

Fond du Lac Metropolitan Planning Organization: Long Range Transportation / Land Use Plan Fond du Lac Urbanized Area 2050



Approved October 7, 2020

**Fond du Lac
Metropolitan Planning Organization**

Long Range Transportation / Land Use Plan 2050

Approved October 7, 2020

Prepared by the
East Central Wisconsin Regional Planning Commission

ABSTRACT

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Fond du Lac Urbanized Area

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The *Long Range Transportation Plan* (LRTP) update is prepared to meet the requirements of the Fixing America's Surface Transportation (FAST) Act for long range transportation and land use planning in metropolitan areas across the United States. This Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.¹ The FAST Act continues the Metropolitan Planning program, [which] establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.² The LRTP addresses all modes of transportation with a 30 year planning horizon and is updated every 5 years. 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 the FAST Act and is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

¹ <https://www.fhwa.dot.gov/fastact/>.

² <https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm>.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	v
CHAPTER 1: PLAN PURPOSE	1-1
CHAPTER 2: REGIONAL TRENDS	2-1
CHAPTER 3: TRANSPORTATION SYSTEM & INFRASTRUCTURE	3-1
CHAPTER 4: RECOMMENDATIONS	4-1
CHAPTER 5: PLANNED INVESTMENTS & FUNDING.....	5-1
CHAPTER 6: HEALTH IN TRANSPORTATION.....	6-1

APPENDICES

APPENDIX A: MAPS	A-1
APPENDIX B: REFERENCE MAPS.....	B-1
APPENDIX C: RESOLUTIONS.....	C-1
APPENDIX D: PUBLIC COMMENTS.....	D-1
APPENDIX E: CENSUS ON THE MAP APPLICATION	E-1
APPENDIX F: INTERCITY BUS ROUTES & TRANSIT SYSTEMS.....	F-1
APPENDIX G: MAJOR FREIGHT CORRIDORS MAPS.....	G-1
APPENDIX H: MAJOR TRUCK FLOWS MAPS: 2012 & 2045	H-1
APPENDIX I: WISCONSIN RAILROADS & HARBORS: 2020	I-1

LIST OF ACROYNMS

Acronym	Full Spelling
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
APA	American Planning Association
AV	Autonomous Vehicle
CBD	Central Business District
CN	Canadian National Railroad
CPM	Capital Preventative Maintenance
CV	Connected Vehicle
DOA	Wisconsin Department of Administration
ECWRPC	East Central Wisconsin Regional Planning Commission
FAST Act	Fixing America's Surface Transportation Act (current federal transportation law)
FDLAT	Fond du Lac Area Transit
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IoT	Internet of Things
LRTP	Long Range Transportation Plan
MAP21	Moving Ahead for Progress in the 21st Century (prior federal transportation law)
MPO	Metropolitan Planning Organization
MSP	Mobility Service Provider
NHFN	National Highway Freight Network
NHS	National Highway System
NTD	National Transit Database
PASER	Pavement Surface Evaluation and Rating System
SRTS	Safe Routes to School Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management Plan
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TNC	Transportation Network Company
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
WisDOT	Wisconsin Department of Transportation
WISLR	Wisconsin Information System for Local Roads



EXECUTIVE SUMMARY

PLAN PURPOSE

The *Long Range Transportation Plan* (LRTP) update is prepared to meet the requirements of the Fixing America's Surface Transportation (FAST) Act for long range transportation and land use planning in metropolitan areas across the United States. This Act authorizes \$305 billion over fiscal years 2016 through 2020 for:

- Highways
- Highway and motor vehicle safety
- Public transportation
- Motor carrier safety
- Hazardous materials safety
- Rail
- Research, technology, and statistics programs.¹

The FAST Act continues the metropolitan planning program, [which] establishes a **cooperative, continuous, and comprehensive framework** for making transportation investment decisions in metropolitan areas (50,000+ population).² The LRTP addresses all modes of transportation with a 30 year planning horizon and is updated every 5 years.

PLAN GOALS

The goals used to guide the development and future monitoring of this plan were derived from the FAST Act³:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the **safety** of the transportation system for motorized and non-motorized users;
3. Increase the **security** of the transportation system for motorized and non-motorized users;
4. Increase the **accessibility and mobility** of people and for freight;
5. 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;
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;
7. Promote **efficient system management** and operation;
8. Emphasize the **preservation** of the existing transportation system;

¹ <https://www.fhwa.dot.gov/fastact/>.

² <https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm>.

³ <https://www.law.cornell.edu/uscode/text/23/134>.

9. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance **travel and tourism**.

REGIONAL TRENDS

Population and housing growth is expected to be modest for the Fond du Lac urbanized area. Future transportation planning recommendations for land use and development within the greater Fond du Lac area should strive to⁴:

- Promote mixed-use development land use and zoning policies.
- Promote transit-oriented development land use and zoning policies.
- Promote right-of-way policies which support active transportation by all modes and users of transportation (motorized and non-motorized transportation-bicycle/pedestrian).
- Support land use policies to reduce sprawl which can place a strain on public infrastructure and utilities.
- Support land use policies to encourage infill redevelopment over developing on new land on the outskirts of the planning area.

REGIONAL SYSTEM AND INFRASTRUCTURE

This plan will keep an eye on regional trends:

- Major Roadways (Functionally Classified System)
- Road Ratings (Wisconsin DOT's PASER)
- Crashes and Serious Injuries/Rates
- Freight Movement
- Public Transportation
- Bridge Repair/Replacement Ratings
- Bicycle/Pedestrian Network
- Scenario/Corridor Planning Efforts

SYSTEM DEVELOPMENT AND RECOMMENDATIONS

For each mode of transportation discussed within this plan, recommendations evolved around **preservation/maintenance and safety** of the existing transportation systems and being prepared and **flexible to meet unknown developments** in the future (i.e. autonomous/connected vehicle technologies). **Performance measures and targets** will continue to be monitored.

⁴ <https://www.cdc.gov/transportation/docs/transportation-fact-sheet.pdf>.

PLANNED INVESTMENTS AND FUNDING

In total, approximately **\$80 million** of federal, state and local funds are planned for future transportation related projects in the urban area over a 30+ year horizon. Of this amount, **\$44 million is federal funds, \$11 million is state funds and \$24 million is from local funds to leverage for the Fond du Lac urban area (current February 2020).**

The average funds for each program area (federal, state and local) were inflated over the life of this plan (30 year horizon) to the year 2050. An inflation factor of 2.3 percent was used.

In summary, the illustrative projects are **projected to require approximately an additional \$322 million of which \$179 million is federal funds; \$45 million is state funds; and \$98 million is local funds over the life of the plan.** Please see Table 5-2 for summary. Note that funding levels are subject to change and should be monitored at each 5-year plan update as projects are completed/removed or modified.

Table 5-1: Candidate Transportation Projects
(Note: Projects are “wish list” items and are not fully funded)

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total (\$000)
WisDOT/Fond du Lac	USH 41 / CTH D-STH 26	Resurface	26,960	6,740	0	33,700
WisDOT/Fond du Lac	USH 41 / USH 151	Resurface	12,096	3,024	0	15,120
WisDOT/Fond du Lac	USH 45 / Scott St	Resurface	5,230	1,308	0	6,538
Fond du Lac Co/Fond du Lac	CTH VV / S Main-Fond du Lac Ave	Reconstruct	0	0	5,200	5,200
Fond du Lac Co/Fond du Lac	CTH K / USH 151-CTH V	Reconstruct	0	0	5,000	5,000
Fond du Lac Co/Fond du Lac	CTH T/USH 151 Overpass-National Ave	Reconstruct	0	0	3,450	3,450
Fond du Lac Co/Fond du Lac	CTH V / CTH K-National Ave	Reconstruct	0	0	3,240	3,240
Fond du Lac Co/Fond du Lac	CTH T / STH 23-Esterbrook	Reconstruct	0	0	3,200	3,200
Fond du Lac Co/Fond du Lac	CTH K / USH 151-CTH WH	Reconstruct	0	0	2,000	2,000
Fond du Lac Co/Fond du Lac	Mascoutin Valley Trail Extension (CTH VV-CTH VVV)	Bike/ Pedestrian Trail	0	0	1,500	1,500
North Fond du Lac/Fond du Lac	Minnesota Ave / Rose - Anne	Reconstruct	0	0	576	576
Year 2020 dollars			44,286	11,072	24,166	79,524

Table 5-2: Illustrative Transportation Projects (with Inflation Factor)

	Federal (\$000)	State (\$000)	Local (\$000)	Total (\$000)
Average Funds	4,026	1,007	2,197	
Year 2021	4,119	1,030	2,247	7,396
2022	4,213	1,053	2,299	7,566
2023	4,310	1,078	2,352	7,740
2024	4,409	1,102	2,406	7,918
2025	4,511	1,128	2,461	8,100
2026	4,615	1,154	2,518	8,286
2027	4,721	1,180	2,576	8,477
2028	4,829	1,207	2,635	8,672
2029	4,940	1,235	2,696	8,871
2030	5,054	1,264	2,758	9,075
2031	5,170	1,293	2,821	9,284
2032	5,289	1,322	2,886	9,498
2033	5,411	1,353	2,953	9,716
2034	5,535	1,384	3,020	9,939
2035	5,663	1,416	3,090	10,168
2036	5,793	1,448	3,161	10,402
2037	5,926	1,482	3,234	10,641
2038	6,062	1,516	3,308	10,886
2039	6,202	1,550	3,384	11,136
2040	6,344	1,586	3,462	11,392
2041	6,490	1,623	3,542	11,655
2042	6,640	1,660	3,623	11,923
2043	6,792	1,698	3,706	12,197
2044	6,948	1,737	3,792	12,477
2045	7,108	1,777	3,879	12,764
2046	7,272	1,818	3,968	13,058
2047	7,439	1,860	4,059	13,358
2048	7,610	1,903	4,153	13,665
2049	7,785	1,946	4,248	13,980
2050	7,964	1,991	4,346	14,301
30 Year Horizon	179,191	44,800	97,781	
		Combined	321,771	

Contents

INTRODUCTION.....	1
FEDERAL REQUIREMENTS.....	1
TRANSPORTATION EQUITY	2
FOND DU LAC METROPOLITAN PLANNING ORGANIZATION (MPO)	3
MPO STRUCTURE	4
STUDY AREA	4
LONG RANGE TRANSPORTATION PLAN.....	6
PERFORMANCE MEASURES AND TARGETS.....	6
VISION	7
TRANSPORTATION GOALS AND OBJECTIVES.....	7
METROPOLITAN PLANNING FACTORS	8
PUBLIC PARTICIPATION PLAN AND PROCESS	9





Courtesy: Downtown Fond du Lac Partnership

INTRODUCTION

The *Fond du Lac MPO Long Range Transportation Plan (LRTP) 2050* is developed to meet the requirements of the Fixing America's Surface Transportation (FAST) Act for long range transportation and land use planning in metropolitan areas across the United States. This Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.¹ The FAST Act continues the **metropolitan planning program, [which] establishes a cooperative, continuous, and comprehensive framework** for making transportation investment decisions in metropolitan areas (50,000+ population).² The LRTP addresses all modes of transportation with a 30 year planning horizon and is updated every 5 years.

FEDERAL REQUIREMENTS

The FAST Act continues all previous metropolitan planning requirements which were in effect from prior federal transportation legislation (MAP-21: Moving Ahead for Progress in the 21st Century, SAFETEA-LU, TEA-21 and ISTEA). Additional areas of emphasis under the FAST Act include:

1. **Support for intercity bus and commuter vanpools**
2. **Scope of planning process**
 - a. Improve transportation system resiliency and reliability
 - b. Reduce (or mitigate) the storm water impacts of surface transportation
 - c. Enhance travel and tourism

¹ <https://www.fhwa.dot.gov/fastact/>.

² <https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm>.

3. Capital investment and other strategies

- a. Develop strategies to meet current and future transportation needs

4. Resilience and environmental mitigation

- a. Develop recommendations to reduce storm water from transportation infrastructure
- b. Develop recommendations to reduce the vulnerability of existing transportation infrastructure to natural disasters

5. Transportation and transit enhancement

- a. Support the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner
- b. Recommend strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated)

6. Participation by interested parties in the planning process

7. Congestion management

- a. Recommend additional congestion management reduction strategies in urbanized areas designated as Transportation Management Areas (TMA) **(not applicable for Fond du Lac urbanized area)**

Environmental Agency Consultation

Throughout the transportation planning process, consultations with local, state, and federal environmental agencies are involved and asked to provide feedback and input on the plans.

National Environmental Policy Act

The National Environmental Policy Act (NEPA) is the national charter for protection of the environment. Public involvement under NEPA is subject to the regulations of the Council on Environmental Quality (CEQ).

TRANSPORTATION EQUITY

Throughout the MPO and long range planning process, transportation and health equity are interwoven into the planning process and selection of projects funded by the MPO. Federal legislation and executive orders prohibit discrimination and/or exclusion from participation in any program or activity receiving federal financial assistance on the basis of race, color, national origin, disability, income, minority status or limited-English Proficiency. The MPO's Public Participation Plan discusses community engagement strategies and how community members can provide input into the plan later in this chapter.

Title VI of Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 ensures that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, or national origin.

Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 encourages the participation of people with disabilities in the development of transportation and paratransit plans and services.

Environmental Justice Executive Orders 12898: Environmental Justice in Minority Populations and Low Income Populations

There are three fundamental Environmental Justice (EJ) principles:

- 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 in, or significant delay in the receipt of benefits by minority and low income populations.

Executive Order 13166: Improving Access to Services for Persons with limited English Proficiency

Along with Title VI of the Civil Rights Act of 1964, the federal government requires federal agencies to:

- examine the services they provide;
- identify any need for service to those with limited English proficiency (LEP); and
- develop and implement a system to provide those services so LEP persons can have meaningful access to them.

FOND DU LAC METROPOLITAN PLANNING ORGANIZATION (MPO)

With the passage of the Federal-Aid Highway Act of 1962, Congress made Metropolitan Planning Organization (MPO) as the policy making board created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA).³ The Metropolitan planning process is encouraged to be a 3-C process – continuing, cooperative, and comprehensive. This 3-C process is conducted between MPOs, states, federal agencies, and public transit providers within these urbanized areas.

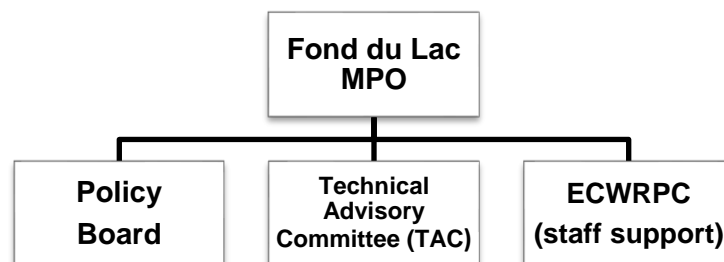
³ <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo>.

MPO STRUCTURE

The City of Fond du Lac was designated as the MPO in 2000. The Fond du Lac MPO is comprised of local and regional transportation professionals and elected officials. The MPO consists of two committees: a Policy Board and a Technical Advisory Committee (TAC). The Policy Board reviews recommendations from the Technical Advisory Committee and makes the final decisions regarding documents and projects selected for federal funding. The Technical Advisory Committee provides recommendations to the Policy Board. East Central Wisconsin Regional Planning Commission (ECWRPC) are staff for the Fond du Lac MPO and are responsible for the MPO's planning and administrative functions. The ECWRPC staff also serve as a bridge of communication between:

- MPO Committees
- WisDOT
- Federal Highway Administration
- Federal Transit Administration
- Local Governments
- Other groups interested in transportation issues within the Fond du Lac Planning Area

Figure 1-1: Fond du Lac MPO Structure



STUDY AREA

The Fond du Lac MPO Planning Area is shown in **Map 1-1**. The urbanized area is located primarily in Fond du Lac County with a small portion within Winnebago County. The Fond du Lac MPO includes all or portions of:

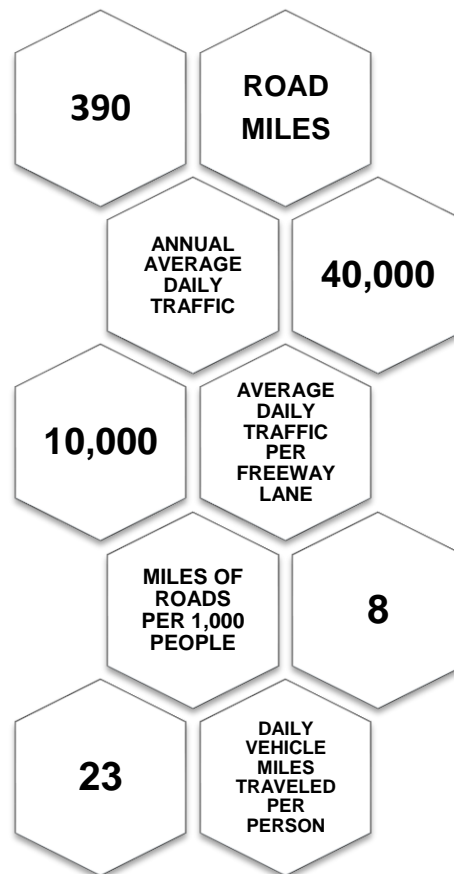
- Towns of Black Wolf (Winnebago County)
- Town of Eden
- Town of Empire
- Town of Fond du Lac
- Town of Friendship
- Town of Taycheedah
- City of Fond du Lac
- Villages of North Fond du Lac
- Village of Eden

The 2010 U.S. Census shows the population of the urbanized area to be approximately 60,000, and encompasses approximately 85 square miles of land with just over 0.3 square

miles of waterways and includes those areas potentially influenced by the expansion of urban development over the long-term.

Working in partnership with the Wisconsin Department of Transportation and the MPO has an approved adjusted urbanized area (UZA) based on the U.S. Census Bureau's urbanized area criteria. The adjusted urbanized area boundary will be updated with the 2020 U.S. Census.

Fond du Lac MPO Quick Facts⁴:



⁴ <https://www.fhwa.dot.gov/policyinformation/statistics/2014/index.cfm#sec4>.

LONG RANGE TRANSPORTATION PLAN

The LRTP must utilize the most recently available data and assumptions to provide long- and short-range strategies and actions for the MPO. The LRTP must preserve and enhance the multimodal transportation system, and facilitate the safe and efficient movement of people and goods. The 2050 LRTP follows the requirements established in 23 CFR 450.324. Federal regulations require the LRTP to include:

- Projections of future demand of people and goods over the period of the plan (at least 20 years);
- Inventory of existing and proposed transportation facilities, with an emphasis on nationally and regionally significant facilities;
- Operational and management strategies that improve the efficiency and safety of the existing transportation system;
- Capital investment and other strategies to preserve the existing and future transportation system and improve multimodal capacity based on regional priorities and needs;
- Evaluation of environmental impacts and potential mitigation activities;
- Pedestrian and bicycle transportation facilities;
- Transportation and transit enhancement activities;
- A financial plan that demonstrates that the plan is fiscally constrained;
- Comparison of the transportation plan with state and local conservation plans and maps and natural and historic resource inventories, if available;
- A safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the state's Strategic Highway Safety Plan;
- Reasonable opportunity for the public and all relevant parties to review the transportation plan and to provide comments;
- Consideration of the results of a Transportation Management Area's Congestion Management Process;
- Current and projected transportation demand of people and goods; and
- A system performance report evaluating the condition and performance of the transportation system.

PERFORMANCE MEASURES AND TARGETS

As part of the FAST Act, performance measures and targets were established to help the MPO and WisDOT monitor conditions of the transportation system on a continuous basis. Performance measures and targets developed in this plan include:

1. Safety
2. Pavement Ratings
3. Bridge Sufficiency Ratings
4. Freight Performance Measures

GOAL	NATIONAL GOAL
Safety	To achieve a significant a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System.
System reliability	To improve the efficiency of the surface transportation system.
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environmental.
Reduced project delivery delays	

VISION

In 2050, the Fond du Lac 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 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.

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.

METROPOLITAN PLANNING FACTORS

In the federal transportation bill, Fixing America’s Surface Transportation (FAST) Act, planning factors will need to be taken into consideration during the long range transportation planning process. These planning factors include:

The goals used to guide the development and future monitoring of this plan were derived from the FAST Act⁵:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;

⁵ <https://www.law.cornell.edu/uscode/text/23/134>.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

PUBLIC PARTICIPATION PLAN AND PROCESS

The purpose of the public participation plan (PPP) is to establish procedures that allow for, encourage, and monitor participation of all citizens in the Fond du Lac Urbanized Area, including but not limited to low income and minority individuals, and those with limited English proficiency. The public participation plan lays out procedures to provide opportunities for all area citizens to participate in the development of the Transportation Improvement Program (TIP), the long range transportation plan and other planning documents that may be developed for the Fond du Lac MPO. The Fond du Lac MPO strives for an all-inclusive public process consistent with the provisions of the Federal Highway Administration (FHWA) Title 23 Code of Federal Regulations Part 4500 (23 CFR 450) and Federal Transit Administration (FTA) 49 CFR 613 as outlined within the FAST Act and the subsequent federal transportation bills.

In 23 CFR 450 and 49 CFR 613, the public participation process will “ensure early and continuing involvement of the public in developing plans”.

Goal: The goal of the public participation plan (PPP) is to offer real opportunities for the engagement of all community members within the Fond du Lac Urbanized Area to participate in the development of transportation plans and programs.

Objectives:

- To determine what non-English languages and other cultural barriers exist to public participation within the Fond du Lac Urbanized Areas.
- To provide a general notification of meetings, particularly forums for public input, in a manner that is understandable to all populations in the area.
- To hold meetings in locations which are accessible and reasonably welcoming to all area residents, including, but not limited to, low-income and minority members of the public.
- To provide avenues for two-way flow of information and input from populations which are not likely to attend meetings.
- To provide a framework of actions appropriate to various types of plans and programs, as well as amendments or alterations to any such plan or program.
- To use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps and the internet.

The public involvement process gives the community an opportunity to provide input and it also allows transportation staff and the MPO to provide information back to the community on upcoming transportation projects. Throughout this planning process East Central staff has engaged with stakeholders and the general public in a variety of ways. The feedback and public input has been taken into consideration when developing this plan and the transportation network recommendations for the future.

Contents

POPULATION	1
HOUSING.....	2
EMPLOYMENT	2
MODE SHARE AND COMMUTER FLOW	4
TRANSPORTATION LAND USE POLICIES.....	5
TOURISM STATISTICS	5
PROPERTY VALUES	6
PROVIDING EQUITABLE ACCESS	6

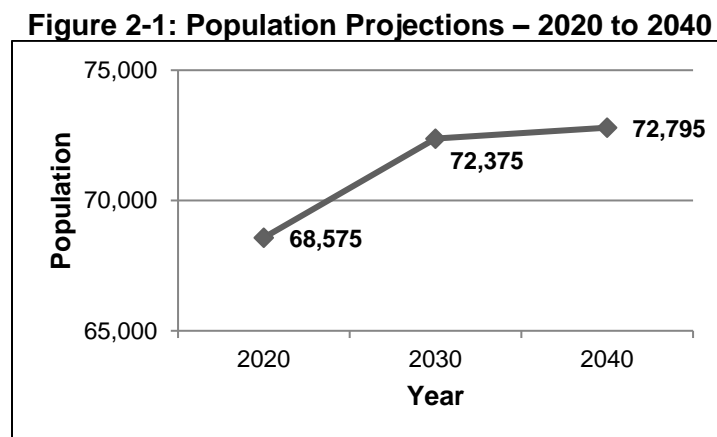




Courtesy: Canva

POPULATION

Understanding the projected population characteristics of the Fond du Lac area is important for determining future transportation demands. **Figure 2-1** displays population projections of municipalities in the urbanized area. Population projections represent years 2020, 2030 and 2040. Overall, growth is expected to be modest in the planning area **adding approximately 4,500 people from 2020 to 2040**. Data and projection methodologies were provided by the Demographic Services Center, Wisconsin Department of Administration 2013.¹

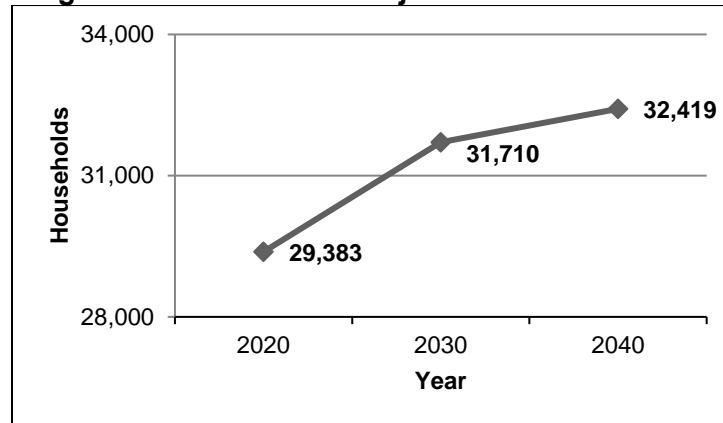


¹ <http://www.doa.state.wi.us/Divisions/Intergovernmental-Relations/Demographic-Services-Center/Wisconsin-Population-Projections/>.

HOUSING

Additionally, future transportation demands can be studied through housing data. **Figure 2-2** displays housing projections of municipalities in the urbanized area. Housing projections represent years 2020, 2030 and 2040. Overall, housing growth is expected to be modest; mirroring the population projections and **adding about 3,000 households from 2020 to 2040**. Data and projection methodologies are provided by the Demographic Services Center, Wisconsin Department of Administration 2013.²

Figure 2-2: Household Projections – 2020 to 2040



EMPLOYMENT

Transportation demands on the regional system are impacted on a daily basis by employment. **Figures 2-3 and 2-4** provide a snapshot of the employment conditions at the Fond du Lac County level relevant to the transportation network (2017 data). **On average Fond du Lac County experiences a daily net outflow (-5,084) of work related trips to other counties.** About two thirds of these trips made have a travel distance of 24 miles or less. All data is provided by the Census Bureau's OnTheMap Application.³

² <http://www.doa.state.wi.us/Divisions/Intergovernmental-Relations/Demographic-Services-Center/Wisconsin-Population-Projections/>.

³ <https://onthemap.ces.census.gov/>.

Figure 2-3: Daily County Worker Travel Flows

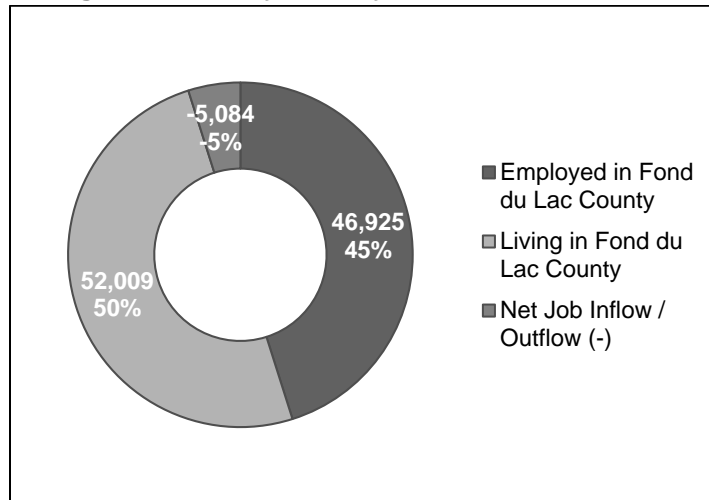
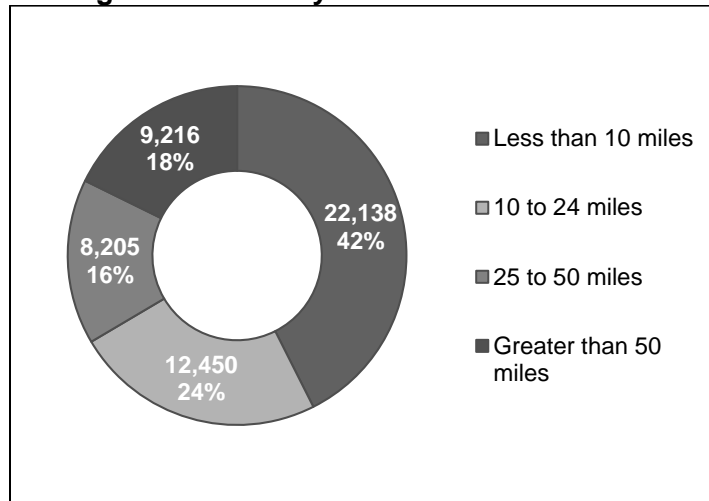


Figure 2-4: County Home to Work Distance



MODE SHARE AND COMMUTER FLOW

Commute mode share measures how workers (age 16 and over) travel to/from work. **Figure 2-5** displays the total county working population by their travel mode; **Figure 2-6** displays this same data as percentages. Data was provided by US Census American Community Survey (5-year estimates, 2018).

Figure 2-5: Fond du Lac County Mode Share

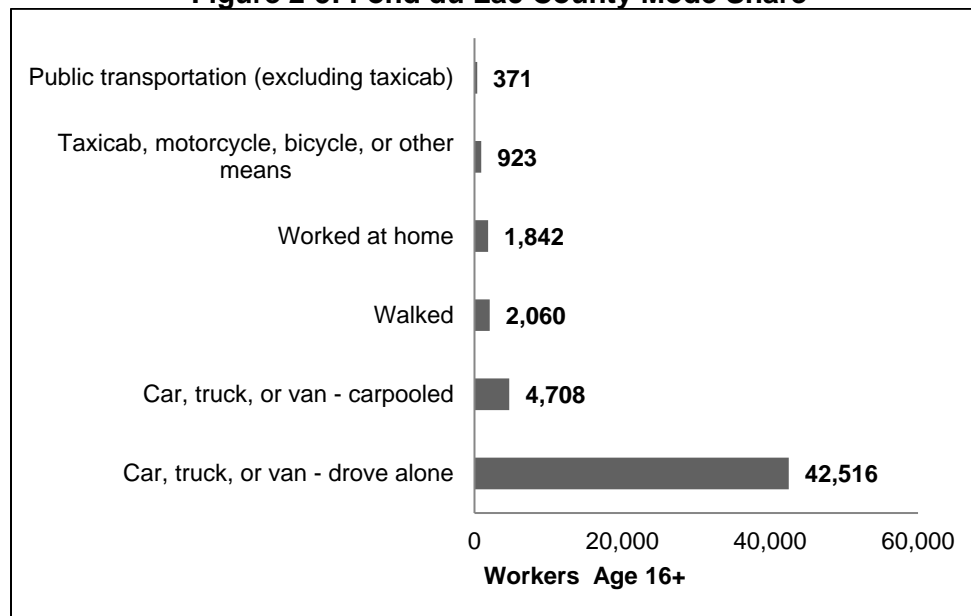
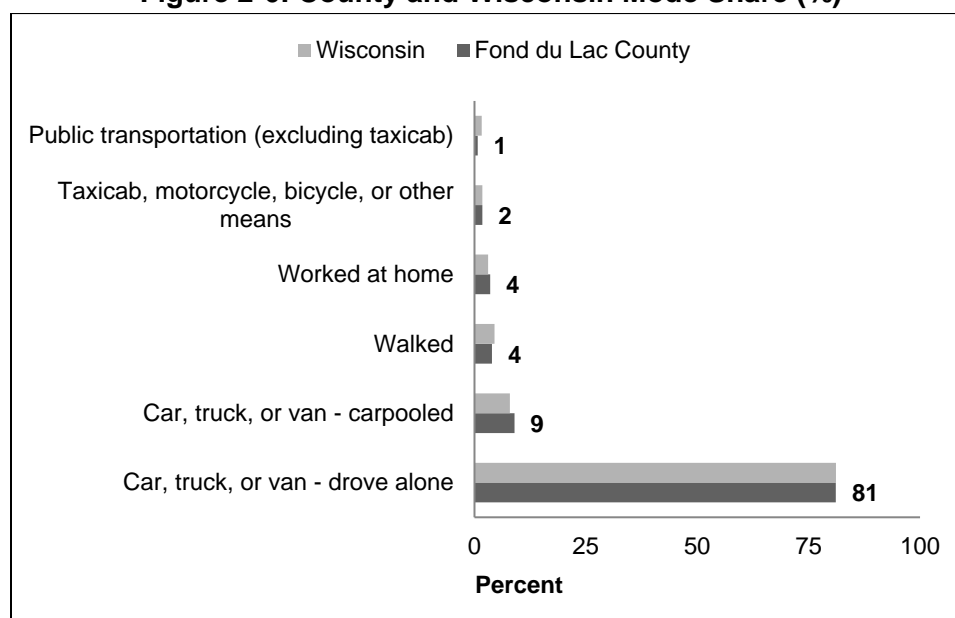


Figure 2-6: County and Wisconsin Mode Share (%)



TRANSPORTATION LAND USE POLICIES

As of 2018, the primary land uses (by acres) within the MPO area included:

Figure 2-7: Land Use (Acres)

Land Use	Acres
Agriculture	23,575
Airport Property	176
Commercial	1,304
Industrial	1,207
Multi-Family Residential	513
Parks/Recreation/Open Space	1,497
Public/Institutional	1,325
Sewage Treatment Plant	2
Single Family Residential	8,291
Transportation	5,084
Vacant/Undeveloped	6,094
Water Features	892
Woodlands	4,629
TOTAL	54,588

Map 2-1 displays the current land uses for the planning area. Additionally, **Map 2-2** displays the projected future land uses.

Future transportation planning recommendations for land use and development within the greater Fond du Lac area should strive to⁴:

- Promote mixed-use development land use and zoning policies.
- Promote transit-oriented development land use and zoning policies.
- Promote right-of-way policies which support active transportation by all modes and users of transportation (motorized and non-motorized transportation-bicycle/pedestrian).
- Support land use policies to reduce sprawl which can place a strain on public infrastructure and utilities.
- Support land use policies to encourage infill redevelopment over developing on new land on the outskirts of the planning area.

TOURISM STATISTICS

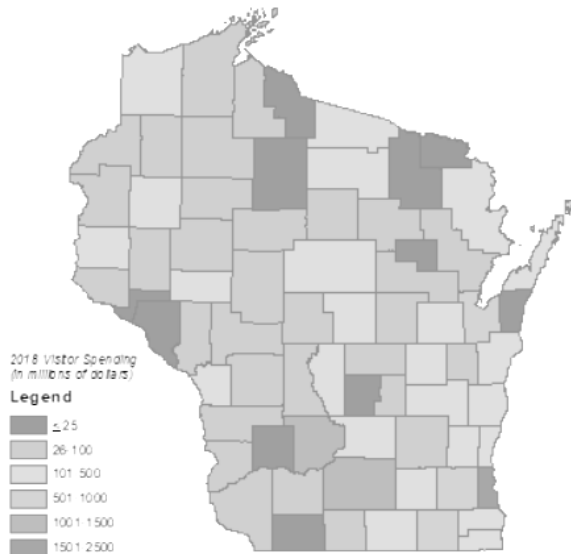
As outlined within the MPO planning factors, tourism is one of the aspects that is focused on for the Long Range Transportation Land Use Plan update.

Tourism is an integral part of the Wisconsin economy. It generates millions in tax receipts, and its broad range of employment creation provides jobs that support the state's economic health. Tourism reached \$21.6 billion in 2018.

⁴ <https://www.cdc.gov/transportation/docs/transportation-fact-sheet.pdf>.

