRUCK CARE CENTER	OPERATING	5725 GREEN VALLEY RD	OSHKOSH
R M PAYNE EXCAVATING	CLOSED	315 LINEWOOD	OSHKOSH
RAABE CO LLC (FORMER)	CLOSED	2505 BOWEN ST	OSHKOSH
RACETTE FORD	OPERATING	2195 STH 21	OSHKOSH
RACETTE FORD	UNKNOWN	3355 JACKSON ST	OSHKOSH
RED ARROW PARK LF	UNKNOWN	TAFT & WESTFIELD	OSHKOSH
RHYNER PAINTING	OPERATING	1999 CLAIRVILLE RD	OSHKOSH
ROADWAY PACKAGE SYSTEMS	OPERATING	2880 JACKSON ST	OSHKOSH
ROBERT DOEMEL WRECKING	UNKNOWN	1865 HICKORY LN	OSHKOSH
ROCH & SONS INC	OPERATING	700 E MURDOCK AVE	OSHKOSH
ROYER	OPERATING	130 JOSSLYN ST	OSHKOSH
RUCINSKYS PAINTING & DECORATING LLC	OPERATING	3680 N MAIN ST	OSHKOSH
S & S AUTO BODY REPAIR INC	OPERATING	609 NEBRASKA ST	OSHKOSH
SADOFF & RUDOY IND DBA BLOCK IRON & SUPPLY	OPERATING	36 E 10TH AVE	OSHKOSH
SCHETTL DONNA	OPERATING	4704 FOND DU LAC RD	OSHKOSH
SCHUMACHERS EXCAVATING & CONCRETE	UNKNOWN	2414 HARRISON ST	OSHKOSH
SCHUPPES MOBIL	OPERATING	1604 ELMWOOD AVE	OSHKOSH
SEARS #9463	OPERATING	900 N KOEHLER ST	OSHKOSH
SEARS PRODUCTS SERVICE 8152	OPERATING	2840 BRADLEY ST	OSHKOSH
SERVICE LITHO PRINT INC	OPERATING	50 W FERNAU AVE	OSHKOSH
SEW CLEANERS	OPERATING	1124 N MAIN ST	OSHKOSH
SEW CLEANERS	OPERATING	1142 S KOELLER	OSHKOSH
SEW CLEANERS	OPERATING	2100 W 9TH AVE	OSHKOSH
SHALLBETTER BROTHERS INC	MOVED	2050 S OAKWOOD RD	OSHKOSH

SHALLBETTER INC	OPERATING	3110 PROGRESS DR	OSHKOSH
SHERWIN WILLIAMS CO THE	OPERATING	219 STATE ST	OSHKOSH
SHERWIN-WILLIAMS STORE #3183	OPERATING	130 N KOELLER ST	OSHKOSH
Facility Name	**Status**	**Address**	**Municipality**
SHILOBRIT DRY CLEANERS (FORMER)	OPERATING	547 W 9TH AVE	OSHKOSH
SIXTH ST AUTO BODY	OPERATING	533 W 6TH ST	OSHKOSH
SMC METAL FABRICATORS	OPERATING	2100 S OAKWOOD RD	OSHKOSH
SOLID SURFACE MFG INC	OPERATING	3375 CTH A	OSHKOSH
SOMMERFELD WELDERS SUPPLY CO INC	OPERATING	1925 JACKSON ST	OSHKOSH
SOPER CONTRACTORS LLC	UNKNOWN	2601 S WASHBURN ST	OSHKOSH
SPEEDWAY/SUPERAMERICA LLC NO 2023 (FORMER)	CLOSED	2127 JACKSON ST	OSHKOSH
SPEEDWAY/SUPERAMERICA LLC NO 2069 (FORMER)	CLOSED	1320 OSHKOSH AVE	OSHKOSH
SPEEDWAY/SUPERAMERICA LLC NO 2070 (FORMER)	CLOSED	3911 S WASHBURN ST	OSHKOSH
SPEEDWAY/SUPERAMERICA LLC NO 2083 (FORMER)	CLOSED	3205 ALGOMA BLVD	OSHKOSH
SPEEDWAY/SUPERAMERICA LLC NO 2125 (FORMER)	CLOSED	2910 HARRISON ST	OSHKOSH
SPRING GREEN LAWN CARE @ ARDY & EDS	OPERATING	2413 S MAIN ST	OSHKOSH
SPUR STATION	OPERATING	506 OHIO ST	OSHKOSH
ST AGNES HOSPITAL CENTRAL WI CANCER PROGRAM	CLOSED	555 S WASHBURN ST	OSHKOSH
STAINLESS UNLIMITED INC	OPERATING	43 E 7TH	OSHKOSH
STANNARD DRY CLEANERS	OPERATING	653 N MAIN ST	OSHKOSH
STAPLES THE OFFICE SUPERSTORE EAST INC STOR	OPERATING	1126 S KOELLER AVE KOELLER CTR	OSHKOSH
STEINERT PRINTING CO INC	OPERATING	1465 S WASHBURN ST	OSHKOSH
STEVES AUTO BODY (FORMER)	CLOSED	45 W 6TH AVE	OSHKOSH
STEVES TATTOO	OPERATING	139 HIGH AVE	OSHKOSH
STRATAGRAPH INC	OPERATING	3465 MOSER ST	OSHKOSH
SWEET WATER PERFORMANCE CENTER	OPERATING	501 S MAIN ST	OSHKOSH
T JS TIRES	UNKNOWN	2325 JACKSON ST	OSHKOSH
TARGET STORE #0807	OPERATING	1900 S KOELLER ST	OSHKOSH
TED HOYER & CO INC (FORMER)	OPERATING	2222 MINNESOTA ST	OSHKOSH
THE INTERNATIONAL GROUP INC	OPERATING	2875 N MAIN ST	OSHKOSH
THEDA CLARK OSHKOSH SURGERY CENTER	OPERATING	2400 WITZEL AVE STE C	OSHKOSH
THEDACARE FAST CARE - OSHKOSH	OPERATING	1300 S KOELLER ST	OSHKOSH
THEDACARE PHYSICIANS OSHKOSH	OPERATING	600 N WESTHAVEN DR	OSHKOSH
TIMMERMAN FARM LF	UNKNOWN	3450 MARVEL DR	OSHKOSH
TIRES PLUS OF OSHKOSH	OPERATING	1850 S KOELLER ST	OSHKOSH
TONYS AUTO BODY	OPERATING	702 KNAPP ST	OSHKOSH
TONYS AUTO COLLISION CENTER	OPERATING	1825 S WASHBURN ST	OSHKOSH
TRIANGLE MFG CO	OPERATING	150 LIBBEY AVE	OSHKOSH
TRIPLE G TRUCKING	UNKNOWN	1206 NIMROD CT	OSHKOSH
U HAUL #75067	OPERATING	243 OHIO ST	OSHKOSH
U S BANK - BRADLEY ST PROPERTY	OPERATING	PARCEL #91413210200 BRADLEY ST	OSHKOSH
U W OSHKOSH	OPERATING	650 WITZEL	OSHKOSH
U W OSHKOSH	OPERATING	845 HIGH AVE	OSHKOSH
UNITED AUTO BODY	OPERATING	1109 S MAIN	OSHKOSH
UNITED PARCEL SERVICE	OPERATING	3565 N MAIN ST	OSHKOSH
UNITED WASTE	CLOSED	1926 MINERVA ST	OSHKOSH
UNIVERSAL FOUNDRY CO	OPERATING	495 PEARL AVE	OSHKOSH
US ARMY RESERVE	OPERATING	221 N SAWYER ST	OSHKOSH
US DRUG ENFORCEMENT AGENCY	UNKNOWN	2120 BOWEN ST APT 6	OSHKOSH
USEPA CHEMICAL SCHOOL COLLECTION	CLOSED	100 W CTH Y SITE B	OSHKOSH
USPS OSHKOSH P&DC	OPERATING	1025 W 20TH AVE	OSHKOSH
UW - OSHKOSH ONE-TIME DISPOSAL	UNKNOWN	OSCEOLA & PEARL AVE	OSHKOSH
UW OSHKOSH	OPERATING	800 ALGOMA BLVD	OSHKOSH
UW-OSHKOSH FOUNDATION ENERGY FACILITY	OPERATING	755 DEMPSEY TR	OSHKOSH

VAL CORP OF WIS	CLOSED	2056 DICKINSON AVE	OSHKOSH
VALLEY MFG INC	CLOSED	1245 S WASHBURN ST	OSHKOSH
VALVOLINE INSTANT OIL CHANGE	OPERATING	205 W MURDOCK AVE	OSHKOSH
VALVOLINE QUICK LUBE	OPERATING	1870 S KOELLER	OSHKOSH
Facility Name	**Status**	**Address**	**Municipality**
VISTEN CO INC	OPERATING	101 W SNELL RD	OSHKOSH
VOLP HELEN ESTATE	UNKNOWN	2106 ALGOMA BLVD	OSHKOSH
VULCAN MATERIALS CO	OPERATING	1301 KNAPP ST	OSHKOSH
W FERNAU AVE COMPOST SITE	OPERATING	ADDRESS UNKNOWN	OSHKOSH
W W ELECTRIC MOTORS INC	OPERATING	2695 BADGER AVE	OSHKOSH
WALD WIRE & MFG CO	OPERATING	846 WITZEL AVE	OSHKOSH
WALGREEN CO #4553	OPERATING	315 W MURDOCK AVE	OSHKOSH
WALGREEN CO #5280	OPERATING	950 S KOELLER ST	OSHKOSH
WALGREEN CO #7835	OPERATING	1100 EMMERS LN	OSHKOSH
WALLY SCHMID EXC INC	OPERATING	7821 SWISS RD	OSHKOSH
WALMART STORE 1430	OPERATING	2035 S KOELLER ST	OSHKOSH
WALMART SUPERCENTER #1430	OPERATING	351 S WASHBURN ST	OSHKOSH
WATERBEDS PLUS INC	MOVED	1817 BOWEN ST	OSHKOSH
WENHARDT TRUCKING	UNKNOWN	223 W TENTH ST	OSHKOSH
WESNER AUTO BODY REPAIR	OPERATING	2025 DICKINSON AVE	OSHKOSH
WESNERS AUTO REPAIR INC	OPERATING	213 W SOUTH PARK AVE	OSHKOSH
WHITEFIELD INDUSTRIAL COATINGS	CLOSED	2800 N MAIN ST	OSHKOSH
WI ARMY NATL GUARD FMS #10	OPERATING	1550 OSBORN AVE	OSHKOSH
WI ARMY NATL GUARD OMS #10 (FORMER)	MOVED	663 W 3RD AVE	OSHKOSH
WI AUTOMATED MACHINERY CORP	OPERATING	123 JACKSON ST	OSHKOSH
WI AUTOMATED MACHINERY CORP	OPERATING	1552 HARRISON ST	OSHKOSH
WI DNR OSHKOSH AREA HEADQUARTERS	MOVED	905 BAYSHORE DR	OSHKOSH
WI DOC OSHKOSH CORRECTIONAL INSTITUTION	OPERATING	1730 W SNELL RD	OSHKOSH
WI DOT - FORMER KWIK TRIP #618	OPERATING	2109 OMRO RD	OSHKOSH
WI DOT BRIDGE B70 91	OPERATING	STH 21 OVER FOX RIVER	OSHKOSH
WI DOT BRIDGE B70-06	OPERATING	USH 41 OVER LK BUTTE DES MORTS	OSHKOSH
WI DOT BRIDGE B70-06	OPERATING	USH 41 OVER LK BUTTES DES MORT	OSHKOSH
WI DOT BRIDGE B70-11 OVR FOX RVR	OPERATING	OREGON ST .5 MI N OF CTH I	OSHKOSH
WI DOT BRIDGE B70-138	OPERATING	STH 44 OVR USH 41 1 MI N OF X	OSHKOSH
WI DOT BRIDGE B70-46	OPERATING	USH 41 OVER LK BUTTE DES MORTS	OSHKOSH
WI DOT BRIDGE B70-53 & B70-54	OPERATING	USH 41 OVER LK BUTTE DES MORTS	OSHKOSH
WI DOT BRIDGE B70-55	OPERATING	USH 41 OVER LK BUTTE DES MORT	OSHKOSH
WI DOT BRIDGE B70-56	OPERATING	MAIN ST (STH 45) OVR FOX RVR	OSHKOSH
WI DOT BRIDGE B70-65 AND B70-66	OPERATING	USH 41 OVER LK BUTTE DES MORTS	OSHKOSH
WIL-KIL AT CAROLYN BLASSINGAME PROPERTY	OPERATING	1926 E MURDOCK AVE	OSHKOSH
WINN STATE HOSPITAL - ASYLUM PT	CLOSED	SHERMAN RD	OSHKOSH
WINNEBAGO CNTY	CLOSED	3252 W SNELL RD	OSHKOSH
WINNEBAGO CNTY LIENHARD SITE	UNKNOWN	OFF USH 45 & CTH Y	OSHKOSH
WINNEBAGO CNTY AIR CURTAIN	CLOSED	3252 SNELL RD	OSHKOSH
WINNEBAGO CNTY COMPOST FACILITY	OPERATING	100 W CTH Y	OSHKOSH
WINNEBAGO CNTY HWY COMM	OPERATING	901 W CTH Y	OSHKOSH
WINNEBAGO CNTY HWY DEPT PLOW SHED	OPERATING	1221 KNAPP ST	OSHKOSH
WINNEBAGO CNTY LF	CLOSED	3252 W SNELL RD	OSHKOSH
WINNEBAGO CNTY SUNNYVIEW LF	OPERATING	100 W COUNTY RD Y	OSHKOSH
WINNEBAGO CNTY SUNNYVIEW SW TRANSFER FACILIT	OPERATING	105 W CTH Y	OSHKOSH
WINNEBAGO COUNTY	OPERATING	234 NORTH CAMPBELL ROAD	OSHKOSH
WINNEBAGO FS COOP	OPERATING	5881 W FISK AVE	OSHKOSH
WINNEBAGO LIQUID WASTE	UNKNOWN	5097 SHERMAN RD	OSHKOSH
WINNEBAGO MENTAL HEALTH INSTITUTE	OPERATING	BUTLER ST	OSHKOSH
WIS INSTRUMENT & CONTROL	OPERATING	3196 N MAIN	OSHKOSH

WIS PUBLIC SERVICE CORP	OPERATING	3300 N MAIN ST	OSHKOSH
WISCONSIN BELL GARAGE	OPERATING	820 WITZEL AVE	OSHKOSH
WISCONSIN BELL INC PL0306	OPERATING	315 ALGOMA BLVD	OSHKOSH
WISCONSIN INDUSTRIAL FLOORS INC	OPERATING	745 LEEWARD CT W	OSHKOSH
Facility Name	**Status**	**Address**	**Municipality**
WISCONSIN LIFT TRUCK CORP	OPERATING	2200 S WASHBURN ST	OSHKOSH
WISCONSIN ORDINANCE WORKS	OPERATING	2605 N MAIN ST	OSHKOSH
WISCONSIN SIGN CO	OPERATING	17 W 6TH AVE	OSHKOSH
WITTMAN REGIONAL AIRPORT	OPERATING	525 W 20TH ST	OSHKOSH
WNAM WUSW TRANSMITTER SITE	OPERATING	5744 OLD DIXIE RD	OSHKOSH
YOUNKERS DEPT STORE #1029	OPERATING	200 PARK PLAZA	OSHKOSH
AURORA MEDICAL CENTER	OPERATING	855 N WESTHAVEN DR	OSHKOSH
CREW INC	OPERATING	1325 W FERNAU AVE	OSHKOSH
RIE COATINGS INCL	OPERATING	2501 SOUTH OAKWOOD RD	OSHKOSH
OSHKOSH INDUSTRIES DBA THE BUCKSTAFF CO	CLOSED	1100 - 1300 S MAIN	OSHKOSH CITY
OSHKOSH CORP - DEFENSE PLT	OPERATING	2737 HARRISON ST	OSHKOSH CITY OF
OSHKOSH CTY MUNICIPAL GARAGE	OPERATING	639 WITZEL AVE	OSHKOSH CTY
PAINE LUMBER CO INC	OPERATING	1720 CONGRESS (1706 CONGRESS)	OSHKOSH CTY
SNC MFG CO INC	OPERATING	101 WAUKAU AVE	OSHKOSH CTY
ZILLGES MATERIALS INC	OPERATING	1990 W SNELL RD	OSHKOSH CTY
CONTAINER WASTE HAULING	UNKNOWN	5993 HWY 45	VILAND TN
EXPRESS CONVENIENCE CENTER 81	OPERATING	5821 GREEN VALLEY RD	VINLAND TN