Direct Visitor Spending in Fond du Lac County according to Travel Wisconsin 2018 data reached over \$149M in 2018. Fond du Lac County is ranked #21 overall with Milwaukee County as #1 with the most spending. Dane and Sauk Counties ranked #2 and #3 respectively.

Figure 2-8: State Tourism in Millions of Dollars



PROPERTY VALUES

Trails can be associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy. Trails, like good schools or low crime, create an amenity that commands a higher price for nearby homes. Trails are valued by those who live nearby as places to recreate, convenient opportunities for physical activity and improving health, and safe corridors for walking or cycling to work or school. Price is not property owners' only concern. Legal, well-marked access eliminates problems with trail users trespassing. Research also shows that those who opposed a trail prior

to construction generally find a trail to be a much better neighbor than they anticipated. When trails increase property value, local governments receive more property tax revenue. Depending on the trail, this revenue boost can help to partially offset the trail's construction and maintenance costs.⁵

In the Fond du Lac MPO areas the average sale price of a house is fairly similar:

- Fond du Lac County \$135,675 median home value.
- The property values are varied but still show an increase of value when a house was closer to a trail or park amenity.
- A house within 200 feet of a park or trail for example, had an increase in Fair Market Value of approximately \$10,791; 201-500 feet, \$7,013; 501 and 1000 feet from a park \$3,235.

PROVIDING EQUITABLE ACCESS

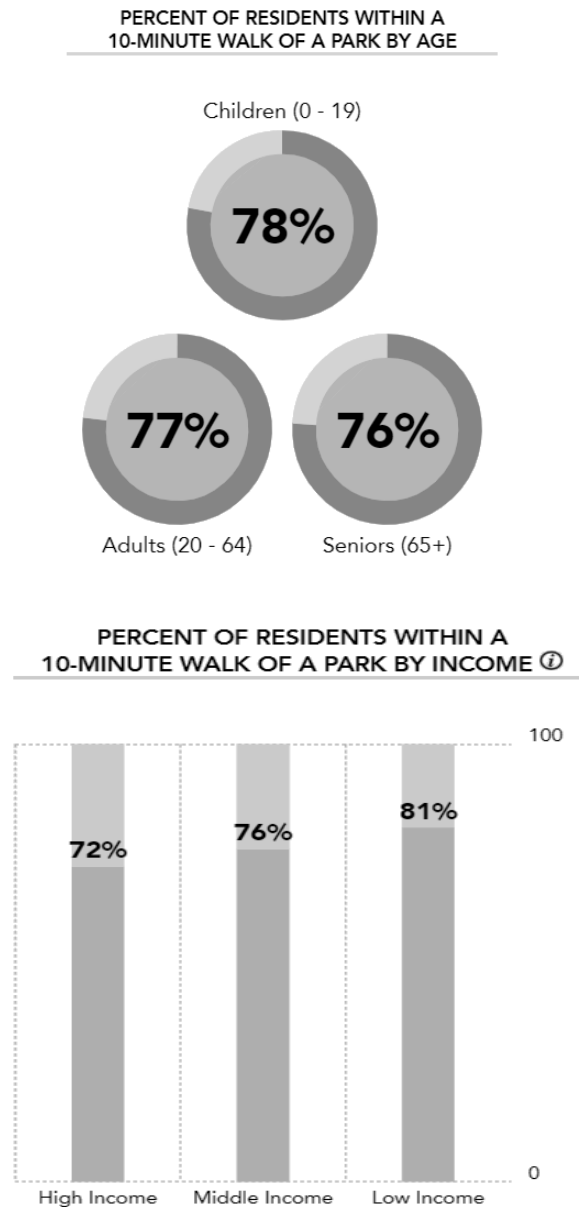
Everyone should have just and fair opportunity to access local parks, trails, recreation facilities and programs. Easy access to parks is linked to increased physical activity, improved mental health, stronger community bonds and enhanced sustainability; yet, more than 1 in 3 people do not have a park within a 10-minute walk of home. In addition, those who do live within a 10-minute walk to a park don't always have access to quality and/or welcoming park spaces.

In regards to the Fond du Lac MPO area, there are many parks serving the population base. The City of Fond du Lac for instance has 77% of its residents that live within a 10-minute walk of

⁵ <http://headwaterseconomics.org/wp-content/uploads/trails-library-property-value-overview.pdf>.

a park. This is above the national average of 54%. Many come from various ages, income levels, and ethnic backgrounds as well.

Figure 2-9: City of Fond du Lac Age and Income of Residents within a 10-Minute Walk of a Park⁶



But when looking at city land mass, **only 4% is used for parks and recreation**. This is below the national median of 15%. Within the Fond du Lac Urbanized Area, there are over 776 acres of parks and recreational green space. Population within this area was 60,701 in 2019. There are plenty of recreational opportunities to enjoy and to support the population now and in the future. So how many residents in the MPO are within a walkable distance to a park?

⁶ <https://www.tpl.org/city/fond-du-lac-wisconsin>.

2019 Population Base

(MPO) Metropolitan Planning Area = 61,967

(UAB) Urbanized Area Boundary = 60,701

**Figure 2-10: Residents within ½ Mile of a
Park by Population Year - MPO and UAB**

FDL	2010	2019	2024
MPO	41,605	42,248	42,660
UAB	41,576	42,220	42,631

*Sources: Census 2010, 2019 ESRI Data, 2024 ESRI
Data Projected.*

77% of residents live within a 10 minute walk of a park in the City of Fond du Lac, above the national average of 54%.

Contents

MULTI-MODAL TRANSPORTATION NETWORK	1
MAJOR ROADWAYS	1
PASER	2
CRASHES	4
FREIGHT	5
RAIL	6
PUBLIC TRANSPORTATION	6
BICYCLE AND PEDESTRIAN NETWORK	8
SAFE ROUTES TO SCHOOL PROGRAM	10
FOND DU LAC MPO - SRTS PROGRAM.....	11
SAFE ROUTES TO PARKS.....	12
SCENARIO PLANNING	13





MULTI-MODAL TRANSPORTATION NETWORK

Planning for transportation involves a coordinated, cohesive, and connected approach that extends beyond vehicles. By examining the approach of all community members' needs for transportation, the region can improve mobility for everyone, regardless of their age or abilities. Roadway design can be enhanced by including facilities for bicyclists and pedestrians, such as bike lanes, sidewalks, or trails. Incorporating transit facilities in urbanized areas adds an additional travel mode for those requiring longer trips or unable to bicycle or walk, and public transit can alleviate traffic congestion by offering an alternative to driving. Additional connections for bicyclists and pedestrians include off-road trails that may traverse multiple communities or even counties. This chapter will explore the current roadway and trails network through the Fond du Lac MPO.

MAJOR ROADWAYS

WisDOT started to classify roads in Wisconsin beginning in the 1970s, with the requirement set by administrative code Trans 76. Roads are classified according to the character of service provided, travel mobility and land access.¹ Within the metropolitan planning area, roads are classified by these definitions established by WisDOT:

Principal Arterial – Principal arterials serve major economic activity centers of an urban (ized) area, the highest average daily traffic (ADT) corridors, and regional and intra-urban trip length desires. In every urban (ized) area, the longest trip lengths and highest ADT are characteristic of the main entrance and exit routes. Because they have the longest trip lengths, highest ADTs, and are generally extensions of the highest rural functional routes, such routes should be principal arterials. Principal arterial trip lengths are indicative of the rural-oriented traffic entering

¹ <http://wisconsindot.gov/Documents/projects/data-plan/plan-res/fc-criteria.pdf>.

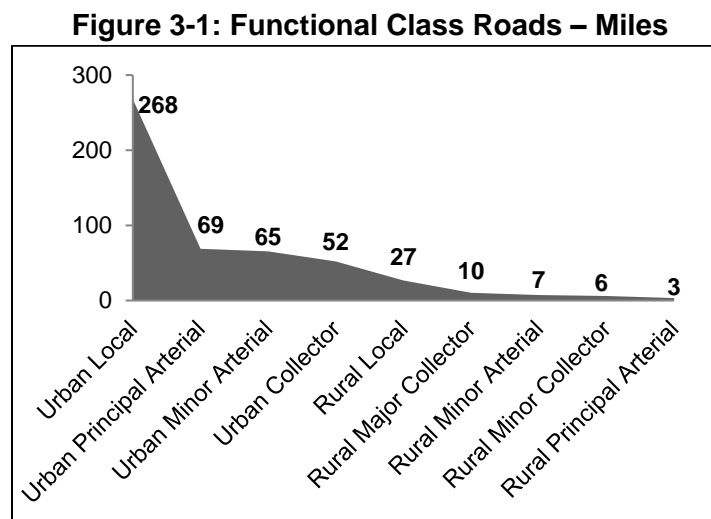
and exiting the urban (ized) area on the rural arterial system, as well as the longest trans-urban (ized) area travel demands.

Minor Arterial – Urban minor arterials serve important economic activity centers, have moderate ADT, and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system. Trip lengths are characteristic of the rural-oriented traffic entering and exiting the urban (ized) area on the rural collector system. In conjunction with principal arterials, minor arterials should provide an urban extension of the rural collector system to the urban (ized) area central business district (CBD) and connect satellite community CBD's with the main CBD. Although the predominant function of minor arterials is traffic mobility, minor arterials serve some local traffic while providing greater land access than principal arterials. As such, minor arterials may be stub-ended at major traffic generators.

Collector – Collectors provide direct access to residential neighborhoods, commercial, and industrial areas, and serve moderate to low ADT and inter-neighborhood trips. As the name implies, these routes collect and distribute traffic between local streets and arterials. In the CBD and areas of similar development and traffic density, the collector system may include the street grid, which forms the logical entity for traffic circulation.

Local Street – Urban local streets predominantly serve to access adjacent land uses. They serve the ends of most trips. All streets not classified as arterials or collectors are local function streets.

Figure 3-1 displays the mileage of each type of functionally classified road within the metropolitan planning area boundary. **Map 3-1** provides a visual of the functionally classified roads.



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 constructed road. PASER measures the distress of a pavement's surface. This data is collected by local municipalities every two years and submitted to WisDOT, who compiles and inputs it

into the Wisconsin Information System for Local Roads (WISLR) web based software and database.

Map 3-2 displays the most recent PASER data within the metropolitan planning area. **Figure 3-2** displays PASER ratings by centerline mileage within the MPO planning area. **Figure 3-3** displays these same ratings as a percent of total miles.

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.

Figure 3-2: PASER Miles – 2017

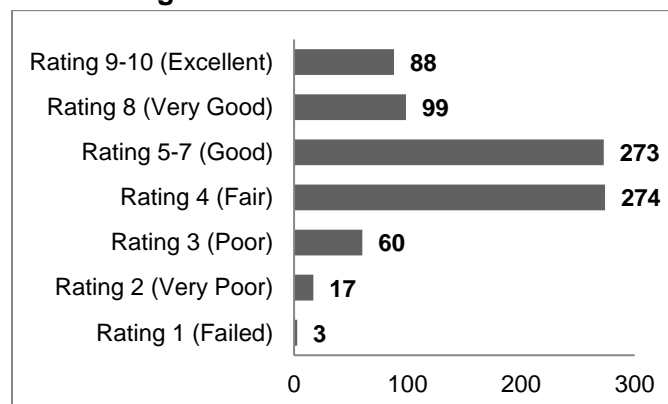
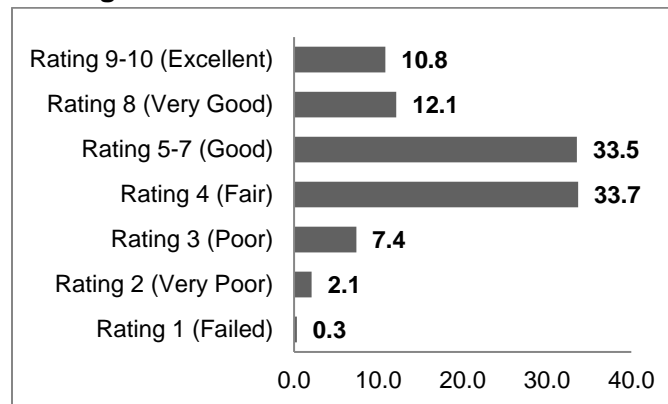


Figure 3-3: PASER Percent Miles – 2017



CRASHES

Figure 3-4 shows fatalities for both motorized and non-motorized crashes within the planning area. **Figure 3-5** similarly displays serious injuries for motorized and non-motorized reported crashes within the planning area. **Map 3-3** displays the crashes within the planning area by location and density.

Figure 3-4: Crash Data - Fatalities

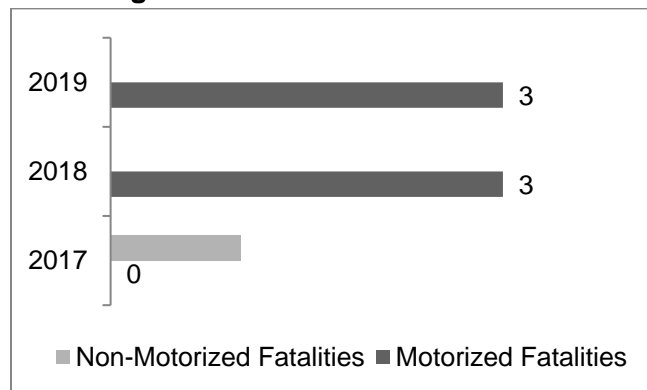
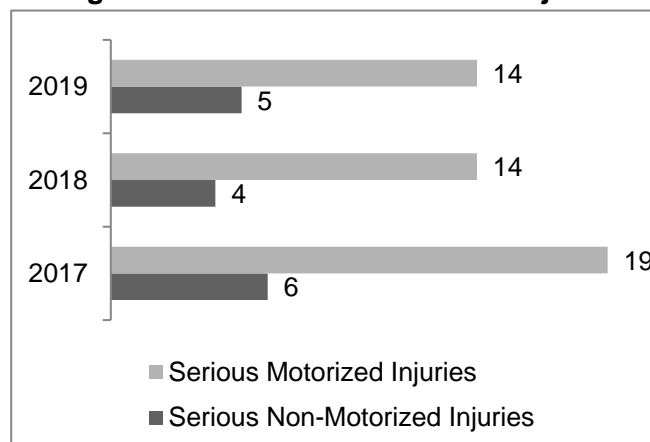


Figure 3-5: Crash Data - Serious Injuries



FREIGHT

The FHWA maintains their National Highway Freight Network (NHFN) database. Interstate 41 is the primary trucking freight route in the region recognized by FHWA. According to their Freight Facts and Figures 2015 Report², Interstate 41:

- Accounted for approximately **50 million tons of freight** movement per year
- Averaged approximately **5,000 trucks per day**
- Is projected to account for at least **8,500 trucks of annual average daily truck traffic by 2040**

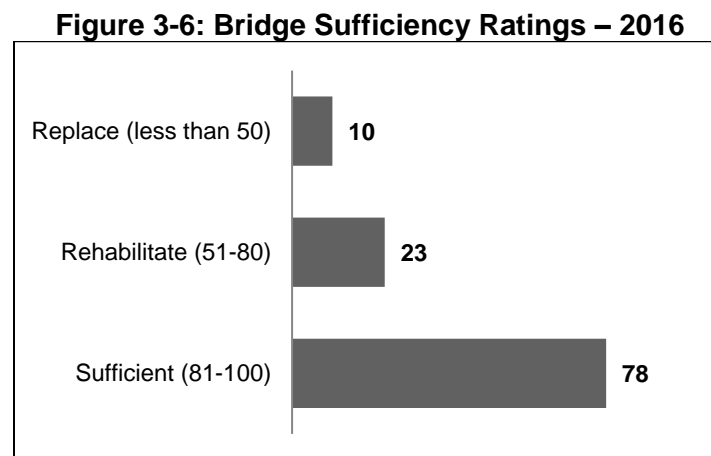
Map 3-4 displays the local truck terminals within the planning boundaries as well as designated trucking routes (Designated Long Truck Route, 75 foot trailer length and 65 foot trailer length).

Map 3-5 shows the bridge sufficiency ratings of bridges within the planning area.

Bridges are rated using the following criteria developed by FHWA and WisDOT:

- 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.
- 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.

Figure 3-6 displays the count of bridges within the planning area by their bridge sufficiency ratings.



² https://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/FFF_complete.pdf.

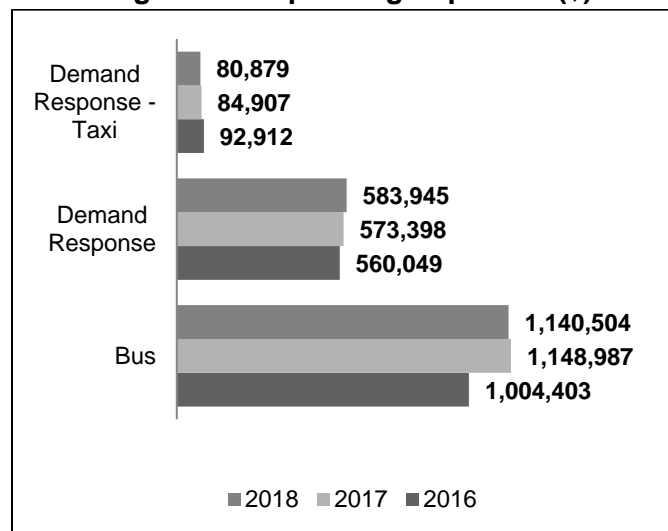
RAIL

Rail infrastructure is another crucial part of the transportation infrastructure. Within the planning area, Canadian National (CN) railroad owns and operates the rail infrastructure within the planning area. **Map 3-6** exhibits the rail routes with the planning area by rail cart weight limits. The main north/south line has a 286,000 pound rail cart limit; a spur line from the Village of Eden to the City of Fond du Lac has a 263,000 pound rail cart limit. Also consult the state's long-range rail plan (**Wisconsin Rail Plan 2030**) for more detailed recommendations.³

PUBLIC TRANSPORTATION

Fond du Lac Area Transit (FDLAT) is the public transportation entity within the Fond du Lac MPO providing service within the City of Fond du Lac. **Map 3-7** provides an overview of the routes. In addition to fixed route bus service, FDLAT partners with Fond du Lac County to provide demand response paratransit (Handivan) service and with a local taxi company to provide taxi transportation (JobTrans). **Figures 3-7 to 3-11** provide an overview of FDLAT with data from the Federal Transit Administration (FTA) National Transit Database (NTD) profiles. The most recent data available was from 2016-2018.

Figure 3-7: Operating Expenses (\$)



³ <https://wisconsindot.gov/Pages/projects/multimodal/railplan/default.aspx>.

Figure 3-8: Fare Revenues (\$)

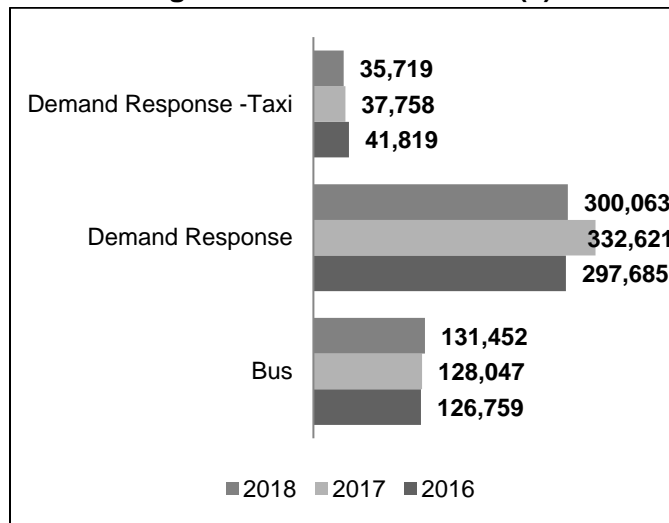


Figure 3-9: Vehicle Revenue Miles

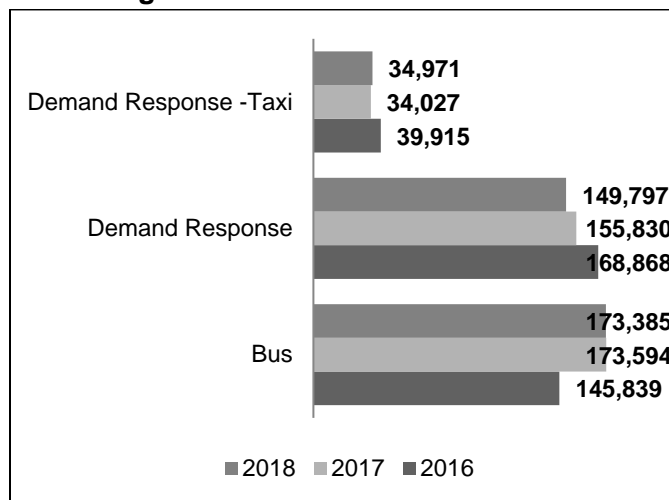


Figure 3-10: Unlinked Trips

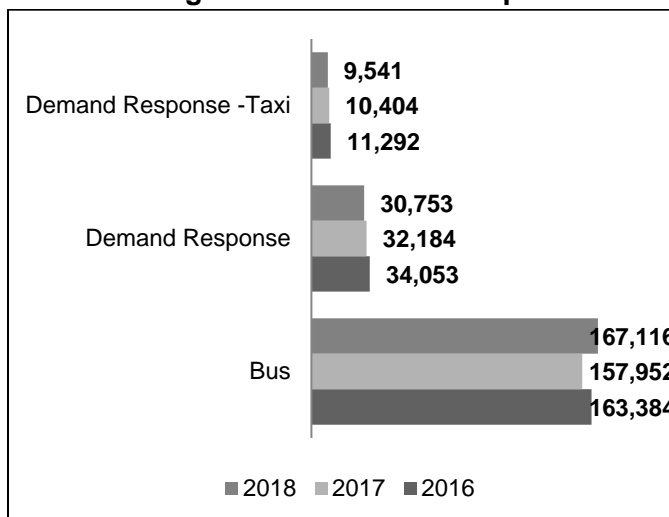
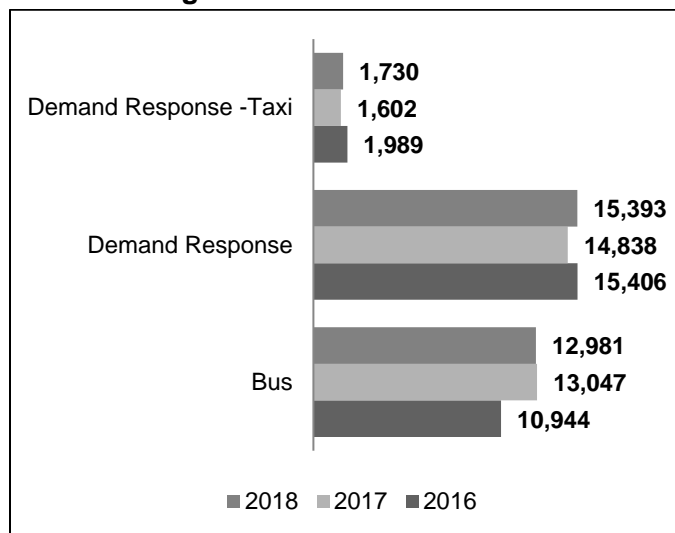


Figure 3-11: Revenue Hours



BICYCLE AND PEDESTRIAN NETWORK



In addition to the motorized network, this plan also highlights the importance of planning for the non-motorized network (bicyclists and pedestrians) within the larger transportation system. A balanced transportation network, which takes a multi-modal approach, provides additional means for active employment transportation and recreational enjoyment.

Roadways that include access for all users, including motorists, bicyclists, pedestrians, transit riders, and freight haulers, are called **Complete Streets**. Complete Streets ensure that all community members are able to reach destinations through a seamless and robust multi-modal roadway network. These policies put an emphasis on moving people rather than moving vehicles.

ECWRPC has adopted a Complete Streets policy for the region. This policy was adopted to encourage local jurisdictions to adhere to Complete Streets principles when designing, constructing, reconstructing, and maintaining roadways. While it's not mandatory for each roadway to accommodate bicyclists, pedestrians, and transit riders, it is important to look at creating a network that enables all modes of transportation to reach destinations and community amenities through safe, convenient, and well-connected routes.

In 2013, the City of Fond du Lac adopted a bicycle and pedestrian plan, which was then updated in 2018. In tandem with its updated bicycle and pedestrian plan, it also adopted a Complete Streets policy, which closely mirrors the policy for the East Central Region.

The Fond du Lac MPO has a robust trails network consisting of both paved and unpaved trails, including the Prairie Trail, Peebles Trail, Mascoutin Valley State Park Trail, and the Wild Goose State Park Trail.

In addition to building infrastructure, ECWRPC and its communities participate in programs and activities that promote and enhance bicycling and walking. Examples of these programs and activities include installing wayfinding signage; working with local law enforcement on promoting safer driving, bicycling, and walking; creating trails maps; and establishing bicycle and pedestrian counts programs.

The following definitions are commonly used to define bicycle and pedestrian related facilities:

Bicycle Facilities – 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.

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 travel way 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).⁴

Road Diet – A technique in transportation planning whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements.

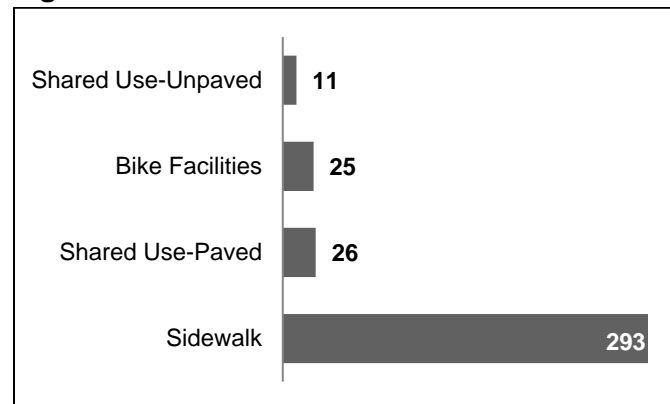
Shared Roadway – A roadway that is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated.

Sharrow (also known as stripe-less bike lanes) – An arrow-like design painted on a roadway to mark a bicycling route. Sharrows are placed in the center of a travel lane to indicate that the bicyclist may use the full lane. The name “sharrow” is a contraction of “shared roadway marking”.

Figure 3-12 documents the bicycle and pedestrian infrastructure within the planning area. **Map 3-8** displays the existing bicycle facilities and **Map 3-9** displays the existing pedestrian facilities.

⁴ Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan – 2014.

Figure 3-12: Non-Motorized Infrastructure - Miles



SAFE ROUTES TO SCHOOL PROGRAM

Background Information

The East Central Wisconsin Regional Safe Routes to School (SRTS) Program started in October of 2009 and celebrated its 10 year anniversary in 2019. The program 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 available to all public or private school (grades K-8) within the East Central Wisconsin Regional Planning Commission's eight-county region including Calumet, Fond du Lac, Menominee, Outagamie, Shawano, Waupaca, Waushara and Winnebago Counties. As of January 2020, there were 184 schools in 35 school districts participating in the Regional SRTS Program.

6 E's of Safe Routes to School

The foundation of the Safe Routes to School program is based upon the 6 E's: equity, education, encouragement, engineering, enforcement, and evaluation.

Five-Year Highlights

PROJECT RADAR

A SAFE ROUTES TO SCHOOL
EAST CENTRAL WISCONSIN PARTNERSHIP

In 2015, there were 154 schools participating in the Safe Routes to School Program. In 2020, there are 184 participating schools with 80% of school districts within the region participating. In 2017, Safe Routes to School Staff partnered with Leadership Fox Cities to develop Project RADAR (Reminding All Drivers About Responsibility). This program educates students about the importance of safe driving behaviors in school zones through radar velocity speed guns and classroom curriculum. The Safe Routes to School five year strategic plan was updated in 2017 and includes program activities and outputs through 2021. To learn more information about this plan visit http://eastcentralsrts.org/wp-content/uploads/2018/01/SRTSSStrategicPlan_FinalDraft.pdf. In 2019, the Safe Routes to School program launched its first educational campaign, "We Take Time to Brake for Our Kids" to educate the community about safe driving in school zones, taking time to brake for students walking and bicycling and stopping for stopped school busses. The School Recognition program also occurred in 2019, with 88 schools recognized throughout the East Central Region.

FOND DU LAC MPO - SRTS PROGRAM

Within the Fond du Lac urbanized area there are a total of three school districts; Fond du Lac School District, North Fond du Lac School District and Campbellsport School District. School districts participating in the Safe Routes to School program include Fond du Lac and Campbellsport.

The Fond du Lac School District and the City of Fond du Lac developed a Safe Kid Zone program in the early 2000s. This partnership worked together to create “safe routes” to and from school by looking at infrastructure improvements, changes to local policies and ordinances and the development of programs such as the Walking School Bus program. In 2020, the school district continues their participation in the Safe Routes to School program with all 13 of the K-8 schools within the Fond du Lac School District participating in East Central’s Regional Safe Routes to School Program.

Fond du Lac School Participation in Regional SRTS Programs and Events 2019

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Youth Engagement Program	Walking School Bus Program	School Recognition Program
Chegwin Elementary School	X	X	X	X		X	Gold
Evans Elementary School	X	X	X	X			Gold
Lakeshore Elementary School	X	X	X	X			Silver
Parkside Elementary School	X	X	X	X		X	Gold
Pier Elementary School	X	X	X	X		X	Gold
Riverside Elementary School	X	X	X	X			Gold
Roberts Elementary School	X	X	X	X			Gold
Rosenow Elementary School	X	X	X	X		X	Gold
Sabish Middle School	X	X	X	X			Silver
STEM Institute/Academy School	X	X	X	X			Silver
Theisen Middle School	X	X	X	X	X		Gold
Waters Elementary School	X	X	X	X			Gold
Woodworth Middle School	X	X	X	X			Silver

Source: Data from ECWRPC SRTS Regional Database (2018-2019 school year)

Notes: X indicates participation

In 2009, a local action plan was created for the school district, which includes parent surveys, student travel tallies, and walk and bike audit results and recommendations. A copy of this action plan can be viewed at <http://eastcentralsrts.org/local-programs/fond-du-lac-school-district>. The school district is scheduled to have an action plan update in 2021.

In 2017, Campbellsport School District started participating in the Regional SRTS program. In 2019, a local action plan was created for the school district, which includes walk and bike audit results and safety improvement recommendations. A copy of this action plan can be viewed at <http://eastcentralsrts.org/local-programs/campbellsport-school-district>. The school district is scheduled to have an action plan update in 2024.

The Campbellsport School District currently has one school within the MPO participating in the Regional SRTS Program and four schools participating total. Participating schools within the MPO:

- Eden Elementary School

Campbellsport School Participation in Regional SRTS Programs and Events 2019

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Youth Engagement Program	Walking School Bus Program	School Recognition Program	Local SRTS Action Plan
Eden Elementary School	X	X	X	X				2019

Source: Data from ECWRPC SRTS Regional Database (2018-2019 school year)

Notes: X indicates participation

SAFE ROUTES TO PARKS

Safe Routes to Parks is an initiative of the National Recreation and Park Association to increase access to local parks. Developed in collaboration with the Safe Routes to School National Partnership, the *Safe Routes to Parks Action Framework* provides local governments with evidence- and practice-based guidance on creating safe and equitable access to parks for all people.

Adults living within a half-mile of a park visit parks and exercise more often. Proximity to parks is consistently related to better physical and mental health. Yet communities with the highest levels of obesity and lowest levels of physical activity have the least safe access to parks. According to the *At the Intersection* report by the Safe Routes Partnership, only 49 percent of low-income communities have sidewalks and low-income blacks and Latinos were twice as likely to be killed while walking. Safe access to parks is a right and a necessity for healthy communities.

Safe Routes to Parks aims to improve the multimodal transportation network to parks along routes that are safe and convenient for all community members. The Action Framework emphasizes the importance of communities working with local organizations and residents to assess current conditions through audits, public input meetings, and data analysis; plan through identifying priority areas and incorporating Safe Routes to Parks plans into local plans and policies; implement the plans through activities, programs, and infrastructure; and sustain efforts

through creating agreements with local organizations, integrating community efforts, and financing agreements.⁵

SCENARIO PLANNING

ECWRPC houses and maintains a Travel Demand Model (TDM). TDMs are used to evaluate transportation systems and forecast future traffic demands. The Northeast Regional TDM covers all or portions of 15 counties in east-central and northeast Wisconsin. The model uses a trip based four-step model consisting of:

- Trip generation
- Trip distribution
- Mode choice
- Assignment

It utilizes socio-economic data, roadway attributes and various parameters to estimate the trip making within and across the model planning area. Having the capabilities of a TDM allows 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.

Municipalities in the Fond du Lac area are encouraged to contact ECWRPC to discuss scenario planning technical assistance projects on a case-by case basis.

Examples of technical assistance include:

- Traffic studies/corridor studies
- Traffic/trip generators for a specific area/neighborhood/municipality
- Transportation modeling based on socio-economic data to plan for future development
- Traffic camera traffic counts/turning movements

⁵ <https://www.nrpa.org/contentassets/64ee196b5bf241c6ac3462b8d42d1e66/safe-routes-action-framework.pdf>.

Contents

MAJOR ROADWAYS.....	1
FREIGHT.....	3
RAIL	4
PUBLIC TRANSPORTATION	4
BICYCLE AND PEDESTRIAN NETWORK.....	6
AUTONOMOUS VEHICLES AND RIDE SHARING.....	7
COMMUNITY HEALTH IMPACT	8
ENVIRONMENTAL MITIGATION ACTIVITIES.....	8
PLANNING FOR EXTREME WEATHER EVENTS.....	10
TRAVEL DEMAND MODEL	10
PERFORMANCE MEASURES AND TARGETS.....	10
PERFORMANCE MEASURES AND TIP	13





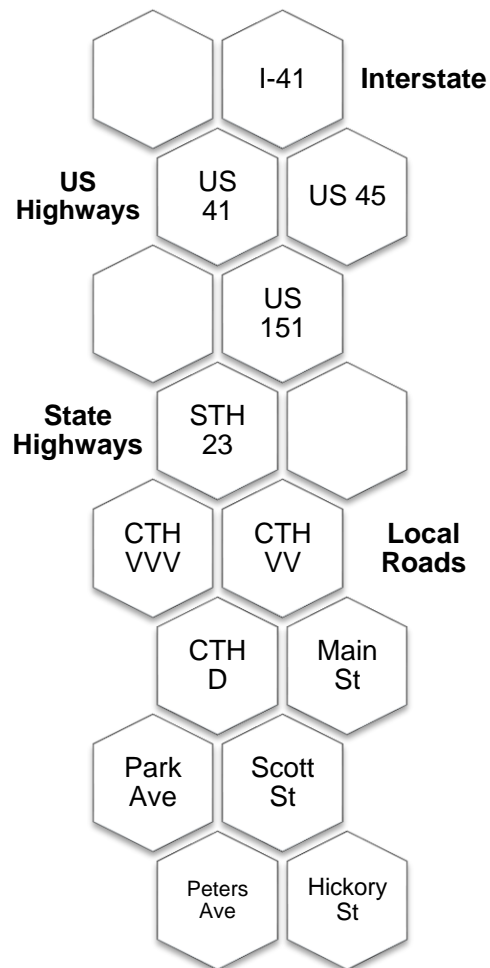
Courtesy: Canva

MAJOR ROADWAYS

Annual Average Daily Traffic (AADT)

WisDOT monitors traffic patterns throughout the state, typically on a three year rotating basis by monitoring annual average daily traffic (AADT). AADT is defined as “the number of vehicles expected to pass a given location on an average day of the year.”¹ **Map 4-1 in Appendix A** displays the AADT (2017) within the planning area. AADT ranged from 8,000 to 32,000 vehicles per day. Major corridors to monitor AADT include:

¹ <http://wisconsindot.gov/Pages/projects/data-plan/traf-counts/default.aspx>.



Recommendations for roadways include:

- **Safety:** develop the transportation network for all modes of transportation (motorized and non-motorized).
- **Preservation:** prioritize efforts to rehabilitate existing infrastructure through resurfacing and reconstructing projects.
- **Design:** prioritize installation of innovative traffic infrastructure (such as roundabouts, free-flow and diverging diamond interchanges) as safe and efficient traffic controls.
- **Future Needs:** remain informed about future transportation demands on infrastructure, including but not limited to planning for connected vehicles (CV), autonomous vehicles (AV), ride hailing services / Mobility As a Service (i.e. Uber and Lyft), unmanned aerial

vehicles (UAVs/drones) and other unforeseen trends/technologies within the transportation sector of the “Internet of Things” (IoT).²

- **Future Interchanges:** study and construct a **full service interchange with I-41 and USH 151** to accommodate free-flow of traffic in all travel directions.³ In coordination with this mega-project, study and construct an **additional interchange near the Fox Ridge Industrial Park** (southernmost portion of City of Fond du Lac) with direct connection to I-41 and WIS 175. This interchange would provide direct freight access to the industrial parks on the southern portions of the planning area.

Illustrative Projects for the Urbanized Area

Projects identified within the Fond du Lac Transportation Improvement Program (TIP) for future implementation are denoted as “illustrative”. These are candidate projects where future funding can be leveraged to assist local municipalities to implement their projects. Illustrative projects include (as of February 2020):

- **WisDOT:**
 - I-41 / USH 41 (resurface)
 - I-41 / USH 151 (resurface)
- **Fond du Lac County:**
 - Mascoutin Valley Trail Extension
 - CTH T / STH 23 (reconstruction)
 - CTH T / USH 151 (reconstruction)
 - CTH K / USH 151 (reconstruction)
 - CTH K / USH 151 / CTH WH (reconstruction)
 - CTH VV (Forest Ave-STH 23 reconstruction)
 - CTH VV (Forest Ave-Sullivan Dr. reconstruction)
 - CTH VV (S. Main-Fond du Lac Ave reconstruction)
 - CTH N (overpass at railroad crossing)
- **North Fond du Lac:**
 - Minnesota Ave (Rose-Anne reconstruction)

FREIGHT

Recommendations for freight include:

- **Safety and Preservation:** continue to monitor local bridge sufficiency ratings and identify bridges which are eligible for rehabilitation and reconstruction funding and apply for state funds.
- **Future Needs:** remain informed about future transportation demands on infrastructure, including but not limited to planning for connected vehicles (CV), autonomous vehicles

² <https://www.forbes.com/sites/jacobmorgan/2014/05/13/simple-explanation-internet-things-that-anyone-can-understand/#c2899021d091>.

³ <https://wisconsindot.gov/Documents/projects/multimodal/conn2030/maps/fonddulac-mpa.pdf>.

(AV), AV dedicated freight travel lanes (primarily on Interstates/US Highways/State Highways), and unmanned aerial vehicles for freight delivery (i.e. drones).

RAIL

Recommendations for rail freight include:

- **Safety and Preservation:** continue to monitor local bridge sufficiency ratings and identify bridges which are eligible for rehabilitation and reconstruction funding and apply for state funds.
- **Design:** monitor at grade rail crossings; when necessary, plan to install bridge over/underpasses where roads intersect with the rail lines.
- **Future Needs:** remain informed about future transportation demands on infrastructure, including but not limited to planning for connected vehicles (CV), autonomous vehicles (AV), AV dedicated freight travel lanes (primarily on Interstates/US Highways/State Highways), and potential passenger rail projects.

PUBLIC TRANSPORTATION

Fond du Lac Area Transit is the public transportation/specialized transportation provider in the planning area. Staff recommends working with the transit agency to continue to implement its **Transit Development Plan** which was approved in 2016⁴.



Photo courtesy of Fond du Lac Area Transit

Recommendations for transit include:

- **Safety and Preservation:** monitor existing transit stops for accessibility issues and work to address concerns; inventory stops along transit routes.
- **Design:** develop a transit stop inventory and monitoring system to continuously improve transit stops.
- **Future Needs:** remain informed about future transportation demands on infrastructure, including but not limited to planning for connected vehicles (CV), autonomous vehicles (AV), ride hailing services (i.e. Uber and Lyft) and other unforeseen trends/technologies.

Transit Asset Management Plan (TAM)

As per the FAST Act and FTA, “[a]ll transit agencies that own, operate, or manage capital assets used in the provision of public transportation and receive federal financial assistance under 49 U.S.C. Chapter 53 either as recipients or sub-recipients must develop a TAM plan. A TAM plan is a tool that will aid transit providers in:

⁴ <http://www.ecwrpc.org/wp-content/uploads/2017/01/2016-Fond-du-Lac-TDP.pdf>.

1. Assessing the current condition of its capital assets.
2. Determining what the condition and performance of its assets should be (if they are not already in a state of good repair).
3. Identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair.
4. Deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.

TAM plans must include at a minimum an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets.⁵

Public Transportation Agency Safety Plan (PTASP)⁶

WisDOT notes:

Section 5329 of Moving Ahead for Progress in the 21st Century (MAP-21) Act requires that all recipients of Federal Transit Administration (FTA) funding develop a Public Transit Agency Safety Plan (PTASP) and certify that the plan meets FTA requirements.

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula Program (Section 5311).

The PTASP rule is effective July 19, 2019. The plan must include safety performance targets. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by December 31, 2020. The plan must be updated and certified by the transit agency annually.

Requirements

At a minimum, transit agencies must submit a Safety Management Policy as a minimum requirement for the Safety Plan (see footnote 5 for link to policy template). A complete plan should provide (also see footnote 5 which provides text templates):

⁵ <https://www.transit.dot.gov/TAM/TAMPlans>.

⁶ <https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/safety-bus.aspx>.

1. **Policy statement:** Policy statement establishing senior management commitment to continual safety improvement, signed by the executive accountable for the operation of the agency and the board of directors.
2. **Document revision and control:** Description of the regular annual process used to review and update the plan including a timeline for implementation of the process.
3. **Description of core safety responsibilities:** Description of the responsibilities, accountabilities, and authority of the accountable executive, the key safety officers, and key members of the safety management team.
4. **Safety training program:** Description of the comprehensive safety training program for agency staff that ensures that staff are trained and competent to perform their safety duties.
5. **Safety risk management approach:** Description of the formal processes the agency uses to identify hazards, analyze and assess safety risks, and develop, implement and evaluate risk controls.
6. **Prioritized safety risks:** Description of the prioritized, significant safety risks to the public, personnel and property.
7. **Risk control strategies and actions for prioritized safety risks:** Description of the risk control strategies and actions that the agency will undertake to minimize exposure of the public, personnel and property to hazards, including a schedule for implementing the risk control strategies and the primary entity responsible for each strategy.
8. **Safety assurance:** List of defined safety performance indicators for each priority risk and associated targets the agency will use to determine if it is achieving the specified safety goals.
9. **Desired safety outcomes or goals:** Description of desired safety outcomes for each risk using the measurable safety performance indicators established.

BICYCLE AND PEDESTRIAN NETWORK

In September 2013, the City of Fond du Lac approved its **Bike and Pedestrian Plan**, which was then updated in 2018.⁷ To complement the plan, and to move toward implementation, the City of Fond du Lac also adopted the Fond du Lac Bike Loop Master Plan in 2017⁸. As the principal and central city within the Fond du Lac MPO, staff recommends the MPO municipalities coordinate planning efforts to implement recommendations of this plan with their planning efforts (especially as they are coordinated with Fond du Lac County and WisDOT multi-modal

⁷ https://www.fdl.wi.gov/cofuploads/Bike_Ped_Plan.pdf.

⁸ https://www.fdl.wi.gov/parks/wp-content/uploads/sites/15/2019/01/01878039_Draft_Master_Plan_Report_7122017092439-1.pdf.

projects). **Maps 4-2 and 4-3 in Appendix A** display existing and recommended bicycle and pedestrian improvements to the transportation network.

Recommendations for non-motorized transportation include⁹:

- **Safety and Preservation:** Develop the transportation network for all modes of non-motorized transportation for active transportation (recreation and commuters).
- **Design:** Prioritize installation of innovative infrastructure (such as dedicated trails, bicycle lanes and multi-use paths) as safe, healthy and efficient transportation options.
- **Future Needs:** Remain informed about future transportation demands on infrastructure, bicycle tourism options and work with local advocacy groups to promote bicycle and pedestrian events/opportunities.

AUTONOMOUS VEHICLES AND RIDE SHARING

Within the planning period the Fond du Lac MPO can expect to see an increased presence of autonomous vehicles and ride sharing. These services will fundamentally transform the transportation system and will have implications for the urbanized area. The American Planning Association recommends that communities should prepare for this change by considering the following:

- **Equity and Access.** Access to transportation is important for employment, education, healthcare and recreation. While ride sharing may improve access to transportation, it is important that the MPO ensures autonomous vehicles do not reinforce existing disparities in access. Additionally, employment in the transportation industry will likely be impacted by autonomous vehicles.
- **Transportation Network.** Significant changes to the ecosystem by increasing the use of fleets for share mobility providers and freight transportation.
- **Land Use and the Built Environment.** Autonomous vehicles will change how we design our public right of ways, street configurations and parking and circulation. This will impact MPO communities' Capital Improvement Programs, design standards and zoning codes.

⁹ Adapted from <https://www.saferoutespartnership.org/safe-routes-school/101/6-Es>.

COMMUNITY HEALTH IMPACT

An important aspect of positively impacting community health is related to planning for the built environment. The MPO recognizes the importance of encouraging active and healthy communities by planning for all modes of transportation. Commonly known as “complete streets”, the MPO recommends communities within the planning area to plan for a balanced transportation network. Complete Streets policies (developed by Smart Growth America¹⁰) contain the following:



1. Vision and intent
2. Diverse users
3. Commitment in all projects and phases
4. Clear, accountable expectations
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
9. Implementation steps

ENVIRONMENTAL MITIGATION ACTIVITIES¹¹

Project recommendations mentioned within this plan should strive to reduce environmental impacts where practical and feasible. Overarching recommendations to mitigate negative environmental impacts to the transportation planning process include:

- Continuous coordination with local, state and federal planning agencies and non-profits for sharing information/best practices on region specific transportation projects.
- Development of context specific corridor frameworks (i.e. highway/freight, road, rail and bicycle/pedestrian examples) to evaluate each mode as needed.
- Monitor/research new data visualization techniques, specifically using the capabilities of geographic information systems (GIS) for mapping and modeling.

¹⁰ <https://smartgrowthamerica.org/resources/elements-complete-streets-policy/>.

¹¹ https://www.environment.fhwa.dot.gov/env_initiatives/pel/pubcase_6001.aspx#exec.

Environmental Mitigation Strategies:

The goal is to minimize the negative effects of transportation projects on the MPO's natural environments. The MPO suggests following the steps used to define mitigation in 40 CFR 1508.20 as Avoiding, Minimizing, Rectifying, Reducing or eliminating, and Compensating.

- Avoiding the impact altogether by not taking a certain action or parts of an action.
 - Rerouting transportation corridor.
 - Scheduling project construction start dates to avoid breeding, nesting, and rearing seasons.
 - Utilize WDNR's Natural Heritage Survey to determine if any endangered or threatened species may be present and correspond with WDNR to take avoidance measures.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
 - Temporary routing using vegetated overpass/underpass to provide wildlife movement. (Example: amphibian/reptile safe routes to critical nesting areas)
 - Provide BMPs to reduce or avoid return to site.
 - Provide collection and relocation if needed.
 - Develop storm water and erosion controls.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
 - Restoring disturbed landscape (slopes).
 - Restore and enhance drainage ways using storm water BMPs (retention, detention, filter strips, swales, rain gardens).
 - Restore or enhance vegetation disturbance utilizing native plants to re-vegetate site.
 - Develop vegetated buffer strips within the transportation right-of-ways.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
 - Remove silt fencing as soon as soils are stabilized to reduce movement barriers.
 - Identify the region's natural corridors and develop a plan that connects these corridors without crossing major transportation corridors.
 - Construct permanent vegetated wildlife overpass or underpass to allow for long-term wildlife movement that avoids transportation corridor crossing.
 - Ensure that culverts are designed to allow or enhance fish passage. Special consideration should be given to waterways that connect the Winnebago Pool Lakes to upstream spawning/rearing and habitat areas.
- Compensating for the impact by replacing or providing substitute resources or environments.
 - Similar to the WDNR's Wetland Mitigation Banking. This is not the preferred method, but cases where irreversible impacts are unavoidable, off site locations can be

determined and environmental rehabilitation or restoration projects can offset the negative impacts along the transportation route.

PLANNING FOR EXTREME WEATHER EVENTS

Wisconsin has seen a steady increase of extreme weather events. Long-term transportation planning should consider the following:

- Extreme rain events
 - Proper ridge and culvert sizing (Northern WI 100-Year rain events several times in last decade)
- Extreme sudden thaw/freeze
 - 2019 rapid thaw – Fond du Lac and Green Bay ice jams causing major flooding
 - Increased pavement stress
- Extreme heat
 - Increased pavement pop outs

TRAVEL DEMAND MODEL

ECWRPC in coordination with WisDOT, maintains a Travel Demand Model (TDM) which allows staff to investigate transportation and transit characteristics across northeast Wisconsin. This regional transportation asset covers all or portions of 15 counties. The primary unit of analysis is what is known as a traffic analysis zone (TAZ). The TDM is able to model various travel scenarios using defined transportation parameters in the system. Municipalities within the urbanized area are encouraged to contact ECWRPC for specific requests for corridor/transportation/transit scenario technical assistance.

PERFORMANCE MEASURES AND TARGETS

As per the federal transportation legislation (FAST Act), performance-based transportation measures and targets are required for urbanized areas nation-wide. FHWA defines Transportation Performance Measurement as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.¹² The MPO will adopt the same performance measures and targets established statewide by WisDOT. The performance measures and targets systems report for 2020 include:

Safety

1. Number of Fatalities less than 564.7
2. Rate of Fatalities less than 0.888 per 100 million vehicle miles traveled
3. Number of Serious Injuries less than 2,907.0

¹² <https://www.fhwa.dot.gov/tpm/about/tpm.cfm>.

4. Rate of Serious Injuries less than 4.585 per 100 million vehicle miles traveled
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries less than 344.7

Pavement

1. >45% of Interstate pavements in Good condition
2. <5% of Interstate pavements in Poor condition
3. ≥20% of non-Interstate NHS pavements in Good condition
4. ≤12% of non-Interstate pavements in Poor condition

Bridge

1. ≥50% of NHS bridges by deck area classified as in Good condition
2. ≤3% of NHS bridges by deck area classified as in Poor condition

National Highway System / Freight

1. 90.0% of the Interstate System providing for Reliable Travel Times
2. 86.0% of the non-Interstate NHS providing for Reliable Travel Times
3. % of the Interstate System Mileage Uncongested (Average truck speed > 50 mph is considered uncongested)
4. Truck Travel Time Reliability Index in the Interstate is 1.60

Transit Asset Management

1. **Equipment:** 33% of non-revenue vehicles met or exceed Useful Life Benchmark
2. **Rolling Stock:** % of revenue vehicles met or exceed Useful Life Benchmark:
 - a. Auto: 77%
 - b. Bus: 44%
 - c. Cutaway: 47%
 - d. Minivan: 51%
3. **Facilities:** 10% of assets with condition rating below 3.0 on FTA TERM Scale

Table 4-1: Fond du Lac MPO Performance Measures Summary

	Measure	Target
Safety	# Fatalities	< 564.7
	Rate of Fatalities	< 0.888 per 100 million VMT
	# Serious Injuries	< 2,907.0
	Rate of Serious Injuries	< 4.585 per 100 million VMT
	# Non-Motorized & Non-Motorized Serious Injuries	< 344.7
Pavement	% Interstate-Good Condition	>45% (4 year target)
	% Interstate-Poor	<5% (4 year target)
	% non-Interstate NHS-Good Condition	≥20% (4 year target)
	% non-Interstate-Poor Condition	≤12% (4 year target)
Bridge	% NHS-Good Condition	≥50% (4 year target)
	% NHS-Poor Condition	≤3% (4 year target)
National Highway System/Freight	% Interstate System w/ Reliable Travel Times	90.0% (4 year target)
	% non-Interstate NHS w/ Reliable Travel Times	86.0% (4 year target)
	% Interstate System mileage uncongested	Average truck speed > 50 mph (considered uncongested)
	Truck Travel Time Reliability Index in the Interstate	1.60 (4 year target)
Transit Asset Management	Equipment: % non-revenue vehicles met/exceed Useful Life	33%
	Rolling Stock: % revenue vehicles met/exceed Useful Life	Auto (77%), Bus (44%), Cutaway (47%), Minivan (51%), Van (27%)
	Facilities: % assets w/ condition rating below 3.0 on FTA TERM scale	10%

PERFORMANCE MEASURES AND TIP

Performance measures for the Fond du Lac MPO Area were also in part developed out of aligning similar recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Fond du Lac area which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the TIP and LRTP. The TIPs consequently impact which projects are initiated in both the short- and long-term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network. East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation Improvement Program. The ranking criteria for these federal programs uses scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP.

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. For a detailed analysis on the performance measures in the TIP, follow the link below.¹³

¹³ <https://www.ecwrpc.org/wp-content/uploads/2019/11/2020-Fond-du-Lac-TIP.pdf>.

Contents

PROJECT COST ESTIMATES	1
FUTURE BICYCLE AND PEDESTRIAN PROJECTS.....	4





Courtesy: Canva

PROJECT COST ESTIMATES

A primary function of this plan is to show transportation investments noted in this plan correlate to the corresponding Transportation Improvement Program (TIP) for the Fond du Lac urbanized area. **Table 5-1** lists all illustrative transportation projects in the urbanized area. Illustrative projects do not have funding (federal, state, local) yet budgeted but are “in waiting” as candidate projects, where future funding could be allocated in future budget cycles. It is important to have candidate projects which are designed/engineered and ready for construction and leverage federal and state transportation dollars for the region. Funds listed in the table are noted as high level construction cost (design/engineering and right-of-way) are not figured into this table unless noted.

In total, approximately **\$80 million** of federal, state and local funds are planned for future transportation related projects in the urban area over a 30+ year horizon. Of this amount, **\$44 million is federal funds, \$11 million is state funds and \$24 million is from local funds to leverage for the Fond du Lac urban area (current February 2020).**

The average funds for each program area (federal, state and local) were inflated over the life of this plan (30 year horizon) to the year 2050. An inflation factor of 2.3 percent was used.

In summary, the illustrative projects are **projected to require approximately an additional \$322 million of which \$179 million is federal funds; \$45 million is state funds; and \$98 million is local funds over the life of the plan.** Please see Table 5-2 for summary. Note that funding levels are subject to change and should be monitored at each 5-year plan update as projects are completed/removed or modified.

Table 5-1: Illustrative Transportation Projects

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total (\$000)
WisDOT/Fond du Lac	USH 41 / CTH D-STH 26	Resurface	26,960	6,740	0	33,700
WisDOT/Fond du Lac	USH 41 / USH 151	Resurface	12,096	3,024	0	15,120
WisDOT/Fond du Lac	USH 45 / Scott St	Resurface	5,230	1,308	0	6,538
Fond du Lac Co/Fond du Lac	CTH VV / S Main-Fond du Lac Ave	Reconstruct	0	0	5,200	5,200
Fond du Lac Co/Fond du Lac	CTH K / USH 151-CTH V	Reconstruct	0	0	5,000	5,000
Fond du Lac Co/Fond du Lac	CTH T/USH 151 Overpass-National Ave	Reconstruct	0	0	3,450	3,450
Fond du Lac Co/Fond du Lac	CTH V / CTH K-National Ave	Reconstruct	0	0	3,240	3,240
Fond du Lac Co/Fond du Lac	CTH T / STH 23-Esterbrook	Reconstruct	0	0	3,200	3,200
Fond du Lac Co/Fond du Lac	CTH K / USH 151-CTH WH	Reconstruct	0	0	2,000	2,000
Fond du Lac Co/Fond du Lac	Mascoutin Valley Trail Extension (CTH VV-CTH VVV)	Bike/ Pedestrian Trail	0	0	1,500	1,500
North Fond du Lac/Fond du Lac	Minnesota Ave / Rose - Anne	Reconstruct	0	0	576	576
Year 2020 dollars			44,286	11,072	24,166	79,524

Table 5-2: Illustrative Transportation Projects (with Inflation Factor)

	Federal (\$000)	State (\$000)	Local (\$000)	Total (\$000)
Average Funds	4,026	1,007	2,197	
Year 2021	4,119	1,030	2,247	7,396
2022	4,213	1,053	2,299	7,566
2023	4,310	1,078	2,352	7,740
2024	4,409	1,102	2,406	7,918
2025	4,511	1,128	2,461	8,100
2026	4,615	1,154	2,518	8,286
2027	4,721	1,180	2,576	8,477
2028	4,829	1,207	2,635	8,672
2029	4,940	1,235	2,696	8,871
2030	5,054	1,264	2,758	9,075
2031	5,170	1,293	2,821	9,284
2032	5,289	1,322	2,886	9,498
2033	5,411	1,353	2,953	9,716
2034	5,535	1,384	3,020	9,939
2035	5,663	1,416	3,090	10,168
2036	5,793	1,448	3,161	10,402
2037	5,926	1,482	3,234	10,641
2038	6,062	1,516	3,308	10,886
2039	6,202	1,550	3,384	11,136
2040	6,344	1,586	3,462	11,392
2041	6,490	1,623	3,542	11,655
2042	6,640	1,660	3,623	11,923
2043	6,792	1,698	3,706	12,197
2044	6,948	1,737	3,792	12,477
2045	7,108	1,777	3,879	12,764
2046	7,272	1,818	3,968	13,058
2047	7,439	1,860	4,059	13,358
2048	7,610	1,903	4,153	13,665
2049	7,785	1,946	4,248	13,980
2050	7,964	1,991	4,346	14,301
30 Year Horizon	179,191	44,800	97,781	
		Combined	321,771	

FUTURE BICYCLE AND PEDESTRIAN PROJECTS

As the bicycle and pedestrian network expands, communities look to additional connections that can complete or complement the existing bicycle and pedestrian facilities. **Table 5-3** lists locally-identified bicycle and pedestrian projects that have not yet been fully funded or programmed into a budget cycle.

Table 5-3: Candidate Bicycle and Pedestrian Projects

Primary Jurisdiction	Street	From	To	Facility Type	Additional Notes
Fond du Lac	DeNeveu Circle	McDermott Park	Lakeside Park	Trail	Includes a bicycle and pedestrian bridge over McDermott Circle
Fond du Lac	Peebles Trail Extension	Trail Terminus	Lakeside Park	Trail	
Fond du Lac/Eden	Eisenbahn Trail Extension	Village of Eden	Fond du Lac's Brooke Street Trail	Trail	This project would only happen if the active rail line is no longer needed

Contents

INTRODUCTION- LINKING TRANSPORTATION AND HEALTH	1
FOND DU LAC COUNTY DATA SNAPSHOT	3
PUBLIC HEALTH IN WISCONSIN AND THE FOND DU LAC MPO.....	6
LONG RANGE TRANSPORTATION PLANNING IN WISCONSIN AND THE FOND DU LAC MPO	9
FOND DU LAC MPO LONG RANGE TRANSPORTATION PLAN	9
ACTIVE LIVING.....	10
TRANSIT AND SPECIALIZED TRANSPORTATION	12
SAFETY	13
AIR QUALITY	16
LAND USE	16
FOOD ACCESSIBILITY	17
ACCESS TO HOUSING AND TRANSPORTATION	19
ACCESS TO HEALTHCARE	19
ECONOMIC FACTORS	20





INTRODUCTION- LINKING TRANSPORTATION AND HEALTH

The transportation system impacts public health outcomes, which is how long people live and the quality of their life while they are alive. Transportation factors that impact health outcomes include: active living, housing and transit, community safety, air quality, land use, food accessibility, access to medical care, and employment. These factors can also be identified as social determinants of health (SDH). These health factors are displayed in the County Health Rankings table below.

County Health Rankings

The County Health Ranking Model provides data on the factors influencing how long and how well we live. The Rankings use more than 30 measures that help communities understand **how healthy their residents are today (health outcomes) and what will impact their health in the future (health factors)** as well as policies and programs.¹ Figure 6-1 displays the model and the factors encompassed within it. In 2019, the County Health Rankings in the East Central Wisconsin Region ranges from the top of list at number 5, to the bottom of the list at 72. Fond du Lac County had a health ranking of **29** in 2020.²

Transportation and Health Equity

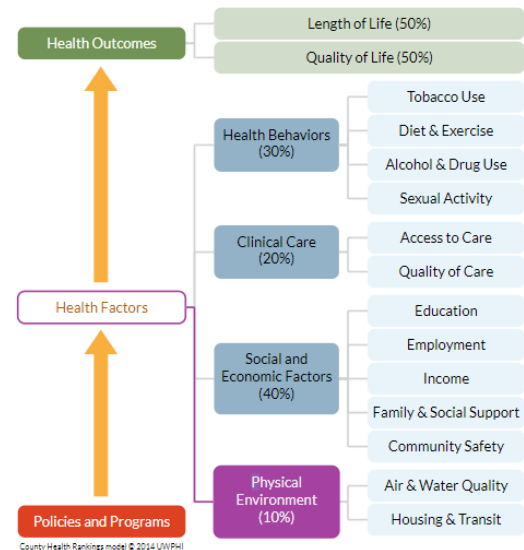
Fond du Lac MPO's transportation system is designed and built to support safe and healthy communities by facilitating active living and providing transportation options to all community members. Planning for transportation and health requires an emphasis on equity to provide transportation accommodations for all users and the opportunity for all users to attain their highest level of health.

Inequities occur when individuals face barriers that prevent them from reaching their full potential.³ Planners can help reduce inequities and improve health. East Central Wisconsin Regional Planning Commission (ECWRPC) has a Title VI Nondiscrimination Plan to ensure no person on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any ECWRPC sponsored program or activity.

To create a transportation system that is built to support safe and healthy community's local, county, MPO, regional and state goals need to be aligned. This chapter identifies and outlines the goals in the State and MPO Long Range Transportation Plans (LRTP), as well as the State and Local Community Health Improvement Plans (CHIP). Goals and strategies from the Fond du Lac County CHIP are included in detail to better align health and transportation goals and strategies. The goals and strategies outlined are related to transportation specifically and do not include all of the goals outlined in the plan.

Table 6-1 displays the identified goals in the State and MPO Long Range Transportation Plans, as well as the goals in the State and Local Community Health Improvement Plans.⁴ Aligning

Figure 6-1: County Health Rankings Model



(Image source: County Health Rankings 2016: Wisconsin—
http://www.countyhealthrankings.org/sites/default/files/state/downloads/CHR2016_WI.pdf)

¹ <https://www.countyhealthrankings.org/explore-health-rankings/measures-data-sources/county-health-rankings-model>.

² <https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/fond-du-lac/county/outcomes/overall/snapshot>.

³ <https://www.apha.org/topics-and-issues/health-equity>.

⁴ <https://wisconsin.gov/Pages/projects/multimodal/c2030-plan.aspx>.
<https://www.dhs.wisconsin.gov/publications/p01791.pdf>.
<https://www.fdlco.wi.gov/home/showdocument?id=20974>.

goals from the four different plans provides direction for the future of health and transportation efforts in the State of Wisconsin and the Fond du Lac MPO.

Table 6-1: Goals of Local and State Health and Transportation Plans

State LRTP Themes	Fond du Lac MPO LRTP Goals	State Health Improvement Plan Goals	Fond du Lac County Community Health Improvement Plan Goals Related to Transportation
Preserve Wisconsin's transportation system	Integrated Planning	Improve health across the lifespan	Increase the number of Fond du Lac County residents living at healthy weight for their height through eating healthier and being more active
Promote transportation safety	Maximum system effectiveness for all residents	Eliminate health disparities and achieve health equity	Increase awareness of the influence social determinants have in shaping health outcomes
Foster Wisconsin's economic growth	An efficient transportation system		
Provide mobility and transportation choice	Safety		
Promote transportation efficiencies	Minimal environmental disruption		
Preserve Wisconsin's quality of life	Compatibility with land use patterns		
Promote transportation security	Conservation of energy		
	Performance measures		
	Environmental Justice		
	Coordination at all levels		
	Complete streets policies		
	Sustainable and livable communities		

FOND DU LAC COUNTY DATA SNAPSHOT

Figure 6-2 displays the population demographics in Fond du Lac County. Data is provided by County Health Rankings, U.S. Census PEP, 2018.⁵

⁵ <https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/fond-du-lac/county/outcomes/overall/snapshot>.

Figure 6-2: Fond du Lac County Demographic Data

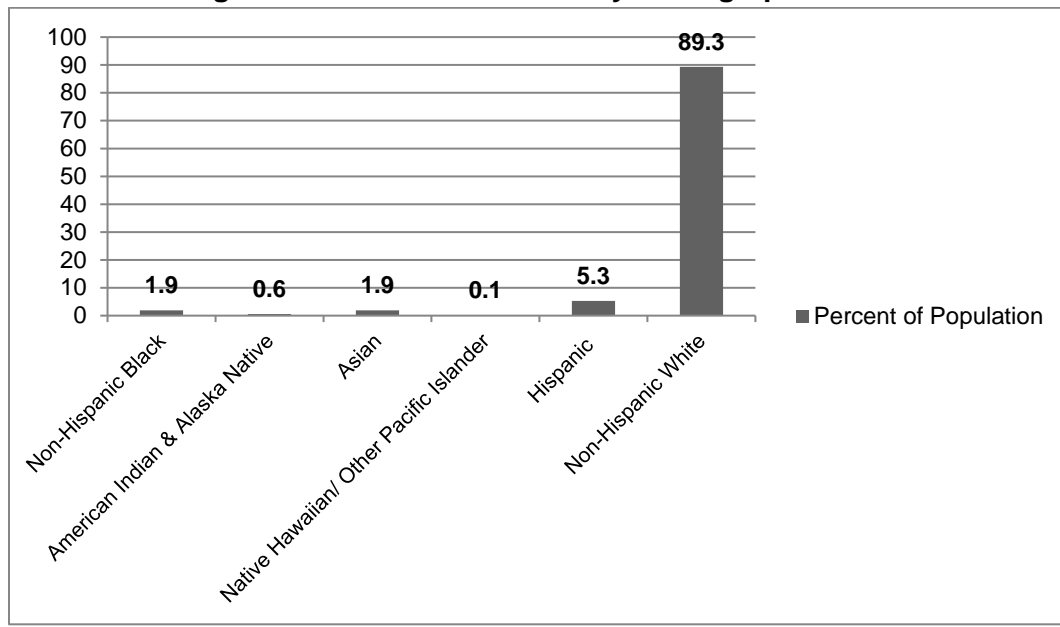


Table 6-2 displays Wisconsin Behavioral Risk Factor Survey estimates for chronic diseases in Fond du Lac County, 2015-2019.

Table 6-2: Chronic Disease Reported in Fond du Lac County and Wisconsin

Percent of Adults	Fond du Lac County	Lower confidence limit	Upper confidence limit	Wisconsin	Lower confidence limit	Upper confidence limit
Ever told high blood pressure	27.4%	20.7%	34.0%	34.5%	33.3%	35.7%
Ever told high cholesterol	37.2%	29.3%	45.2%	30.1%	29.0%	31.2%
Ever told diabetes	10.0%	5.1%	15.0%	8.9%	8.2%	9.6%
Ever told prediabetes	10.6%	4.7%	16.5%	9.0%	8.2%	9.7%
Overweight	40.7%	30.8%	50.6%	35.4%	34%	37%
Obese	34.4%	25.2%	43.6%	33.0%	32%	34%

Figure 6-3 displays Fond du Lac County Health Rankings from 2016-2020. **Table 6-3** displays the health outcomes from the County Health Rankings in 2020. Data was provided by County Health Rankings & Roadmaps, 2016-2018. ⁶

⁶ <https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/fond-du-lac/county/outcomes/overall/snapshot>.

Figure 6-3: Fond du Lac County Health Rankings

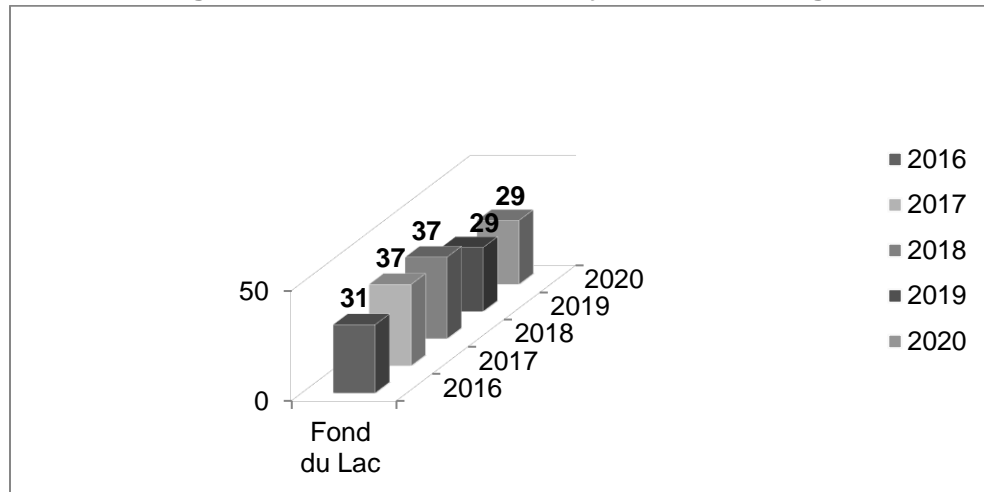


Table 6-3: Fond du Lac County Health Outcomes

Length of Life	Fond du Lac County	Wisconsin
Premature death	5,700 years of potential life lost before age 75 per 100,000	6,400 years of potential life lost before age 75 per 100,000
Quality of Life		
Poor or fair health	13%	17%
Poor physical health days	3.4 average number of days reported in last 30 days	3.9 average number of days reported in last 30 days
Poor mental health days	3.6 average number of days reported in last 30 days	4.0 average number of days reported in last 30 days
Low birthweight	7%	7%

PUBLIC HEALTH IN WISCONSIN AND THE FOND DU LAC MPO

Wisconsin State Health Plan: Healthiest Wisconsin 2020

Healthiest Wisconsin 2020 is a 10-year state health improvement plan that was designed to benefit the health of everyone in Wisconsin and its communities. The vision of Healthy Wisconsin 2020 is “**everyone living better, longer.**”⁷ This was chosen to stress the importance of living a quality life from birth to old age, and to be inclusive of all communities and regions. There are two goals to this plan which include: **improve health across the lifespan and to eliminate health disparities and achieve health equity.**⁸ The Wisconsin Department of Health and Human Services is in the process of updating the Wisconsin State Health Assessment Plan and that will be completed in 2021.