Source: WDNR SHWIMS http://dnr.wi.gov/sotw/BasicSearchAction.do October 6, 2014

APPENDIX I

WDNR ENVIRONMENTAL REPAIR
& LEAKING UNDERGROUND
STORAGE TANKS

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-525307	MARION/PEARL REDEVEL - PARCEL I - LGU	123 JACKSON ST	OSHKOSH	54901	2004-04-23	0000-00-00	OPEN	DNR	ERP	
02-71-550915	FOX VALLEY LAUNDRIES	602 W MURDOCK AVE	OSHKOSH	54901	2008-02-11	0000-00-00	OPEN	DNR	ERP	
02-71-172383	SHILOBRIT DRY CLEANERS - STATE LEAD	547 W 9TH AVE	OSHKOSH	54901	1997-09-10	0000-00-00	OPEN	DNR	ERP	
02-71-467002	GUNDERSON CLEANERS INC	118 HIGH AVE	OSHKOSH	54901	2003-06-24	0000-00-00	OPEN	DNR	ERP	
02-71-553772	OSHKOSH PUBLIC WORKS FIELD FAC-SITEWIDE FILL	639 WITZEL AVE	OSHKOSH CTY	54901	2009-06-25	0000-00-00	OPEN	DNR	ERP	ACTIVITY NAME PREVIOUSLY LISTED AS OSHKOSH SCHOOL DIST FAC - SITEWIDE FILL. ADDRESS PREVIOUSLY LISTED AS 137 S CAMPBELL RD - CHANGED PER PM 3/2013 D HANSEN
02-71-560386	OSHKOSH PUBLIC WORKS FIELD OPS-ROAD OIL TANK	639 WITZEL AVE	OSHKOSH CTY	54901	2013-03-26	0000-00-00	OPEN	DNR	ERP	ACTIVITY NAME PREVIOUSLY LISTED AS PUBLIC WORKS FACILITY-ABOVE GRND TANK - CHANGED FOR BETTER CLARIFICATION - 5/2013
02-71-559897	OSHKOSH FURNITURE (BUCKSTAFF)	1100 - 1300 S MAIN	OSHKOSH CITY		2013-02-11	0000-00-00	OPEN	DNR	ERP	
02-71-000256	WPSC OSHKOSH (CEAPE AVE) MGP (ALT SF)	303 CEAPE AVE	OSHKOSH CITY		1985-07-02	0000-00-00	OPEN	DNR	ERP	
02-71-556014	AG SERVICES OF WISCONSIN	2550 CLAIRVILLE RD	ALGOMA TN		2010-08-16	0000-00-00	OPEN	DATCP	ERP	*** TRANSFERRED TO DATCP - ACTIVITY NO LONGER UNDER DNR JURISDICTION ***
02-71-306814	WITTMAN REGIONAL AIRPORT-EAST AREA (PHANTOM)	E PERMETER RD	OSHKOSH		2002-05-23	0000-00-00	OPEN	DNR	ERP	
02-71-549843	MURPHY CONCRETE - SE CORNER NAPH	35 JACKSON (JACKSON & MARION)	OSHKOSH		2004-05-26	0000-00-00	OPEN	DNR	ERP	
02-71-549842	MURPHY CONCRETE PUMP ISLAND	35 JACKSON (JACKSON & MARION)	OSHKOSH		2006-08-10	0000-00-00	OPEN	DNR	ERP	
02-71-396153	RIVERSIDE PARK REDEVELOPMENT - LGU	101 & 201 CEAPE AVE	OSHKOSH		2002-12-03	0000-00-00	OPEN	DNR	ERP	
02-71-519535	GILLEN LLC	135 HIGH ST	OSHKOSH		2004-01-07	0000-00-00	OPEN	DNR	ERP	LOCATION NAME PREVIOUSLY IDENTIFIED AS TENT & AWNING (FORMER)
02-71-540412	UW-OSHKOSH PARKING LOT - LGU	440 PEARL AVE	OSHKOSH		2005-01-20	0000-00-00	OPEN	DNR	ERP	
02-71-543976	BRADLEY STREET (PHANTOM)	2875 2901 2903 2925 BRADLEY	OSHKOSH	54901	2005-09-15	0000-00-00	OPEN	DNR	ERP	
02-71-547941	KOELLER CENTER	1126 S KOELLER ST (1020-1142)	OSHKOSH	54901	2006-08-29	0000-00-00	OPEN	DNR	ERP	
02-71-556110	HEIS BAKERY (FORMER) - LGU	713 S MAIN ST	OSHKOSH		2010-09-30	0000-00-00	OPEN	DNR	ERP	
03-71-553812	LANG OIL-FUEL LINE LEAK	834 N MAIN ST	OSHKOSH	54901	2009-07-13	0000-00-00	OPEN	DNR	LUST	
03-71-560703	KWIK TRIP #784 - FILL PIPES	244 E MAIN	OMRO		2013-06-27	0000-00-00	OPEN	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-100298	OSHKOSH SHIPPERS (FORMER)	2822 S OREGON ST	OSHKOSH		1996-05-07	0000-00-00	OPEN	DNR	LUST	
03-71-120870	VOLP PROPERTY - FORMER GAS STN	2106 ALGOMA BLVD	OSHKOSH	54910	1997-04-29	0000-00-00	OPEN	DNR	LUST	
03-71-275803	135 WISCONSIN ST - LGU	135 WISCONSIN ST	OSHKOSH		2001-07-18	0000-00-00	OPEN	DNR	LUST	
03-71-283747	W G & R (FORMER) - LGU	19 MERRITT AVE	OSHKOSH		2001-11-23	0000-00-00	OPEN	DNR	LUST	
03-71-553497	OSHKOSH CTY RDA PROPERTY	14 W 8TH AVE	OSHKOSH		2009-04-08	0000-00-00	OPEN	DNR	LUST	
03-71-555639	GIBSON AUTO SERVICES (FORMER) ROW	563 N MAIN ST	OSHKOSH CTY		2010-07-23	0000-00-00	OPEN	DNR	LUST	
03-71-558704	OPEN PANTRY #451	2124 W 9TH AVE	OSHKOSH		2012-05-09	0000-00-00	OPEN	DNR	LUST	
03-71-559773	QUENTS SERVICE CENTER	2167 STH 44	OSHKOSH	54904	2012-12-12	0000-00-00	OPEN	DNR	LUST	
03-71-559823	UW-OSHKOSH PARKING LOT	800 BLOCK HIGH AVE(805 ALGOMA)	OSHKOSH CITY		2012-12-04	0000-00-00	OPEN	DNR	LUST	NW CORNER OF PARKING LOT #25
02-71-282521	MERCURY MARINE PLT 64	400 BLOCK MARION RD	OSHKOSH	54901	2001-04-17	0000-00-00	CONDITIONALLY CLOSED	DNR	ERP	455 MARION RD NO LONGER EXISTS. MOVED 1/5/2012 FOR CLARITY D HANSEN
03-71-553704	KISER TRUST PROPERTY	694 N MAIN ST	OSHKOSH	54901	2009-06-01	0000-00-00	CONDITIONALLY CLOSED	DNR	LUST	
02-71-259921	OSHKOSH TRUCK CORP SOUTH PLT	333 W 29TH ST	OSHKOSH	54901	2000-08-11	2002-11-07	CLOSED	DNR	ERP	
02-71-000588	PLUSWOOD INC	2880 VINLAND RD	OSHKOSH	54901	1994-10-21	1997-08-18	CLOSED	DNR	ERP	
02-71-181855	PLUSWOOD INC	2880 VINLAND RD	OSHKOSH	54901	1998-02-13	1998-05-18	CLOSED	DNR	ERP	OIL AND GREASE FROM AN AIR COMPRESSOR
02-71-243448	PLUSWOOD INC - SPILL	2880 VINLAND RD	OSHKOSH	54901	2000-02-08	2000-08-22	CLOSED	DNR	ERP	
02-71-000135	MILES KIMBALL CO	41 W 8TH AVE	OSHKOSH	54901	1989-12-20	2002-05-13	CLOSED	DNR	ERP	
02-71-000282	OSHKOSH TRUCK NORTH PLT - SOLVENT	2307 OREGON ST	OSHKOSH	54902	1991-09-04	2009-07-13	CLOSED	DNR	ERP	7 FILE FOLDERS IN NER563 (1-3) NER564 (4-6) NER565 (7) NER563 = RC #954240 NER564 = RC #954241 NER565 = RC #954242
02-71-252077	OSHKOSH TRUCK NORTH PLT - DIESEL 2	2307 OREGON ST	OSHKOSH	54902	2000-04-12	2000-10-05	CLOSED	DNR	ERP	
02-71-543452	OSHKOSH TRUCK DEFENSE PLT-DRUM STORAGE	2737 HARRISON ST	OSHKOSH CITY OF	54901	2005-06-27	2008-10-22	CLOSED	DNR	ERP	
02-71-543453	OSHKOSH TRUCK DEFENSE PLT-TCE PIT	2737 HARRISON ST	OSHKOSH CITY OF	54901	2005-06-27	2010-08-23	CLOSED	DNR	ERP	
02-71-543454	OSHKOSH TRUCK DEFENSE PLT-FORMER STEEL PIT	2737 HARRISON ST	OSHKOSH CITY OF	54901	2005-06-27	2006-07-03	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-171604	UNIVERSAL FOUNDRY CO - FOUNDRY SAND	495 PEARL AVE	OSHKOSH	54901	1997-09-24	2003-09-03	CLOSED	DNR	ERP	
02-71-249176	SNC MFG CO INC	101 WAUKAU AVE	OSHKOSH CTY	54901	1979-12-13	2010-05-19	CLOSED	DNR	ERP	
02-71-000294	SCOTT WORLDWIDE FOODS	2920 N MAIN ST	OSHKOSH	54901	1991-10-01	1994-03-10	CLOSED	DNR	ERP	
02-71-550351	HOFFMASTER FOOD SERVICE - OSHKOSH	2920 N MAIN ST	OSHKOSH	54901	2007-10-18	2009-04-01	CLOSED	DNR	ERP	
02-71-000196	TOWER PAINT	922 OREGON ST	OSHKOSH	54902	1980-01-01	1991-04-02	CLOSED	DNR	ERP	
02-71-531835	TOWER PAINT	922 OREGON ST	OSHKOSH	54902	2004-09-14	2005-04-25	CLOSED	DNR	ERP	
02-71-000363	VULCAN MATERIALS CO	1301 KNAPP ST	OSHKOSH	54902	1992-07-22	1993-01-25	CLOSED	DNR	ERP	
02-71-379727	MERITOR - REC 1 HEAT TREAT TUNNEL	1005 HIGH AVE	OSHKOSH	54903	2002-12-11	2010-11-15	CLOSED	DNR	ERP	
02-71-415060	MERITOR - REC 4 HMCS	1005 HIGH AVE	OSHKOSH	54903	2002-12-11	2009-11-18	CLOSED	DNR	ERP	FILED WITH 06-71-517594
02-71-415152	MERITOR - REC 3C EXTERIOR TANK AREA	1005 HIGH AVE	OSHKOSH	54903	2002-12-11	2010-11-15	CLOSED	DNR	ERP	
02-71-553456	MERITOR - REC 17 SITEWIDE FILL	1005 HIGH AVE	OSHKOSH	54903	2002-12-11	2010-11-15	CLOSED	DNR	ERP	
02-71-548684	MERITOR - REC 3A QUENCH OIL USTS	1005 HIGH AVE	OSHKOSH	54903	2007-02-06	2010-11-15	CLOSED	DNR	ERP	
02-71-196079	MUZA METAL PRODUCTS CORP	606 E MURDOCK AVE	OSHKOSH	54901	1998-01-21	2006-01-18	CLOSED	DNR	ERP	
02-71-000151	PAINE LUMBER	1720 CONGRESS (1706 CONGRESS)	OSHKOSH CTY	54901	1983-07-17	1991-04-02	CLOSED	DNR	ERP	
02-71-559959	ADVANCED CARE SMILE CENTER	1720 CONGRESS (1706 CONGRESS)	OSHKOSH CTY	54901	2013-01-22	2013-10-24	CLOSED	DNR	ERP	
02-71-192544	BLENDED WAXES INC	1512 S MAIN ST	OSHKOSH	54901	1998-07-14	2007-01-02	CLOSED	DNR	ERP	
02-71-000312	WI DNR OSHKOSH AREA OFFICE	905 BAYSHORE DR	OSHKOSH	54903	1992-02-26	1998-06-05	CLOSED	DNR	ERP	
02-71-000422	UNITED PARCEL SERVICE	3565 N MAIN ST	OSHKOSH	54901	1993-03-15	1994-06-23	CLOSED	DNR	ERP	
02-71-000481	BASLER TURBO CONVERSIONS	255 W 35TH ST	OSHKOSH	54903	1993-10-25	1995-02-13	CLOSED	DNR	ERP	
02-71-000298	KLEMM TRUCK LINES SPILL	203 JACKSON ST	OSHKOSH	54901	1991-12-12	1994-05-10	CLOSED	DNR	ERP	
02-71-561171	LYSTER PAINTING	1935 STILLMAN DR	OSHKOSH	54901	2013-07-10	2013-11-05	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-000525	C R MEYER	3249 CTH A--3249 NORTHSHORE DR	OSHKOSH	54901	1994-04-25	1994-08-17	CLOSED	DNR	ERP	
02-71-000362	WITTMAN AIRPORT HANGAR 5 - SITE 2	525 W 20TH ST	OSHKOSH	54901	1992-08-03	1995-08-25	CLOSED	DNR	ERP	
02-71-539299	COCA-COLA ENTERPRISES INC	1404 S MAIN ST	OSHKOSH	54902	2004-12-29	2005-03-28	CLOSED	DNR	ERP	
02-71-547038	MID-LAKES FS COOP - OSHKOSH	5881 W FISK AVE	OSHKOSH	54901	1989-10-19	1994-03-28	CLOSED	DATCP	ERP	*** TRANSFERRED TO DATCP - ACTIVITY NO LONGER UNDER DNR JURISDICTION. THIS ACTIVITY AUTO CREATED.DATCP CASE ID: 89415101902 CONTACT DATCP PROJECT MANAGER AT (608)224-4515 FOR INFORMATION. ***
02-71-000640	SPEED QUEEN	531 WASHINGTON AVE	OMRO	54963	1995-06-29	2007-05-15	CLOSED	DNR	ERP	
02-71-000258	CURWOOD INK SPILL	2450 BADGER AVE	OSHKOSH	54904	1991-03-27	1992-01-15	CLOSED	DNR	ERP	
02-71-000475	BEMIS SPECIALTY FILMS UST	2450 BADGER AVE	OSHKOSH	54904	1993-09-24	1994-08-19	CLOSED	DNR	ERP	
02-71-000368	OSHKOSH MUNICIPAL GARAGE - FUEL OIL UST	639 WITZEL AVE	OSHKOSH CTY	54901	1992-07-23	1996-06-10	CLOSED	DNR	ERP	ACTIVITY NAME PREVIOUSLY LISTED AS OSHKOSH CITY - WITZEL AVE - CHANGED FOR BETTER CLARIFICATION 5/2013 D HANSEN
02-71-549299	BUCKSTAFF PROPERTY	1100 - 1300 S MAIN	OSHKOSH CITY		2007-05-11	2007-08-16	CLOSED	DNR	ERP	ORIGINAL AREA OF COVERAGE ENCOMPASSED MULTIPLE LOCATION ADDRESSES - D HANSEN 3/16/2012
02-71-000684	NONWEILER PROPERTY - TCE	3321 CTH A	OSHKOSH	54901	1995-11-20	2011-11-28	CLOSED	DNR	ERP	FILE ALSO CONTAINS 07-71-533125 AND 07-71-550726
02-71-119534	A P NONWEILER CO INC	3321 CTH A	OSHKOSH	54901	1996-09-16	2003-01-23	CLOSED	DNR	ERP	FILED WITH 03-71-306024 A P NONWEILER CO INC CLOSED 03-26-2003
02-71-000641	L G KIENAST UTILITY CONSTRUCTION SHOP	227 W LINWOOD AVE	OSHKOSH	54904	1995-07-06	2009-04-01	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-551380	SEW CLEANERS	2100 W 9TH AVE	OSHKOSH	54904	2008-04-22	2008-11-06	CLOSED	DNR	ERP	
02-71-000471	CONDON OIL SPILL	2745 OREGON ST	OSHKOSH	54901	1993-08-23	1999-09-09	CLOSED	DNR	ERP	
02-71-000574	WISCONSIN BELL (AMERITECH) GARAGE	820 WITZEL AVE	OSHKOSH	54901	1994-09-14	1994-09-22	CLOSED	DNR	ERP	
02-71-000593	BUCK MOVING & STORAGE	2490 JACKSON ST	OSHKOSH	54901	1994-12-13	1996-05-22	CLOSED	DNR	ERP	
02-71-000444	SERVICE OIL CO	2531 OMRO RD	ALGOMA TN	54901	1993-06-16	2001-08-27	CLOSED	DNR	ERP	
02-71-256538	OSHKOSH CTY PROPERTY - LOT 7	124 N MAIN ST	OSHKOSH	54901	2000-02-17	2001-04-24	CLOSED	DNR	ERP	
02-71-194942	OSHKOSH NORTHWESTERN	224 STATE ST	OSHKOSH	54901	1998-02-17	2002-01-02	CLOSED	DNR	ERP	
02-71-228419	FLEXALLOY/SEAR WAREHOUSE - FORMER	2840 BRADLEY ST	OSHKOSH	54901	1998-01-23	1999-12-06	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-181558	WINNEBAGO CNTY HWY DEPT-ASPHALT	1221 KNAPP ST	OSHKOSH	54901	1998-02-02	1998-06-03	CLOSED	DNR	ERP	BEHIND SHOP
02-71-250398	STANNARD DRY CLEANERS	653 N MAIN ST	OSHKOSH	54901	1995-01-10	2004-08-10	CLOSED	DNR	ERP	
02-71-000649	BANK ONE (FORMER)	250 PEARL AVE	OSHKOSH CITY		1992-09-05	2010-04-22	CLOSED	DNR	ERP	
02-71-184774	LAKE-AIRE DEVELOPMENT INC	2211-Z OREGON ST	OSHKOSH		1993-01-11	2004-06-28	CLOSED	DNR	ERP	
02-71-244802	AMOCO STATION #00280 - SOLVENTS	321 MURDOCK AVE	OSHKOSH		1994-01-26	2005-05-09	CLOSED	DNR	ERP	
02-71-000404	OMRO STANDARD & AUTO SPILL	204 E MAIN ST	OMRO		1993-01-14	1996-04-03	CLOSED	DNR	ERP	204 E MAIN ST
02-71-000062	FIRST WISCONSIN - OSHKOSH	PARCEL #91413210200 BRADLEY ST	OSHKOSH	54902	1988-10-21	2009-02-11	CLOSED	DNR	ERP	10 FILE FOLDERS IN NER560 (1-3) NER561 (4-6) NER562 (7-9) NER563 (10) NER560 = RC #954237 NER561 = RC #954238 NER562 = RC #954239 NER563 = RC #954240
02-71-000069	FOX RIVER - WISCONSIN AVE BRIDGE	NEAR WISCONSIN AVE BRIDGE	OSHKOSH		1990-02-08	1990-08-14	CLOSED	DNR	ERP	
02-71-000081	ANDERSON ESTATE - HARRISON ST	2360 HARRISON ST	OSHKOSH		1989-09-06	1999-02-18	CLOSED	DNR	ERP	
02-71-000101	KROUGH HARRY PROPERTY	122 OTTER LN	OSHKOSH		1980-01-01	1991-08-12	CLOSED	DNR	ERP	
02-71-000289	VOLKMAN ESTATE	7857 STH 175	BLACK WOLF		1991-10-09	1991-12-06	CLOSED	DNR	ERP	
02-71-000290	T P C FLIGHT SERVICE	825 W 20TH ST	OSHKOSH		1991-10-13	1992-04-06	CLOSED	DNR	ERP	
02-71-000366	PAINE ART CENTER & ARBORETUM	1410 ALGOMA BLVD	OSHKOSH		1992-08-06	1993-10-20	CLOSED	DNR	ERP	
02-71-000454	BIDWELL REGINALD PROP	518 GROVE ST	OSHKOSH		1993-07-30	1994-05-10	CLOSED	DNR	ERP	
02-71-000458	U-FUEL	825 W 20TH AVE	OSHKOSH		1993-08-28	1994-01-03	CLOSED	DNR	ERP	
02-71-000464	THOMA OIL - HARRISON ST AST	2404 HARRISON ST	OSHKOSH		1993-08-25	2006-08-01	CLOSED	DNR	ERP	
02-71-000518	LEEWARD COURT	645 675 695 LEEWARD CT	OSHKOSH		1994-03-15	2001-05-30	CLOSED	DNR	ERP	
02-71-000529	MAPCO NATURAL GAS LIQUID INK	2014 HARRISON ST	OSHKOSH		1994-04-07	1994-08-31	CLOSED	DNR	ERP	
02-71-000551	EAA - GROUNDWATER	3000 POBEREZNY RD	OSHKOSH	54902	1994-06-23	2000-01-25	CLOSED	DNR	ERP	FILED WITH 03-71-000167 EAA - OSHKOSH CLOSED 01-25-2000
02-71-000553	MIKES AUTO	1419-1427 BROAD ST	OSHKOSH		1992-01-14	1995-02-15	CLOSED	DNR	ERP	
02-71-000565	FOX VALLEY HEAT TREAT INC	2675 WASHBURN ST	OSHKOSH		1994-08-09	1995-01-04	CLOSED	DNR	ERP	
02-71-000570	STRELOW PROPERTY	1800 HARRISON ST	OSHKOSH CTY		1994-09-06	2013-06-21	CLOSED	DNR	ERP	
02-71-000609	WI DOT - WITTMAN AIRPORT PARCEL 2-80	2240 KNAPP ST	NEKIMI		1995-02-07	1995-10-09	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-000668	OSHKOSH B'GOSH	2660 OREGON ST	OSHKOSH		1994-03-23	2004-08-10	CLOSED	DNR	ERP	
02-71-096523	FAIRFAX FARMS	6163 SCOTT RD	OSHKOSH		1995-11-01	1999-02-24	CLOSED	DNR	ERP	
02-71-109446	E D CHASE ROOFING (FORMER)	557 DIVISION ST	OSHKOSH		1996-09-23	1996-12-11	CLOSED	DNR	ERP	
02-71-107900	RADDATZ GORDON PROPERTY	3308 OREGON ST	BLACK WOLF		1996-08-15	1997-02-13	CLOSED	DNR	ERP	
02-71-115809	OSHKOSH SAVINGS BANK	16 WASHINGTON	OSHKOSH		1997-01-20	1997-08-04	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-118308	TIMMERMAN FARM LF	3450 MARVEL DR	OSHKOSH		1994-07-07	2009-04-24	CLOSED	WMM	ERP	*** TRANSFERRED TO DNR WMM - NO LONGER UNDER DNR RR JURISDICTION ***
02-71-138900	CANADIAN NATIONAL - OSHKOSH ROUNDHOUSE	PIONEER ST	OSHKOSH		1996-08-13	2005-12-06	CLOSED	DNR	ERP	FILED WITH 02-71-338108 CANADIAN NATIONAL - OSHKOSH YARD CLOSED 07-10-2006
02-71-338108	CANADIAN NATIONAL - OSHKOSH YARD	PIONEER ST	OSHKOSH		2002-07-18	2006-07-10	CLOSED	DNR	ERP	
02-71-153511	LANG OIL INC	401 INDUSTRIAL DR	OSHKOSH		1997-07-11	2006-08-04	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-243330	MERCURY MARINE PLT 6 - CHLORINATED SOLVENTS	1018 W MURDOCK AVE	OSHKOSH	54901	2000-02-18	2005-07-18	CLOSED	DNR	ERP	FILED WITH 06-71-540825 MERCURY MARINE PLT 6 (VPLE) CLOSED 09-01-2009 (02-71-243330 MERGED WITH 03-71-182214)
02-71-187602	CW TRANSPORT/ASA FREIGHT	3330 ALGOMA BLVD	OSHKOSH		1998-04-20	1998-11-04	CLOSED	DNR	ERP	
02-71-189666	POWELL FARM	3978 FISK AVE	NEKIMI TN		1998-05-21	2000-02-08	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-556287	PARCEL H - SITEWIDE FILL - LGU	MARION-JACKSON-RIVERWAY-PEARL	OSHKOSH		2003-08-12	2011-02-17	CLOSED	DNR	ERP	
02-71-198206	BATTIS BROTHERS	570 N MAIN ST	ALGOMA		1998-09-24	2000-02-23	CLOSED	DNR	ERP	
02-71-269291	BARNEYS WRECKER SERVICE - CHLORINATED	2110 JACKSON ST	OSHKOSH		2001-03-08	2007-01-08	CLOSED	DNR	ERP	
02-71-551707	BARNEYS WRECKER-EASTERN YARD	2110 JACKSON ST	OSHKOSH		2008-06-04	2009-09-17	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-215711	SOO LINE RR PROPERTY (FORMER)	19TH & MICHIGAN	OSHKOSH		1999-03-01	2000-01-02	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-227761	CLARK FARM	2800-2850 W 20TH AVE	OSHKOSH		1999-04-20	2000-04-03	CLOSED	DNR	ERP	FILED WITH 06-71-229636 CLRK FARM (VPLE) CLOSED 03-03-2000
02-71-350347	MARINA THE	2122 S MAIN ST	OSHKOSH		2002-08-07	2004-01-05	CLOSED	DNR	ERP	
02-71-257712	SHOWCASE CUSTOM HOMES INC	223 ALLEN AVE	OSHKOSH		2000-07-13	2004-04-13	CLOSED	DNR	ERP	
02-71-259386	OCONNOR OIL CO BULK PLT	2905 JACKSON DR	OSHKOSH	54901	2000-09-13	2011-06-24	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-259967	FERRELLGAS - OMRO	525 W HURON ST	OMRO		2000-10-26	2005-05-20	CLOSED	DNR	ERP	
02-71-415835	PERFORMANCE MARINE	501 S MAIN	OSHKOSH	54901	2003-02-24	2004-03-19	CLOSED	DNR	ERP	
02-71-297782	HARNEY AVE PROPERTY	1259 HARNEY AVE	OSHKOSH		2002-02-26	2010-12-07	CLOSED	DNR	ERP	
02-71-397054	BERGSTROM AUTOMOTIVE - HOIST AREA	3660 JACKSON ST	OSHKOSH		2003-01-13	2003-07-08	CLOSED	DNR	ERP	
02-71-443152	GRASKA PROPERTY	5760 STH 21	OMRO		2003-04-15	2003-12-29	CLOSED	DNR	ERP	
02-71-513685	STATE ST - OSHKOSH CTY - LGU	STATE ST	OSHKOSH		2003-09-25	2004-12-10	CLOSED	DNR	ERP	DURING CITY ROAD RECONSTRUCTION SOME IMPACTED FILL SOILS WERE IDENTIFIED AND PROPERLY EXCAVATED/DISPOSED. "SITE" IS UNDER STREET PAVEMENT.
02-71-520034	RASMUSSEN #2 PROPERTY	OMRO RD & LEONARDS POINT RD	ALGOMA		2003-08-05	2003-11-10	CLOSED	WMM	ERP	*** TRANSFERRED TO DNR WMM - NO LONGER UNDER DNR RR JURISDICTION ***
02-71-543916	UTICA ENERGY LLC	4995 STH 91	OSHKOSH	54904	2005-08-24	2007-11-26	CLOSED	DNR	ERP	
02-71-540860	NEVAMAR MELAMINE PRESS 1 AREA	2880 VINLAND ST	OSHKOSH	54901	2005-02-03	2006-08-08	CLOSED	DNR	ERP	
02-71-546756	EVERETT INDUSTRIAL BLDG SITE	43 E 10TH AVE	OSHKOSH		2006-04-25	2007-02-06	CLOSED	DNR	ERP	
02-71-547166	OLSENS MILL INC - OMRO (FORMER)	427 W HURON ST	OMRO		2002-10-30	2012-05-04	CLOSED	DATCP	ERP	*** TRANSFERRED TO DATCP - NO LONGER UNDER DNR JURISDICTION *** *** TRANSFERRED TO DATCP - NO LONGER UNDER DNR JURISDICTION ***
02-71-516785	MARION RD ROW	400 BLOCK MARION RD	OSHKOSH	54901	2003-11-17	2011-02-01	CLOSED	DNR	ERP	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
02-71-548059	STREY CONSTRUCTION PROPERTY	1400 OSBORN (FKA 1205 MASON)	OSHKOSH		2006-09-14	2007-04-02	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-548105	ANR-SOUTH OSH METERING STATION	2056 WITZEL AVE	OSHKOSH	54901	2006-09-18	2008-05-23	CLOSED	DNR	ERP	
02-71-548977	JELD-WEN REC W5 (FORMER RAILROAD TRACKS)	228 W 6TH ST	OSHKOSH	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-269596	JELD-WEN REC C-15 (PCP UST)	228 W 6TH AVE	OSHKOSH CITY OF	54901	2001-03-21	2012-12-14	CLOSED	DNR	ERP	PREVIOUSLY LISTED AT 228 W 6TH AVE/523 OREGON ST AND ACTIVITY NAME LISTED AS JELD-WEN (FORMER MORGAN MFG) PCP UST. MOVED TO CORRECT VPLE LOCATION AND NAME CHANGED FOR BETTER CLARIFICATION.
02-71-548979	JELD-WEN REC C2 (WEST OF BUILDING 14)	228 W 6TH AVE	OSHKOSH CITY OF	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-549221	JELD-WEN REC C18 (FORMER RAILROAD)	228 W 6TH AVE	OSHKOSH CITY OF	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-549208	JELD-WEN REC C6 (NE SIDE OF BUILDING 16)	228 W 6TH AVE	OSHKOSH CITY OF	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-549204	JELD-WEN REC C5 (BUILDING 14 HYDRAULIC LIFT)	228 W 6TH AVE	OSHKOSH CITY OF	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-549220	JELD-WEN REC C17 (NORTH OF BUILDING 19)	228 W 6TH AVE	OSHKOSH CITY OF	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-548928	JELD-WEN REC W4 (BURN BARREL)	228 W 6TH AVE	OSHKOSH CITY OF	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-549230	JELD-WEN REC E10 (S SIDE OF FORMER BLDG E)	228 W 6TH ST	OSHKOSH	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-549229	JELD-WEN REC E3 (EASTERN PROPERTY BOUNDARY)	228 W 6TH ST	OSHKOSH	54901	2003-02-19	2012-12-14	CLOSED	DNR	ERP	
02-71-000050	COUNTY MARKET	650 WITZEL	OSHKOSH		1980-01-01	1991-04-02	CLOSED	DNR	ERP	LOCATION PREVIOUSLY LISTED AS COUNTY MARKET THEN CHANGED TO CUB FOODS THE UW OSHKOSH MAINT
02-71-421072	MERCURY MARINE LF (UNIVERSAL FOUNDRY)	2855 S OAKWOOD RD	OSHKOSH	54904	2001-01-08	2006-10-11	CLOSED	DNR	ERP	FILED WITH 06-71-540825 MERCURY MARINE PLT 6 (VPLE) CLOSED 09-01-2009
02-71-552187	OSHKOSH CONVENTION CENTER - LGU	2 N MAIN ST	OSHKOSH	54903	2008-08-19	2010-02-24	CLOSED	DNR	ERP	
02-71-553702	UTICA ENERGY ETHANOL PIPELINE SPILL	STH 91 CORRIDOR	ALGOMA TN	54904	2009-04-06	2012-10-11	CLOSED	DNR	ERP	
02-71-556237	2755 ALGOMA BLVD	2755 ALGOMA BLVD	OSHKOSH CITY		2010-10-15	2012-12-12	CLOSED	DNR	ERP	
02-71-557065	WI DOT STH 41 ROW	STH 41 ROW	NEKIMI TN		2011-05-10	2011-10-28	CLOSED	DNR	ERP	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
02-71-557137	LANG OIL WASHBURN DISPOSAL SITE	355 N WASHBURN ST	OSHKOSH		1990-08-21	1993-10-21	CLOSED	DNR	ERP	ADDRESS ORIGINALLY REPORTED AS 427 WASHBURN. ACCORDING TO COUNTY RECORDS PROPERTY HAD BEEN LISTED AT 421 AND 453 N WASHBURN AND THEN 367 N WASHBURN. CURRENT ADDRESS PER WINNEBAGO COUNTY LAND RECORDS WOULD LIST SITE AT 355 N WASHBURN ST - 6/2/2011 D HANSEN
02-71-535414	KLRR PROPERTY	139 HIGH AVE	OSHKOSH		2004-10-29	2010-10-28	CLOSED	DNR	ERP	
03-71-000836	ROADWAY EXPRESS INC	2449 HWY 44	OSHKOSH	54904	1991-05-20	1996-05-08	CLOSED	DNR	LUST	
03-71-001388	PLUSWOOD INC	2880 VINLAND RD	OSHKOSH	54901	1992-12-15	1994-02-14	CLOSED	DNR	LUST	
03-71-000061	OSHKOSH TRUCK CORP	2307 OREGON ST	OSHKOSH	54902	1988-12-20	1991-02-18	CLOSED	DNR	LUST	
03-71-001211	OSHKOSH TRUCK NORTH PLT - DIESEL 1	2307 OREGON ST	OSHKOSH	54902	1992-07-08	2007-11-26	CLOSED	DNR	LUST	
03-71-000249	LEACH CO	2737 HARRISON ST	OSHKOSH CITY OF	54901	1989-11-06	1995-02-13	CLOSED	DNR	LUST	
03-71-000593	OSHKOSH TRUCK DEFENSE PLT - USTS	2737 HARRISON ST	OSHKOSH CITY OF	54901	1990-10-16	2007-10-30	CLOSED	DNR	LUST	
03-71-114218	UNIVERSAL FOUNDRY	495 PEARL AVE	OSHKOSH	54901	1996-12-19	2003-09-03	CLOSED	DNR	LUST	
03-71-000174	MERCURY MARINE - PLT 33	505 MARION RD	OSHKOSH	54901	1989-10-18	2003-02-11	CLOSED	DNR	LUST	
03-71-212698	MERCURY MARINE NORTHWEST BOATYARD	505 MARION RD	OSHKOSH	54901	1995-06-27	2003-02-11	CLOSED	DNR	LUST	
03-71-559822	MERCURY MARINE PLT 33 - UST	505 MARION RD	OSHKOSH	54901	2012-12-18	2013-06-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-253178	T & J EQUIPMENT / POWR GARD	102 W 5TH AVE	OSHKOSH	54902	2000-04-12	2002-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-178179	WINNEBAGO MENTAL HEALTH INSTITUTE	BUTLER ST	OSHKOSH	54901	1997-12-15	1999-01-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000251	TOWER PAINT	922 OREGON ST	OSHKOSH	54902	1989-11-22	1991-11-25	CLOSED	DNR	LUST	
03-71-000724	VULCAN MATERIALS QUARRY	1301 KNAPP ST	OSHKOSH	54902	1990-12-13	1994-03-24	CLOSED	DNR	LUST	
03-71-415143	MERITOR - REC 16 OIL USTS	1005 HIGH AVE	OSHKOSH	54903	2002-12-11	2010-11-15	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-512059	MERCY MEDICAL (FORMER)	631 HAZEL ST	OSHKOSH	54901	2003-09-19	2005-09-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-113222	MUZA METAL PRODUCTS	606 E MURDOCK AVE	OSHKOSH	54901	1996-12-05	1999-04-08	CLOSED	DNR	LUST	FILED WITH 02-71-196079 MUZA METAL PRODUCTS CORP CLOSED 01-18-2006
03-71-185431	BLENDED WAXES INC	1512 S MAIN ST	OSHKOSH	54901	1998-04-08	1998-09-28	CLOSED	DNR	LUST	
03-71-191260	BLENDED WAXES INC - SITE 2	1512 S MAIN ST	OSHKOSH	54901	1998-06-28	1999-02-08	CLOSED	DNR	LUST	
03-71-002139	MUELLER CHRYSLER-PLYMOUTH	2060 OMRO RD	OSHKOSH	54904	1995-09-01	1996-08-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001027	PURATH PONTIAC-BUICK INC	2704 JACKSON DR	OSHKOSH	54901	1991-11-11	1993-08-24	CLOSED	DNR	LUST	
03-71-001829	PURATH PONTIAC-BUICK	2704 JACKSON DR	OSHKOSH	54901	1994-06-01	1996-06-24	CLOSED	DNR	LUST	
03-71-260057	GUNDERSON CLEANERS - WI DOT	118 HIGH AVE	OSHKOSH	54901	2000-10-16	2001-09-14	CLOSED	DNR	LUST	
03-71-001038	SNELL RD LF	3252 W SNELL RD	OSHKOSH	54901	1991-11-15	1993-12-06	CLOSED	DNR	LUST	
03-71-001119	BOYS CLUB BLDG - PROPOSED	584 BROAD ST	OSHKOSH	54903	1992-02-21	1993-04-15	CLOSED	DNR	LUST	
03-71-000637	WI DNR OSHKOSH AREA - NORTH TANK	905 BAYSHORE DR	OSHKOSH	54903	1990-11-05	1999-07-28	CLOSED	DNR	LUST	
03-71-000636	WI DNR OSHKOSH AREA - SOUTH TANK	905 BAYSHORE DR	OSHKOSH	54903	1990-11-05	1998-06-05	CLOSED	DNR	LUST	FILED WITH 02-71-000312 WI DNR - OSHKOSH AREA OFFICE CLOSED 06-05-1998
03-71-106790	WI DMA ORGANIZATIONAL MAINT SHOP #10	663 W 3RD AVE	OSHKOSH	54903	1996-07-30	2000-02-23	CLOSED	DNR	LUST	
03-71-207988	WI DMA - OMS #10 (TANK #3)	663 W 3RD AVE	OSHKOSH	54903	1998-06-10	1999-04-30	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000531	UNITED PARCEL SERVICE	3565 N MAIN ST	OSHKOSH	54901	1990-08-30	1993-03-09	CLOSED	DNR	LUST	
03-71-001604	UNITED PARCEL SERVICE - SITE #2	3565 N MAIN ST	OSHKOSH	54901	1993-09-17	1995-09-13	CLOSED	DNR	LUST	
03-71-001293	NORTHERN AUTO STORE #29 (FORMER)	558 N MAIN ST	OSHKOSH	54901	1992-08-18	1998-06-01	CLOSED	DNR	LUST	
03-71-001682	ZENTNER PROPERTY - VACANT WAREHOUSE	1427 BROAD ST	OSHKOSH	54902	1993-12-02	1997-06-02	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-000677	WI DOC - WINNEBAGO STATE FARM	1730 W SNELL RD	OSHKOSH	54901	1990-10-30	1995-10-31	CLOSED	DNR	LUST	
03-71-197857	WI DOC OSHKOSH CORRECTIONAL INSTITUTION	1730 W SNELL RD	OSHKOSH	54901	1998-06-12	1998-10-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000663	SPEEDWAY #2069	1320 OSHKOSH AVE	OSHKOSH	54901	1995-10-05	2005-09-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000799	SPEEDWAY SERVICE STATION #2070	3911 S WASHBURN ST	OSHKOSH	54901	1991-03-11	2003-02-26	CLOSED	DNR	LUST	
03-71-182486	MARATHON GASOLINE STATION	707 S MAIN ST	OSHKOSH	54901	1998-01-13	2003-05-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-182482	MARATHON GASOLINE STATION	203 JACKSON ST	OSHKOSH	54901	1998-01-13	2007-10-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000495	SPEEDWAY SERVICE STATION	2127 JACKSON ST	OSHKOSH	54901	1990-07-13	1995-03-06	CLOSED	DNR	LUST	
03-71-257063	SPEEDWAY SERVICE STATION	2127 JACKSON ST	OSHKOSH	54901	2000-07-13	2002-12-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001087	SPEEDWAY STATION #2125	2910 HARRISON ST	OSHKOSH	54901	1992-01-02	2002-10-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000581	KERR-MCGEE #7573	415 W MURDOCK AVE	OSHKOSH	54901	1990-09-12	1996-05-16	CLOSED	DNR	LUST	
03-71-000413	LANG OIL INC	305 OHIO ST	OSHKOSH	54901	1990-05-31	2004-07-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-558240	BLUE MOOSE CONVENIENCE STORE	305 OHIO ST	OSHKOSH	54901	2012-01-15	2014-09-04	CLOSED	DNR	LUST	
03-71-000642	LEE BEVERAGE	3031 OREGON ST	OSHKOSH	54901	1990-11-06	2000-08-28	CLOSED	DNR	LUST	
03-71-000529	WITTMAN FIELD - NE OF HANGAR 5	525 W 20TH ST	OSHKOSH	54901	1990-08-17	1995-02-21	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001037	WITTMAN FIELD - SOUTH OF HANGAR 5	525 W 20TH ST	OSHKOSH	54901	1991-11-12	1995-10-31	CLOSED	DNR	LUST	
03-71-001361	WITTMAN FIELD - WEST OF HANGAR 5	525 W 20TH ST	OSHKOSH	54901	1992-12-03	1996-05-22	CLOSED	DNR	LUST	
03-71-193275	WITTMAN REGIONAL AIRPORT	525 W 20TH ST	OSHKOSH	54901	1998-07-07	1999-02-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000153	SCHUPPES MOBIL	1604 ELMWOOD AVE	OSHKOSH	54901	1989-08-09	2002-10-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002083	MILLS FLEET FARM	177 N WASHBURN ST	OSHKOSH	54904	1995-06-07	1996-01-08	CLOSED	DNR	LUST	
03-71-223134	MILLS FLEET FARM	177 N WASHBURN ST	OSHKOSH	54904	1999-06-08	2000-02-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001423	COCA-COLA BOTTLING CO - TANK #2	1404 S MAIN ST	OSHKOSH	54902	1991-07-11	2006-07-26	CLOSED	DNR	LUST	
03-71-000904	COCA-COLA BOTTLING CO - TANK #1	1404 S MAIN ST	OSHKOSH	54902	1991-07-11	1993-12-09	CLOSED	DNR	LUST	FILED WITH 03-71-001423 COCA-COLA BOTTLING CO - TANK #2 CLOSED 07-26-2006
03-71-001951	OSHKOSH WWTP - TRANSIT AUTHORITY	926 DEMPSEY TRAIL (AKA KNAPP)	OSHKOSH	54901	1994-10-12	1995-07-27	CLOSED	DNR	LUST	
03-71-001517	OSHKOSH CITY CENTRAL GARAGE-WASTE OIL UST	639 WITZEL AVE	OSHKOSH CTY	54901	1993-06-18	1994-07-13	CLOSED	DNR	LUST	ADDRESS PREVIOUSLY LISTED AS 619 WITZEL AVE. MOVED PER PROJECT MANAGER K SYLVESTER ON 05/15/2013 - D HANSEN
03-71-151709	OSHKOSH MUNICIPAL GARAGE-GAS & DIESEL USTS	639 WITZEL AVE	OSHKOSH CTY	54901	1997-06-26	2000-10-17	CLOSED	DNR	LUST	
03-71-306024	A P NONWEILER CO INC	3321 CTH A	OSHKOSH	54901	1996-09-16	2003-03-26	CLOSED	DNR	LUST	
03-71-001494	L G KIENAST UTILITY CONSTRUCTION SHOP	227 W LINWOOD AVE	OSHKOSH	54904	1993-06-08	1997-05-05	CLOSED	DNR	LUST	
03-71-000855	SCHETTL PARKING LOT	4704 FOND DU LAC RD	OSHKOSH	54901	1991-05-23	1992-08-17	CLOSED	DNR	LUST	
03-71-000778	SPUR / KWIK-TRIP STATION #1957	2005 S OREGON ST	OSHKOSH	54901	1991-02-14	2007-12-06	CLOSED	DNR	LUST	
03-71-001936	M & D TRANSPORT	3116 MARINE DR	OSHKOSH	54901	1994-09-21	1994-10-06	CLOSED	DNR	LUST	
03-71-001055	ANR FREIGHT SYSTEM	300 WAUKAU AVE	OSHKOSH	54901	1991-12-03	1994-11-30	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001196	OSHKOSH TIRE	3483 JACKSON ST	OSHKOSH	54901	1992-06-18	1993-06-01	CLOSED	DNR	LUST	
03-71-000624	OMRO SERVICE CENTER	131 E MAIN ST	OMRO	54963	1990-09-04	1998-12-03	CLOSED	DNR	LUST	
03-71-116134	EASTSIDE SUPERETTE & DELI	811 MERRITT AVE	OSHKOSH	54901	1997-02-10	1999-02-05	CLOSED	DNR	LUST	
03-71-001412	CONDON PARTY MART	1424 S MAIN ST	OSHKOSH	54901	1993-01-21	2014-04-22	CLOSED	DNR	LUST	
03-71-115465	OMRO MOBIL - CONDON OIL	163 E MAIN ST	OMRO	54963	1997-01-22	1999-07-01	CLOSED	DNR	LUST	
03-71-000046	CONDON 21 SELF-SERVE	1832 OSHKOSH AVE	OSHKOSH	54901	1987-11-01	2000-05-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001878	CONDON BULK FACILITY	2745 OREGON ST	OSHKOSH	54901	1994-08-04	1999-09-09	CLOSED	DNR	LUST	
03-71-001698	BRICKHAM STAMPING	2916 ALGOMA BLVD	OSHKOSH	54901	1993-11-01	1993-12-15	CLOSED	DNR	LUST	
03-71-129829	U-HAUL #75067	243 OHIO ST	OSHKOSH	54901	1997-05-21	2000-01-28	CLOSED	DNR	LUST	
03-71-000929	HILDEBRANT (FORMER LYNNS SERVICE)	1724 ALGOMA BLVD	OSHKOSH	54901	1991-07-11	2003-03-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001282	BOBS SPUR STATION	506 OHIO ST	OSHKOSH	54901	1992-10-13	1996-11-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001364	U S POSTAL SERVICE	1025 W 20TH AVE	OSHKOSH	54902	1992-12-07	1994-06-06	CLOSED	DNR	LUST	
03-71-001148	OSHKOSH CTY (FORMER RADFORD CO)	40 WISCONSIN ST	OSHKOSH	54901	1992-04-21	1994-06-06	CLOSED	DNR	LUST	
03-71-001331	SOMMERFELD WELDERS SUPPLY CO	1925 JACKSON ST	OSHKOSH	54903	1992-11-05	1996-05-22	CLOSED	DNR	LUST	
03-71-001375	J & L OIL INC	123 N SAWYER ST	OSHKOSH	54901	1992-12-16	1998-05-15	CLOSED	DNR	LUST	
03-71-001400	DAVES AUTO REPAIR	1104 OREGON ST	OSHKOSH	54901	1993-01-08	1996-10-30	CLOSED	DNR	LUST	
03-71-001381	WISCONSIN BELL GARAGE	820 WITZEL AVE	OSHKOSH	54901	1992-12-17	1995-03-01	CLOSED	DNR	LUST	
03-71-105819	WISCONSIN BELL GARAGE	820 WITZEL AVE	OSHKOSH	54901	1996-07-01	1997-07-14	CLOSED	DNR	LUST	
03-71-001460	HOLIDAY STATION (FORMER)	863 N MAIN	OSHKOSH	54901	1993-05-04	2001-01-08	CLOSED	DNR	LUST	
03-71-001023	FLANIGAN HEATING & COOLING - WI DOT	1605 S MAIN ST	OSHKOSH	54901	1991-10-29	1995-11-16	CLOSED	DNR	LUST	
03-71-001548	LYNNS SERVICE CENTER	1826 HARRISON ST	OSHKOSH	54901	1993-07-28	2009-06-16	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-000935	BANK ONE	200 W MAIN ST	OMRO	54963	1991-06-13	1994-03-10	CLOSED	DNR	LUST	
03-71-001046	KOHLWEY PROPERTY	1322 OREGON ST	OSHKOSH	54901	1991-11-25	1997-06-26	CLOSED	DNR	LUST	
03-71-001623	ALL VALLEY WINDOWS (NATROP)	1101 N SAWYER ST	OSHKOSH	54901	1993-10-25	1994-08-09	CLOSED	DNR	LUST	
03-71-002054	SPUR STATION #1866	934 N MAIN	OSHKOSH	54901	1995-04-21	2000-06-12	CLOSED	DNR	LUST	
03-71-002200	THOMA OIL CO - OREGON ST	2815 OREGON ST	OSHKOSH	54901	1995-11-02	2001-10-19	CLOSED	DNR	LUST	
03-71-001434	BUCK MOVING & STORAGE	2490 JACKSON ST	OSHKOSH	54901	1993-03-31	1996-01-29	CLOSED	DNR	LUST	
03-71-001417	SERVICE OIL CO	2531 OMRO RD	ALGOMA TN	54901	1993-02-14	2000-05-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001851	LICHTWALD PROPERTY	2187 W NINTH AVE	OSHKOSH	54904	1994-07-08	1996-10-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001805	OSHKOSH CTY CAB CO	124 N MAIN ST	OSHKOSH	54901	1994-05-11	2000-06-15	CLOSED	DNR	LUST	
03-71-001810	WISCONSIN SIGN SERVICE	17 W 6TH AVE	OSHKOSH	54901	1994-05-18	1995-09-25	CLOSED	DNR	LUST	
03-71-001175	NERENHAUSEN PROPERTY - WEST	1732 CLAIRVILLE RD	OSHKOSH	54904	1992-05-21	1998-08-31	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001174	NERENHAUSEN PROPERTY - EAST	1732 CLAIRVILLE RD	OSHKOSH	54904	1992-06-04	1997-08-08	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001918	AYLWARD PROPERTY	6111 OLD GLORY LN	VINLAND	54956	1994-09-06	1994-09-19	CLOSED	DNR	LUST	
03-71-002157	WINNEBAGO CNTY HWY DEPT SHOP	1221 KNAPP ST	OSHKOSH	54901	1995-09-15	1997-11-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-208267	SEVEN-UP & RC BOTTLING CO	2110 HARRISON ST	OSHKOSH	54901	1998-12-22	1999-11-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002006	STANNARD DRY CLEANERS & LAUNDERERS	653 N MAIN ST	OSHKOSH	54901	1995-01-10	2001-12-13	CLOSED	DNR	LUST	
03-71-000069	BUDGETEL INN	1950 OMRO RD	OSHKOSH		1989-05-02	1989-05-23	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-000074	CW TRANSPORT / ASA FREIGHT SYSTEM	GREEN VALLEY RD	OSHKOSH		1988-10-17	1988-12-16	CLOSED	DNR	LUST	
03-71-000086	FIRST NATIONAL BLDG	WASHINGTON & N MAIN	OSHKOSH		1989-04-18	1998-06-08	CLOSED	DNR	LUST	
03-71-000096	SOHMS SERVICE STATION (FORMER)	402 JACKSON ST	OSHKOSH		1988-10-24	1994-03-27	CLOSED	DNR	LUST	
03-71-000154	LANG OIL INC	1759 W 9TH AVE	OSHKOSH		1989-10-30	2004-01-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000167	EAA - OSHKOSH	1445 W WAUKAU AVE	OSHKOSH		1989-10-04	2000-01-25	CLOSED	DNR	LUST	
03-71-000186	SHEAS MUFFLER SHOP	1781 W 9TH AVE	OSHKOSH		1989-05-08	2001-10-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000191	BOB & RONS U S OIL	1901 OREGON ST	OSHKOSH	54901	1990-02-16	2005-02-09	CLOSED	DNR	LUST	
03-71-000250	BOAT WORKS INC	362 MICHIGAN ST	OSHKOSH		1989-12-07	2004-03-18	CLOSED	DNR	LUST	
03-71-000284	SAWICKI SALES	1602 OREGON ST	OSHKOSH		1989-12-21	1998-12-09	CLOSED	DNR	LUST	
03-71-000300	KENTUCKY FRIED CHICKEN - WI DOT	1805 JACKSON (INT OF 45 & 21)	OSHKOSH		1990-02-01	2003-08-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000341	PIE TRUCKING TERMINAL	3283 WINNECONNE RD	OSHKOSH		1990-04-23	1991-09-30	CLOSED	DNR	LUST	
03-71-000347	4X CORP - LEONARDS RD	1665 LEONARDS RD	ALGOMA		1989-07-14	1991-02-25	CLOSED	DNR	LUST	
03-71-000416	ANDERSON ESTATE	803 MAIN ST	OSHKOSH		1988-04-19	1998-06-10	CLOSED	DNR	LUST	
03-71-000548	PRUDENTIAL RELOCATION MANAGEMENT	5510 NORTH SHORE DR	OSHKOSH		1990-05-04	1990-10-15	CLOSED	DNR	LUST	
03-71-000571	LARRYS 66	103 N SAWYER	OSHKOSH		1990-04-16	1993-03-09	CLOSED	DNR	LUST	
03-71-196912	SALZSIEDER 76	103 N SAWYER	OSHKOSH		1998-08-26	1999-08-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-531578	SALSZEIDER 76 (FORMER THOMA PROPERTY)	103 N SAWYER	OSHKOSH		2004-09-07	2006-02-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000579	COLLINS UNION 76 TRUCK STOP	1701 FOUNTAIN AVE	OSHKOSH		1990-08-18	2001-08-27	CLOSED	DNR	LUST	
03-71-000582	UW OSHKOSH	HIGH AVE	OSHKOSH	54901	1990-08-27	1994-11-01	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-000613	RUCKS RESIDENCE	2054 N POINT COMFORT RD	BLACK WOLF TN		1990-09-11	1990-11-02	CLOSED	DNR	LUST	
03-71-000653	NOLTE SERVICE STATION	1708 JACKSON ST	OSHKOSH		1990-11-14	1992-08-11	CLOSED	DNR	LUST	
03-71-000654	HERTZ CAR & TRUCK RENTAL	1503 S MAIN ST	OSHKOSH		1989-07-28	1989-11-06	CLOSED	DNR	LUST	
03-71-000655	KUHNZ GARAGE - WI DOT	132 W MAIN ST	OMRO		1990-10-23	1995-11-01	CLOSED	DNR	LUST	