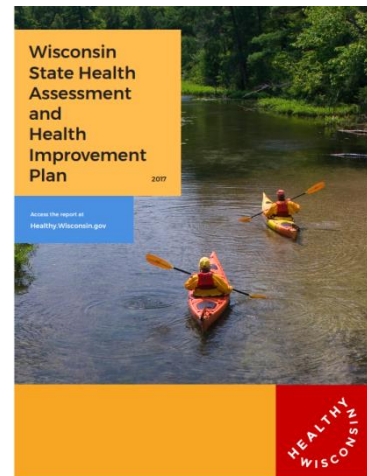


Photo credit: Wisconsin SHIP

Fond du Lac County Community Health Improvement Plan (CHIP)

A community health improvement plan (CHIP) is a long-term, systematic effort to address public health problems based on the results of the community health assessment activities and the community health improvement process.⁹ These plans are typically updated every three to five years.

The Fond du Lac Community Health Improvement Plan was developed for 2018-2021 and the health priorities and goals include: nutrition and physical activity, mental health, alcohol and other drug abuse, trauma-informed care, and social determinants of health. The following priority areas, goals, and strategies were identified in the Fond du Lac CHIP and can be impacted by transportation. The data outlined in this plan is from the Fond du Lac Community Health Improvement Plan.¹⁰



Public Health
Prevent. Promote. Protect.
Fond du Lac County
Health Department

Fond du Lac County Health Department
City/County Government Center
160 S. Macy St., Fond du Lac, WI 54935
Phone: 920-929-3085 | Fax: 920-929-3102 | www.fdlco.wi.gov

Priority Area: Nutrition and Physical Activity

Goal: increase the number of Fond du Lac County residents living at healthy weight for their height through eating healthier and being more active.

Goal 1: Increase physical activity

Photo credit: Fond du Lac County CHIP

Objective 1.1: By 2021, increase trail usage by 10% from 1496 (2016) total bike/pedestrian counts over a weeklong period to 1646.

Strategy: Bike and pedestrian master plan

⁷ <https://www.dhs.wisconsin.gov/publications/p01791.pdf>.

⁸ <https://www.dhs.wisconsin.gov/publications/p01791.pdf>.

⁹ [https://www.cdc.gov/publichealthgateway/cha/plan.html#:~:text=A%20community%20health%20improvement%20plan%20\(or%20CHIP\)%20is%20a%20long,ever%20three%20to%20five%20years.](https://www.cdc.gov/publichealthgateway/cha/plan.html#:~:text=A%20community%20health%20improvement%20plan%20(or%20CHIP)%20is%20a%20long,ever%20three%20to%20five%20years.)

¹⁰ <https://www.fdlco.wi.gov/home/showdocument?id=20974>.

Strategy Implementation: Fond du Lac County Bicycle and Pedestrian Master Plan

In 2018, Fond du Lac County updated their Bicycle and Pedestrian Plan that was created in 2013.¹¹ The updated plan provides a summary of where they have been and looks ahead to where they should go with bicycle and pedestrian facilities and programs. Included in this plan is an approved copy of their approved Complete Streets Policy.

Objective 1.2: By 2021, increase the number of schools participating in Safe Routes to School from 23 to 27.

Strategy: Safe Routes to School and Walking School Buses

Strategy Implementation: Fond du Lac School District Safe Routes to School Program

Fond du Lac School District has participated in the Safe Routes to School Program since the early 2000's. In 2020, there were 13 schools participating in the program, with four schools participating in the Walking School Bus program. To learn more information about Fond du Lac School District and the Safe Routes to School program reference chapter 3 of this plan.

Goal 2: Increase fruit and vegetable consumption.

Objective 2.1 increase access to and affordability of fruits and vegetables through fruit and vegetable incentive program and EBT payments at farmers markets.

Table 6-4 displays information from the Fond du Lac County CHIP aligning the national, state, and local priorities to increase physical activity and fruit and vegetable consumption. Data provided by Fond du Lac CHIP 2018-2021.

Table 6-4: Alignment with State/National Priorities

Goal	National Prevention Strategy	Healthiest Wisconsin2020	Fond du Lac Healthy People 2020
1	Encourage community design and development that support physical activity	Design Communities to encourage activities	Increase legislative policies for the built environment that enhances access to and availability of physical activity opportunities
2	Increase access to healthy and affordable foods in communities	Make healthy food available for all	

¹¹ https://www.fdl.wi.gov/parks/wp-content/uploads/sites/15/2019/01/2018_Bike_Ped_Update_Website_12282018095505.pdf .

Overarching Priority Area: Social Determinants of Health

The social determinants of health are conditions, in which people are born, grow, live work and age. Social, economic, and physical environments (social determinants of health) make up half of what predicts health outcomes.

Goal 3: Increase awareness of the influence social determinants have in shaping health outcomes.

Objective 3.1: By December 31st, 2021, one new or existing strategy will be implemented to build capacity to address the social determinants of health.

Strategy: Establish a health equity team or committee.

Objective 3.2: By December 31st, 2021, one new or existing strategy will be implemented, strengthened, or expanded on to increase health consideration policy development to eliminate health disparities.

Strategy: Health Impact Assessments and Health in All Policies.

Table 6-5 displays information from the Fond du Lac County CHIP aligning the national, state, and local priorities to increase awareness of the influence social determinants have in shaping health outcomes. Data provided by Fond du Lac CHIP 2018-2021.

Table 6-5: Alignment with State/National Priorities

Goal	National Prevention Strategy	Healthiest Wisconsin2020	Fond du Lac Healthy People 2020
1 & 2		Calls special attention to social determinants and their importance of social determinants in health outcomes	Topic: Social Determinants of Health Goal: Create social and physical environments that promote good health for all

LONG RANGE TRANSPORTATION PLANNING IN WISCONSIN AND THE FOND DU LAC MPO

Wisconsin Long-Range Multimodal Transportation Plan: Connection 2030

Connections 2030 is Wisconsin's statewide long-range multimodal plan. This plan covers a 20 year timeframe and includes seven themes that base 37 policies. Connections 2030 vision is an integrated 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.

The seven themes include:

- Preserve 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
- Promote transportation security.

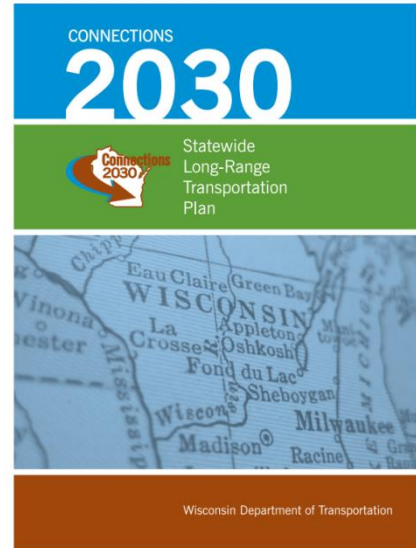


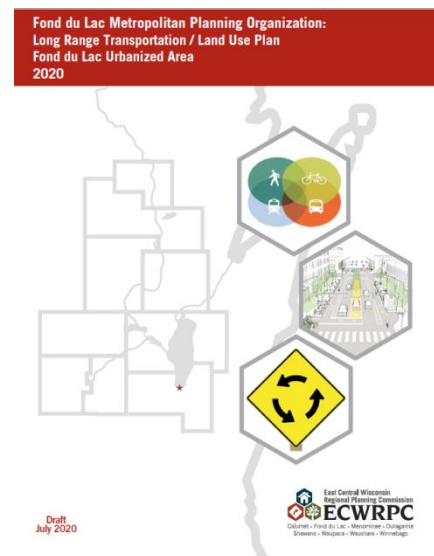
Photo credit: Connections 2030

FOND DU LAC MPO LONG RANGE TRANSPORTATION PLAN

Fond du Lac MPO Transportation and Health Goals

Future transportation planning recommendations to improve health outcomes within the greater Fond du Lac area should strive to:

- Increase physical activity opportunities through the built environment to decrease obesity rates in Fond du Lac County and chronic disease prevention.
- Decrease the number of crashes between motor vehicles, bicyclists, and pedestrians by enforcing motorist and non-motorists behaviors on the roadway and by making infrastructure safer for all users.
- Increase access to healthy foods through transit, vehicle, and bicycle and pedestrian facilities.
- Decrease motor vehicle and long commutes and increase active transportation and transit commutes to improve air quality and reduce the number of crashes.
- Increase access to healthcare facilities through transit, specialized transit, and bicycle and pedestrian facilities.
- Increase mixed land use development to increase economic opportunity, household wealth, mobility, and enhance neighborhood diversity.



- Increase active transportation and transit commutes to work and decrease long commute times to improve air quality, reduce traffic crashes, and improve health.
- Increase access to affordable housing with walking and bicycling facilities and transit availability to increase physical activity, reduce greenhouse gas emissions, and to save time and money.

ACTIVE LIVING

A built environment promoting active transportation creates opportunities for individuals to exercise. This helps improve individual health by reducing obesity and the risk for chronic diseases such as diabetes, heart disease, stroke, and cancer.¹² In the United States 39.8% of adults were obese in 2016.¹³ In Wisconsin 31% of adults were obese and in Fond du Lac County 34% of adults were obese in 2016.¹⁴ Increasing access to healthy transportation modes within the Fond du Lac MPO could improve individual and community obesity rates.

Table 6-6 displays the health factors for Fond du Lac County for the 2020 County Health Rankings. Data is from County Health Rankings, 2016.¹⁵

Table 6-6: County Health Rankings Fond du Lac County Health Factors

Health Behaviors	Fond du Lac County	Wisconsin
Adult obesity	34%	31%
Physical inactivity	25%	21%
Access to exercise opportunities	85%	85%

Bicycling and Pedestrian Facilities

Expanding and improving bicycle and pedestrian infrastructure has a variety of health benefits including: chronic disease prevention, improving access to health-supportive resources, improving equity, increasing physical activity, improving safety, reducing human exposure to transportation-related emissions, reducing motor vehicle- related injuries and fatalities, and reduces transportation's related air pollution.¹⁶

Miles of Bicycle and Pedestrian Facilities within the Fond du Lac MPO

Data provided by Esri Business Analyst 10.7.1 2019

286 miles of roadways have sidewalks.

2 miles of roadways have bike lanes.

36 miles of off road walking and bicycling facilities.

38 miles of planned facilities.

¹² <https://www.transportation.gov/mission/health/active-transportation>.

¹³ <https://www.cdc.gov/nchs/fastats/obesity-overweight.htm>.

¹⁴ <https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/fond-du-lac/county/outcomes/overall/snapshot>.

¹⁵ <https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/fond-du-lac/county/outcomes/overall/snapshot>.

¹⁶ <https://www.transportation.gov/mission/health/Expand-and-Improve-Bicycle-and-Pedestrian-Infrastructure>.

Complete Streets Policy

Complete streets policies encompass a variety of land uses, a comprehensive network of bicycle, pedestrian, and public transportation facilities, an inviting street design for all users, and safety measures.¹⁷ Active transportation and physical activity is more likely to occur in communities with complete streets policies. The Fond du Lac Complete Streets Policy can be found by following this link: https://www.fdl.wi.gov/parks/wp-content/uploads/sites/15/2019/01/2018_Bike_Ped_Update_Website_12282018095505.pdf.

Access to Parks and Recreation

Adults and children living close to parks and recreation facilities participate in higher levels of physical activity. In addition to physical activity, parks provide spaces for individuals to find mental, spiritual health, and social wellbeing.¹⁸ Accessibility to parks provides the opportunity for people to walk to the park and participate in activities at the park.

Parks and recreational facilities create healthy communities by:

- Reducing obesity and incidence of chronic disease by providing opportunities to increase rigorous physical activity in a variety of forms.
- Providing a connection to nature which studies demonstrate relieves stress levels, tightens interpersonal relationships, and improves mental health.
- Aiding in reducing hunger in America and increasing access to nutritious food options.
- Fostering overall wellness and healthful habits.¹⁹

Within the Fond du Lac Urbanized Area, there are over **776 acres of parks** and recreational green space. Population within this area was **60,701** in 2019. Data provided by ECWRPC land use, 2018.

Percentage of the Population with Access to a Park within the Fond du Lac MPO

Data provided by Esri Business Analyst 10.7.1 2019

68% of people live within a half a mile to a park.

89% of parks have transit access within 1/2 of a mile from a park.

96% of parks have bicycle and pedestrian access within ½ of a mile.

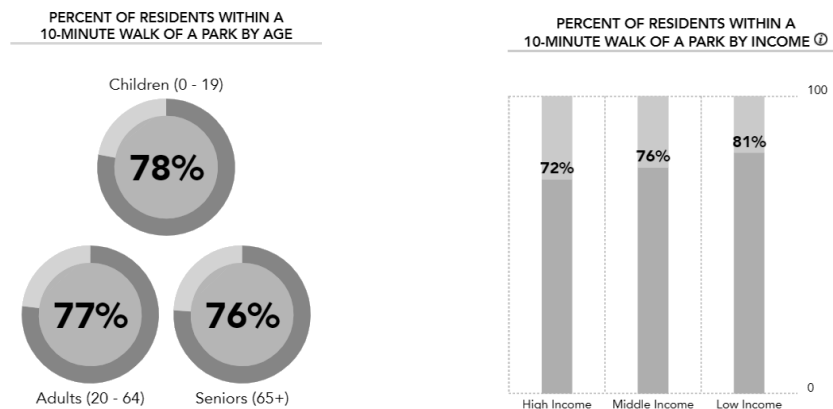
77% of residents live within a 10 minute walk of a park in the City of Fond du Lac, which is above the national average of 54%.

¹⁷ <https://www.transportation.gov/mission/health/complete-streets-policies>.

¹⁸ https://www.rwjf.org/en/blog/2016/08/6_reasons_why_parks.html.

¹⁹ <https://www.nrpa.org/our-work/Three-Pillars/role-of-parks-and-recreation-on-health-and-wellness/>.

Figure 6-4: City of Fond du Lac Age and Income of Residents within a 10-Minute Walk of a Park²⁰



Safe Routes to School

Safe Routes to School programs provide students the opportunity to be more physically active during the day. Walking one mile to and from school each day is **two-thirds** of the recommended **60 minutes** of physical activity a day.²¹ Safe Routes to School programs increase physical activity, reduce traffic congestion and improves air quality, improves safety of students, and improves academic performance.

In the Fond du Lac School District, on average **58%** of students live within one mile of their school, and **73%** of students live within two miles of their school. Data provided by the Regional Safe Routes to School Demographic data.

There are **31 schools** within the Fond du Lac MPO and **29** of those schools have bicycle and pedestrian facilities an eighth of a mile from the school. Data is provided by the Department of Public Instruction, 2020.

14 schools within the Fond du Lac MPO are participating in the Safe Routes to School program. Data from Regional Safe Routes to School Demographic data.

TRANSIT AND SPECIALIZED TRANSPORTATION

Public transportation lowers levels of air pollution, improves safety, and increases physical activity levels. Using public transportation compared to private vehicles produces 95% less carbon monoxide, 92% fewer volatile organic compounds, and 45% less carbon dioxide per passenger mile.²² Public transportation also has the lowest fatality rate compared to other

²⁰ <https://www.tpl.org/city/fond-du-lac-wisconsin>.

²¹ <https://www.saferoutespartnership.org/safe-routes-school/101/benefits>.

²² American Public Transportation Association. The benefits of public transportation: the route to better personal health; 2002. http://www.apta.com/resources/reportsandpublications/Documents/better_health.pdf.

modes on highways, in the air, on rails, and on water.²³ People who have walkable access to public transportation have increased physical activity levels. A study found that people have 14.6 minutes of physical activity linked with transit use.²⁴

66% of the population lives within ½ mile of a transit stop in 2020.²⁵

3 transit trips per capita in 2011.²⁶

Specialized Transit in Fond du Lac

Handivan Service- Fond du Lac Area Transit, the City of Fond du Lac and Fond du Lac County collaborated to provide an affordable transportation alternative for those citizens who are unable to use regular transit service. This service is for all individuals who meet the Americans with Disabilities Act Paratransit rules or be 65 years of age or older.

Shared Ride Taxi Service- Fond du Lac Area Transit and a private city taxi company provide transportation for individuals within the City of Fond du Lac who reside or wish to travel more than ¼ a mile from a fixed bus route and within a designated Shared ride taxi service area. This service is available to any person within the City of Fond du Lac or Village of North Fond du Lac whose pickup or drop off points are more than ¾ a mile from a fixed bus route and within a Shared ride taxi service area.

MTM Transportation- MTM arranges non-medical emergency transportation for eligible Medicaid and BadgerCare Plus members throughout the state to their covered preventative and life-sustaining medical appointments.

SAFETY

Vehicle Crashes

Motor vehicle crashes and traffic fatalities are public health and economic concerns. Health concerns include injury and fatality due to a crash. Economic concerns include harm from the loss of life, economic loss, and the pain and decreased quality of life from injuries. Road traffic fatalities are affected by the safety of driving and the rate of vehicle miles traveled.²⁷

Motorist Crashes within the Fond du Lac MPO

4,252 motor vehicle crashes within the Fond du Lac MPO during the years of 2017-2020. Of those crashes, there were **6** fatalities, **53** serious injuries, **439** suspected minor injuries. Data from TOPS lab and ECWRPC Crash Analysis Application 2017-2020.

²³ American Public Transportation Association. The benefits of public transportation: the route to better personal health; 2002. http://www.apta.com/resources/reportsandpublications/Documents/better_health.pdf.

²⁴ Saelens BE, Moudon AV, Kang B, Hurvitz PM, Zhou C. Relation between higher physical activity and public transit use. American Journal of Public Health; 2014;104(5):854–9 10.

²⁵ Esri Business Analyst 10.7.1 2019.

²⁶ <https://www.transportation.gov/transportation-health-tool/indicators>.

²⁷ <https://www.transportation.gov/mission/health/road-traffic-fatalities-mode>.

Bicycle and Pedestrian Crashes

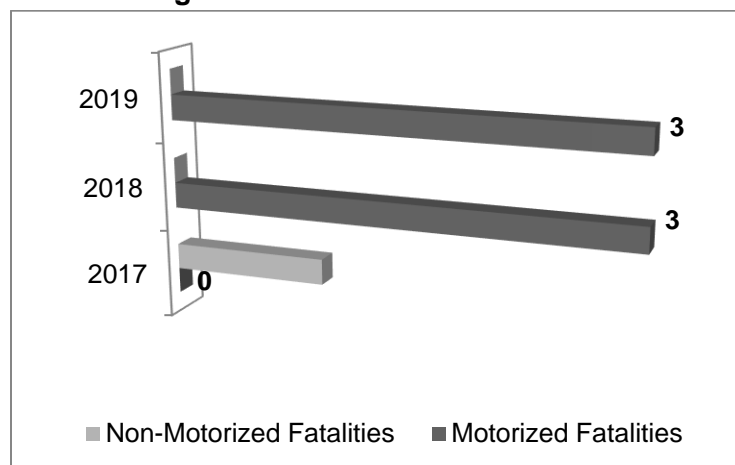
There are three categories of issues that contribute to traffic crashes involving bicyclists and pedestrians: **motorist behavior, non-motorist behavior, and infrastructure.**²⁸ The problem is poor compliance with traffic laws and improper use of facilities. This is often due to poorly designed facilities or misunderstanding of traffic laws or devices.

Bicycle and Pedestrian Crashes within the Fond du Lac MPO

There were **113** bicycle or pedestrian crashes within the Fond du Lac MPO during the years of 2017-2020. Of those crashes, there was **one** fatality, **15** serious injuries, and **73** suspected minor injuries. Data from TOPS lab and ECWRPC Crash Analysis Application 2017-2020.

Figure 6-5 shows fatalities for both motorized and non-motorized crashes within the planning area. **Figure 6-6** similarly displays serious injuries for motorized and non-motorized reported crashes within the planning area.

Figure 6-5: Crash Data - Fatalities



²⁸ https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/14046-pedestrian_bicyclist_safety_resources_030519_v2_tag.pdf.

Figure 6-6: Crash Data - Serious Injuries

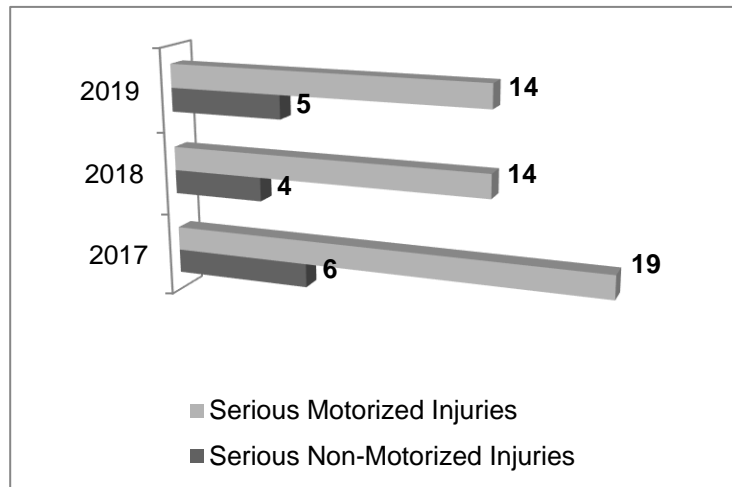


Table 6-7 displays the top five intersections for the number of crashes in and **Table 6-8** displays the top five dangerous intersections. Data from TOPS Lab and ECWRPC Intersection Crash Dashboard 2017-2020.

Table 6-7: Top 5 Intersections for Number of Crashes 2017-2020

Intersection	Number of Crashes
Pioneer Rd and Johnson St (City of FDL)	60
Peters Av and Johnson St (City of FDL)	47
Rolling Meadows Dr and Johnson St (Town of FDL)	43
Johnson St and Main St (City of FDL)	33
Johnson St and Park Ave (City of FDL)	26
CTH VV and CTH VVV (City of FDL)	26

Table 6-8: Top 5 Dangerous Intersections 2017-2020

Intersection	Fatalities	Injuries
2nd St and Park Av (City of FDL)	1	4
Brown Rd and Esterbrook Rd (Town of FDL)	1	1
Kinker Rd and Van Dyne Rd (Town of Friendship)	1	8
Esterbrook Rd and Scott St (Town of FDL)	1	0
Pioneer Rd and Johnson St (City of FDL)	0	33

Seat Belt Use in Wisconsin

The use of seatbelts has proven to lower the risk of fatal injury to motor vehicle occupants. Motor vehicle crashes are a leading cause of death in the United States for the first three decades of American lives²⁹, and the use of seat belts has been shown to be the most effective method for reducing injuries and deaths as a result of crashes.³⁰

Drivers and passengers who are hurt or killed in traffic crashes because they are wearing their seatbelt cause economic losses such as medical expenses and lost worker productivity.

In July 2016, **88.4%** of vehicle occupants wore their seatbelt in Wisconsin.³¹

AIR QUALITY

Negative consequences of ambient air pollution include decreased lung function, chronic bronchitis, asthma, and other adverse pulmonary effects.³² Long-term exposure to fine particulate matter increases premature death risk among people age 65 and older, even when exposure is at levels below the National Ambient Air Quality Standards.³³

21.7 the rate of asthma emergency room visits per 10,000 people in Fond du Lac County.³⁴

Table 6-9 displays the air pollution particulate matter in Fond du Lac County. Data provided by County Health Rankings, 2014.

Table 6-9: Air Pollution-Particulate Matter Data

Physical Environment	Fond du Lac County	Wisconsin
Air pollution-particulate matter	9.8 micrograms per cubic meter	8.6 micrograms per cubic meter

LAND USE

Design and land use policies, including mixed-use development, increase physical activity, especially when combined with transportation system interventions such as developing public transit infrastructure and sidewalks or trails.³⁵ Mixed-used development can reduce

²⁹ Centers for Disease Control and Prevention. Web-based Injury Statistics Query and Reporting System (WISQARS). National Center for Injury Prevention and Control, Centers for Disease Control and Prevention; 2012. <http://www.cdc.gov/injury/wisqars/>.

³⁰ Emergency Nurses Association. 2010 ENA National Scorecard on State Roadway Laws: A Blueprint for Injury Prevention; 2010. <https://www.ena.org/practice-research/Practice/Safety/Injury%20Prevention/scorecard/Documents/2010Scorecard.pdf>. *

³¹ <https://wisconsin.gov/Documents/safety/education/crash-data/seatbeltuse.pdf>.

³² Pope CA, Dockery DW, Schwartz J. Review of epidemiological evidence of health-effects of particulate air-pollution. *Inhal Toxicology*. 1995; 7(1):1-18.

³³ Harvard T.H. Chan School of Public Health. Nationwide study of U.S. seniors strengthens link between air pollution and premature death. <https://www.hsph.harvard.edu/news/press-releases/u-s-seniors-air-pollution-premature-death>. Updated June 28, 2017. Accessed July 17, 2017.

³⁴ <https://www.dhs.wisconsin.gov/publications/p0/p00719-fonddulac.pdf>.

³⁵ Brownson RC, Haire-Joshu D, Luke DA. Shaping the context of health: A review of environmental and policy approaches in the prevention of chronic diseases. *Annual Review of Public Health*. 2006; 27:341–70.
Saelens BE, Handy SL. Built environment correlates of walking: A review. *Medicine & Science in Sports & Exercise*. 2008; 40(7 Suppl):S550-66.

transportation costs, increase economic opportunity, household wealth, mobility, and enhance neighborhood cultural diversity.³⁶

The Land Use Mix indicator measures the average neighborhood-level diversity of destinations across a metropolitan area based on a mix of eight different employment types: office, retail, industrial, service, entertainment, education, health, and public sector in a block group on a 0-1 scale. Fond du Lac MPO had a value of .49.

As of 2018, the primary land uses (by acres) within the MPO area included:

Table 6-10: Land Use (Acres)

Land Use	Acres
Agriculture	23,575
Airport Property	176
Commercial	1,304
Industrial	1,207
Multi-Family Residential	513
Parks/Recreation/Open Space	1,497
Public/Institutional	1,325
Sewage Treatment Plant	2
Single Family Residential	8,291
Transportation	5,084
Vacant/Undeveloped	6,094
Water Features	892
Woodlands	4,629
TOTAL	54,588

FOOD ACCESSIBILITY

Eating healthy food contributes to an individual's health and their risk for developing chronic disease such as high blood pressure, diabetes, and cancer.³⁷ Barriers to availability and accessibility of healthy foods include not having access to: a vehicle, convenient public transportation, healthy food venues within walking distance, or having limited access to foods that support healthy eating. Transportation and distance to sources of healthy foods impact- low income and rural communities, especially older adults living in rural communities.³⁸

³⁶ Litman T. Understanding smart growth savings: Evaluating economic savings and benefits of compact development, and how they are misrepresented by critics. Victoria, BC: Victoria Transport Policy Institute (VTPI); 2017.

³⁷ <https://www.healthypeople.gov/2020/topics-objectives/topic/social-determinants-health/interventions-resources/access-to-foods-that>.

³⁸ <https://www.healthypeople.gov/2020/topics-objectives/topic/social-determinants-health/interventions-resources/access-to-foods-that>.

Food Environment Index

The Food Environment Index ranges from 0 (worst) to 10 (best) and equally weights two indicators of the food environment: **limited access to healthy foods** and **food insecurity**. In 2015, the food environment index was 8.5 in Fond du Lac County and 8.8 in Wisconsin.³⁹

Limited access to healthy food - The percentage of population who are low-income and do not live close to a grocery store.

Food Insecurity- The percentage of population who lack adequate access to food.

Table 6-11 displays the limited access to healthy food and food insecurity data in Fond du Lac County and in Wisconsin. The data is from the County Health Rankings 2015 data.⁴⁰

Table 6-11: Limited Access to Healthy Food and Food Insecurity

Additional Health Behaviors	Fond du Lac County	Wisconsin
Limited access to healthy food	7%	5%
Food Insecurity	8%	10%

Access to Grocery Stores Within the Fond du Lac MPO

Data provided by Esri Business Analyst 10.7.1 2019

13% of the population lives within a ½ a mile from the grocery store.

Transit

62.5% of grocery stores have a transit stop within **1/8 of a mile** from the store.

100% of grocery stores have a transit stop within a **½ a mile** from the store.

Active Transportation

100% of grocery stores have bicycle and pedestrian facilities within **1/8 mile** of the store.

100% of grocery stores have bicycle and pedestrian facilities within **1/2 mile** of the store.

Motor Vehicles

22% of households have zero cars and live more than ½ a mile from a supermarket.⁴¹

Map 6-1 displays low-income and low access to food at 1/2 mile (urban) from a grocery store. Data is from United States Department of Agriculture Health Atlas, 2015.

Farmers Markets

Farmers markets that accept Electronic Balance Transfer (EBT) benefits provide low-income individuals access to healthy foods. The Fond du Lac farmers market accepts EBT payments.

³⁹ <https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/fond-du-lac/county/outcomes/overall/snapshot>.

⁴⁰ <https://www.countyhealthrankings.org/app/wisconsin/2020/measure/factors/139/data>.
<https://www.countyhealthrankings.org/app/wisconsin/2020/measure/factors/83/data>.

⁴¹ <https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas/>.

ACCESS TO HOUSING AND TRANSPORTATION

Housing costs are the single largest expense for most households and when combined with transportation costs, they account for half of the average U.S. household budget.⁴² Affordable housing is no more than 30% of a household's income, but that does not include the transportation costs associated of commuting from that housing.⁴³

Walking communities with public transit provide residents the opportunity to access jobs and amenities easily, which not only saves time and money, but could also increase physical activity and reduce greenhouse gas emissions (Center for Neighborhood Technology). These types of communities tend to have higher housing costs, which could create disparities for low-income residents who cannot afford to live in those neighborhoods.

The average household spends **49%** of their income on housing and transportation combined in the Fond du Lac MPO. Data provided by the Transportation Health Tool Indicator Data.

ACCESS TO HEALTHCARE

Providing adequate and reliable transportation services to healthcare improves individual and community health. Transportation issues include lack of vehicle access, inadequate infrastructure, long distances and lengthy times to reach needed services, transportation costs and adverse policies that affect travel.⁴⁴ These issues may result in missed health care appointments, increased health costs, and overall poorer health outcomes.

Within the Fond du Lac MPO, there are **18** hospitals and clinics.

Transportation Access to Medical Care Within the Fond du Lac MPO

Data provided by Esri Business Analyst 10.7.1 2019

Transit

67% of hospitals/clinics within the Fond du Lac MPO have a transit stop within **1/8 of a mile** from the hospital/clinic.

78% of hospitals/clinics within the Fond du Lac MPO have a transit stop within **1/2 of a mile** from the hospital/clinic.

89% of hospitals/clinics have a transit stop within a **1 mile** from the hospital/clinic.

Active Transportation

78% of hospitals/clinics have bicycle and pedestrian facilities within **1/8 mile** of the hospital/clinic.

100% of hospitals/clinics have bicycle and pedestrian facilities within **1/2 mile** of the hospital/clinic.

⁴² <https://www.transportation.gov/mission/health/housing-and-transportation-affordability>.

⁴³ U.S. Department of Housing and Urban Development: Affordable Housing; 2013. <http://www.hud.gov/offices/cpd/affordablehousing/>.

⁴⁴ <https://www.aha.org/aharet-guides/2017-11-15-social-determinants-health-series-transportation-and-role-hospitals>.

55.8 % of households are without a vehicle within 1 mile of a healthcare facility. **Map 6-2** displays areas of households without a vehicle one mile from a healthcare facility. Data provided by Esri Business Analyst 10.7.1 2019.

15 % of Households are without a vehicle within two miles of a healthcare facility. **Map 6-3** displays the areas of households without a vehicle two miles from a healthcare facility within the urbanized area of the MPO. Data provided by Esri Business Analyst 10.7.1 2019.

ECONOMIC FACTORS

Commute Mode Share

Commute mode share displays how well infrastructure, policies, investments, and land-use patterns support different types of travel to work. Commute patterns are tied to the economy, active living, air quality, and traffic crashes.⁴⁵ How people commute and how long they are commuting will have an impact on their health. People who drive to work are less likely to reach the recommended activity levels than people who use other forms of transportation.⁴⁶ In addition, people completing long commutes are associated with higher blood pressure, higher box mass index, less physical activity, and poor mental health.^{47 48}

Each additional hour spent per day in a car is associated with 6 percent increase in the likelihood of obesity.⁴⁹

County and Wisconsin Mode Share (%) 2018

Commute mode share measures how workers (age 16 and over) travel to/from work. **Figure 6-7** displays the total county working population by their travel mode. Data was provided by US Census American Community Survey (5-year estimates, 2018).

⁴⁵ <https://www.transportation.gov/mission/health/commute-mode-share>.

⁴⁶ Wen LM, Orr C, Millett C, Rissel C. Driving to work and overweight and obesity: findings from the 2003 New South Wales Health Survey, Australia. *International Journal of Obesity* 2006. 30: 782-86.

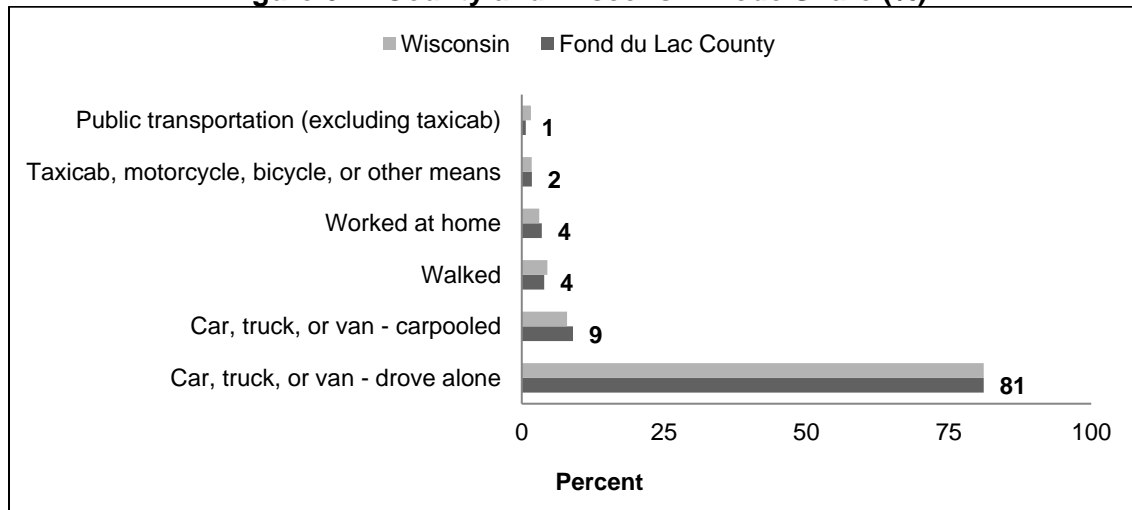
⁴⁷ Hoehner, Christine M., et al. "Commuting distance, cardiorespiratory fitness, and metabolic risk." *American journal of preventive medicine* 42.6 (2012): 571-578.

⁴⁸ Künn-Nelen A. Does commuting affect health? *Health Econ.* 2016; 25(8):984–1004.

Highway to health? Commute time and well-being among Canadian adults. *World Leis J.* 2014; 56(2):151–163\.

⁴⁹ 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.