03-71-000710	LUTHERAN HOMES OF OSHKOSH	215 N EAGLE	OSHKOSH		1990-12-10	1991-02-06	CLOSED	DNR	LUST	
03-71-000726	UW OSHKOSH - FIELD STUDIES BLDG	783 WARREN RD	OSHKOSH	54901	1989-12-06	2002-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000734	FOX CITIES CONST (KROGH)	4020 WINDERMERE LN	BLACK WOLF		1990-10-07	1991-02-08	CLOSED	DNR	LUST	
03-71-000742	CENTRAL BARREL & DRUM	1345 STH 26	OSHKOSH		1990-12-11	1995-07-26	CLOSED	DNR	LUST	
03-71-000757	SPEED QUEEN	431 WASHINGTON AVE	OMRO		1990-12-12	1992-10-29	CLOSED	DNR	LUST	
03-71-000808	LANG OIL	834 N MAIN ST	OSHKOSH	54901	1990-05-23	2005-06-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000821	THEIS (H W) CO	1714 ASHLAND	OSHKOSH		1991-04-16	1992-06-09	CLOSED	DNR	LUST	
03-71-000840	OPEN PANTRY FOOD MART	2175 W NINTH AVE	OSHKOSH		1990-03-26	1996-05-22	CLOSED	DNR	LUST	
03-71-000842	THOMA OIL - GELHAR CAR SERVICE	1024 OHIO ST	OSHKOSH	54902	1990-07-17	2002-11-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000852	LAZOWSKI PROPERTY (BAYVIEW SALES)	6100 FOND DU LAC RD	OSHKOSH		1989-05-26	1993-02-01	CLOSED	DNR	LUST	
03-71-000864	UNION AUTO	614 OREGON	OSHKOSH		1991-06-06	1997-09-22	CLOSED	DNR	LUST	
03-71-000866	BANK ONE	250 PEARL AVE	OSHKOSH CITY		1991-06-10	1998-09-24	CLOSED	DNR	LUST	FILED WITH 02-71-000649 BANK ONE (FORMER) CLOSED 04-22-2010
03-71-000883	INDIAN POINT CORP	5584 W GREEN BAY RD	OSHKOSH		1991-06-27	1994-10-10	CLOSED	DNR	LUST	
03-71-000891	MUZA SHEET METAL	206 HIGH AVE	OSHKOSH		1991-07-08	1992-02-13	CLOSED	DNR	LUST	
03-71-000913	JET CAR WASH SERVICE	1004 S MAIN ST	OSHKOSH		1991-07-11	2002-06-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000954	OSHKOSH COUNTRY CLUB	11 W RIPPLE RD	BLACK WOLF TN		1991-08-28	1994-01-25	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001018	STONEY BEACH MOTEL - WI DOT	3 STONEY BEACH RD	OSHKOSH		1991-10-29	1998-11-30	CLOSED	DNR	LUST	
03-71-001019	LANG OIL - DOTY ST (WI DOT)	2420 DOTY ST	OSHKOSH		1991-10-29	1996-05-27	CLOSED	DNR	LUST	
03-71-001031	LAKE-AIRE DEVELOPMENT INC	2211-Z OREGON ST	OSHKOSH		1991-11-06	1998-10-13	CLOSED	DNR	LUST	FILED WITH 02-71-184774 LAKE-AIRE DEVELOPMENT INC CLOSED 06-28-2004
03-71-001044	THRIFT SHOP THE	814 KNAPP ST	OSHKOSH		1991-11-25	2000-03-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001145	PACKERS PUB - WI DOT	1603 W 20TH AVE	OSHKOSH		1992-04-13	2000-05-30	CLOSED	DNR	LUST	
03-71-001152	PIONEER INN & MARINA	1002 PIONEER DR	OSHKOSH		1992-03-27	1993-06-21	CLOSED	DNR	LUST	
03-71-001155	OSHKOSH CTY - RIVERSIDE CEMETERY	1901 ALGOMA BLVD	OSHKOSH		1992-04-23	1996-01-05	CLOSED	DNR	LUST	
03-71-001171	SCHWERIN PROPERTY	7662 CTH T	OSHKOSH		1992-06-03	1993-03-02	CLOSED	DNR	LUST	
03-71-001197	PARKWAY GARAGE	17 E PARKWAY AVE	OSHKOSH		1992-06-15	1993-02-02	CLOSED	DNR	LUST	
03-71-001202	LAKESIDE MARINA	902 TAFT AVE	OSHKOSH	54902	1992-06-30	1993-03-09	CLOSED	DNR	LUST	
03-71-200194	LAKESIDE MARINA	902 TAFT AVE	OSHKOSH	54902	1998-10-09	2005-04-27	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001208	AVIATION PLAZA	S KOELLER ST 2000 BLK	OSHKOSH		1992-06-25	1993-03-02	CLOSED	DNR	LUST	
03-71-001218	PEPSI-COLA GENERAL BOTTLERS	325 W 20TH AVE	OSHKOSH		1992-07-16	1994-07-22	CLOSED	DNR	LUST	
03-71-001230	NATES ONE MORE BAR - WI DOT	3229 JACKSON ST	OSHKOSH	54901	1992-07-31	2000-08-28	CLOSED	DNR	LUST	
03-71-001242	BASLER - HANGAR 5/WHITMAN FIELD	HANGAR 5 / WITTMAN REGIONAL AI	OSHKOSH		1992-08-11	1994-11-28	CLOSED	DNR	LUST	
03-71-001243	BASLER - FLIGHT SERVICE OFFICE	801 W 20TH AVE	OSHKOSH		1992-08-11	2000-04-03	CLOSED	DNR	LUST	
03-71-001253	PRECAST CONCRETE SPECIALISTS	230 MCKINELY AVE	OMRO		1992-08-31	1992-12-09	CLOSED	DNR	LUST	
03-71-001296	GRABER PROPERTY (FORMER PURATH USED CARS	2061 OMRO RD	OSHKOSH		1992-10-12	2000-06-22	CLOSED	DNR	LUST	
03-71-001355	BOYS & GIRLS CLUB OF OSHKOSH	502 N MAIN ST	OSHKOSH		1992-11-16	2002-08-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001376	KRUEGER AUTO MART	960 KOELLER	OSHKOSH		1992-12-16	2003-07-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001378	JO-EDS PHILLIPS 66 STATION	1591 20TH AVE	OSHKOSH		1992-12-19	1995-10-28	CLOSED	DNR	LUST	
03-71-001383	AT&T RADIO TOWER	HWY 44 10 MI NE OF RIPON JAM	NEKIMI TN		1992-12-22	1994-07-22	CLOSED	DNR	LUST	
03-71-001416	HERGERTS SPORT CENTER	1242 N SAWYER ST	OSHKOSH		1993-02-10	1998-09-29	CLOSED	DNR	LUST	
03-71-001448	PACKER VALLEY BUILDER	2277 CLAIRVILLE RD	OSHKOSH		1993-04-15	1996-10-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001473	JOHNS 66 SERVICE	222 JACKSON ST	OSHKOSH	54901	1993-05-10	2002-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001512	LUDWIGS MARINA	617 BAYSHORE DR	OSHKOSH		1993-06-16	1993-08-25	CLOSED	DNR	LUST	
03-71-001579	LARSON PROPERTY	919 WASHINGTON AVE	OSHKOSH		1993-08-30	1996-04-10	CLOSED	DNR	LUST	
03-71-001635	SEARS AUTO CENTER	400 PARK PLAZA	OSHKOSH		1993-10-25	1993-12-20	CLOSED	DNR	LUST	
03-71-001660	SPELLMAN MARINA	1713 NEW YORK AVE	OSHKOSH		1993-11-18	1998-06-03	CLOSED	DNR	LUST	
03-71-001669	AMOCO STATION #00280	321 MURDOCK AVE	OSHKOSH		1993-11-24	2005-05-09	CLOSED	DNR	LUST	FILED WITH 02-71-244802 AMOCO STATION #00280 - SOLVENTS CLOSED 05-09-2005
03-71-001670	SPEEDWAY SERVICE STATION - WI DOT	3219 ALGOMA BLVD	OSHKOSH	54901	1993-09-29	2011-03-03	CLOSED	DNR	LUST	
03-71-174881	SPEEDWAY SERVICE STATION - DIESEL	3219 ALGOMA BLVD	OSHKOSH	54901	1997-10-14	2001-05-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001702	OCONNOR MOBILE MART	2020 S KOELLER ST	OSHKOSH		1993-12-15	2011-09-09	CLOSED	DNR	LUST	
03-71-001715	LANG OIL	403 N SAWYER ST	OSHKOSH		1993-12-20	1996-12-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001728	WITTMAN FIELD - AIR TRAFFIC CONTROL	876 WAUKAU	OSHKOSH		1994-01-05	1995-10-31	CLOSED	DNR	LUST	
03-71-001769	B & B RESTAURANT & TAVERN	686 N MAIN ST	OSHKOSH		1994-03-16	2000-05-19	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-001796	NAPA AUTO PARTS	1405 S WASHBURN ST	OSHKOSH		1993-06-08	1997-09-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001800	REESE TRUCKING CO	3543 W BREEZEWOOD LN	VINLAND TN		1994-05-06	1999-06-07	CLOSED	DNR	LUST	
03-71-001815	OSHKOSH SAVINGS BANK	420 S KOELLER ST	OSHKOSH		1994-05-23	2006-02-10	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001834	WI DOC - OSHKOSH CORR INST/EXPANSION	1700 W SNELL RD	OSHKOSH		1994-06-02	1994-11-14	CLOSED	DNR	LUST	
03-71-001848	OSHKOSH TRUCK	324 W 29TH	OSHKOSH		1994-07-07	1995-08-28	CLOSED	DNR	LUST	
03-71-001888	OSHKOSH LIBRARY - UST #1	440 MT VERNON	OSHKOSH		1994-08-17	1995-04-25	CLOSED	DNR	LUST	
03-71-001889	OSHKOSH LIBRARY - UST #2	443 MT VERNON	OSHKOSH		1994-08-17	1995-04-25	CLOSED	DNR	LUST	FILED WITH 03-71-001888 OSHKOSH LIBRARY - UST #1 CLOSED 04-25-1995
03-71-001890	RIETVELD PROPERTY	1527 CENTRAL ST	OSHKOSH		1994-08-22	1994-12-01	CLOSED	DNR	LUST	
03-71-002015	SCHIAVONNE PROPERTY	3174 CTH A	OSHKOSH CITY		1995-02-02	1996-06-10	CLOSED	DNR	LUST	
03-71-002023	KWIK TRIP #784	244 E MAIN	OMRO		1995-02-06	1999-09-14	CLOSED	DNR	LUST	
03-71-002033	OK TIRE (FORMER)	216 WAUGOO AVE	OSHKOSH		1995-03-01	2001-12-03	CLOSED	DNR	LUST	
03-71-002038	WI DOT PROPERTY - ABANDONED RR YARD	649 FIFTH ST	OSHKOSH		1995-04-04	1995-09-25	CLOSED	DNR	LUST	
03-71-002061	KWIK TRIP #742	2222 JACKSON ST	OSHKOSH		1995-05-17	1996-08-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002177	OMRO STANDARD & AUTO	204 E MAIN ST	OMRO		1995-09-06	2006-01-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002182	LANDMARK LTD PROPERTY	303 PEARL AVE	OSHKOSH		1995-10-17	2000-03-22	CLOSED	DNR	LUST	
03-71-002186	JACKS SERVICE	417 WASHINGTON ST	OSHKOSH		1995-10-18	2005-06-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-002214	ROGERS PUMP CO	1305 S MAIN ST	OSHKOSH		1995-12-04	2004-02-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-002232	EDDIES EVERGREEN MARINA	2800 MARINE DR	OSHKOSH TN		1995-12-21	1996-12-11	CLOSED	DNR	LUST	
03-71-179664	WISCONSIN PUBLIC SERVICE CORP	303 CEAPE AVE	OSHKOSH CITY		1998-01-09	2005-12-07	CLOSED	DNR	LUST	FILED WITH 02-71-000256 WPSC OSHKOSH (CEAPE AVE) MGP (ALT SF)
03-71-123695	BLOECHL ESTATE / BAUR TRUCKING	2625 S WASHBURN ST	OSHKOSH		1993-01-20	1997-06-03	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001292	THOMA OIL - HARRISON ST UST	2404 HARRISON ST	OSHKOSH		1992-10-02	2006-08-01	CLOSED	DNR	LUST	ADDRESS PREVIOUSLY LISTED AS CTH AA NE OF LIBBEY AVE - 11/8/2011 PER M STIEFVATER
03-71-095680	ELLEFSONS 66 SERVICE CENTER	1735 BOWEN ST	OSHKOSH		1996-01-08	2001-05-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-098134	GROH PROPERTY	1203 S MAIN ST	OSHKOSH	54901	1996-03-15	2003-03-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-098683	GROH PROP	1225 S MAIN ST	OSHKOSH		1996-03-26	2001-08-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-207608	KLEIN-DICKERT CO INC	2430-2436 ALGOMA BLVD	OSHKOSH	54901	1998-11-30	2005-05-05	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-100470	HITCHCOCK PROPERTY	310 N WEBSTER AVE	OMRO		1996-04-24	2001-05-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-107138	SUNSET SCHOOL	3596 STATE RD	OSHKOSH		1996-08-07	1998-08-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-107150	E D CHASE ROOFING (FORMER)	557 DIVISION ST	OSHKOSH		1996-08-02	1996-11-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-107739	METZLER SALES & SERVICE	1821 HARRISON ST	OSHKOSH		1996-08-20	2009-09-14	CLOSED	DNR	LUST	
03-71-110560	LANG OIL - VACANT LOT (FORMER ZEPHER)	208 BOWEN ST	OSHKOSH		1996-10-16	1998-05-27	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-208561	U W OSHKOSH - AUTO SHOP	845 HIGH AVE	OSHKOSH	54901	1998-12-28	2000-11-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-111122	DUREN PROPERTY	1014 EVANS ST	OSHKOSH		1996-10-30	1997-02-10	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-111512	PECK PROPERTY	215 JACKSON ST	OMRO		1996-11-08	1999-10-26	CLOSED	DNR	LUST	
03-71-113182	CONTINENTAL BAKING CO	2215 MINNESOTA ST	OSHKOSH		1996-12-03	2007-02-14	CLOSED	DNR	LUST	
03-71-114489	AMOCO FOOD SHOP - U S OIL	1585 W 20TH ST	OSHKOSH		1996-11-22	2000-10-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-116152	NIGL BAR PARKING LOT	804 OHIO ST	OSHKOSH		1997-02-10	2000-04-20	CLOSED	DNR	LUST	PROPERTY WAS ONCE A GAS STATION
03-71-118332	CHIEF EQUIPMENT	2601 S WASHBURN ST	OSHKOSH CITY		1997-02-26	2002-04-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-118442	OSHKOSH CTY MUNIC PARKING LOT - GAS	420 DIVISION ST	OSHKOSH	54901	1997-02-27	2004-02-09	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-118438	OSHKOSH CTY MUNIC PARKING LOT - OIL	420 DIVISION ST	OSHKOSH	54901	1997-02-27	2004-02-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-119908	LEITZ PROPERTY	4518 JACKSON ST	OSHKOSH TN		1997-04-07	1999-09-10	CLOSED	DNR	LUST	
03-71-285712	BERGER TRANSPORT	732 - 742 WITZEL AVE	OSHKOSH		2002-01-07	2002-09-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-379296	WESTERN CAR WASH	732 - 742 WITZEL AVE	OSHKOSH		2002-12-11	2003-07-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-151341	RAEHL PROPERTY	2858 HWY GG E	VINLAND TN		1997-06-23	2000-11-21	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-152475	LARSON PROPERTY	110 STONEY BEACH RD	OSHKOSH		1997-07-15	1997-09-17	CLOSED	DNR	LUST	
03-71-153522	BASLER AUTO SALES	909 OHIO ST	OSHKOSH	54901	1997-07-29	2006-03-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-169326	SINCLAIR STATION (FORMER)	904 OREGON ST	OSHKOSH		1997-08-27	1999-08-27	CLOSED	DNR	LUST	
03-71-170318	U W OSHKOSH PARKING LOT EXTENSION	811 JOHN ST	OSHKOSH		1997-09-02	1998-01-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-171126	OSHKOSH FIRE STATION	811 E MURDOCK AVE	OSHKOSH		1997-09-17	1999-01-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-174877	BASLER AUTO SERVICE	906 OHIO ST	OSHKOSH	54901	1997-10-22	2006-03-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-176300	DAIRY EXPRESS (FORMER)	1226 OREGON ST	OSHKOSH		1997-11-19	2002-05-22	CLOSED	DNR	LUST	
03-71-177335	ZILLGES MATERIALS PROPERTY	1720 FOUNTAIN AVE	OSHKOSH		1997-12-03	2005-05-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-176233	RONS VIDEO & LIQUOR	1110 E MAIN ST	OMRO	54963	1997-11-17	1999-02-12	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-182201	KUNDE MEMORIAL	1690 OHIO ST	OSHKOSH		1998-01-28	2002-07-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-182214	MERCURY MARINE PLT 6 - PETROLEUM	1018 W MURDOCK AVE	OSHKOSH	54901	1998-01-29	2009-03-24	CLOSED	DNR	LUST	FILED WITH 06-71-540825 MERCURY MARINE PLT 6 (VPLE) CLOSED 09-01-2009
03-71-183120	JURKINS PROPERTY	3410 FOND DU LAC RD	BLACK WOLF TN	54901	1998-03-10	2000-10-31	CLOSED	DNR	LUST	
03-71-183785	OSHKOSH FIRE DEPT	1813 ALGOMA BLVD	OSHKOSH		1998-03-25	1998-10-13	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-185447	RUTHANNES INTERIORS	323 OHIO ST	OSHKOSH		1998-04-09	2007-01-19	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-191355	LAKESHORE GOLF COURSE	1775 PUNHOQUA ST	OSHKOSH		1998-06-18	2000-09-26	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-193624	ANCHORAGE REALTY	2621 BOWEN ST	OSHKOSH		1998-07-27	1998-09-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-194787	HILDEBRANT PROPERTY - LGU	MARION-JACKSON-RIVERWAY-PEARL	OSHKOSH		1998-08-18	2004-09-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-432983	ZION ELDERCARE (FORMER) - LGU	MARION-JACKSON-RIVERWAY-PEARL	OSHKOSH		2003-04-07	2005-06-30	CLOSED	DNR	LUST	PREVIOUS ADDRESS WAS 422 MARION RD - CHANGED FOR CLARIFICATION OF VPLE 3/16/2011 D HANSEN
03-71-196917	PARK N PRINT INC	150 JACKSON ST	OSHKOSH		1998-08-26	2002-06-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-197298	BERMINGHAM PROPERTY	577 N MAIN ST	OSHKOSH		1998-09-02	1999-02-11	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-202031	HOUSEHOLD RENTALS - DORSEYS INC	609 N MAIN ST	OSHKOSH		1998-10-15	2002-02-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-207552	ECONOMY AUTO	2326 OREGON ST	OSHKOSH		1998-11-20	2002-07-17	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-208639	BARNEYS WRECKER SERVICE INC	2110 JACKSON ST	OSHKOSH		1999-01-05	2007-06-01	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-208922	OSHKOSH CTY - KOELLER ST ROW	N KOELLER ST	OSHKOSH		1998-06-18	1999-02-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-219780	JACOBSON AUTO SALES	1902 W MURDOCK	OSHKOSH		1999-04-14	2004-09-07	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-234895	MARINA THE	2122 S MAIN ST	OSHKOSH		1999-10-21	2003-06-10	CLOSED	DNR	LUST	
03-71-236013	DEMPSEY PROPERTY	3880 PAU KO TUK LN	BLACK WOLF TN		1999-11-22	2000-06-28	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-245238	T & O LANES	1007 OREGON ST	OSHKOSH		1999-11-03	2000-04-05	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-246470	DMS AUTO PARTS	322 W MURDOCK	OSHKOSH		1999-03-29	2005-02-16	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-256027	KING PROPERTY	1002 JACKSON ST	OSHKOSH		2000-07-05	2001-01-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-260227	KING PROPERTY	1527 S MAIN	OSHKOSH		2000-10-28	2003-05-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-260125	OSHKOSH CTY PROPERTY - LOT 1	103 STATE ST	OSHKOSH		2000-07-14	2001-10-22	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-270448	GUNDERSON PROPERTY	1205 HARRISON ST	OSHKOSH		2001-04-16	2002-09-23	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-272841	BECKS PIZZA	223 W MAIN ST	OMRO		2001-06-04	2002-05-15	CLOSED	DNR	LUST	
03-71-274932	BRASS RAIL ROW - WI DOT	1812-1814 ALGOMA BLVD	OSHKOSH		2001-07-02	2003-07-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-274938	LUTHERAN BROTHERHOOD ROW - WI DOT	1904 ALGOMA BLVD	OSHKOSH		2001-07-02	2002-10-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-274945	APPLETON MARBLE & GRANITE ROW - WI DOT	2014 ALGOMA BLVD	OSHKOSH		2001-07-02	2004-08-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-275672	STIEG PROPERTY - WI DOT	4079 STH 110	OSHKOSH		2001-07-24	2005-10-24	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-281524	TRIANGLE BAR - LGU	111 JACKSON ST	OSHKOSH		2001-10-08	2007-02-06	CLOSED	DNR	LUST	FILED IN 06-71-525333
03-71-282515	SCHERER PROPERTY	1423 MONROE ST	OSHKOSH		2001-10-24	2003-10-06	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-283814	POLLY CLEAN LAUNDROMAT	541 10TH ST	OSHKOSH		2001-11-26	2002-01-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-306622	STATE ST PROPERTY	117 STATE ST	OSHKOSH		2002-05-02	2002-05-16	CLOSED	DNR	LUST	
03-71-306629	MAIN ST PROPERTY	118 N MAIN ST	OSHKOSH		2002-05-02	2002-05-16	CLOSED	DNR	LUST	
03-71-363428	ANHALTZER TRUST PROPERTY - LGU	35 JACKSON (JACKSON & MARION)	OSHKOSH		2002-09-25	2005-07-27	CLOSED	DNR	LUST	FILED WITH 06-71-525331 PARCEL J - MURPHY CONCRETE - LGU (VPLE)
03-71-363948	DEEGS PROPERTY	1461 PLANEVIEW DR	NEKIMI TN		2002-09-13	2006-04-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-001938	BERGSTROM AUTO DEALERSHIP	3660 JACKSON ST	OSHKOSH		1994-10-03	1995-01-04	CLOSED	DNR	LUST	
03-71-151089	BERGSTROM AUTOMOTIVE	3660 JACKSON ST	OSHKOSH		1997-06-18	1999-06-07	CLOSED	DNR	LUST	
03-71-524916	RECREATION LANES	710 S MAIN ST	OSHKOSH		2004-04-15	2005-03-02	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-252972	UNIVERSAL FOUNDRY CO - LGU	440 PEARL AVE	OSHKOSH		2000-04-20	2003-09-03	CLOSED	DNR	LUST	
03-71-532602	GRUNSTED PROPERTY	4040 WINDERMERE	OSHKOSH	54902	2004-09-28	2004-11-04	CLOSED	DNR	LUST	