Figure 6-7: County and Wisconsin Mode Share (%)



Transportation demands on the regional system are impacted on a daily basis by employment. **Figures 6-8 and 6-9** provide a snapshot of the employment conditions at the Fond du Lac County level relevant to the transportation network (2017 data). **On average Fond du Lac County experiences a daily net outflow (-5,084) of work related trips to other counties.** About two thirds of these trips made have a travel distance of 24 miles or less. All data is provided by the Census Bureau's OnTheMap Application.⁵⁰

⁵⁰ <https://onthemap.ces.census.gov/>.

Figure 6-8: Daily County Worker Travel Flows

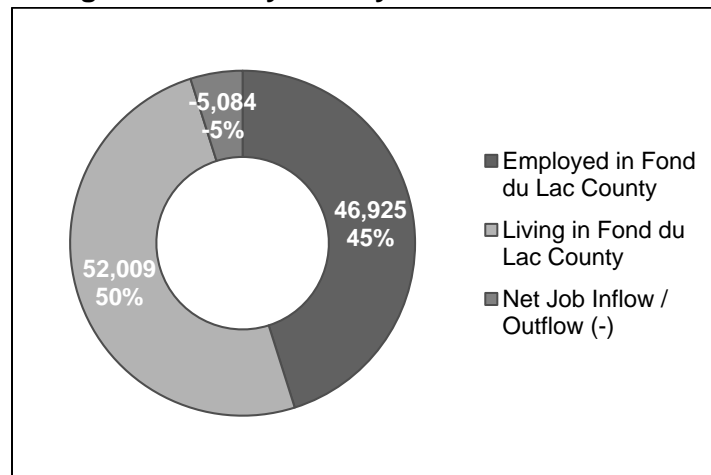
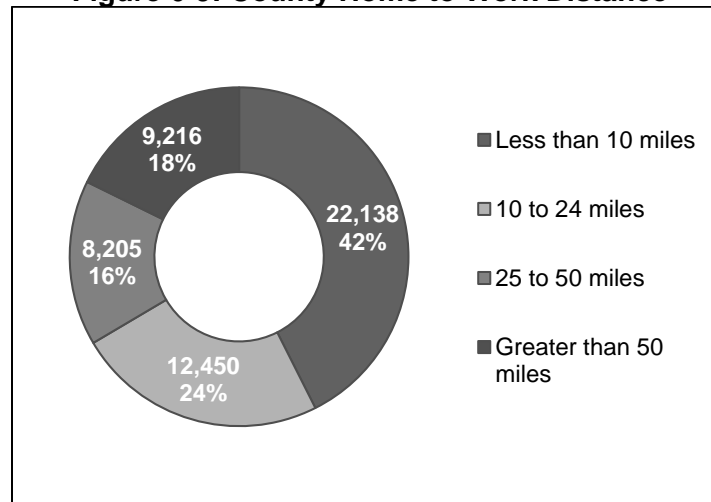


Figure 6-9: County Home to Work Distance



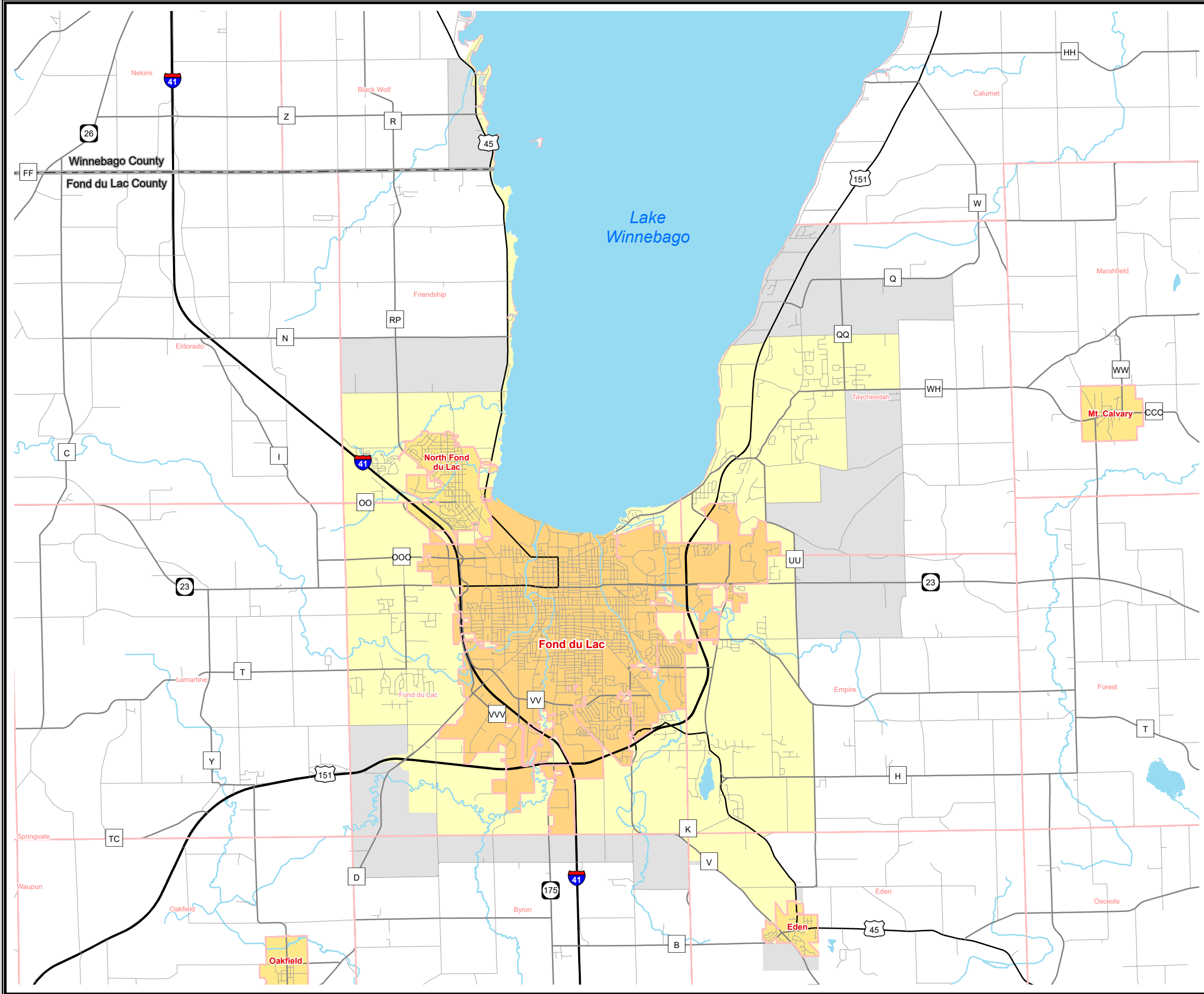


APPENDICES



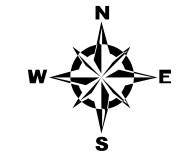
APPENDIX A

MAPS



Map 1-1 Fond du Lac MPO Overview

- Municipal Boundary
- County Boundary
- City
- Village
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area

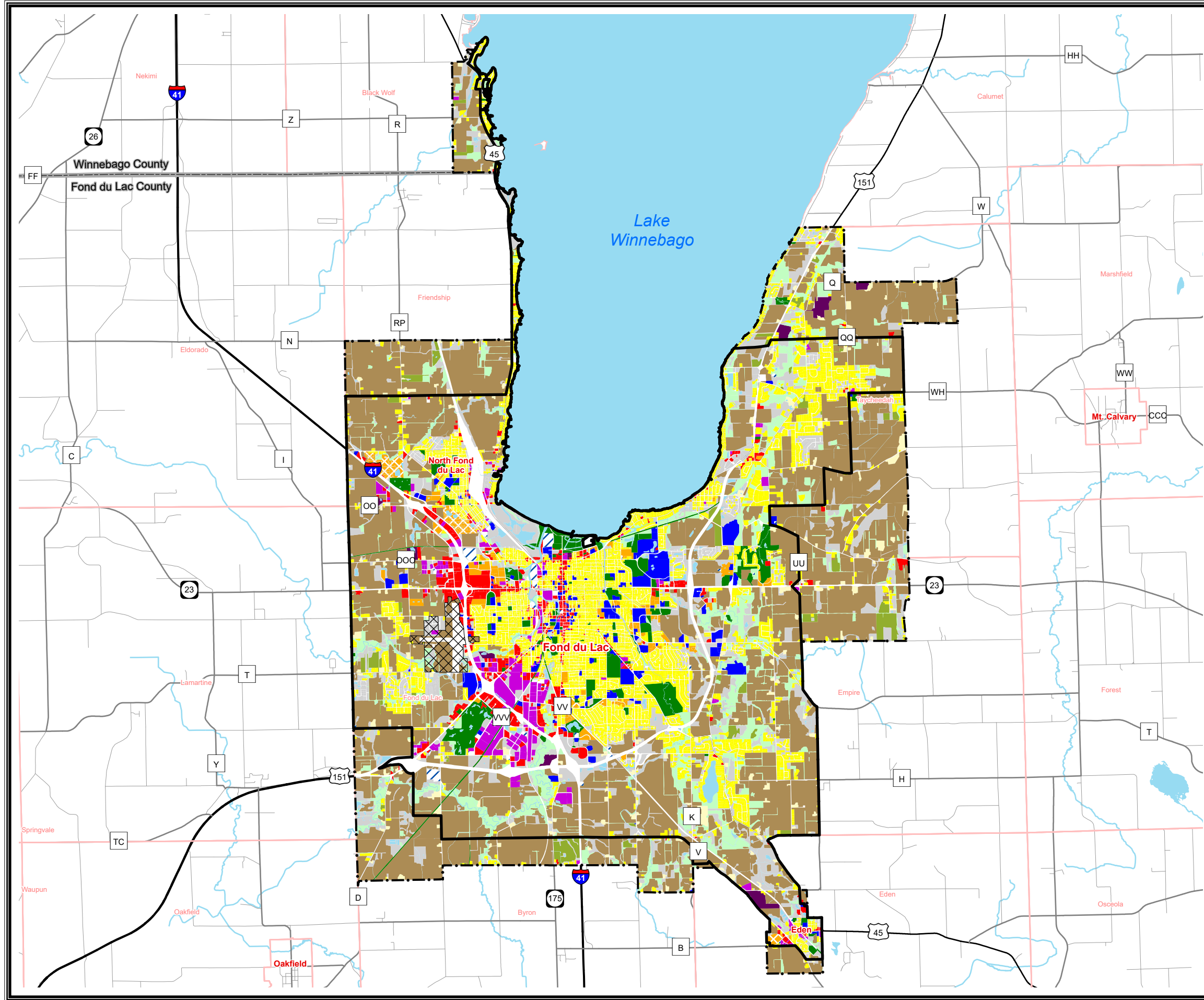


0 1 2
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

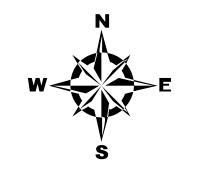
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Map 2-1 **Fond du Lac MPO** **Existing Land Use 2018**

- Municipal Boundary
- County Boundary
- 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
- Airport
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



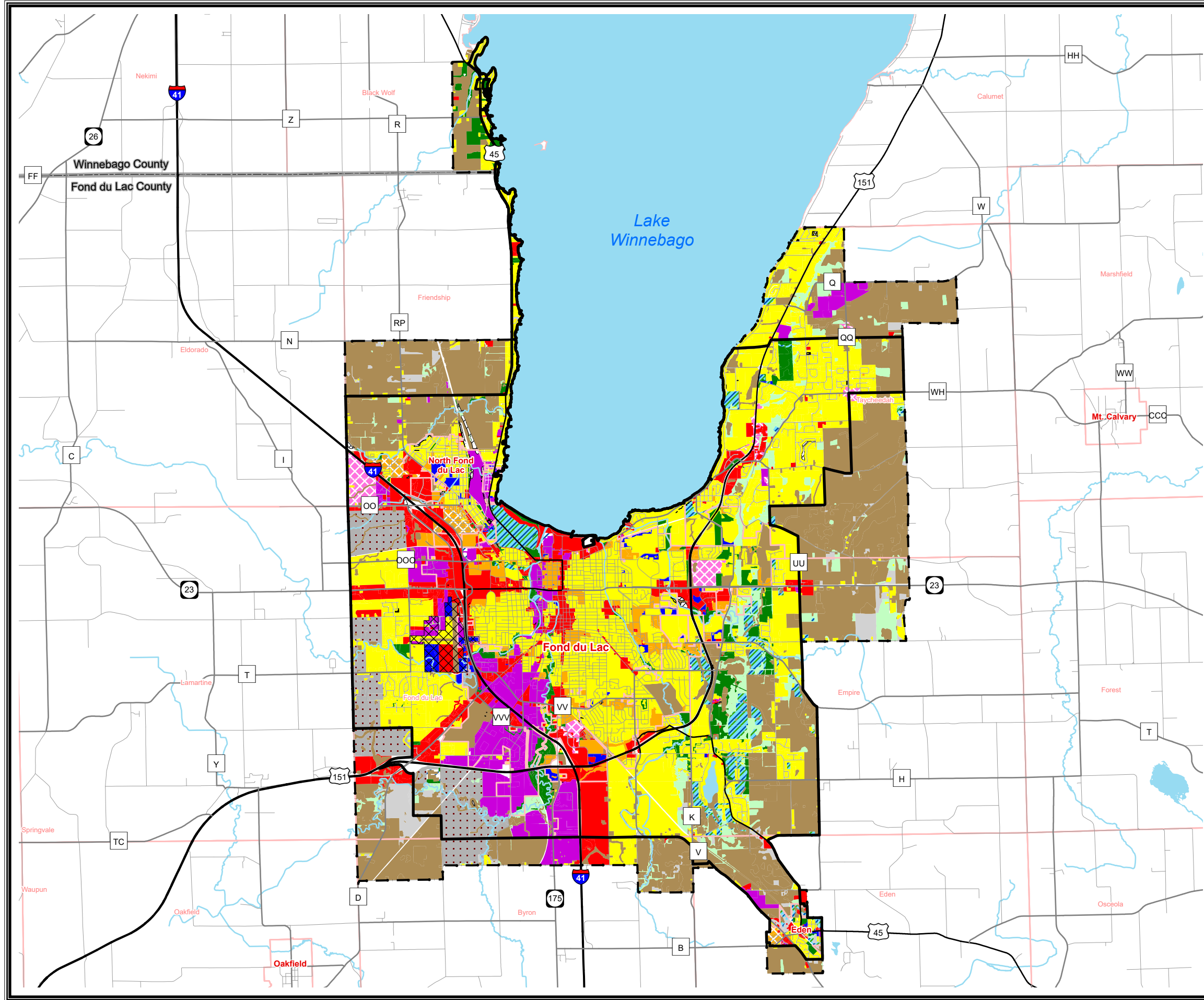
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 Scale in Miles

Source:
 ECWRPC Counties & 2015-2018 NAIP Ortho Imagery.
 Base Data provided by Regional Counties, 2020.
 MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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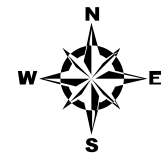
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Map 2-2 Fond du Lac MPO Future Land Use

- Municipal Boundary
- County Boundary
- Proposed Single Family Residential
- Mixed Residential
- Proposed Multi-Family Residential
- Proposed Mobile Home Development
- Proposed Mixed Use
- Proposed Commercial
- Proposed Industrial
- Proposed Public/Institutional
- Proposed Conservancy Area
- Proposed Open Space/Recreational
- Proposed Utilities
- Proposed Agricultural Transition Area
- Proposed to Remain Agriculture
- Proposed to Remain Woodland
- Undetermined
- Undevelopable
- Airport
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

Source:
ECWRPC Counties & 2015-2018 NAIP Ortho Imagery.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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Map 3-1 Fond du Lac MPO Urbanized Functional Classification System

- Urban Principal Arterial
- Urban Collector
- Urban Minor Arterial
- Urban Local
- Municipal Boundary
- Fond du Lac Metropolitan Planning Area
- Fond du Lac Adjusted Urbanized Area

Downtown Fond du Lac Inset



0 1 2
Scale in Miles

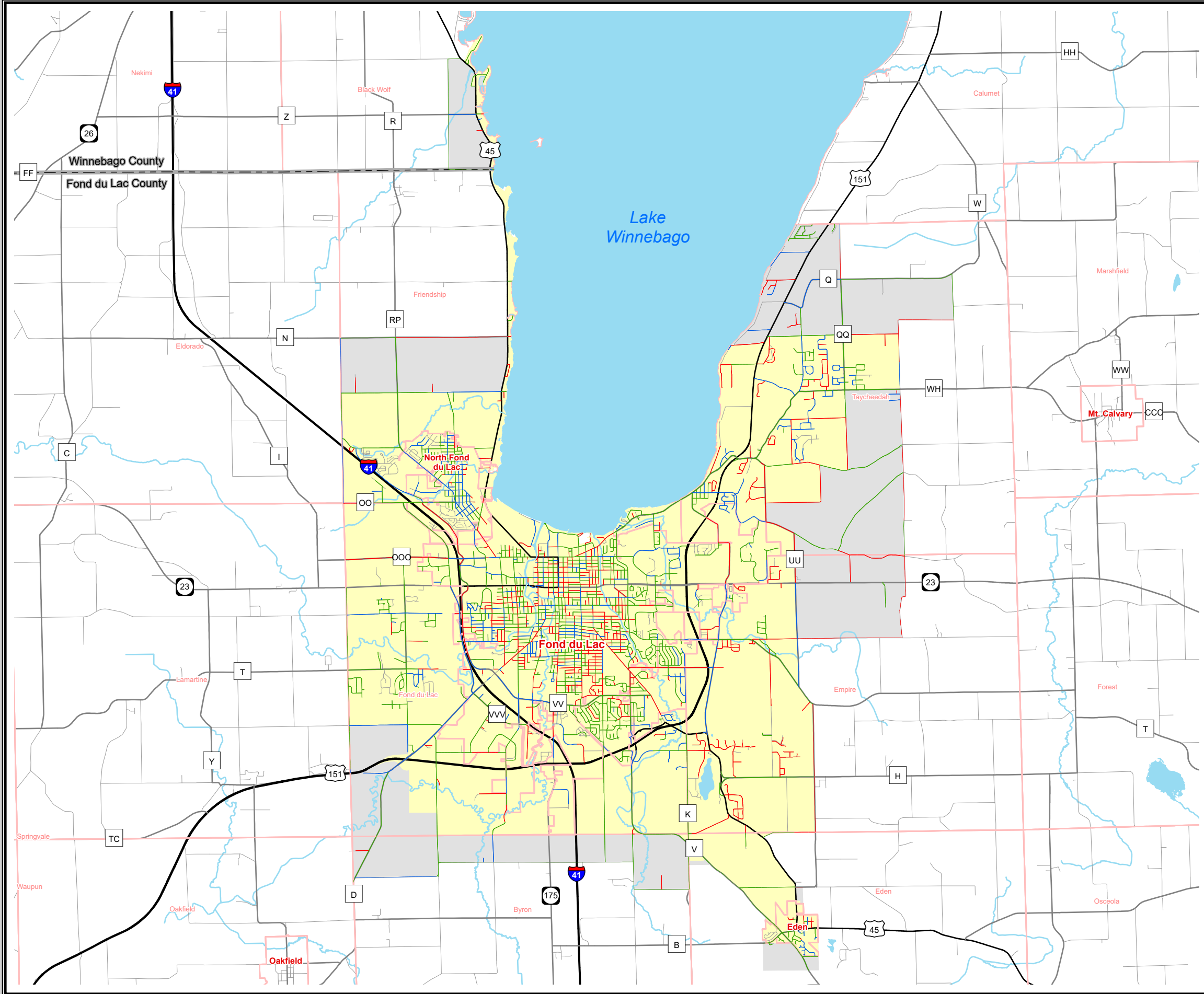
Source:
ECWRPC Counties & WisDOT 2019
Base data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

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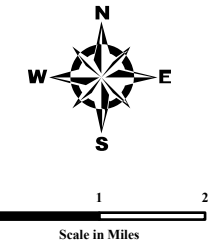
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Map 3-2 Fond du Lac MPO PASER Rating 2017



- Poor
- Fair
- Good
- Not Rated
- Municipal Boundary
- County Boundary
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



Source:
ECWRPC Counties & WisDOT 2019
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

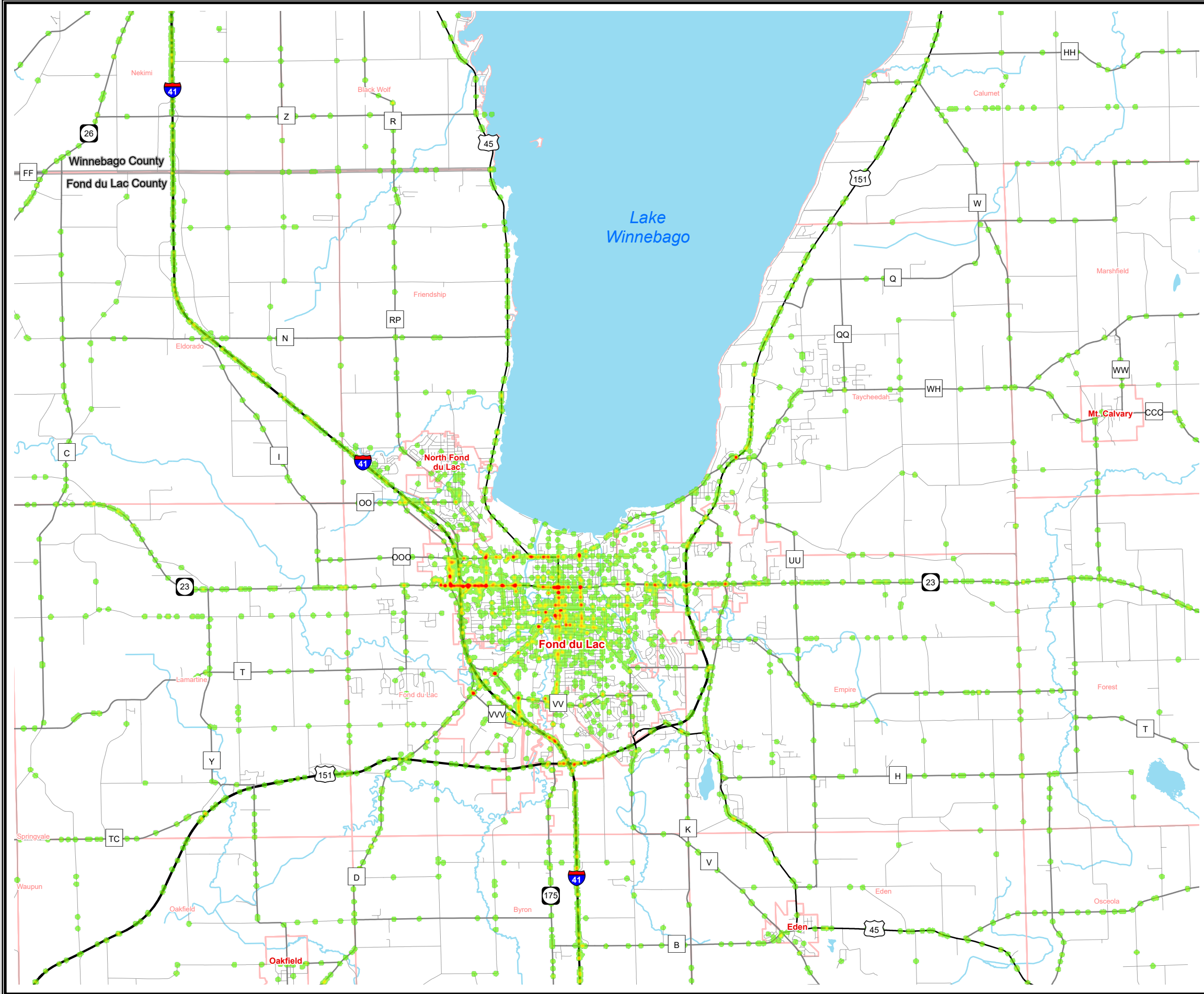
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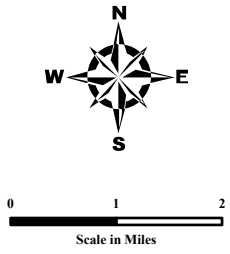


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Map 3-3 Fond du Lac MPO Crash Locations 2017 to 2020 Preliminary



- Low Crash Density
- High Crash Density
- Municipal Boundary
- County Boundary
- Fond du Lac Metropolitan Planning Area
- Fond du Lac Adjusted Urbanized Area











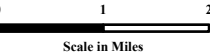
Source:
Wisconsin Traffic Operations and Safety Laboratory (TOPS) 2017 - July 2nd
2020 Preliminary Data.
Base data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

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Map 3-4 Fond du Lac MPO Truck Terminals & Routes

-  Freight Terminals
-  Designated Long Truck Route
-  75 Foot Trailer Length
-  65 Foot Trailer Length
-  Municipal Boundary
-  County Boundary
-  Fond du Lac Adjusted Urbanized Area
-  Fond du Lac Metropolitan Planning Area

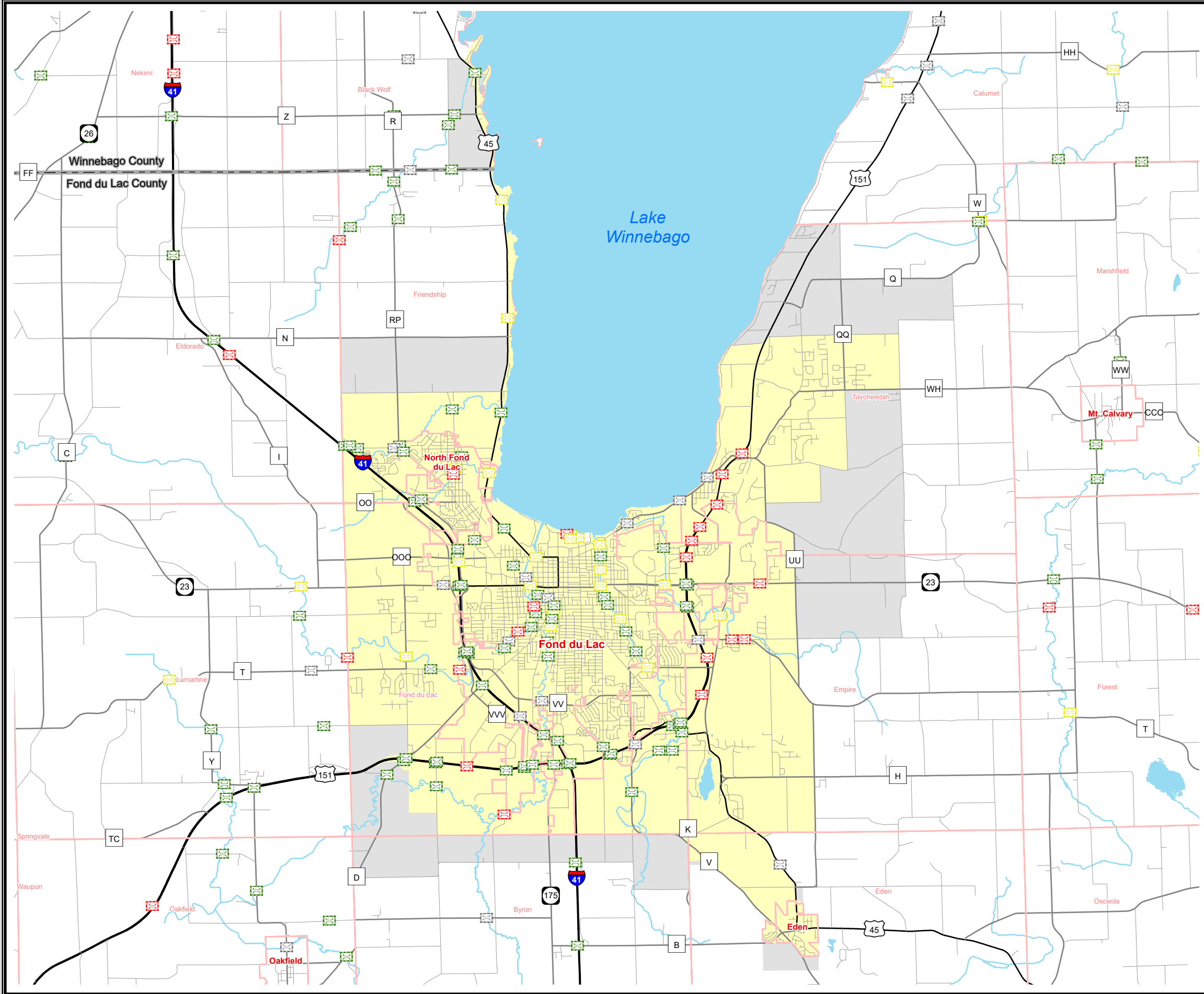


Source:
Freight terminals provided by ECWRPC
Freight routes provided by WisDOT Bureau of Planning and Economic Development, September 2017
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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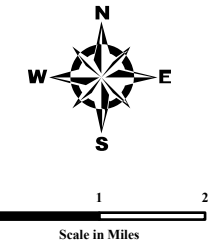
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Map 3-5 Fond du Lac MPO Bridge Sufficiency Rating

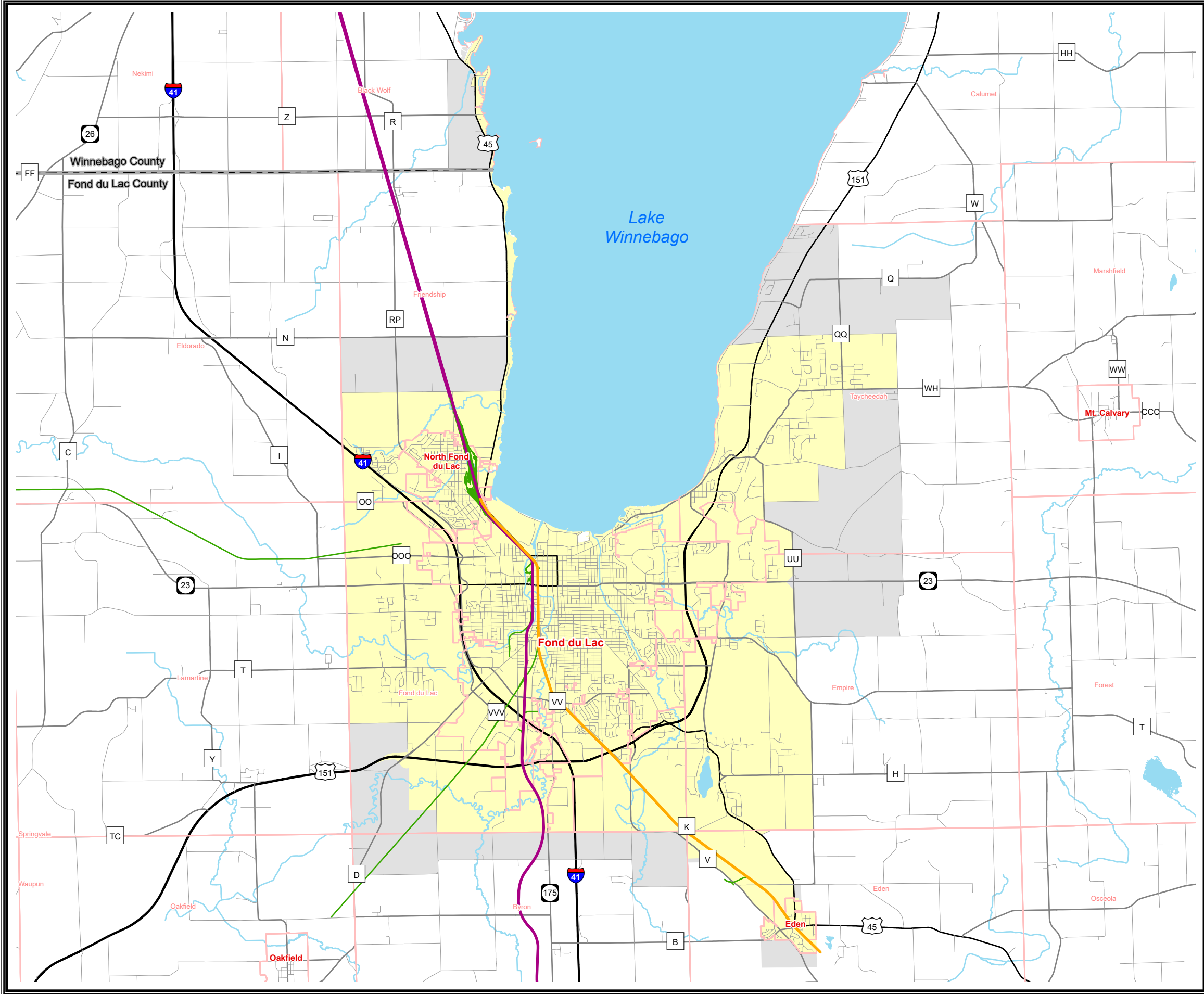
- Replacement Funding Eligible
- Rehabilitation Funding Eligible
- Sufficient
- Not Eligible
- Municipal Boundary
- County Boundary
- Fond du Lac Metropolitan Planning Area
- Fond du Lac Adjusted Urbanized Area



Source:
 Bridge data provided by WisDOT, downloaded 2020.
 Base data provided by Regional Counties, 2020.
 MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

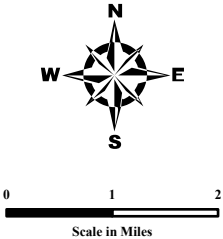
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Map 3-6 Fond du Lac MPO Rail Routes