BRRTS No	Activity Name	Address	Municipality	Zip	Start Date	End Date	Status	Jurisdiction	Activity Type	Comments
03-71-544667	PLANEVIEW TRUCK PLAZA	1500 PLANEVIEW DR	OSHKOSH	54904	2006-01-05	2008-02-04	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-544813	KWIK TRIP - WI DOT	2109 OMRO RD	OSHKOSH	54904	2006-01-22	2007-07-09	CLOSED	DNR	LUST	
03-71-547453	HUNTERS RIDGE	2321 WAUKAU AVE	OSHKOSH		2006-06-06	2007-06-25	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000359	MERCURY MARINE CORP - BLDG 64	400 BLOCK MARION RD	OSHKOSH	54901	1990-01-16	2003-02-11	CLOSED	DNR	LUST	455 MARION RD NO LONGER EXISTS. MOVED 1/5/2012 FOR CLARITY D HANSEN
03-71-548256	SUPREME VIDEO - WI DOT	945 N WASHBURN ST	OSHKOSH	54901	2006-11-01	2008-07-14	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-000254	MORGAN PRODUCTS-REC C1 (FRMR PETROLEUM USTS)	228 W 6TH AVE	OSHKOSH CITY OF	54901	1989-12-01	2012-12-14	CLOSED	DNR	LUST	
03-71-548924	JELD-WEN REC W1 (FORMER GAS/SERVICE STATION)	228 W 6TH AVE	OSHKOSH CITY OF	54901	2003-02-19	2012-12-14	CLOSED	DNR	LUST	
03-71-550598	KOEPPLER MANAGEMENT INC	3100 FOND DU LAC RD	OSHKOSH	54901	2007-11-29	2007-11-29	CLOSED	DNR	LUST	1 - 550 GAL LEADED GAS TANK. PREVIOUS ADDRESS 25 E WAUKAU AVE. THEN 3100 FOND DU LAC RD
03-71-555158	TOWN MOTEL	215 DIVISION ST	OSHKOSH	54901	2010-03-29	2011-04-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-559092	TOWN MOTEL	215 DIVISION ST	OSHKOSH	54901	2012-07-30	2013-02-15	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***
03-71-558850	LAKESHORE MART	7893 S USH 45	BLACK WOLF TN	54902	2012-06-05	2013-03-18	CLOSED	DNR	LUST	***SITE WAS CLOSED UNDER THE JURISDICTION OF THE DEPT OF SAFETY AND PROFESSIONAL SERVICES (DSPS) OR DEPT OF COMMERCE – SITE TRANSFERRED BACK TO DNR JURISDICTION IN 2013***