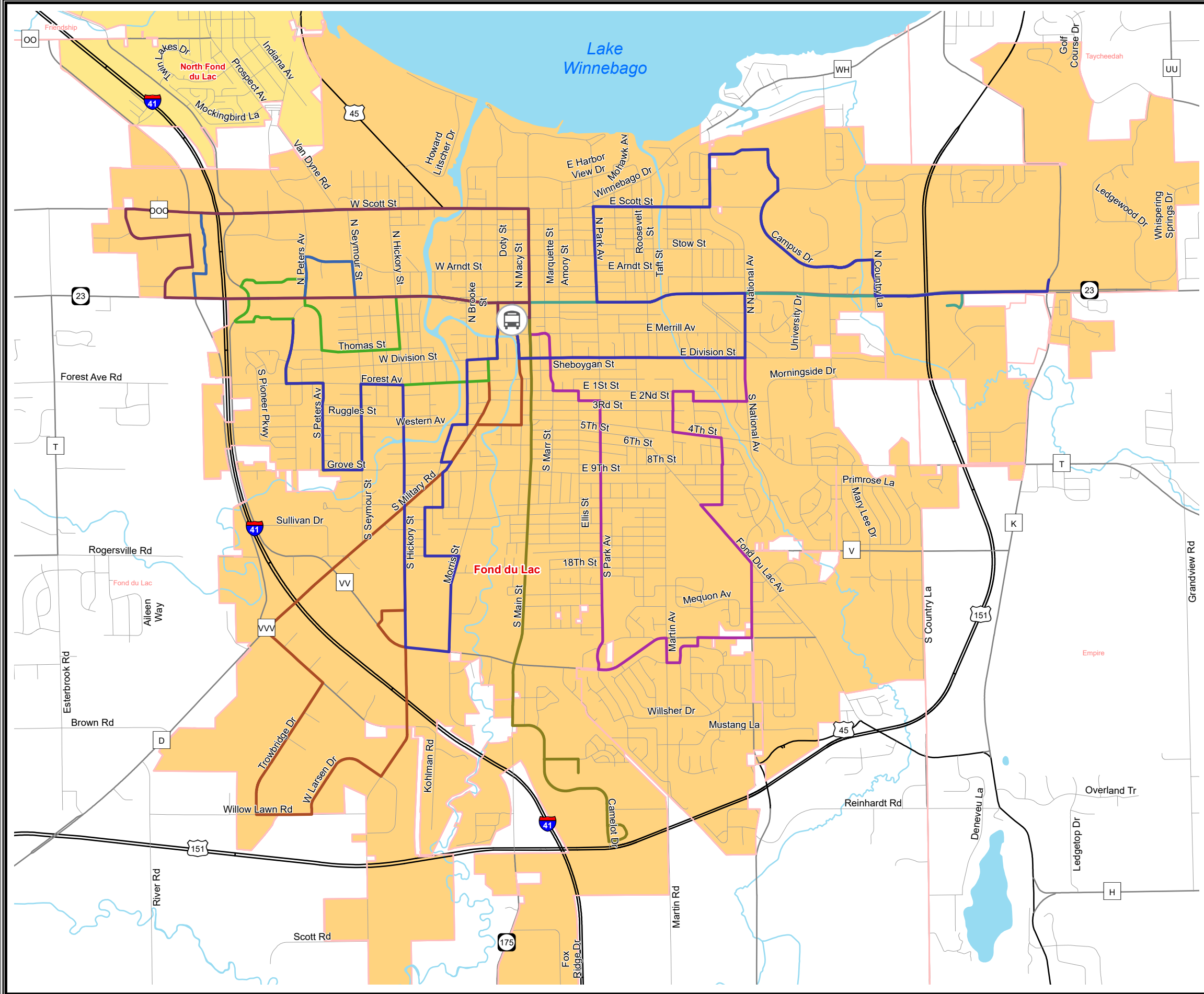
- 286,000 Pound Rail Cart Limit
- 263,000 Pound Rail Cart Limit
- Spur Rail or Not in Use
- Municipal Boundary
- County Boundary
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



Source:
Rail data provided by WisDOT Bureau of Planning and Economic Development, September 2017.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

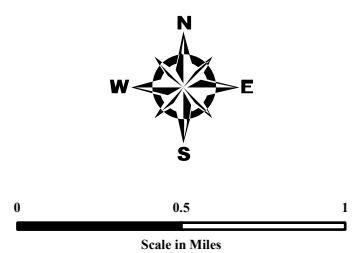
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Map 3-7 Fond du Lac MPO Transit Routes

- Transit Center
- Fond du Lac Bus Routes
 - Route 25
 - Route 35
 - Route 50
 - Route 55
 - Route 60
 - Route 65
 - Route 70
 - Route 120
- Municipal Boundary
- City
- Village



Source:
TDP 2017.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

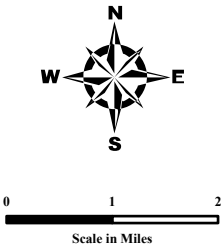
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Map 3-8 Fond du Lac MPO Existing Bicycle & Pedestrian Facilities

- Paved Off Road Shared Use Path
- Unpaved Off Road Shared Use Path
- Sidewalk
- Municipal Boundary
- County Boundary
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



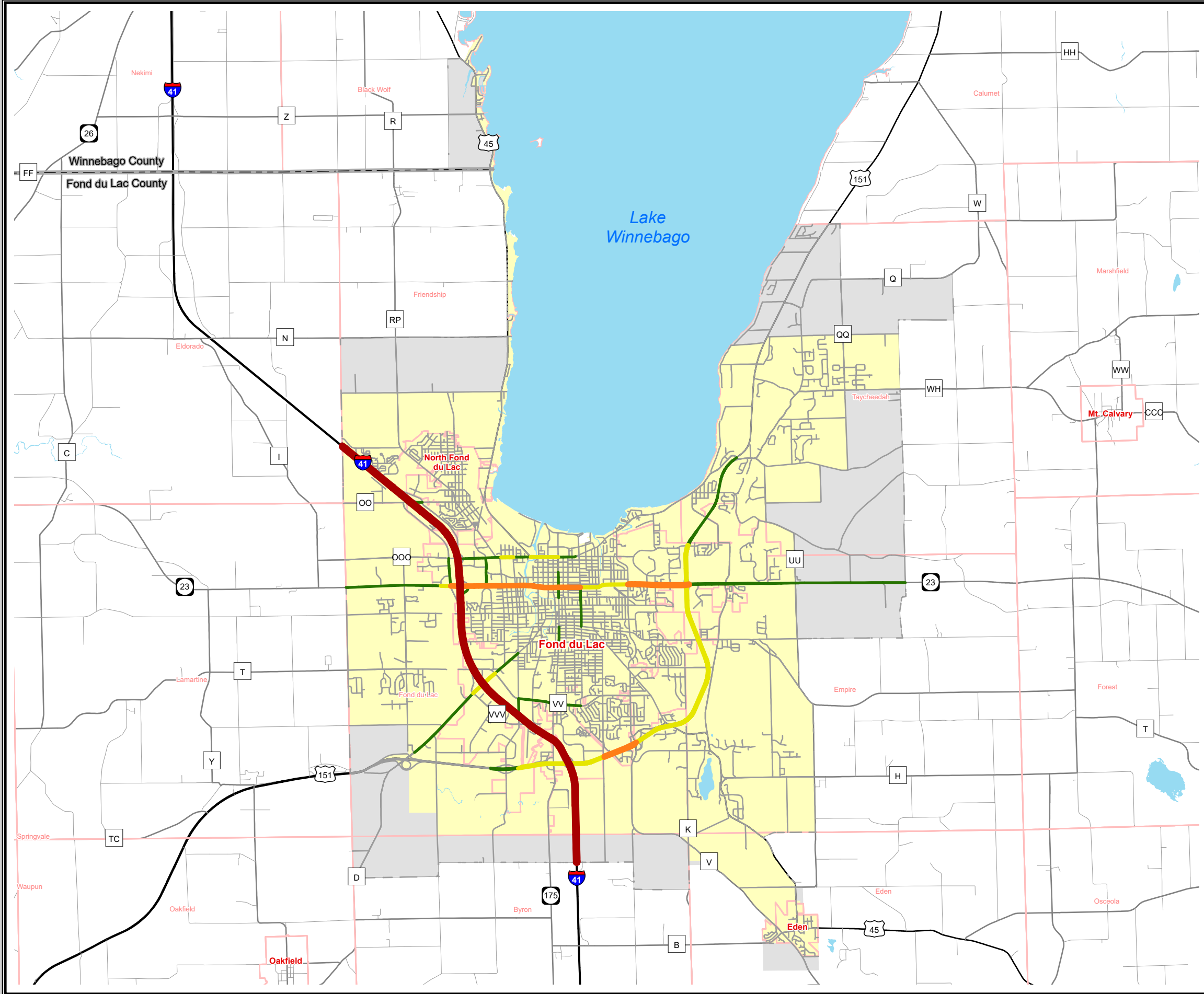
Source:
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MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Trail Data provided by ECWRPC & Local Municipalities.

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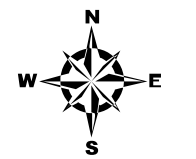
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Map 4-1 Fond du Lac MPO Average Annual Daily Traffic

Average Number of Vehicles per Day

- 32000 vehicles and above
- 16000 vehicles and above
- 12000 vehicles and above
- 8000 vehicles and above
- Below 8,000 vehicles
- Municipal Boundary
- County Boundary
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

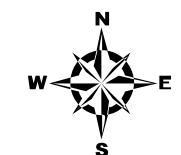
Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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Map 4-2 Fond du Lac MPO Planned and Recommended Bicycle & Pedestrian Facilities

- Planned Facility
- Recommended Facility
- Municipal Boundary
- County Boundary
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Trail Data provided by ECWRPC & Local Municipalities.

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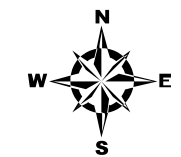
PREPARED JULY 2020 BY:



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Map 4-3 Fond du Lac MPO Recommended Projects

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundary
- County Boundary
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

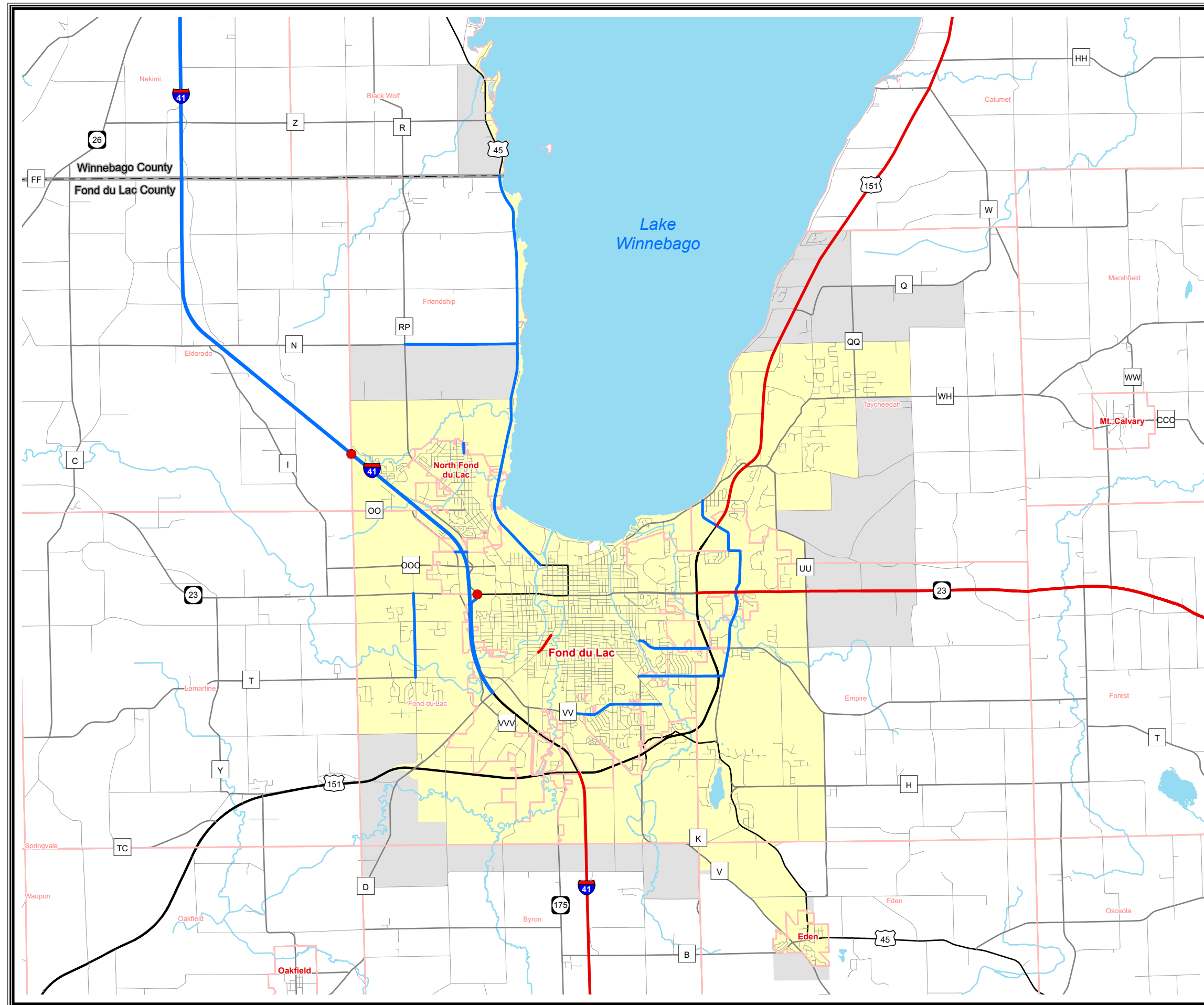
Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Recommended Transportation Data provided by ECWRPC & Local Municipalities.

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Map 6-1 Fond du Lac MPO Low-Income, Low Access to Food

- Municipal Boundary
- County Boundary
- Low Income, Low Access to Food
- City
- Village
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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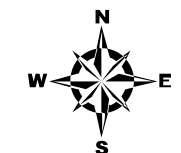
PREPARED JULY 2020 BY:



O:\13xxTransportation\FonddulacLRTP_Update_2018\ArcPro\FDL\2020\FDL_LRTP_2020.aprx

Map 6-2 Fond du Lac MPO Urbanized Area Households w/o Vehicle, minus 1 mile Health Care Buffer

- Health Care Facility
- Municipal Boundary
- County Boundary
- Urbanized Area Households w/o Vehicle
- City
- Village
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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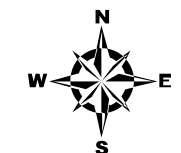
PREPARED JULY 2020 BY:



O:\13xTransportation\FondDulacLRT_P_update_2018\ArcPro\FDL\2020\FDL_LRT_P_2020.aprx

Map 6-3 Fond du Lac MPO Urbanized Area Households w/o Vehicle, minus 2 mile Health Care Buffer

- Health Care Facility
- Municipal Boundary
- County Boundary
- Urbanized Area Households w/o Vehicle
- City
- Village
- Fond du Lac Adjusted Urbanized Area
- Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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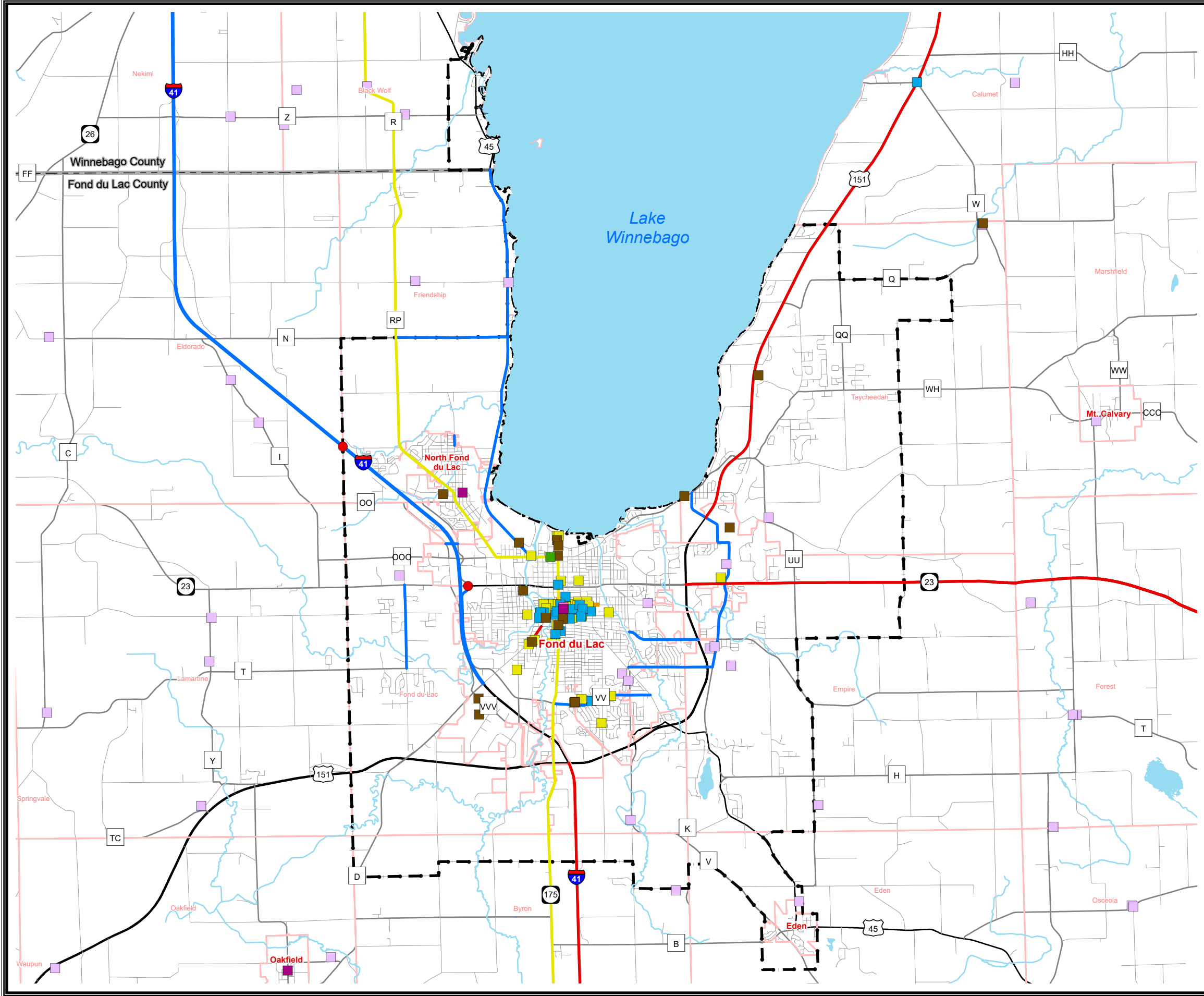


O:\13xTransportation\FondduLacL RTP_Update_2018\ArcPro\FDL\2020\FDL_LRTP_2020.aprx



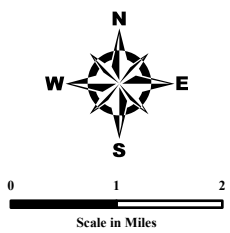
APPENDIX B

REFERENCE MAPS



Map B-1 Fond du Lac MPO Cultural Features

- Short Range Project
- Illustrative Project
- Library
- Museum
- Performing Arts
- Historical Markers
- Historical Sites
- Locally Significant Historic Sites
- Cemeteries
- Short Range Project
- Illustrative Project
- Yellowstone Trail
- Municipal Boundary
- County Boundary
- Historical Districts
- Fond du Lac Metropolitan Planning Area



Source:
Cultural data provided by WI Historical Society 2015, National Register of Historical Places 2015, Yellowstone Trail Association 2015, Local Historical Societies 2015, and ECWRPC.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

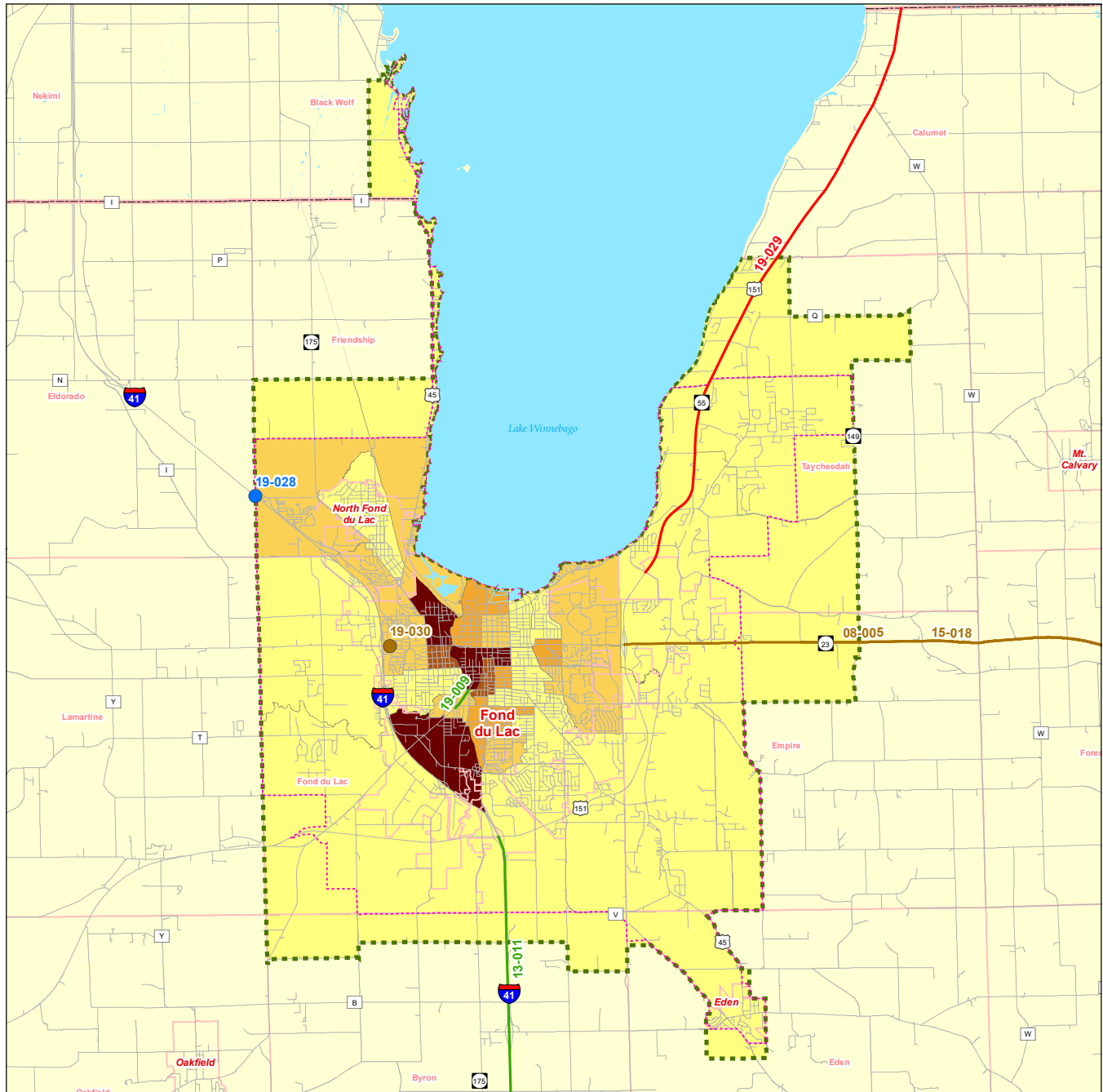
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Map B-2

Fond du Lac Urbanized Area TIP Projects (2020 - 2023) and

Population Below Poverty Level (American Community Survey 2017)




- Transit Routes
1/4 mile transit buffer

Population Below Poverty Level

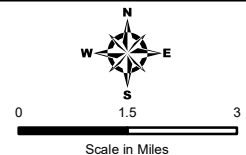
- < 10%
 ■ 10.01% - 15%
 ■ 15.01% - 20%
 ■ 20.01% - 25%
 ■ > 25.00%
 - - - 2018 Metropolitan Planning Boundary
 - - - 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- | | | |
|---|------|--------|
|  | 2020 | 06-056 |
| | 2021 | 06-056 |
|  | 2022 | 06-056 |
| | 2023 | 06-056 |

TIP Intersection Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056



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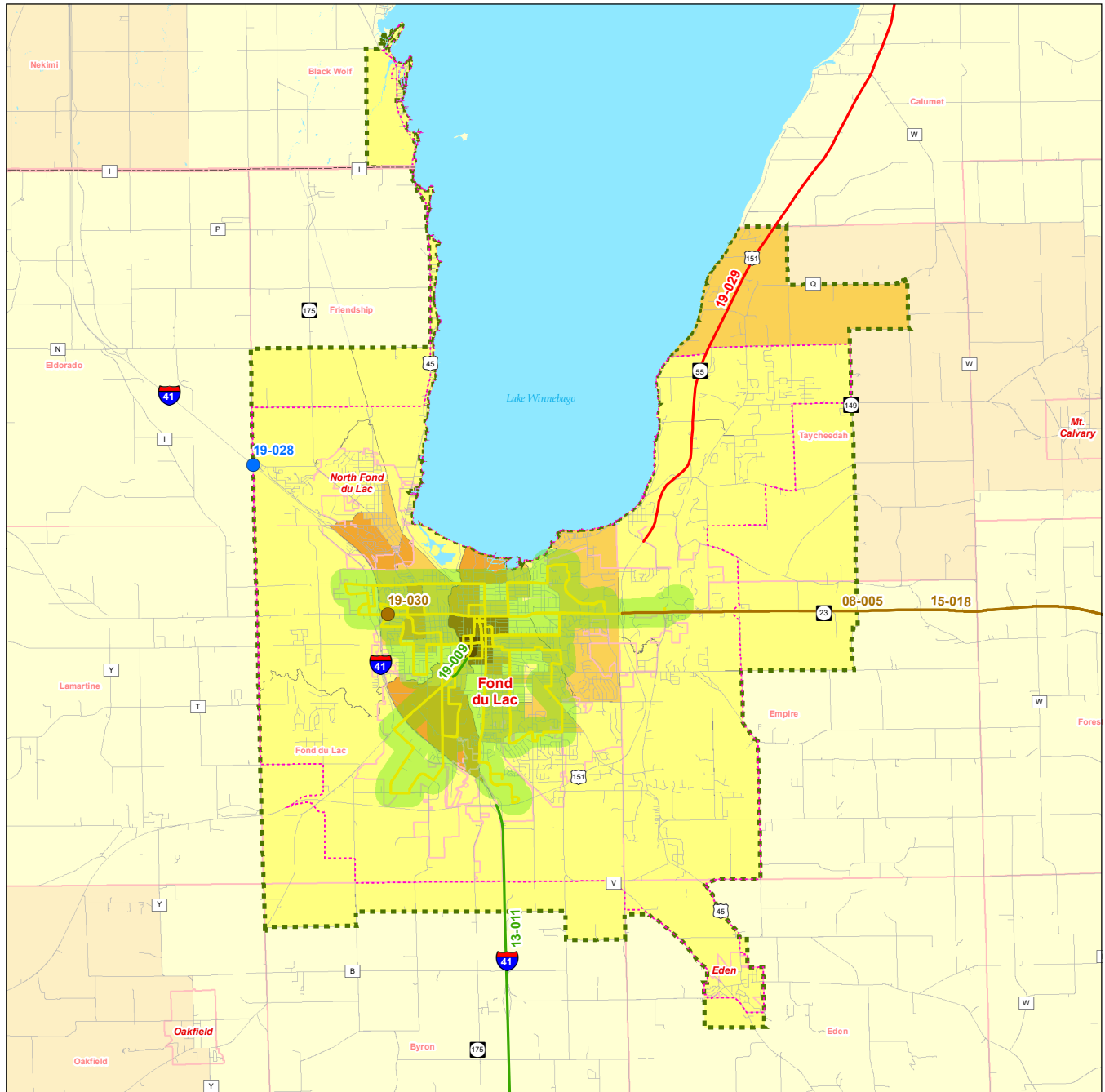
Prepared AUGUST 2019:



Sources: American Community Survey 2017 Census Block Groups. 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2018 centerline and 2018 hydrology.

Map B-3

Fond du Lac Urbanized Area TIP Projects (2020 - 2023) and Household Income Less than \$25,000 per Year (American Community Survey 2017)



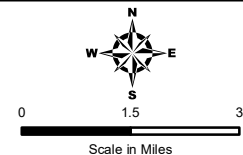
- Transit Routes
- 1/4 mile transit buffer
- Household Income Less than \$25,000**
- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.00%
- - - 2018 Metropolitan Planning Boundary
- - - 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056

TIP Intersection Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056



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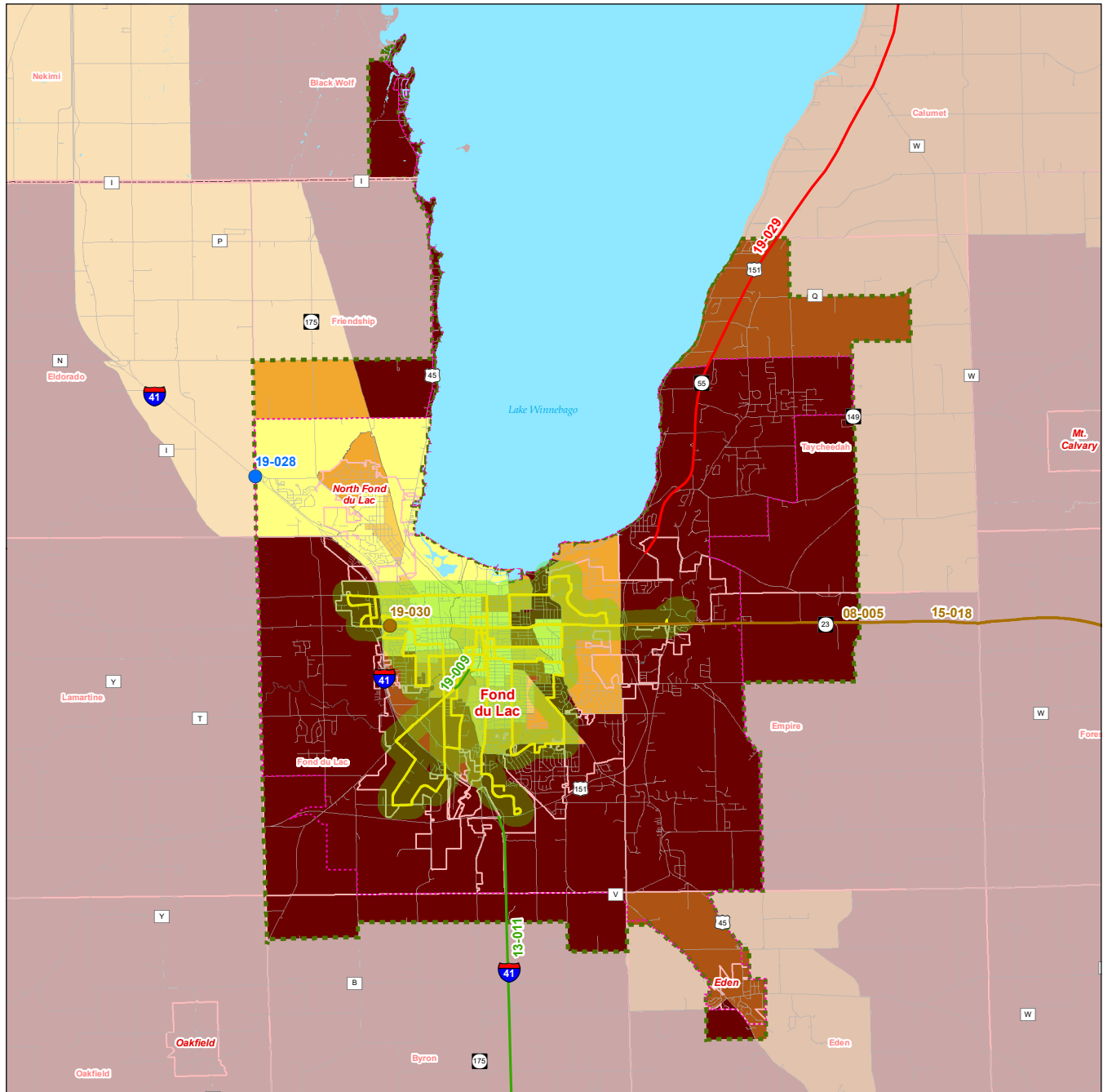
Prepared AUGUST 2019:



Sources: American Community Survey 2017 Census Block Groups, 2017 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2018 centerline and 2018 hydrology.

Map B-4

Fond du Lac Urbanized Area TIP Projects (2020 - 2023) and Household Income Greater than \$100,000 per Year (American Community Survey 2017)



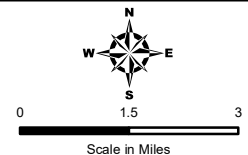
- Transit Routes
- 1/4 mile transit buffer
- Household Income Greater than \$100,000**
- < 10.00%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%
- 2018 Metropolitan Planning Boundary
- 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056

TIP Intersection Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056



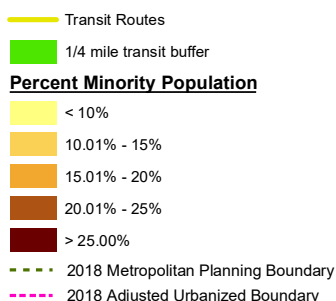
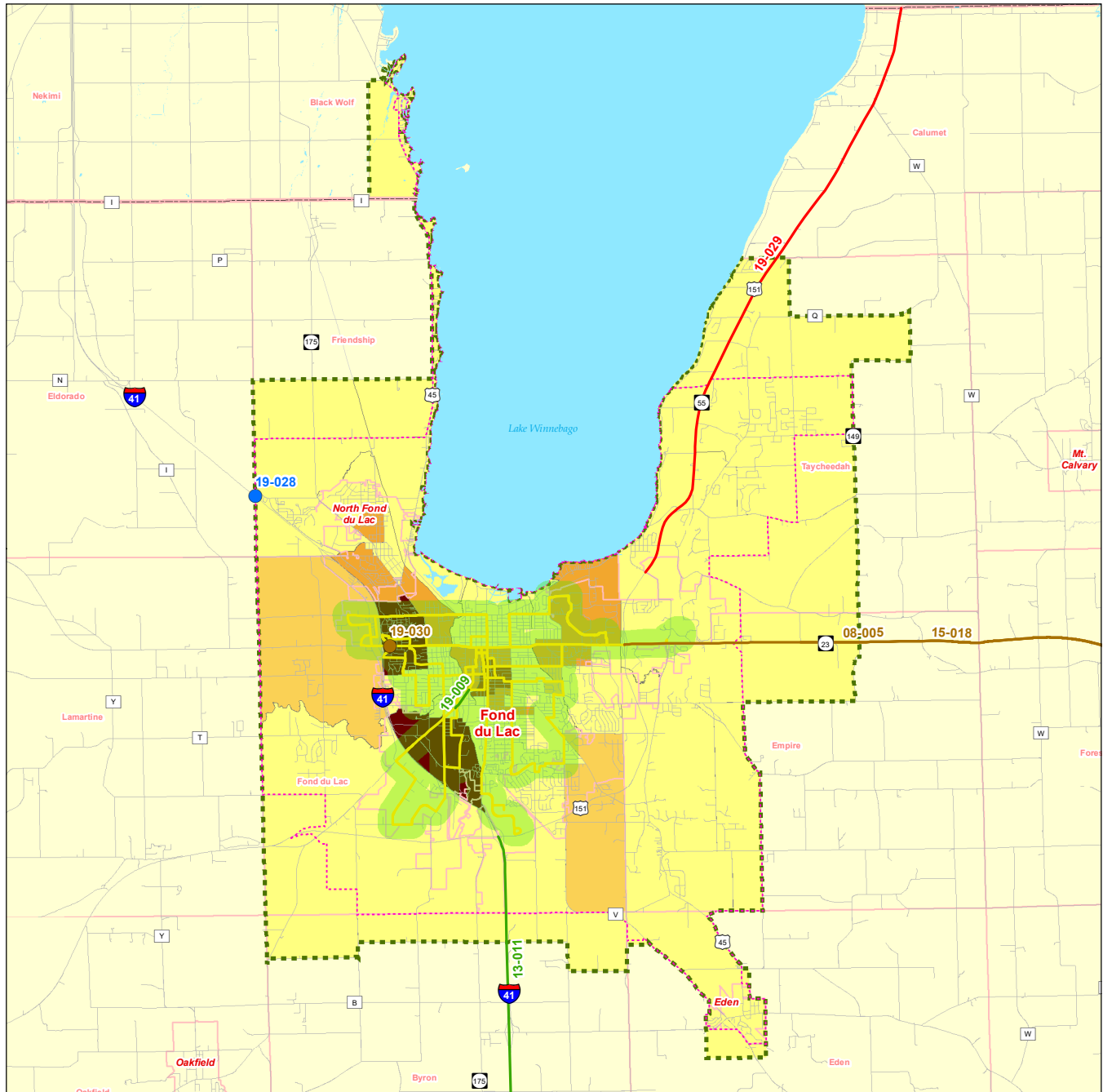
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Prepared AUGUST 2019:



Sources: American Community Survey 2017 Census Block Groups, 2017 Metropolitan Planning Area and the 2016 Adjusted Urbanized Area provided by ECWRPC & WisDOT, Fond du Lac County provided 2018 centerline and 2018 hydrology.