APPENDIX J

WISCONSIN NATURAL
HERITAGE INVENTORY

Appendix J: Winnebago County National Heritage Inventory Data

Scientific Name	Common Name	WI Status	Federal Status	Group
Alasmidonta viridis	Slippershell Mussel	THR		Rare Mussels and Clams
Ardea alba	Great Egret	THR		Rare Birds
Asclepias ovalifolia	Dwarf Milkweed	THR		Rare Plants
Asclepias purpurascens	Purple Milkweed	END		Rare Plants
Botaurus lentiginosus	American Bittern	SC/M		Rare Birds
Calamagrostis stricta	Slim-stem Small Reed Grass	SC		Rare Plants
Carex formosa	Handsome Sedge	THR		Rare Plants
Chlidonias niger	Black Tern	END		Rare Birds
Cuscuta polygonorum	Knotweed Dodder	SC		Rare Plants
Cypripedium candidum	Small White Lady's-slipper	THR		Rare Plants
Emergent marsh	Emergent Marsh	NA		Wetland Herbaceous Communities
Emergent marsh - wild rice	Emergent Marsh - Wild Rice	NA		Wetland Herbaceous Communities
Floodplain forest	Floodplain Forest	NA		Wetland Forests
Galium brevipes	Swamp Bedstraw	SC		Rare Plants
Glyptemys insculpta	Wood Turtle	THR		Rare Reptiles
Gymnocladus dioicus	Kentucky Coffee-tree	SC		Rare Plants
Ixobrychus exilis	Least Bittern	SC/M		Rare Birds
Liatris spicata	Marsh Blazing Star	SC		Rare Plants
Mesic prairie	Mesic Prairie	NA		Upland Herbaceous Communities
Northern dry-mesic forest	Northern Dry-mesic Forest	NA		Upland Forests

Scientific Name	Common Name	WI Status	Federal Status	Group
Northern mesic forest	Northern Mesic Forest	NA		Upland Forests
Northern sedge meadow	Northern Sedge Meadow	NA		Wetland Herbaceous Communities
Oak opening	Oak Opening	NA		Savannas/Woodlands
Platanthera leucophaea	Prairie White-fringed Orchid	END	LT	Rare Plants
Podiceps grisegena	Red-necked Grebe	END		Rare Birds
Quadrula quadrula	Mapleleaf	SC/P		Rare Mussels and Clams
Ruellia humilis	Hairy Wild-petunia	END		Rare Plants
Southern dry-mesic forest	Southern Dry-mesic Forest	NA		Upland Forests
Southern hardwood swamp	Southern Hardwood Swamp	NA		Wetland Forests
Southern sedge meadow	Southern Sedge Meadow	NA		Wetland Herbaceous Communities
Sterna forsteri	Forster's Tern	END		Rare Birds
Sterna hirundo	Common Tern	END		Rare Birds
Thalictrum revolutum	Waxleaf Meadowrue	SC		Rare Plants
Tritogonia verrucosa	Buckhorn	THR		Rare Mussels and Clams
Verbena simplex	Narrow-leaved Vervain	SC		Rare Plants
Wet prairie	Wet Prairie	NA		Wetland Herbaceous Communities
Wet-mesic prairie	Wet-mesic Prairie	NA		Wetland Herbaceous Communities

Scientific Name	Common Name	WI Status	Federal Status	Group
Xanthocephalus xanthocephalus	Yellow-headed Blackbird	SC/M		Rare Birds

Source: http://dnr.wi.gov/topic/NHI/Data.asp?tool=county&mode=detail&county=71 (10/29/14)

APPENDIX K

STATE & NATIONAL REGISTER
OF HISTORIC PLACES

Appendix K: National Register and State Register of Historic Places

Reference No.	County	City/Village/ Town	Location	Historic Name
92000818	Winnebago	Algoma	Address Restricted	Bell Site[1]
84003825	Winnebago	Clayton	STH 150	Larson Brothers Airport
86001181	Winnebago	Menasha	68 Racine Street	Augustin, Gustav, Block
97000366	Winnebago	Menasha	348 Naymut Street	Banta, George, Sr. and Ellen, House
86001541	Winnebago	Menasha	1 Main Street	Brin Building
85001368	Winnebago	Menasha	Address Restricted	Doty Island (47-WN-30)
86001539	Winnebago	Menasha	2 Tayco Street	Koch, Carl, Block
84003826	Winnebago	Menasha	124 Main Street	Menasha City Hall[2]
93001330	Winnebago	Menasha	Fox River at Mill Street	Menasha Dam
93001323	Winnebago	Menasha	Address Restricted	Menasha Lock Site
86001182	Winnebago	Menasha	Tayco and Water streets	Tayco Street Bridge
86001518	Winnebago	Menasha	84 Racine Street	US Post Office--Menasha
84000714	Winnebago	Menasha	163-240 Main, 3 Mill, 56 Racine, and 408 Water streets	Upper Main Street Historic District
86001180	Winnebago	Menasha	214--216 Washington Street	Washington Street Historic District
74000141	Winnebago	Neenah	537 E. Wisconsin Avenue	Babcock, Havilah, House
08000121	Winnebago	Neenah	220 North Park Avenue	Beals, Edward D., and Vina Shattuck, House
93000144	Winnebago	Neenah	579 E. Wisconsin Avenue	Bergstrom, George O., House
94000134	Winnebago	Neenah	500 N. Commercial Street	Chicago and Northwestern Railroad Depot
95001552	Winnebago	Neenah	Address Restricted	Doty Island Village Site
05001229	Winnebago	Neenah	Generally bounded by East Forest Avenue, Webster Street, Hewitt Street, and Eleventh Street	East Forest Avenue Historic District
87001123	Winnebago	Neenah	345 E. Wisconsin Avenue	Gram, Hans, House
74000143	Winnebago	Neenah	Doty Park (Lincoln Street)	Grand Loggery
97000430	Winnebago	Neenah	433 E. Wisconsin Avenue	Hawks, Frank Winchester, House
92000110	Winnebago	Neenah	711 E. Forest Avenue	Jennings, Ellis, House
03000898	Winnebago	Neenah	331 East Wisconsin Avenue	Jersild, Reverend Jens N., House
96000907	Winnebago	Neenah	516 E. Forest Avenue	Kerwin, Judge J. C., House
12001275	Winnebago	Neenah	290 Lake Shore Avenue	Kimberly Point Park Lighthouse
03000899	Winnebago	Neenah	1102 East Forest Avenue	Lindsley, Perry, House
90001743	Winnebago	Neenah	307 S. Commercial Street	Neenah United States Post Office
87000462	Winnebago	Neenah	251 E. Doty Avenue	Paepke, Henry, House
03000897	Winnebago	Neenah	256 North Park Avenue	Sensenbrenner, J. Leslie, House

[1] The property is eligible, but not listed on the National Register due to owner objections.
[2] Building demolished, property removed from the National Register.

Reference No.	County	City/Village/ Town	Location	Historic Name
78000153	Winnebago	Neenah	547 E. Wisconsin Avenue	Shattuck, Franklyn C., House
99001607	Winnebago	Neenah	527 E. Wisconsin Avenue	Sherry, Henry, House
79000122	Winnebago	Neenah	824 E. Forest Avenue	Smith, Charles R., House
82000735	Winnebago	Neenah	706 E. Forest Avenue	Smith, Henry Spencer, House
96000990	Winnebago	Neenah	347 Smith Street	Smith, Hiram, House
96001575	Winnebago	Neenah	413 Church Street	Van Ostrand, Dewitt Clinton, House
83004366	Winnebago	Neenah	1590 Oakridge Road	Vining, Gorham, P., House
00000523	Winnebago	Neenah	620 East Forest Avenue	Whiting, Frank B., House
11000204	Winnebago	Neenah	98 Fifth Street	Whiting, Frank, Boathouse
93000400	Winnebago	Neenah	143 N. Park Avenue	Wing, William C., House
[3]*84003827*	Winnebago	Neenah	106-226 W. Wisconsin Ave., 110 Church St.	Wisconsin Avenue Historic District
87001062	Winnebago	Nekimi	5028 S. Green Bay Road	Black Oak School
78000148	Winnebago	Omro	West of Omro on STH 21	Cole Watch Tower
96000248	Winnebago	Omro	Jct. of Main Street and S. Webster Avenue	Omro Downtown Historic District
85001369	Winnebago	Omro	515 S. Webster Street	Omro High School, Annex and Webster Manual Training School
97000327	Winnebago	Omro	144 E. Main Street	Omro Village Hall and Engine House
94001368	Winnebago	Oshkosh	Roughly, Algoma Blvd. from Woodland Avenue to Hollister Avenue	Algoma Boulevard Historic District
74000140	Winnebago	Oshkosh	1174 Algoma Blvd.	Algoma Boulevard Methodist Church
82000730	Winnebago	Oshkosh	1157 High Avenue	Amos House[4]
82000731	Winnebago	Oshkosh	1010 Bayshore Drive	Bowen, Abraham Briggs, House
95001505	Winnebago	Oshkosh	17 W. Sixth Avenue	Brooklyn No. 4 Fire House
79000119	Winnebago	Oshkosh	2119 N. Main Street	Buckstaff Observatory[5]
82005125	Winnebago	Oshkosh	1610 Doty Street	Chief Oshkosh Brewery[6]
82000732	Winnebago	Oshkosh	224 State Street	Daily Northwestern Building
95000247	Winnebago	Oshkosh	502 N. Main Street	First Methodist Church
74000142	Winnebago	Oshkosh	110 Church Avenue	First Presbyterian Church
82000733	Winnebago	Oshkosh	132-140 High Street and 9 Brown Street	Frontenac
84003824	Winnebago	Oshkosh	1200 Washington Avenue	Guenther, Richard, House
78000151	Winnebago	Oshkosh	1149 Algoma Blvd.	Hooper, Jessie Jack, House

[4] Removed from the National Register.
[5] Observatory dismantled, property removed from the National Register.
[6] The property is eligible, but not listed on the National Register due to owner objections.