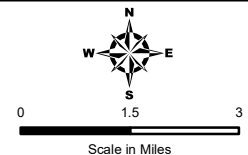
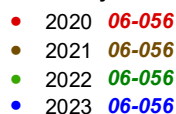
Map B-5 Fond du Lac Urbanized Area TIP Projects (2020 - 2023) and Minority Population (American Community Survey 2017)



TIP Project Year and Number



TIP Intersection Project Year and Number



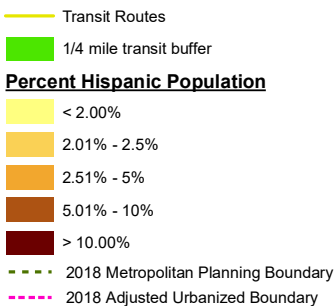
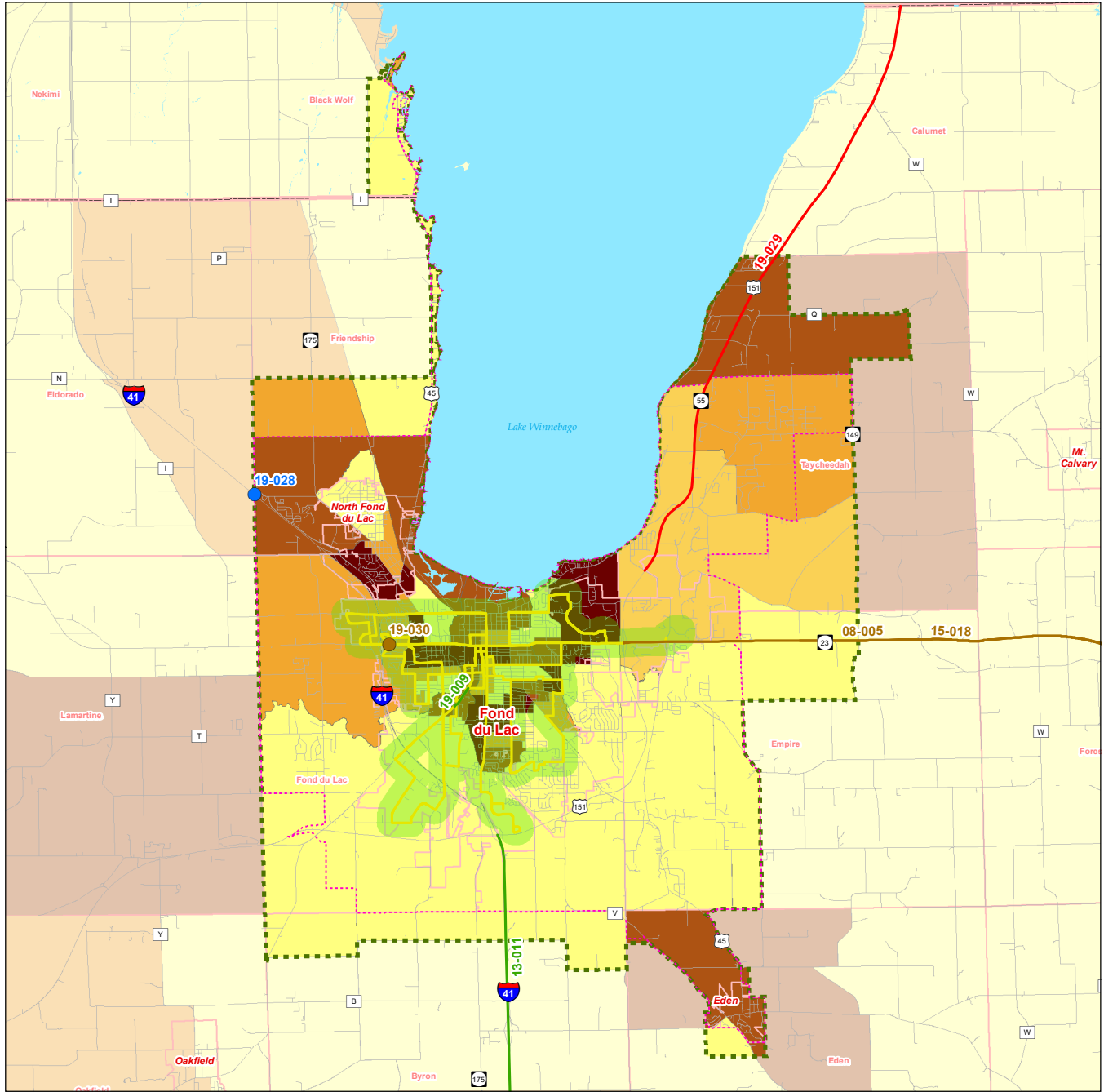
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Prepared AUGUST 2019:



Sources: American Community Survey 2017 Census Block Groups, 2016 Metropolitan Planning Area and the 2017 Adjusted Urbanized Area provided by ECWRPC & WisDOT, Fond du Lac County provided 2018 centerline and 2018 hydrology.

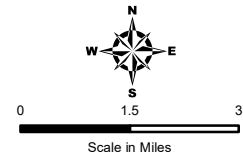
Map B-6 Fond du Lac Urbanized Area TIP Projects (2020 - 2023) and Hispanic Population (American Community Survey 2017)



TIP Project Year and Number



TIP Intersection Project Year and Number



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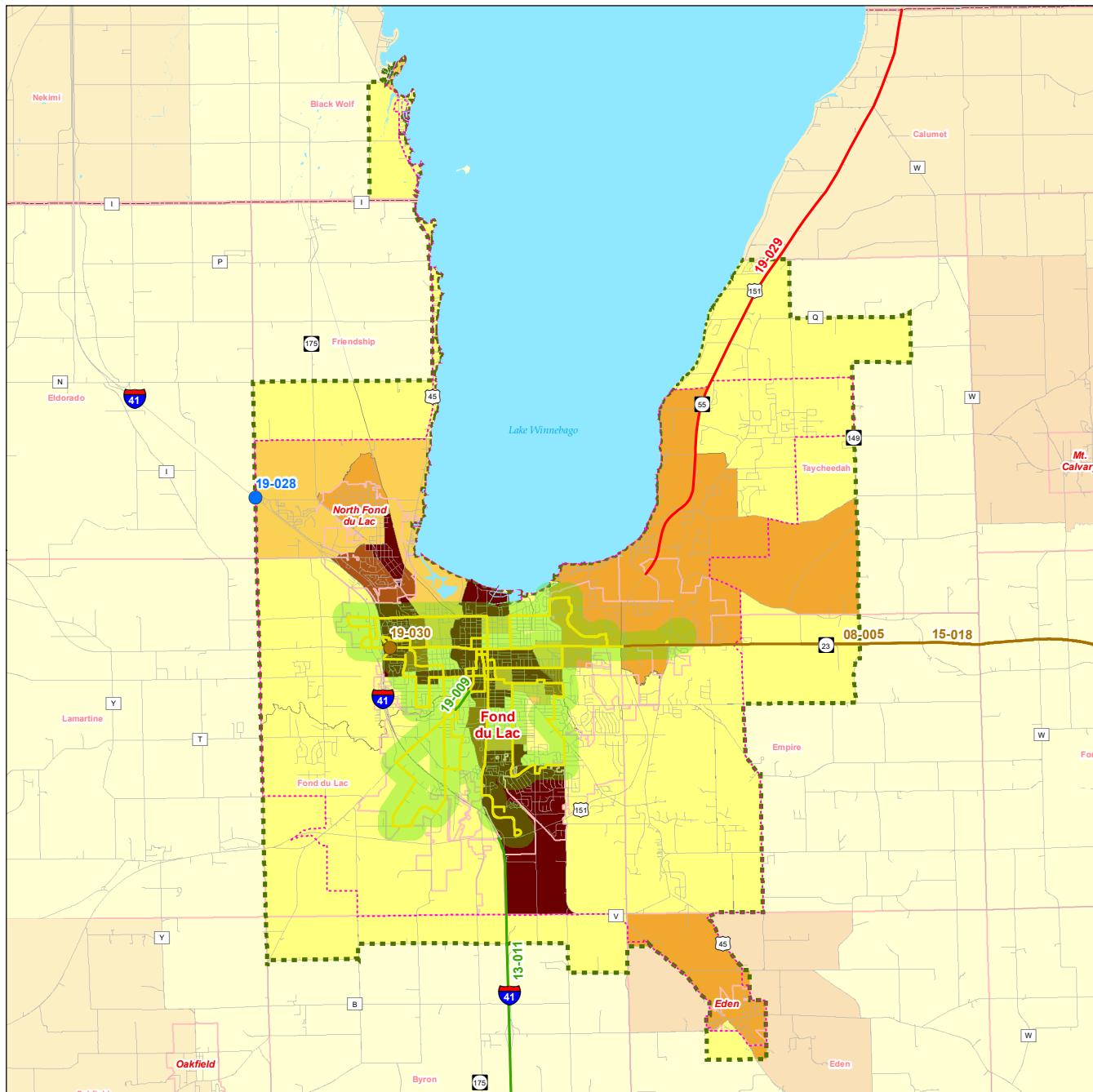
Prepared AUGUST 2019:



Map B-7

Map B-8

Fond du Lac Urbanized Area TIP Projects (2020 - 2023) and Household No Access to a Car (American Community Survey 2017)



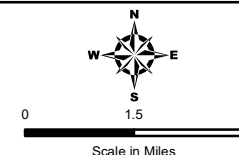
- Transit Routes
- 1/4 mile transit buffer
- Household No Access to a Car**
- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10.00%
- 2018 Metropolitan Planning Boundary
- 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056

TIP Intersection Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056



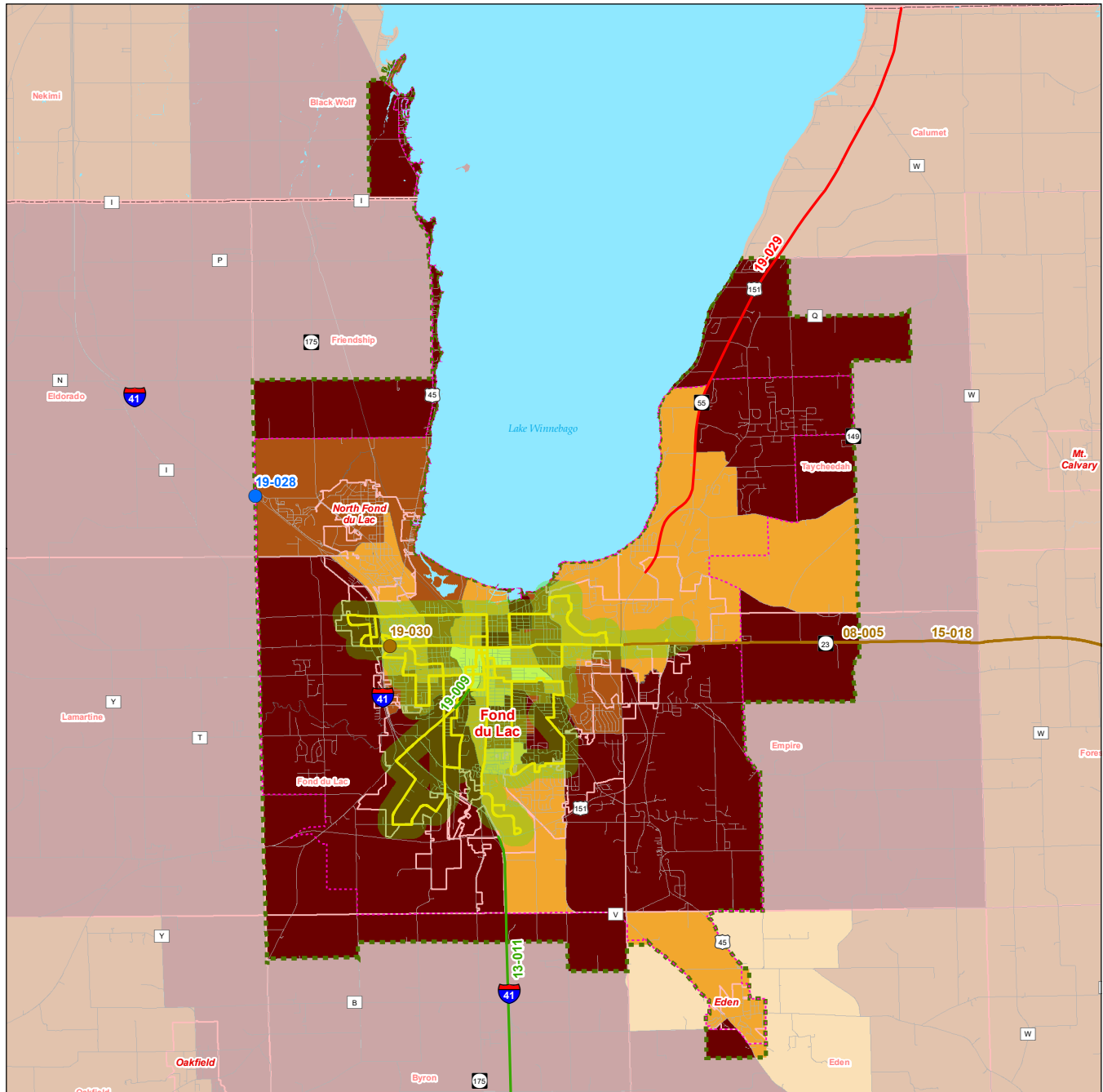
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Sources: American Community Survey 2017 Census Block Data, 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Fond du Lac County provided 2018 centerline and 2018 hydrology.

Map B-9 Fond du Lac Urbanized Area TIP Projects (2020 - 2023) and Household Access to a Car (American Community Survey 2017)



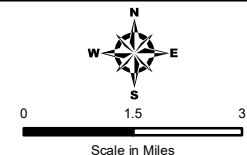
- Transit Routes
- 1/4 mile transit buffer
- Household Access to a Car**
- < 85%
- 85% - 94%
- 94.01% - 96%
- 96.01% - 98%
- 98.01% - 100%
- 2018 Metropolitan Planning Boundary
- 2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**

TIP Intersection Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**

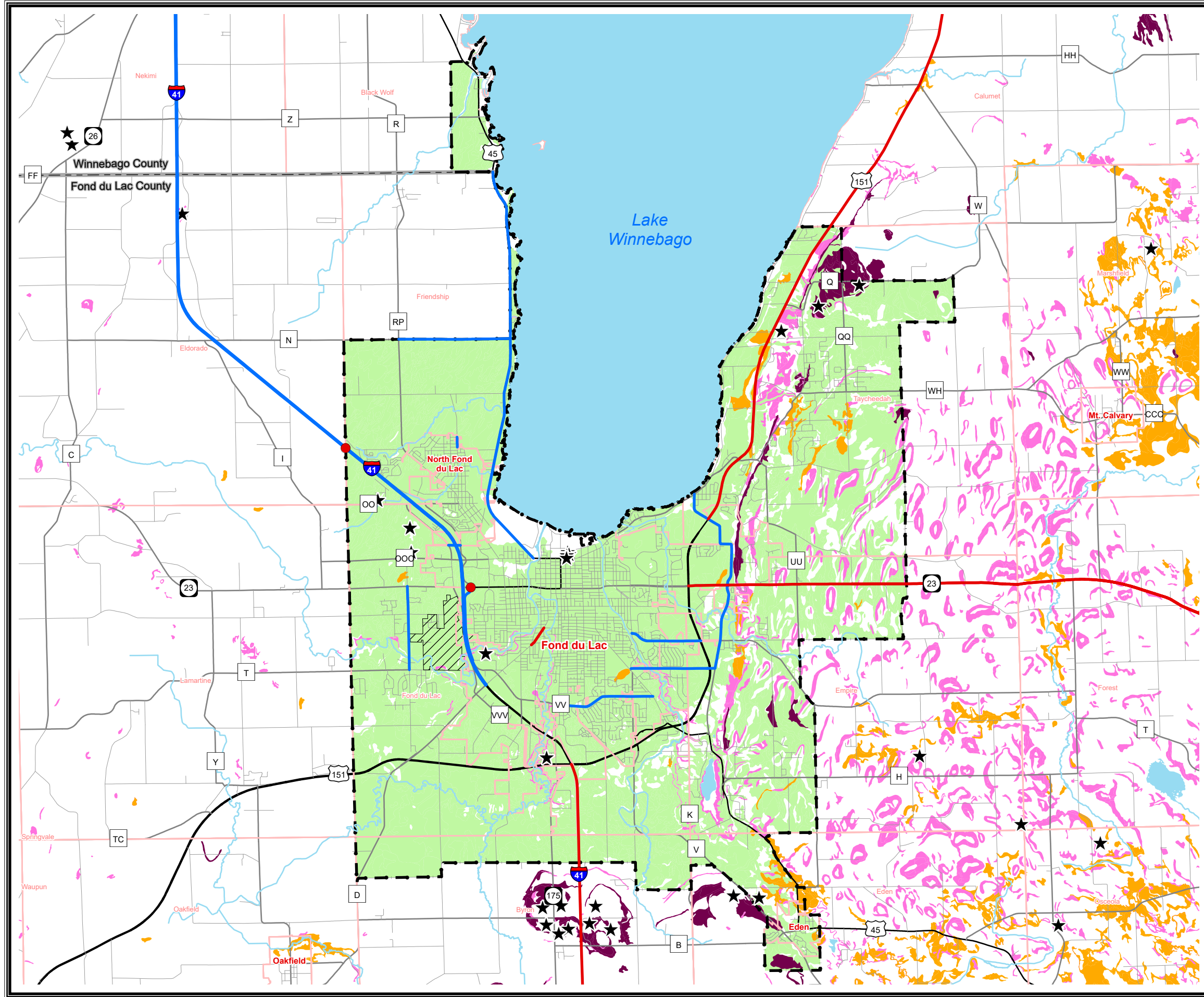


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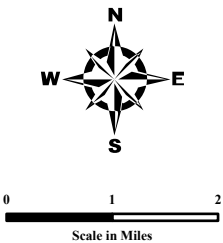


Sources: American Community Survey 2017 Census Block Data, 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT, Fond du Lac County provided 2018 centerline and 2018 hydrology.



Map B-10 Fond du Lac MPO Geologic Features

- Short Range Project
- Illustrative Project
- ★ Quarries
- Short Range Project
- Illustrative Project
- Municipal Boundary
- County Boundary
- High Bedrock (>5 Acres)
- Sand and Gravel Suitability (>5 Acres)
- Steep Slope
- Prime Farmland
- ▨ Airport
- ▭ Fond du Lac Metropolitan Planning Area

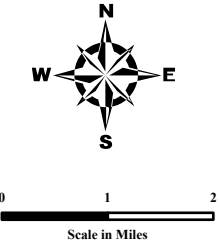
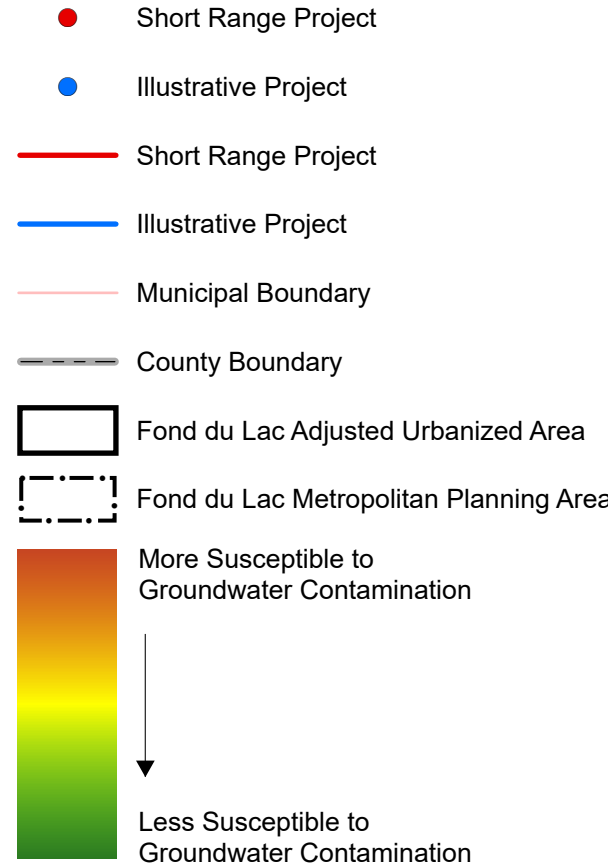


Source:
SSURGO Database and 2015 Land Use Data.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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Map B-11 Fond du Lac MPO Groundwater Contamination

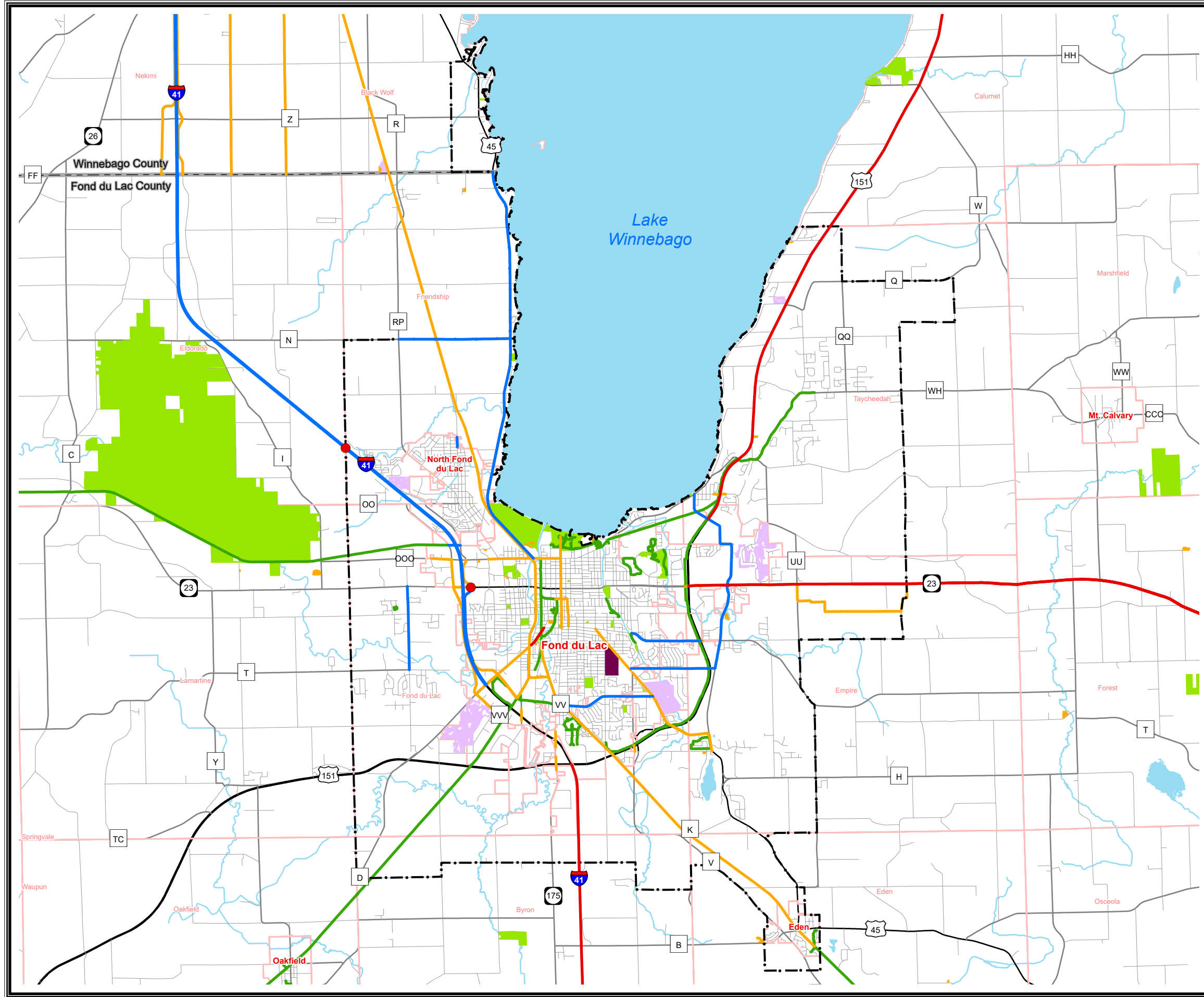


Source:
 SSURGO Database and 2015 Land Use data
 Base data provided by Regional Counties, 2020.
 MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

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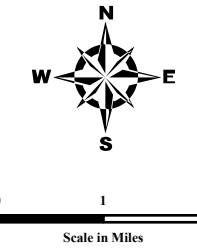
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Map B-12 **Fond du Lac MPO** **Parks, Open Space, and** **Recreational Resources**

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Existing Bicycle/Pedestrian Facility
- Planned Bicycle/Pedestrian Facility
- Municipal Boundary
- County Boundary
- Fairgrounds
- General Recreational Parks
- Golf Courses & Country Clubs
- Sport & Recreational Facilities
- ⋯ Fond du Lac Metropolitan Planning Area






Source:
 ECWRPC and 2015 Land Use Data.
 Base Data provided by Regional Counties, 2020.
 MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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Map B-13 Fond du Lac MPO Safe Routes to School

-  Participating Schools in Regional Safe Routes to School Program
-  Fond du Lac Metropolitan Planning Area
-  Fond du Lac Adjusted Urbanized Area

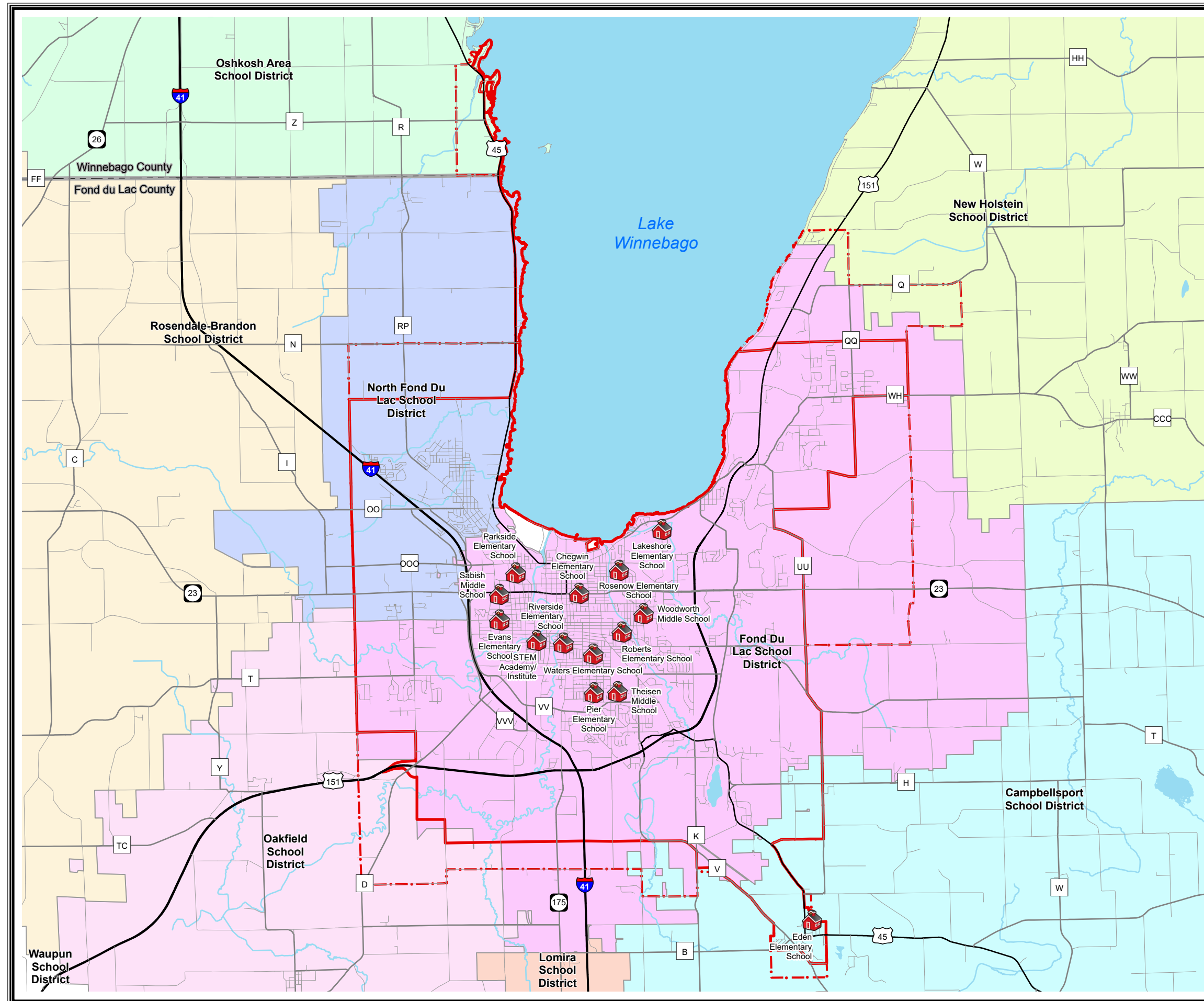


Source:
School data provided by ECWRPC.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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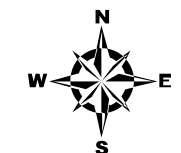
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Shawano • Waupaca • Waushara • Winnebago



Map B-14 Fond du Lac MPO Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundaries
- County Boundary
- Upper Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Lake Winnebago Management Unit
- Upper Rock River
- Milwaukee River
- Sub-Watersheds
- Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

Source:
WDNR 2019
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.





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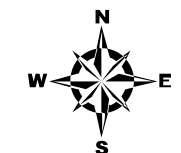
PREPARED JULY 2020 BY:



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Map B-15 Fond du Lac MPO Wetlands & Floodplains

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundaries
- County Boundary
-  100 Year Floodplain & Wetland
-  100 Year Floodplain
-  Wetland
-  Fond du Lac Metropolitan Planning Area



0 1 2
Scale in Miles

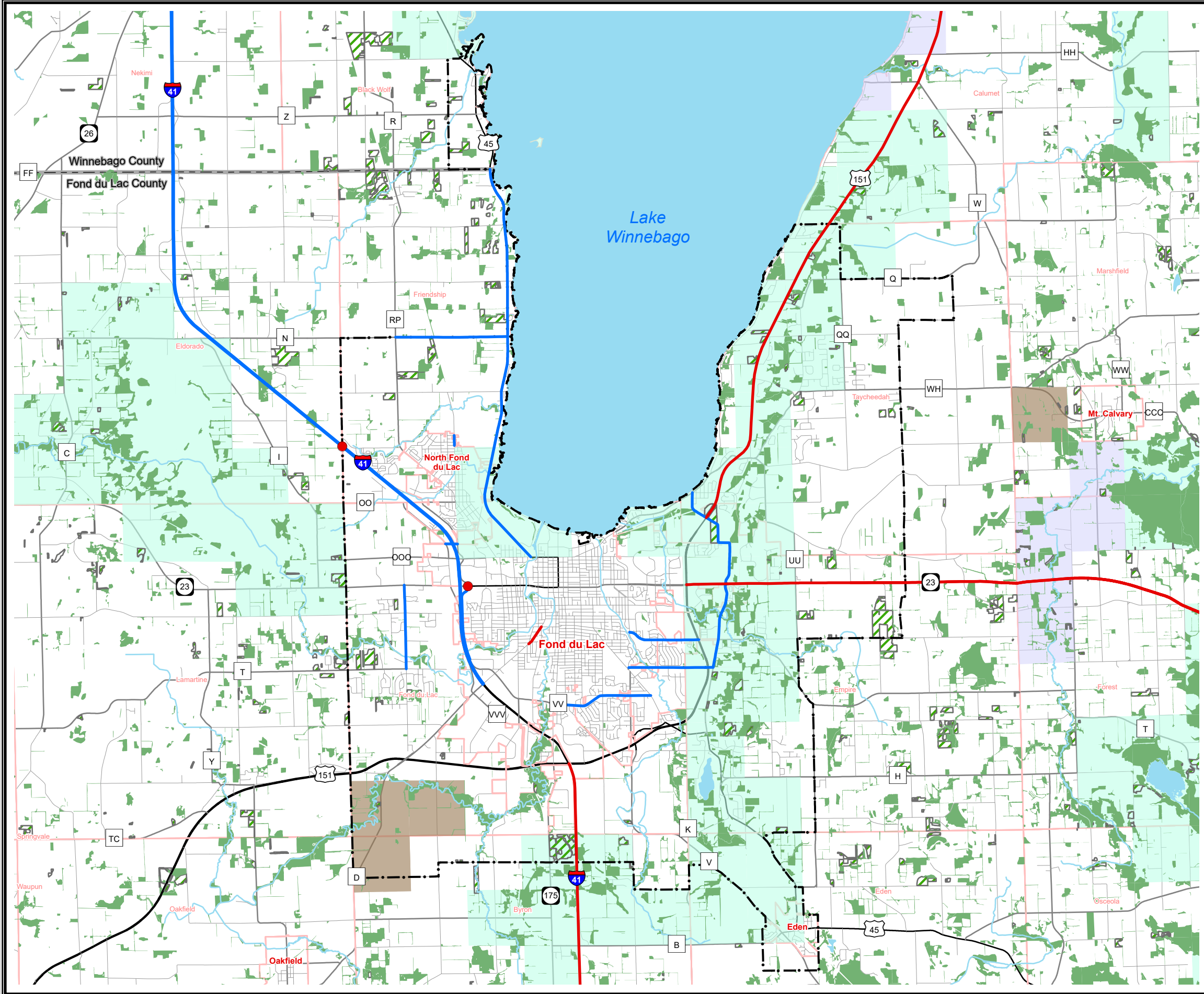
Source:
WDNR 2019
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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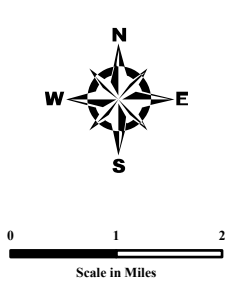


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Map B-16 Fond du Lac MPO Wildlife Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundary
- County Boundary
- ▨ Woodlands - Planted
- Woodlands - General
- DNR Endangered Species Areas* - Aquatic
- DNR Endangered Species Areas* - Terrestrial
- DNR Endangered Species Areas* - Wetland
- ⬡ Fond du Lac Metropolitan Planning Area



Source:
WDNR 2019
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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PREPARED JULY 2020 BY:
East Central Wisconsin
Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago



APPENDIX C

RESOLUTIONS

PROPOSED RESOLUTION NO. 05-20

**ADOPTION OF THE UPDATE TO THE FOND DU LAC URBANIZED AREA LONG RANGE
TRANSPORTATION PLAN/LAND USE PLAN**

WHEREAS, the City of Fond du Lac is the designated Metropolitan Planning Organization (MPO) for the Fond du Lac 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 Fixing America's Surface Transportation Act: (FAST Act); and

WHEREAS, the principal elected officials of local governments in the Fond du Lac Urbanized Area, their designated staffs, technical advisory committees and policy boards and the public, have participated in the planning process; and

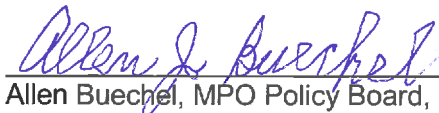
WHEREAS, all comments received through public information meetings, by U.S. Mail, the MPO website, telephone or other communication were presented to the technical advisory committee and the policy board and incorporated into the update. Now, Therefore:

**BE IT RESOLVED THAT THE FOND DU LAC METROPOLITAN PLANNING ORGANIZATION
ADOPT THE UPDATE TO THE FOND DU LAC URBANIZED AREA LONG RANGE
TRANSPORTATION/LAND USE PLAN:**

Effective Date: October 7, 2020

Submitted By: MPO Staff

Prepared By: David Moesch, Associate Transportation Planner



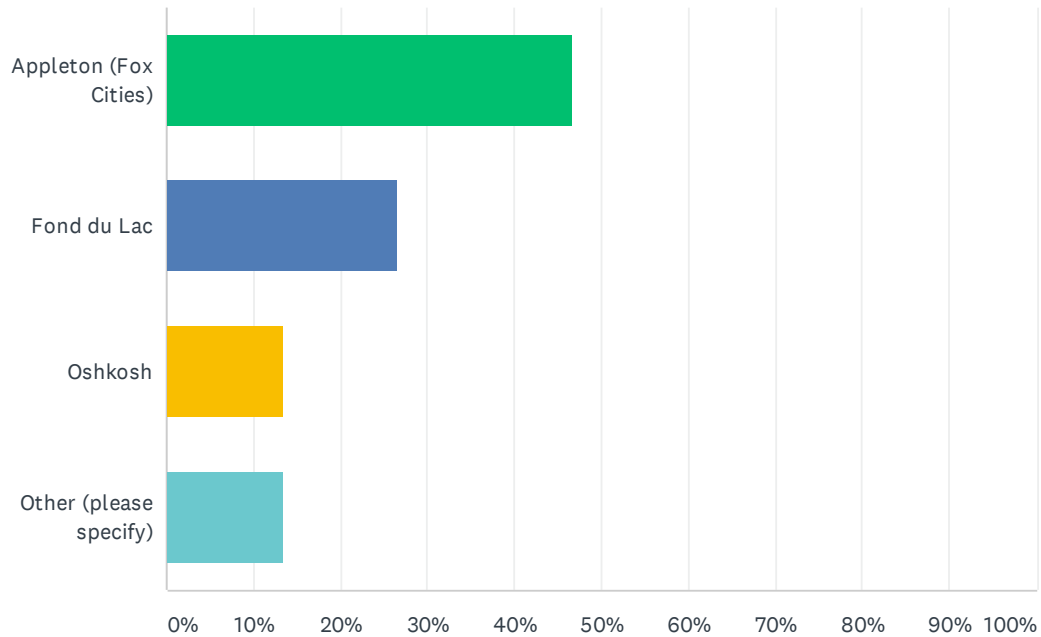
Allen Buechel, MPO Policy Board, Chair



APPENDIX D
PUBLIC COMMENTS

Q1 Which area do you live closest to?