Reference No.	County	City/Village/ Town	Location	Historic Name
94000156	Winnebago	Oshkosh	Roughly bounded by W. Irving Avenue, Franklin St., Church Avenue, Wisconsin St. and Amherst Avenue	Irving Church Historic District
82000734	Winnebago	Oshkosh	1449 Knapp Street	Lutz, Robert, House
99001174	Winnebago	Oshkosh	809 Ceape Avenue	Mayer--Banderob House
83004365	Winnebago	Oshkosh	234 Church Avenue	Morgan, John R., House
13000783	Winnebago	Oshkosh	North Main Street generally bounded by Nevada Avenue and Huron Avenue	North Main Street Bungalow Historic District
96000250	Winnebago	Oshkosh	Roughly, N. Main Street from Parkway Avenue to Algoma Blvd., and Market Street NW. to High Avenue	North Main Street Historic District
85002334	Winnebago	Oshkosh	240 Algoma Blvd.	Orville Beach Memorial Manual Training School
74000144	Winnebago	Oshkosh	100 High Avenue	Oshkosh Grand Opera House
84000722	Winnebago	Oshkosh	Buildings at 800, 842, and 912 Algoma Blvd., and 845 Elmwood Avenue	Oshkosh State Normal School Historic District
75000086	Winnebago	Oshkosh	Address Restricted	Overton Archeological District
79000121	Winnebago	Oshkosh	842 Algoma Blvd.	Oviatt House
78000152	Winnebago	Oshkosh	1410 Algoma Blvd.	Paine Art Center and Arboretum
86001392	Winnebago	Oshkosh	Off Congress Avenue roughly between High, New York, and Summit avenues., and Paine Lumber access road	Paine Lumber Company Historic District
84000728	Winnebago	Oshkosh	765 Algoma Blvd.	Pollock, William E., Residence
93000025	Winnebago	Oshkosh	1120 Algoma Blvd.	Read School
03000578	Winnebago	Oshkosh	1901 Algoma Boulevard	Riverside Cemetery
94001212	Winnebago	Oshkosh	903 Oregon Street	Security Bank
74000145	Winnebago	Oshkosh	203 Algoma Blvd.	Trinity Episcopal Church
84000732	Winnebago	Oshkosh	751 Algoma Blvd.	Wall, Thomas R., Residence
86001129	Winnebago	Oshkosh	Roughly bounded by Merritt Avenue Linde and Lampert streets, Washington Avenue, Bowen and Evan streets	Washington Avenue Historic District
93000068	Winnebago	Oshkosh	1141 Algoma Blvd.	Waterman, S. H., House
82000736	Winnebago	Oshkosh	415 Jackson Street	Winnebago County Courthouse
82000737	Winnebago	Oshkosh	220 Washington Ave.	Wisconsin National Life Insurance Building

Reference No.	County	City/Village/ Town	Location	Historic Name
82000725	Winnebago	Rushford	Address Restricted	Carpenter Site (47 Wn 246)
76000082	Winnebago	Rushford	S of Eureka on Fox River	Eureka Lock and Lock Tender's House
84003823	Winnebago	Vinland	Address Restricted	Brainerd Site
75000084	Winnebago	Winneconne	SE corner of Main and Washington streets	Grignon, Augustin, Hotel
75000085	Winnebago	Winneconne	Address Restricted	Kamrath Site
79000120	Winnebago	Winneconne	Address Restricted	Lasley's Point Site
88003070	Winnebago	Wolf River	Address Restricted	Metzig Garden Site (47WN283)

Source: Wisconsin Historical Society. http://www.wisconsinhistory.org/. Accessed July 30, 2014

APPENDIX L

AFFIDAVIT

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Northwestern
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BROWN COUNTY

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Being duly sworn, doth depose and say that she is an authorized representative of the Oshkosh Northwestern, a newspaper published in Winnebago, Wisconsin, and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein on:

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Ad Number: 5001886502

Published Date: April 22, 2015
Published Date: April 26, 2015

(Signed): Bradley Zeitler Date: 4-27-15
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Signed and sworn to before me
Notary Public,
Brown County, Wisconsin

My commission expires 12/25/16

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You are invited to a public information meeting concerning the update of the Oshkosh Metropolitan Planning Organization (MPO) Long Range Transportation/Land Use Plan. **This plan is required for all urbanized areas, nation-wide, and must be updated every 5 years.** MPO staff is seeking input from all persons interested in the future of area highways, buses, paratransit, trucking, railway, bicycle and pedestrian transportation, and the relationship between land use patterns and transportation systems. Please join us to learn about the planning process and to offer your input and concerns. The meeting is scheduled for:

Wednesday, April 29, 2015
4:00pm – 6:00pm
UW-Oshkosh Alumni Welcome Center
Room 201
625 Pearl Avenue, Oshkosh, WI 54901

If you require special accommodations or would like additional information contact us at 920.751.4770, or at http://fcompo.org/planning-activities/long-range-transportation-planning/. Or scan the QR code with your smart phone:

OSHKOSH METROPOLITAN PLANNING ORGANIZATION LONG RANGE TRANSPORTATION PLAN

What is your vision for the future transportation network in the Oshkosh Area? We'd like to hear from you!

IF YOU ARE UNABLE TO ATTEND, WE'D STILL LIKE TO HEAR FROM YOU. PLEASE CONSIDER FILLING OUT OR SURVEY HERE:
HTTPS://WWW.SURVEYMONKEY.COM/S/VPXQ3H3

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No. of Affidavits: 1
Total Ad Cost: $29.71
Published Dates: 09/30/15

(Signed) Bradley Zastrow **(Date)** 9-30-15
Legal Clerk

Signed and sworn before me
Alexandra Zakowski
My commission expires 3/3/19

ALEXANDRA ZAKOWSKI NOTARY PUBLIC STATE OF WISCONSIN

NOTICE OF OPPORTUNITY TO REVIEW METROPOLITAN PLANNING ORGANIZATION LONG RANGE TRANSPORTATION/LAND USE PLAN UPDATE

The East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Oshkosh Area, has prepared a Long Range Transportation/Land Use Plan (LRTP) update. The LRTP has been developed in consultation with various federal, state and local agencies in an effort to improve public involvement and interaction in the transportation and land use planning process.

The update is in accordance to the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21) for long-range transportation and land use planning in metropolitan areas. The Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area can be viewed on the internet at: http://fcompo.org/

A 30-day public review and comment period for the LRTP update will commence on Wednesday, September 30, and end on Thursday, October 29, 2015. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 for a copy of the LRTP and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3311.

RUN: Sept 30, 2015 WNAXLP

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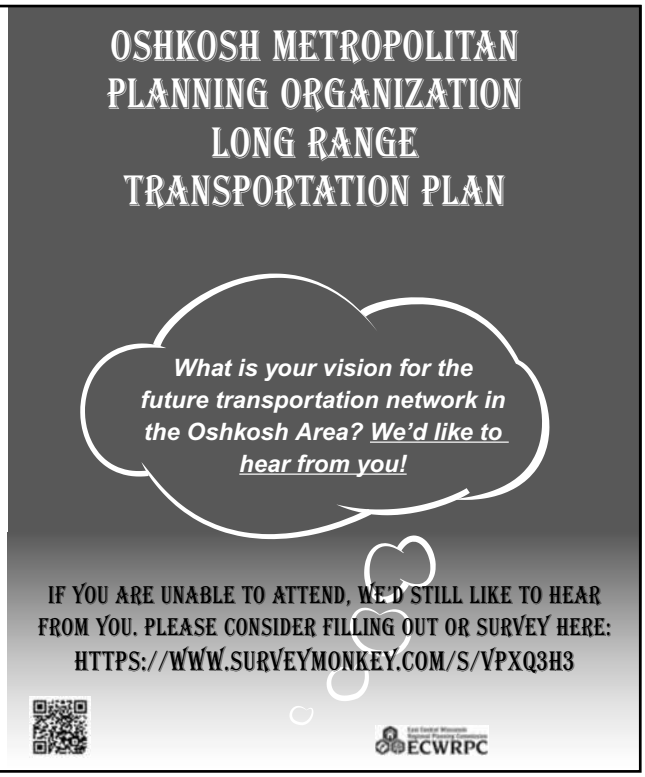
Wednesday, April 29, 2015
4:00pm – 6:00pm
UW-Oshkosh Alumni Welcome Center
Room 201
625 Pearl Avenue, Oshkosh, WI 54901

If you require special accommodations or would like additional information contact us at 920.751.4770, or at http://fcompo.org/planning-activities/long-range-transportation-planning/. Or scan the QR code with your smart phone:



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APPENDIX M

SUMMARY OF PROCEEDINGS

SUMMARY OF PROCEEDINGS
QUARTERLY COMMISSION MEETING
East Central Wisconsin Regional Planning Commission

Place: Fond du Lac Legislative Chambers
160 S. Macy St.
Fond du Lac, Wisconsin

Date: Friday, October 30, 2015

Time: 1:15 p.m.

The meeting was called to order by Chair Kalata at 1:18 p.m.

I. PLEDGE OF ALLEGIANCE

II. MOMENT OF SILENT MEDITATION

III. ROLL CALL

A. Introduction of Alternates and Guests

B. Welcome – Mr. Martin Farrell, Fond du Lac County Board Chair

Roll call was taken showing the following attendance:

Commission Members Present

Bill Barribeau (Alt. for Alice Connors)	Calumet County
Pat Laughrin	Calumet County
Merlin Gentz	Calumet County
Muriel Bzdawka	Menominee County
Ruth Winter	Menominee County
Helen Nagler	Outagamie County
Thomas Nelson	Outagamie County
Dave Kress (Alt. for Tim Hanna)	Outagamie County
Jeff Nooyen	Outagamie County
Michael Thomas	Outagamie County
Jerry Erdmann	Shawano County
Tom Kautza	Shawano County
Marshal Giese	Shawano County
Dick Koeppen	Waupaca County
Gary Barrington	Waupaca County
DuWayne Federwitz	Waupaca County
Donna Kalata	Waushara County

Larry Timm ..... Waushara County
Neal Strehlow ..... Waushara County
John Fitzpatrick (Alt. for Steve Cummings) ..... Winnebago County
Ken Robl ..... Winnebago County
Ernie Bellin ..... Winnebago County
Martin Farrell ..... Fond du Lac County
Brenda Schneider ..... Fond du Lac County
Dyann Benson (Alt. for Joseph Moore and Lee Ann Lorrigan) ..... Fond du Lac County
Allen Buechel ..... Fond du Lac County
Jill Michaelson ..... Ex-Officio Member

Commission Members Excused

Paul Mayou (Alt. for Brian Smith) ..... Waupaca County
Robert Schmeichel ..... Winnebago County
Deborah Wetter ..... Ex-Officio Member
Mark Harris ..... Winnebago County

Commission Members Absent

Daniel Rettler ..... Outagamie County
Nick Leonard ..... Fond du Lac County
Craig Tebon ..... Fond du Lac County
Michael Chapman ..... Menominee County
David Albrecht ..... Winnebago County

Staff Members Present

Eric Fowle ..... Executive Director
Walt Raith ..... Asst. Director/MPO Director
Pam Scheibe-Johnson ..... Controller
Erin Bonnin ..... Administrative Coordinator
Dave Moesch ..... Associate Planner
Sarah Van Buren ..... Associate Economic Development Planner
Tom Baron ..... Associate Planner
Melissa Kraemer Badtke ..... Principal Planner, Safe Routes to School
Emily Verbeten ..... Planner

C. Introduction of Alternates and Guests

No alternates or guests were present.

IV. STATEMENT OF COMPLIANCE WITH WIS. STATS. SEC. 19.84 REGARDING OPEN MEETING REQUIREMENTS

Compliance with Wisconsin's open meeting requirements was acknowledged.

V. PUBLIC COMMENT

No public comment.

VI. APPROVAL OF AGENDA / MOTION TO DEVIATE

Mr. Bellin motioned to approve the agenda/deviate, Mr. Robl seconded the motion. The motion passed unanimously.

VII. APPROVAL OF MINUTES OF THE JULY 31, 2015 QUARTERLY MEETING

Mr. Bellin motioned to approve the summary of proceedings, Mr. Federwitz seconded the motion. The motion passed with 26 ayes and 1 abstention, Ms. Nagler.

VIII. ANNOUNCEMENTS AND REPORTS

A. Commissioner / Commission Announcements

1. Commissioner Appointments

Mr. Fowle noted that two outstanding Governor's appointments remain, one in Menominee County, Ruth Winter, and the other in Fond du Lac County. He provided an update on the status of each one. Mr. Fowle did note that one of the gubernatorial candidates in Fond du Lac County withdrew interest in the appointment. Another candidate will need to be put forward through the County Board before the position can be finalized.

2. American Planning Assn. – Wisconsin Chapter "Innovative Plan" Award

Mr. Fowle noted that staff received an innovation award at the Wisconsin Chapter - American Planning Association Conference for the bicycle and pedestrian plan for the Appleton Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) areas. This is the tenth consecutive year that East Central has received either a state or national-level recognition for its programs/projects. The TMA and MPO areas, as well as Winnebago County and WisDOT are recognized as well with this award.

B. Staff Announcements

1. Introduction of New Safe Routes to School Planner, Emily Verbeten

Mr. Fowle introduced Ms. Verbeten as the newly hired Safe Routes to School Planner. Ms. Verbeten filled the position vacated by Mr. Patza in the summer of 2015. Ms. Verbeten addressed the Commission and provided some background on herself.

2. East Central Health Team Video

Ms. Kraemer Badtke and Mr. Baron presented the health team video. East Central was accepted into the Healthy Wisconsin Leadership Institute in 2014 and is the first planning agency to be accepted into the program. The program is a partnership between the UW-School of Medicine, Public Health Wisconsin Partnership Program, and the Medical College of Wisconsin. Some of East Central staff have been involved in community health improvement plans through the county health

departments and have discussed that the built environment plays a large role in the health of individuals. Collaboration at a regional level was discussed by planning and health county partners and local jurisdiction partners to do health in planning work. The public health in planning connection has been long established based on need to separate industrial areas from residential areas. Staff began training in June 2014 and completed it in August 2015. The team included partners from the Town of Menasha as well as Outagamie and Shawano Counties. The training was advanced, specifically staff learned how to use a root cause analysis tool as well as visioning, planning, implementation work, effective meeting facilitation, an evaluation of what staff are currently doing, expanding partnerships, team building activities, meeting and communication outreach, and assistance in coalition development. Staff have already begun to implement the tools and training into the work being done at East Central. The health team video was an outcome of the training process. The focus is to demonstrate the need for multiple stakeholders to understand the connection and importance of health in planning and be able to take action for it. Stakeholders are needed for this type of work. The content and significance of the video were briefly explained. Shawano, Winnebago, and Outagamie Counties are predominantly being worked with on this but it is important to have all of the counties and communities involved. There is great collaboration between planning, public works, highway, and public health that is happening at the local level and it can be mutually beneficial for all departments involved. Active transportation is more than being active during free time; it is about getting to destinations and is all-encompassing.

Mr. Gentz asked if copies would be made to share with the appropriate departments in the region. Ms. Kraemer Badtke replied, yes.

Mr. Erdmann asked if Ms. Hoffman of the County's staff had access to the video to share with the County Boards. Mr. Baron replied, yes the goal of the video is to have it shared with the County Boards.

Mr. Fowle asked if the other County Boards desired to have it shown. There was agreement amongst commissioners that efforts would be made to show the video to the County Boards. Brief discussion ensued regarding the best methods to contact board members/communities and present the video throughout the region.

Mr. Fowle also noted that Matty Mathison, present in the video, was awarded an APA Chapter award as well for her efforts as a proactive citizen.

C. Media Reports / Upcoming Events

Mr. Fowle briefly highlighted media articles of note regarding East Central projects in the region.

D. Other Announcements

Mr. Fowle also thanked Mr. Farrell and Ms. Freiberg, Fond du Lac County Clerk, for their assistance with planning facility needs for the events of the day.

IX. BUSINESS

A. Steering Committee

1. Acceptance of the Summaries of Proceedings for the July 31, 2015 Meeting

Ms. Nagler motioned to approve the summary of proceedings, Mr. Barribeau seconded the motion. The motion passed unanimously.

2. Acceptance of the Summaries of Proceedings for the September 18, 2015 Meeting

Mr. Erdmann motioned to approve the summary of proceedings, Ms. Schneider seconded the motion. The motion passed unanimously.

3. 2015 Third Quarter Financial Report

Ms. Scheibe-Johnson provided an overview of the third quarter financial report. Items included in the overview were as follows: balance sheet, cash situation, accounts receivable, billings, prepaids, security deposit, insurance, total assets, accounts payable, external accounts payable, accrued liabilities, debt to Winnebago County, net position, statement of revenue and expenses, federal and state grants, pass throughs, revenue, carry over, 5304 grants, Highway 15 project, operating revenue/expenses, direct grant expenses, overhead expenses, over budget items, surplus, final and quarterly estimate.

Mr. Koeppen motioned to approve the financial report, Mr. Kautza seconded the motion. The motion passed unanimously.

4. Update on 2016 Work Program & Budget Planning

Mr. Fowle provided an update on the 2016 work program and budget. The Steering Committee is working to finalize the preliminary budget. Based on the set levy, decisions regarding health and dental insurance were made. The dental benefit will now be cost-shared by employees. Salary changes have been discussed and will be incorporated into the 2016 budget. The preliminary budget is approximately -$60,000; however, nothing has been factored in for transportation planning funds that will be carried over from 2015 into 2016 at this time. Other contract opportunities may become available as well.

In regard to the work program, the technical assistance process was purposefully started one month earlier to better accommodate the timeline for development of the work program. Technical assistance project requests are slightly higher than in past years, with many of the projects being recreation-related. Many of the requests are also from Fond du Lac County communities.

5. Update on ECWRPC 2016-2018 Strategic Plan

Mr. Fowle provided an update on the strategic plan and requested that commissioners return the provided questionnaire at their earliest convenience.

6. Proposed Resolution 21-15: Amending the 2015 Work Program and Budget of the East Central Wisconsin Regional Planning Commission to Reflect the Re-Allocation of Funding Provided by the Department of Defense-Office of Economic Adjustment

Mr. Fowle noted that funds would be reallocated within the project. The Wisconsin Manufacturing Extension Partnership component of the defense project would be extended into 2016 as more time is needed to work with area businesses to assist them. Funds that will be unused from the UW-Oshkosh Accelerator Project will be put in East Central's part of the budget, much of which will be pass-through to consultants to assist in outreach and education materials. Some funds will also be used for staff costs as well.

Ms. Nagler motioned to approve the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

7. Proposed Resolution 22-15: Authorizing Commission Staff to Destroy Public Records According to the Adopted "Records Retention Policy and Destruction Schedule"

Mr. Gentz motioned to approve the resolution, Ms. Schneider seconded the motion. The motion passed unanimously.

8. Proposed Resolution 29-15: Adopting a Travel Policy for the East Central Wisconsin Regional Planning Commission

Mr. Fowle noted that this is the result of the federal regulations regarding grants, there is a need to be more specific with the travel policy and amendments will be made. There is one change to the policy under non-reimbursable expenses. The committee before approval added an item that stated a non-reimbursable expense would be lodging tax if staff did not provide the tax exempt form.

Mr. Erdmann motioned to approve the resolution, Mr. Kautza seconded the motion. The motion passed unanimously.

B. Economic Development Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 8, 2015 Meeting

Mr. Barribeau motioned to approve the chairman's report and summary of proceedings, Mr. Giese seconded the motion. The motion passed unanimously.

3. Proposed Resolution 23-15: Adopting The 2015 Comprehensive Economic Development Strategy (CEDS) Annual Performance Report

Ms. Van Buren provided an overview and background history of the CEDS report. The annual performance report does not require a 30 day public review period, however the draft document was posted online and sent to the Economic

Development and CEDS Committee members. The CEDS Committee is also required to reaffirm and prioritize the goals. The CEDS Committee also reviewed the 2014 executive summary and provided feedback to staff that could be used for the 2015 document. The CEDS Committee also examined and ranked the economic and community development projects that were submitted by all the communities within the region. The submitted projects were either new projects or a status of previously submitted projects. A project's ranking does not guarantee funding from the Economic Development Administration, but is more of a method for prioritization of projects and the Commission's efforts to implement them.

Mr. Farrell motioned to approve the resolution, Mr. Gentz seconded the motion. The motion passed unanimously.

C. Open Space and Environmental Management Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 31, 2015 Meeting

Mr. Federwitz motioned to approve the chairman's report and summary of proceedings, Mr. Laughrin seconded the motion. The motion passed unanimously.

3. Update on Weigh in on the Winnebago Waterways

Mr. Fowle provided a brief update on the Weigh in on the Winnebago Waterways. In mid-summer of 2015a proposal was given to the three County Executives to pursue incorporating $15,000 each into the respective budgets for Calumet, Fond du Lac, and Winnebago Counties. There was concern raised about East Central's potential involvement as a contracted entity. Given the dynamics at the time, at the Open Space Committee meeting, the committee had made a resolution contingent on input from the three executives to remove the commitment that was offered of sharing $45,000 of costs for the first year to double the county's money to have the position at the Commission. East Central at this time needs to move on and finalize its own budget and plan of work. Since then, the counties did propose the $15,000 individually. Calumet and Fond du Lac Counties did/will likely approve their respective budgets, however Winnebago County did take action to amend the budget and remove the $15,000. This does leave the question as to what the other two counties want to do in the event Winnebago County is not involved. After the meeting, Mr. Fowle received a phone call from a Winnebago County supervisor who feels that it is his charge to evaluate all the alternatives for creating this shared position. At the Winnebago County Board Meeting it was brought up that it would be logical that East Central should house and fund the position completely instead of asking the counties for additional funds. There may be opportunity for additional conversation on this matter and all three counties are represented on the Commission. Mr. Fowle responded to the individual that if a decision is to be made and if East Central is to fully fund the lakes coordinator position, Winnebago County will not only need to convince Fond du Lac and Calumet Counties, but also convince all of the other counties on the Commission. Mr. Fowle noted that a full-time position will be approximately $90,000, half-time

would be $45,000 and that may not be able to be absorbed under the current commitments so something must change..

Mr. Buechel commented that he assumed the Fond du Lac County Board would support the $15,000 budget item. What will happen after has not yet been established in regard to contracting with an entity. The reason $15,000 was provided was because it was felt that by the time this was approved in the budget it would be the second quarter of 2016. No reassurance can be provided at this time. Once the budgets are approved, the three counties must discuss the matter again and decide how to move forward.

D. Community Facilities Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the June 10, 2015 Meeting

Mr. Bellin motioned to approve the chairman's report and summary of proceedings, Mr. Kautza seconded the motion. The motion passed unanimously.

3. Final Appeals Court Opinion on C. Kaukauna vs. Village of Harrison

Mr. Fowle noted that this is the court action which is likely to be the final action of the sewer service area discussion. The Village of Harrison prevailed against the last remaining legal challenge by the City of Kaukauna with their incorporation process and the additional territory that was added to the town at that time.

E. Transportation Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 14, 2015 Meeting

Mr. Strehlow motioned to approve the chairman's report and summary of proceedings, Mr. Robl seconded the motion. The motion passed unanimously.

3. Update on Fox Cities Transportation Management Area (TMA) Designation

Mr. Raith noted in 2010 the Fox Cities Urbanized Area went over 200,000 in population and became a transportation management area (TMA). That entails certification by the Federal Highway Administration and Federal Transit Administration for federal funds received. The certification process took place, a public information meeting was also held on the first night of the process. The certification process was completed satisfactorily and the Commission was recertified for an additional four years. A letter of approval will be issued as well as a report for the whole certification process. An update will be provided once the report is received.

Mr. Fowle also shared a comment made by the Federal Highway representative who stated how much he appreciated East Central, particularly the creative and passionate staff involved in the program.

4. REAFFIRMATION of Proposed Resolution 19-15: Approving a Contract for Services between East Central Wisconsin Regional Planning Commission and Toole Design Group as a Subcontractor to the Winnebago County Bicycle and Pedestrian Plan *[acted on by Steering Committee on 9/18/15 using the full authority of the Commission]*

Ms. Kraemer Badtke noted that Winnebago County received a bicycle and pedestrian facilities program grant in 2014 from the Department of Transportation. This is a partnership between multiple departments at Winnebago County. At the time, East Central was approached by Toole Design Group to become a subcontractor on that particular bid. The focus of the plan is to increase active transportation opportunities for rural communities. It is a natural fit for East Central to be a subcontractor on this particular plan because East Central has active involvement from Omro and Winneconne on the Safe Routes to School Program and Oshkosh Area School District. Part of East Central's role will be community engagement and GIS data analysis and development for the plan along with local perspective and recommendations. The reason this resolution went through Steering Committee for approval was there was a timeline for starting the piece. The approximate dollar amount will be about $26,800. The funds will come to East Central to have staff working on the plan collaboratively.

Mr. Buechel motioned to reaffirm the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

5. Proposed Resolution 24-15: Adoption of the Transportation Improvement Program for Oshkosh Urbanized Area-2016

Mr. Moesch provided an overview and brief background of the transportation improvement program and process. As part of the planning process this year, East Central staff worked with the Wisconsin Department of Transportation, local communities, and GO Transit. One project was able to be funded this year with STP-Urban funds – the North Main Street project. This was previously programmed in the document at 50 percent. It was determined that the Fernau Avenue project with the City of Oshkosh would drop out of the program and funding would be used to make up the existing portion to bring the project up to 80 percent federal funding. That project is scheduled for 2016. There are also transit operating and capital requests as part of the document.

Mr. Robl motioned to approve the resolution, Mr. Strehlow seconded the motion. The motion passed unanimously.

6. Proposed Resolution 25-15: Adoption of the Transportation Improvement Program for Fox Cities (Appleton) Transportation Management Area-2016

Mr. Moesch provided an overview for the Fox Cities Transportation Improvement Program. Mr. Moesch mentioned that both transportation improvement programs being discussed underwent a public review period, no public comment was received. In regard to the Fox Cities document, two projects were funded with STP-Urban funding: County Trunk/HWY C and College Avenue from County/HWY Trunk CB to Casaloma, which is a large project of approximately $6 million in federal funding. The project is 80 percent federally funded. The Veteran's Memorial Lift Bridge in the City of Kaukauna was able to get funding of approximately $880,000 in federal funding. East Central also worked with Valley Transit to get their capital and operating request submitted.

Mr. Nelson asked how much funding was federal versus state in regard to the lift bridge project. Mr. Moesch replied that 80 percent was federally funded with no state funding. Mr. Moesch stated that the city would generate 100 percent of the design to expedite the process.

Mr. Nelson asked if the construction was federally funded. Mr. Moesch replied that was correct.

Mr. Nooyen motioned to approve the resolution, Mr. Strehlow seconded the motion. The motion passed unanimously.

7. Proposed Resolution 26-15: Adopting the 2016 Unified Transportation Work Program and Annual MPO Certification for the East Central Wisconsin Regional Planning Commission

Mr. Raith provided an overview of the resolution. East Central works with the Department of Transportation (DOT) and Federal Highway Administration so the transportation budget must be started earlier in the year. The process begins in June. Mr. Raith briefly described the process of initiating the work program annually. The process must be finished by the end of October. In January when the Commission passes the total budget, this item will be inserted into the total budget. Under MAP-21, the new transportation legislation, there is a focus on performance measures and tracking the trends. There are also short-term items that are planned and completed as well. Funding is similar to last year.

Mr. Strehlow motioned to approve the resolution, Mr. Erdmann seconded the motion. The motion passed unanimously.

8. Proposed Resolution 27-15: Adoption of the Update to the Appleton (Fox Cities) Transportation Management Area Long Range Transportation Plan/Land Use Plan

Mr. Raith provided an overview of the resolution. There is one document for each entity: Appleton (Fox Cities),Oshkosh, and Fond du Lac. The Fond du Lac plan was passed. The Fox Cities Transportation Management Area (TMA) is currently up for approval. The plan goes out to 2050 and is full of recommendations. One change to

the long range plans is that they were not updated regularly. Under MAP-21 performance measures, much of this content is going to be put online so that it can be tracked into the future. For the Fox Cities Urbanized Area, there is only one large project left to do and that is the expansion of HWY 41 to Green Bay. In the Oshkosh plan, there will be an emphasis on a new arterial on the West side of the Fox Cities to take some traffic off of HWY 41. The transportation system is well-built out with the exception of these projects. No large-scale projects are scheduled to be initiated in the future. Focus will be maintained on what is currently in existence.

Mr. Raith noted the $330 million that was removed from the transportation budget and that every time that occurs, documents have to be amended to reflect the change. Mr. Fowle interjected that he received an email from Senator Roth's office and the Joint Finance Committee scheduled a hearing for November 4th to release the bonding request that was submitted.

Mr. Nelson motioned to approve the resolution, Mr. Bellin seconded the motion. The motion passed unanimously.

9. Proposed Resolution 28-15: Adoption of the Update to the Oshkosh Urbanized Area Long Range Transportation Plan/Land Use Plan

Mr. Raith restated that the situation is similar to the previously listed Resolution 27-15. The only difference is the potential for a west-side arterial.

Ms. Nagler motioned to approve the resolution, Mr. Robl seconded the motion. The motion passed unanimously.

F. Regional Comprehensive Planning Committee

1. Chairman's Report

2. Acceptance of the Summary of Proceedings for the July 9, 2015 Meeting

Mr. Gentz motioned to approve the chairman's report and summary of proceedings, Mr. Thomas seconded the motion. The motion passed unanimously.

3. American Planning Association/American Health Partners Association "Plan4Health" Grant Award to Shawano & Menominee Counties

Ms. Kraemer Badtke and Mr. Baron briefly explained the grant award details. Earlier this summer the American Planning Association along with the American Public Health Association released a second round of funding that they received from the Center for Disease Control. East Central applied for this grant opportunity in partnership with Winnebago County for a bike-sharing project within the City of Oshkosh. It was a $150,000 grant opportunity with zero local match. East Central also partnered with Shawano County and Menominee County for a food sharing and security program. East Central's grant with the City of Oshkosh did not receive funding, however Shawano and Menominee County did receive funding. No analysis or feedback has been received as to why funding was not received for Oshkosh. Notification was received that only two grants would be

given per state. Examining the demographic information, the Shawano/Menominee County area typically has more significant needs based on employment and other demographic information than the City of Oshkosh. Moving forward with the Shawano and Menominee County project, East Central will act as the subcontractor. This project will have a lot of changeability to it. Originally it was scheduled to begin in April 2016, however that has been changed to November 2015. Originally $150,000 was requested, notification was received that $130,000 was awarded. The timeline for the grant has been reduced from 15 months to ten months. The focus is on food systems planning and East Central does not have a lot of capacity in this area, there is the ability to learn from this experience. The grant aligns well with the health in planning work of East Central. Even though it is a food security grant East Central will be looking at access to food, grocery stores, etc. The grant focuses on adequate nutrition and healthy diets for all residents in the area. Mr. Baron briefly provided some background information on both Shawano and Menominee Counties.

Mr. Laughrin asked what the term "food security" meant. Ms. Kraemer Badtke replied that food security is the ability to purchase food, have a supply of food at home, and ensuring access to food through income, food pantries, etc.

Mr. Laughrin asked if the program was based on income. Ms. Kraemer Badtke replied that yes, it would be partially based on income. Shawano and Menominee Counties are on the lower end of the county health rankings. The built environment must be studied as well as physical activity, nutrition, and access to healthy nutritious food.

Mr. Fowle also added that food security can even allude to broader concerns including terrorism, biological conditions, an upset in the rail/freight system, etc. Food comes from all over the United States and it is not possible to be reliant on that in the event something fails.

Mr. Federwitz asked what farms are producing in the area. Mr. Baron replied that detail was not provided in that regard, the information came from Shawano County's application. The application does reference that the majority of farming operations in the county are not for human consumption. Ms. Kraemer Badtke added that after discussions with Shawano County staff, some of that analysis will be looked at and improved. Mr. Baron stated that this is not dissimilar to the rest of the region, there is a strong agricultural presence, and the possibility of whether there should be a stronger connection is being considered as the food is being grown yet residents do not have access to it. There are strategies for this, there will be coalition capacity building, a large research component, and a work plan will be identified and incorporated. A local food council will also be established. Ms. Kraemer Badtke also noted that best practices can be supplied to neighboring areas on how to make this work for them with flexibility to meet their needs.

X. ESTABLISH TIME AND PLACE FOR NEXT COMMISSION MEETING

The next meeting will be Friday, January 29, 2016, at a location TBD in the Fox Cities area.

XI. ADJOURNMENT

Mr. Bellin motioned to adjourn, Mr. Farrell seconded the motion. The motion passed unanimously.

APPENDIX N

OSHKOSH MPO RESOLUTION
OF ADOPTION

RESOLUTION NO. 28-15

ADOPTION OF THE UPDATE TO THE OSHKOSH URBANIZED AREA LONG RANGE TRANSPORTATION PLAN/LAND USE PLAN

WHEREAS, the East Central Wisconsin Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Oshkosh Urbanized Area, and charged with conducting cooperative, comprehensive and continuing urban transportation planning as prescribed by federal and state law; and

WHEREAS, an update was prepared by the MPO to meet the requirement of the Moving Ahead for Progress in the 21st Century (MAP-21); and

WHEREAS, the principal elected officials of local governments in the Oshkosh Urbanized Area, their designated staffs, technical advisory committees and policy boards and the public, have participated in the planning process; and

WHEREAS, all comments received through public information meetings, by U.S. Mail, the MPO website, telephone or other communication were presented to the technical advisory committee and the policy board and incorporated into the update. Now, Therefore:

BE IT RESOLVED THAT THE OSHKOSH METROPOLITAN PLANNING ORGANIZATION ADOPT THE UPDATE TO THE OSHKOSH URBANIZED AREA LONG RANGE TRANSPORTATION/LAND USE PLAN:

Effective Date: October 30, 2015
Submitted By: Transportation Committee
Prepared By: Kolin Erickson, Transportation Planner

Donna Kalata

Donna Kalata, Chair – Waushara Co.

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Donna Kalata, Chair
Michael Thomas, Vice-Chair
Eric Fowle, Secretary-Treasurer

COMMISSION MEMBERS

CALUMET COUNTY

Alice Connors
(Bill Barribeau, Alt.)
Patrick Laughrin
Merlin Gentz

FOND DU LAC COUNTY

Martin Farrell
Brenda Schneider
Lee Ann Lorrigan
(Joseph Moore, Alt.)
Allen Buechel
Craig Tebon*

MENOMINEE COUNTY

Muriel Bzdawka
Ruth Winter
Michael Chapman

OUTAGAMIE COUNTY

Thomas Nelson
Helen Nagler
Daniel Rettler
Timothy Hanna
Jeff Nooyen
Michael Thomas

SHAWANO COUNTY

Jerry Erdmann
Thomas Kautza
Marshal Giese

WAUPACA COUNTY

Dick Koeppen
Gary Barrington
Brian Smith
DuWayne Federwitz

WAUSHARA COUNTY

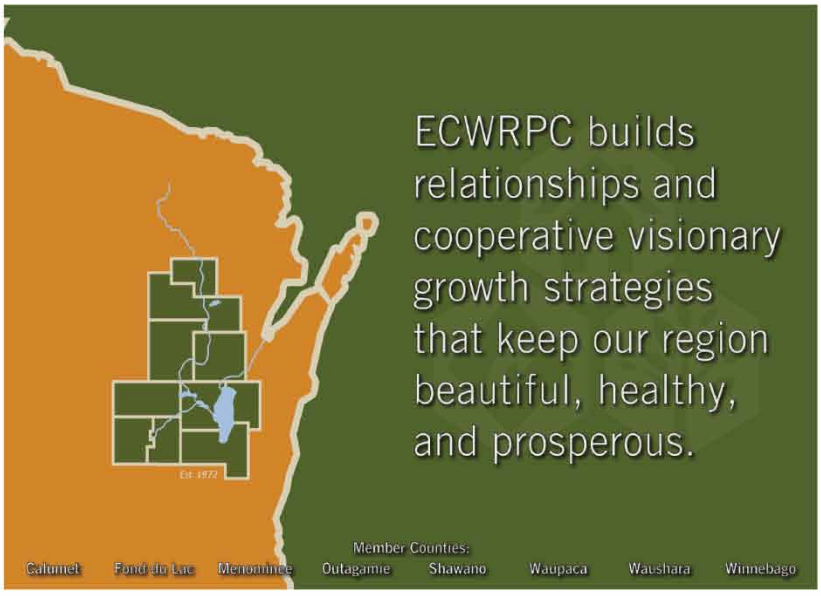
Donna Kalata, Chair
Larry Timm
Neal Strehlow

WINNEBAGO COUNTY

Mark Harris
David Albrecht
Ernie Bellin
Steve Cummings
Ken Robl
Robert Schmeichel

EX-OFFICIO MEMBERS

Jill Michaelson
Deborah Wetter



**To be determined*