Answered: 15 Skipped: 0

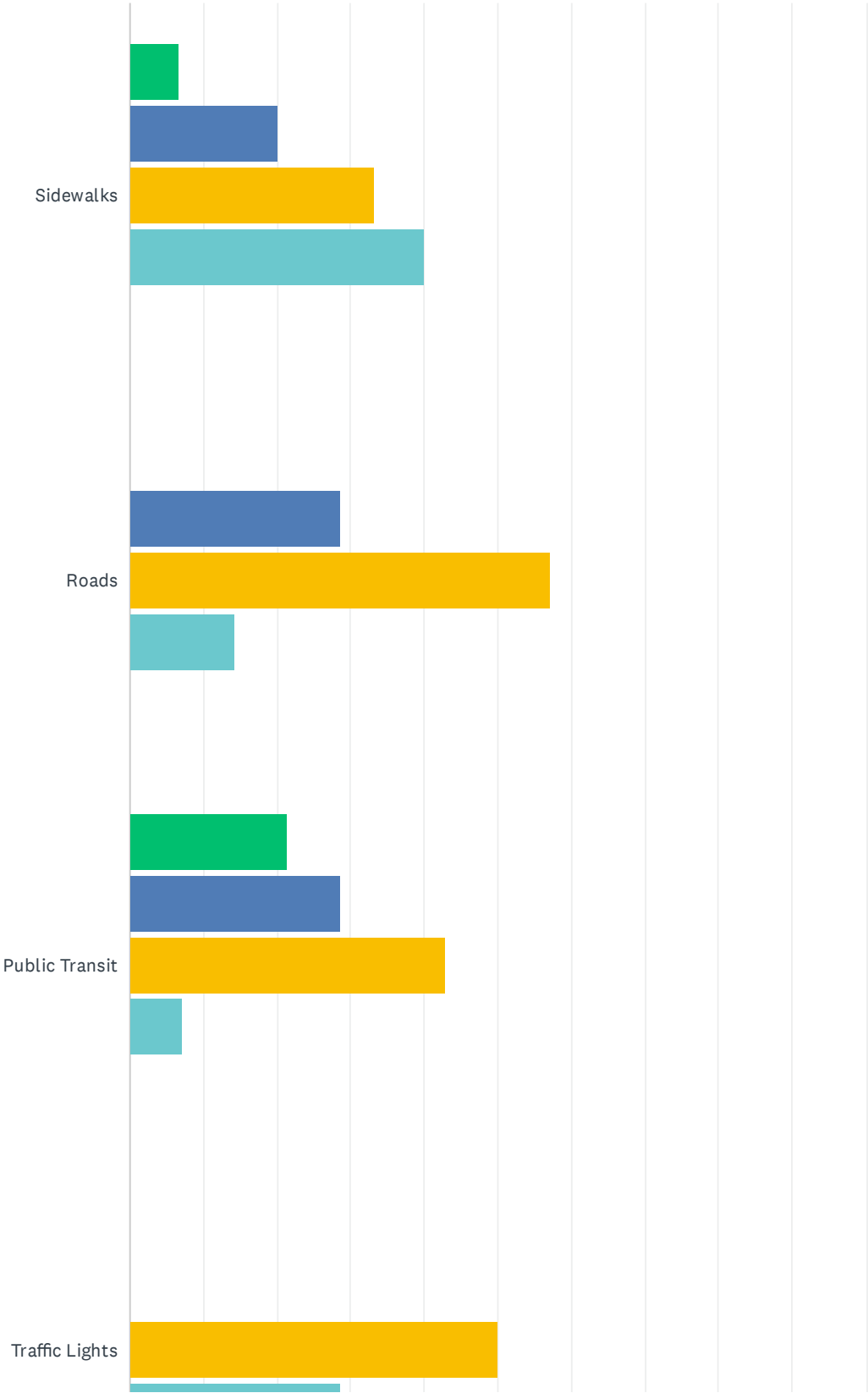


ANSWER CHOICES	RESPONSES	
Appleton (Fox Cities)	46.67%	7
Fond du Lac	26.67%	4
Oshkosh	13.33%	2
Other (please specify)	13.33%	2
TOTAL		15

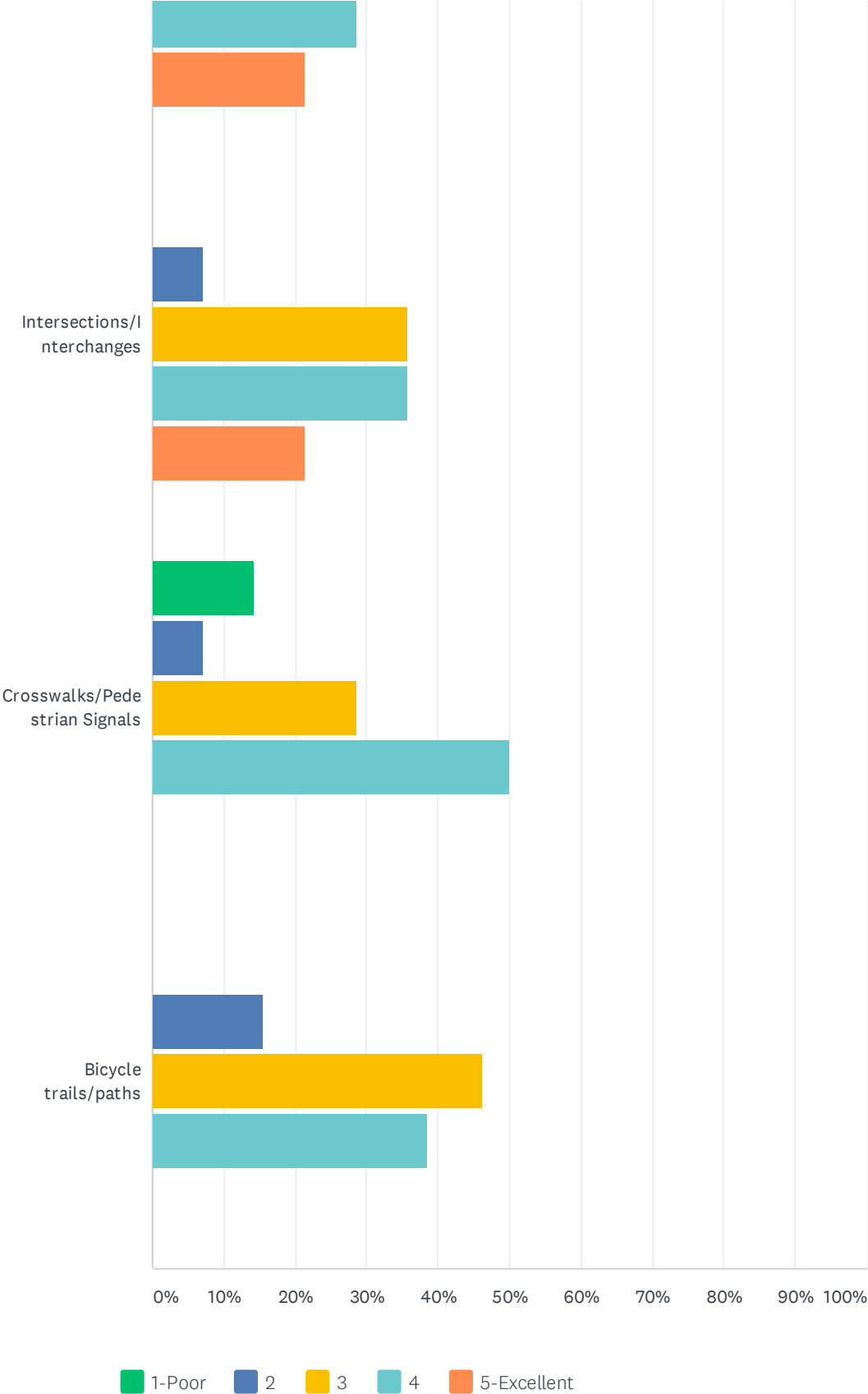
#	OTHER (PLEASE SPECIFY)	DATE
1	Neenah	2/7/2020 9:58 AM
2	Neenah	5/21/2019 12:28 PM

Q2 Please rate the physical condition of the following facilities or services
(1 = poor and 5 = excellent):

Answered: 15 Skipped: 0



Long Range Transportation Plan 2050/Conditions

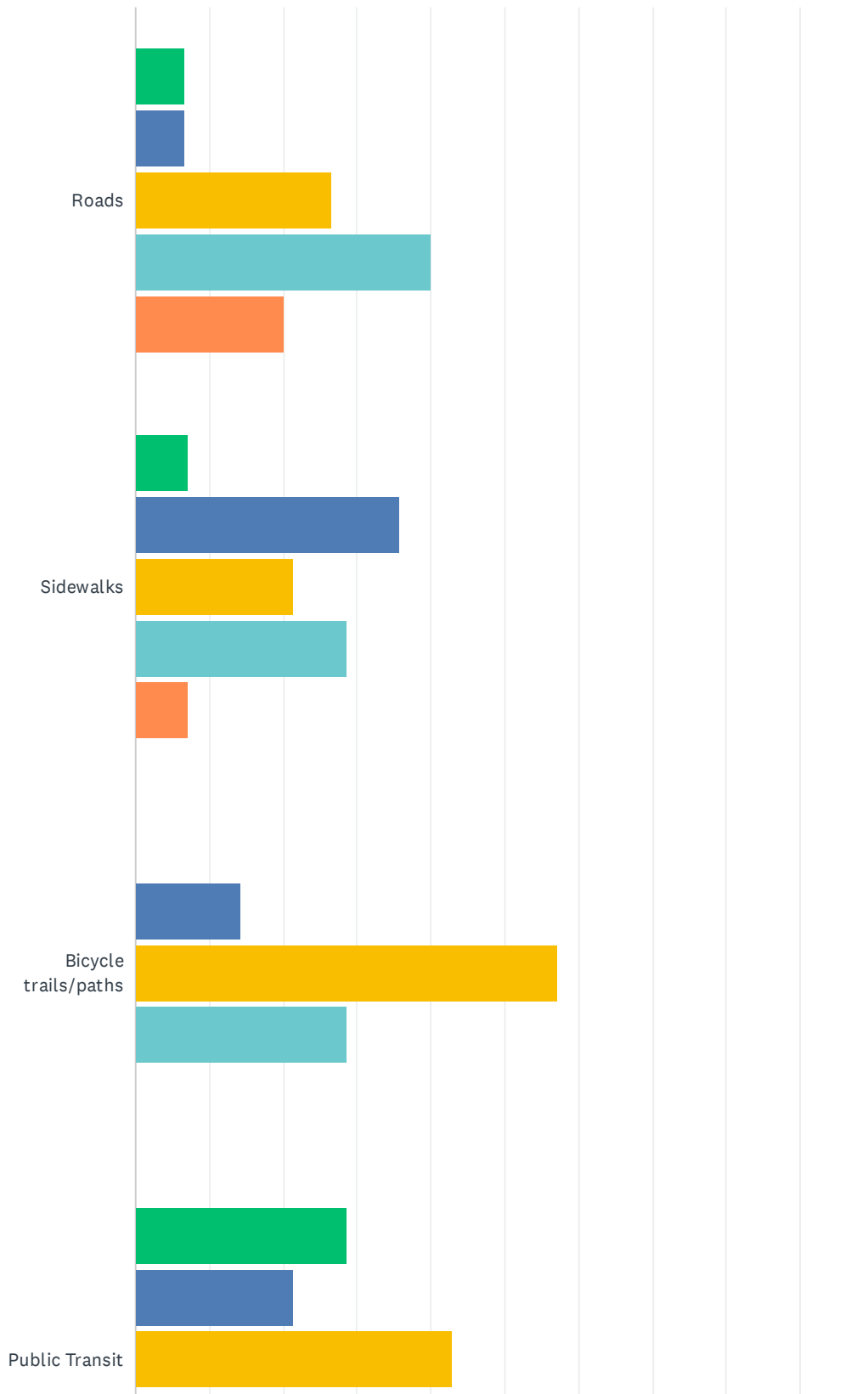


Long Range Transportation Plan 2050/Conditions

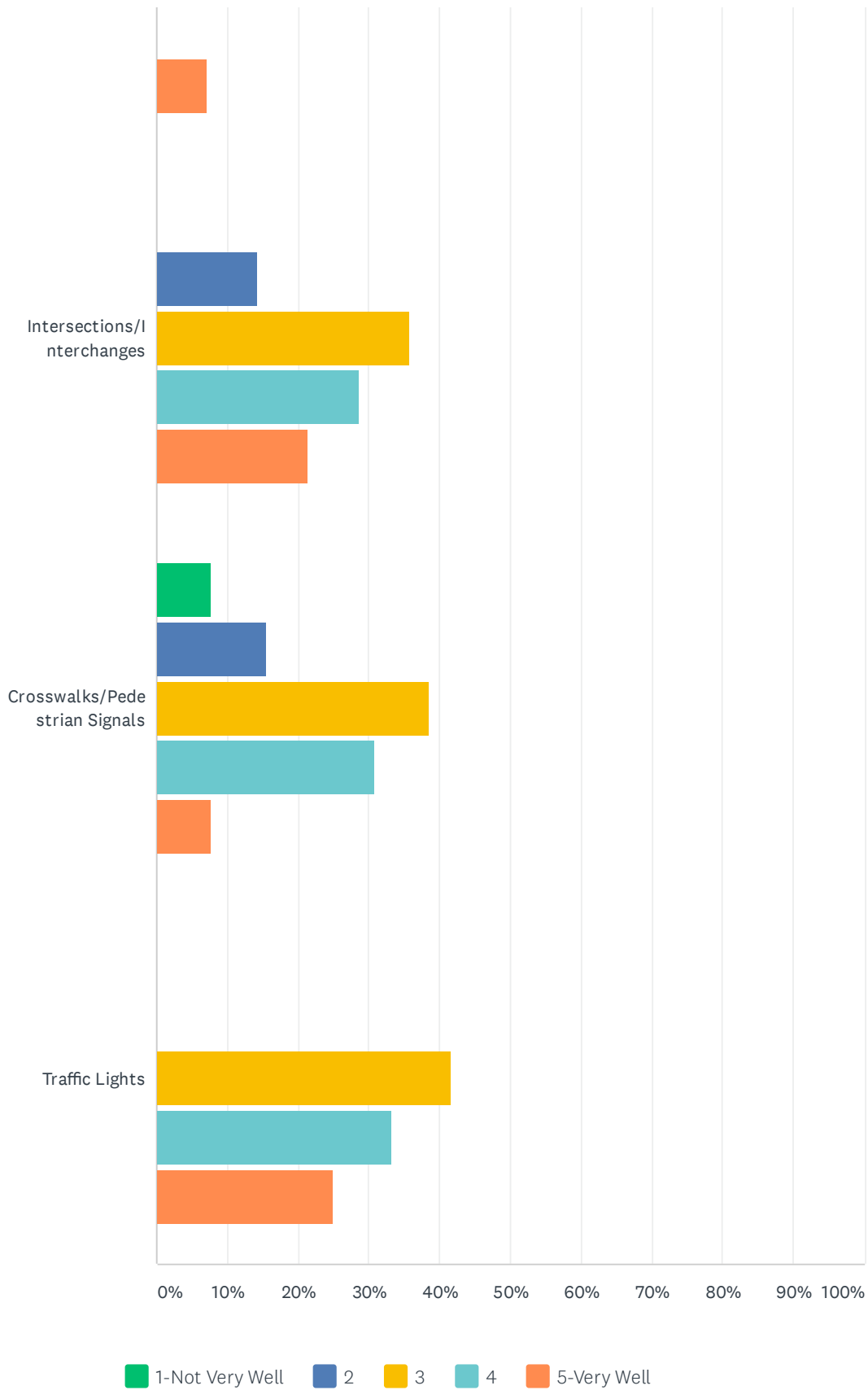
	1-POOR	2	3	4	5-EXCELLENT	TOTAL	WEIGHTED AVERAGE
Sidewalks	6.67% 1	20.00% 3	33.33% 5	40.00% 6	0.00% 0	15	3.07
Roads	0.00% 0	28.57% 4	57.14% 8	14.29% 2	0.00% 0	14	2.86
Public Transit	21.43% 3	28.57% 4	42.86% 6	7.14% 1	0.00% 0	14	2.36
Traffic Lights	0.00% 0	0.00% 0	50.00% 7	28.57% 4	21.43% 3	14	3.71
Intersections/Interchanges	0.00% 0	7.14% 1	35.71% 5	35.71% 5	21.43% 3	14	3.71
Crosswalks/Pedestrian Signals	14.29% 2	7.14% 1	28.57% 4	50.00% 7	0.00% 0	14	3.14
Bicycle trails/paths	0.00% 0	15.38% 2	46.15% 6	38.46% 5	0.00% 0	13	3.23

Q3 Please rate how well the regional transportation system or services meet your transportation needs (1 = not very well and 5 = very well):

Answered: 15 Skipped: 0



Long Range Transportation Plan 2050/Conditions

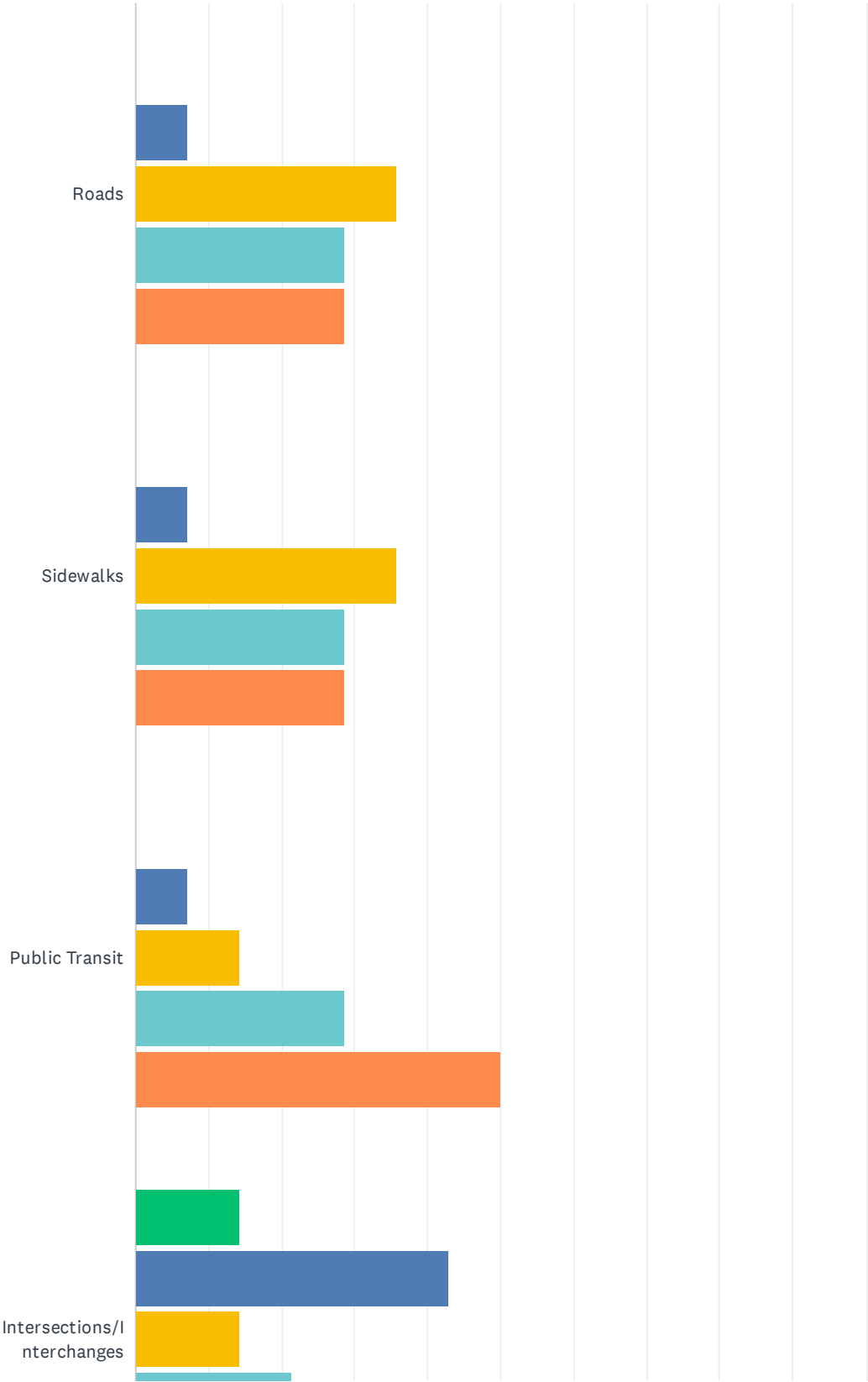


Long Range Transportation Plan 2050/Conditions

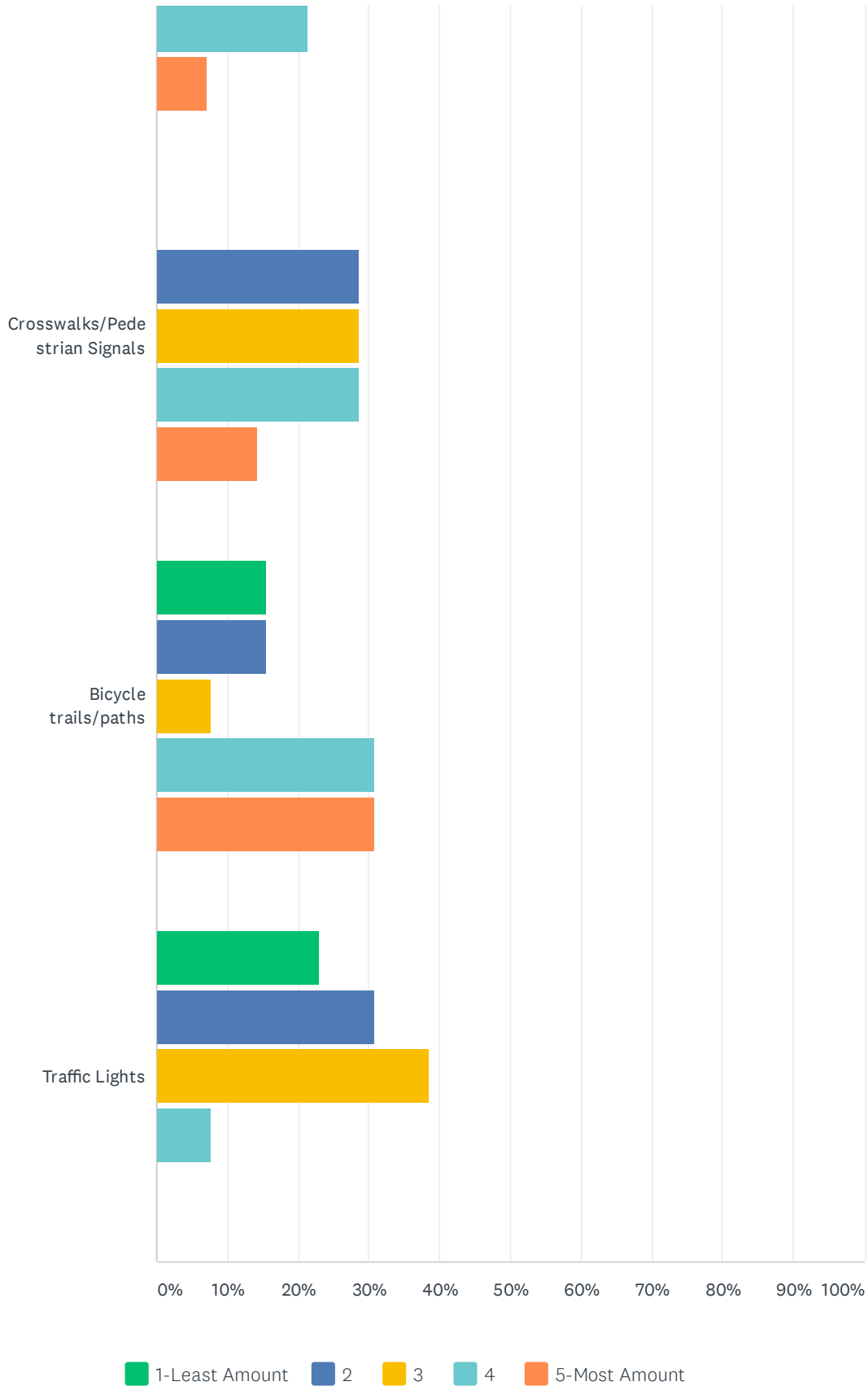
	1-NOT VERY WELL	2	3	4	5-VERY WELL	TOTAL	WEIGHTED AVERAGE
Roads	6.67% 1	6.67% 1	26.67% 4	40.00% 6	20.00% 3	15	3.60
Sidewalks	7.14% 1	35.71% 5	21.43% 3	28.57% 4	7.14% 1	14	2.93
Bicycle trails/paths	0.00% 0	14.29% 2	57.14% 8	28.57% 4	0.00% 0	14	3.14
Public Transit	28.57% 4	21.43% 3	42.86% 6	0.00% 0	7.14% 1	14	2.36
Intersections/Interchanges	0.00% 0	14.29% 2	35.71% 5	28.57% 4	21.43% 3	14	3.57
Crosswalks/Pedestrian Signals	7.69% 1	15.38% 2	38.46% 5	30.77% 4	7.69% 1	13	3.15
Traffic Lights	0.00% 0	0.00% 0	41.67% 5	33.33% 4	25.00% 3	12	3.83

Q4 Please rate where funding/investments be used (1 = least amount and 5 = most amount):

Answered: 15 Skipped: 0



Long Range Transportation Plan 2050/Conditions



Long Range Transportation Plan 2050/Conditions

	1-LEAST AMOUNT	2	3	4	5-MOST AMOUNT	TOTAL	WEIGHTED AVERAGE
Roads	0.00% 0	7.14% 1	35.71% 5	28.57% 4	28.57% 4	14	3.79
Sidewalks	0.00% 0	7.14% 1	35.71% 5	28.57% 4	28.57% 4	14	3.79
Public Transit	0.00% 0	7.14% 1	14.29% 2	28.57% 4	50.00% 7	14	4.21
Intersections/Interchanges	14.29% 2	42.86% 6	14.29% 2	21.43% 3	7.14% 1	14	2.64
Crosswalks/Pedestrian Signals	0.00% 0	28.57% 4	28.57% 4	28.57% 4	14.29% 2	14	3.29
Bicycle trails/paths	15.38% 2	15.38% 2	7.69% 1	30.77% 4	30.77% 4	13	3.46
Traffic Lights	23.08% 3	30.77% 4	38.46% 5	7.69% 1	0.00% 0	13	2.31

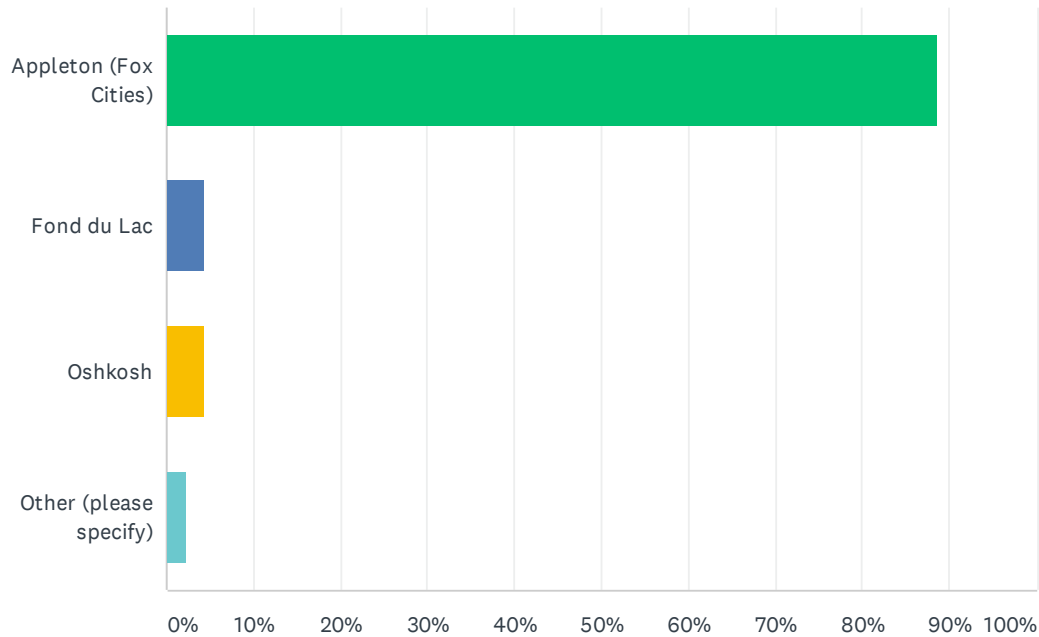
Q5 Additional Comments:

Answered: 7 Skipped: 8

#	RESPONSES	DATE
1	I don't like that their aren't sidewalks in our neighborhood. There is nowhere safe for kids to learn how to ride their bike.	2/7/2020 9:58 AM
2	The I-41-Hwy 23 interchange gets more congested every year. Over the past 3 years I've seen an increase in the number of pedestrians and bicyclists in that area as well as on the Scott St overpass, just north of Hwy 23. With no sidewalk or marked bike path on the east side of the interchange/overpass (and no street lamps on either side of the overpass), it's definitely a dangerous area.	6/13/2019 12:43 PM
3	We need a transit system that runs till midnight, (referring to bus service).	6/6/2019 4:52 PM
4	We need public transit options, with creative thinking involved.	6/6/2019 4:39 PM
5	Please move bus stop back to Leaven and not at United Way. Appleton Transit could use an update, sort of Dingy. Consider transit routes that align with shift schedules.	5/21/2019 12:28 PM
6	road conditions are in bad shape, however, we should fix what we have not add more or more lanes. bike lanes, public transit, and sidewalks don't connect or provide connections to most popular destinations, we need to invest to make sure that they do	5/9/2019 4:28 PM
7	Not all roads are the same.	5/6/2019 10:22 AM

Q1 Which area do you live closest to?

Answered: 89 Skipped: 0



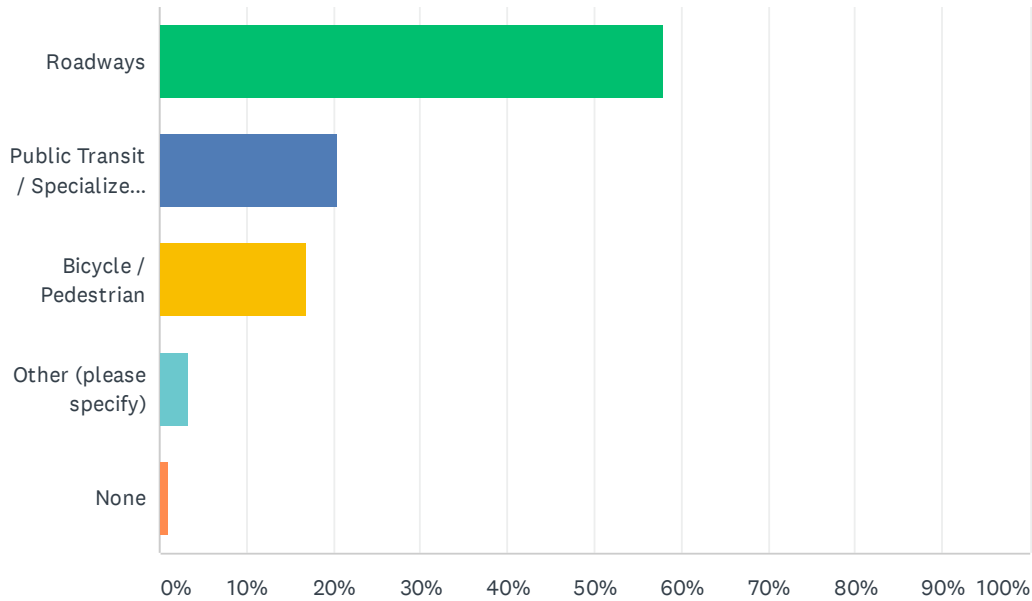
ANSWER CHOICES		RESPONSES	
Appleton (Fox Cities)		88.76%	79
Fond du Lac		4.49%	4
Oshkosh		4.49%	4
Other (please specify)		2.25%	2
TOTAL			89

#	OTHER (PLEASE SPECIFY)	DATE
1	Neenah	2/7/2020 9:59 AM
2	Neenah	10/3/2019 3:55 PM

Q2 What is your top transportation opportunity to improve the regional transportation system?

Answered: 88 Skipped: 1

Long Range Transportation Plan 2050/Transportation Needs



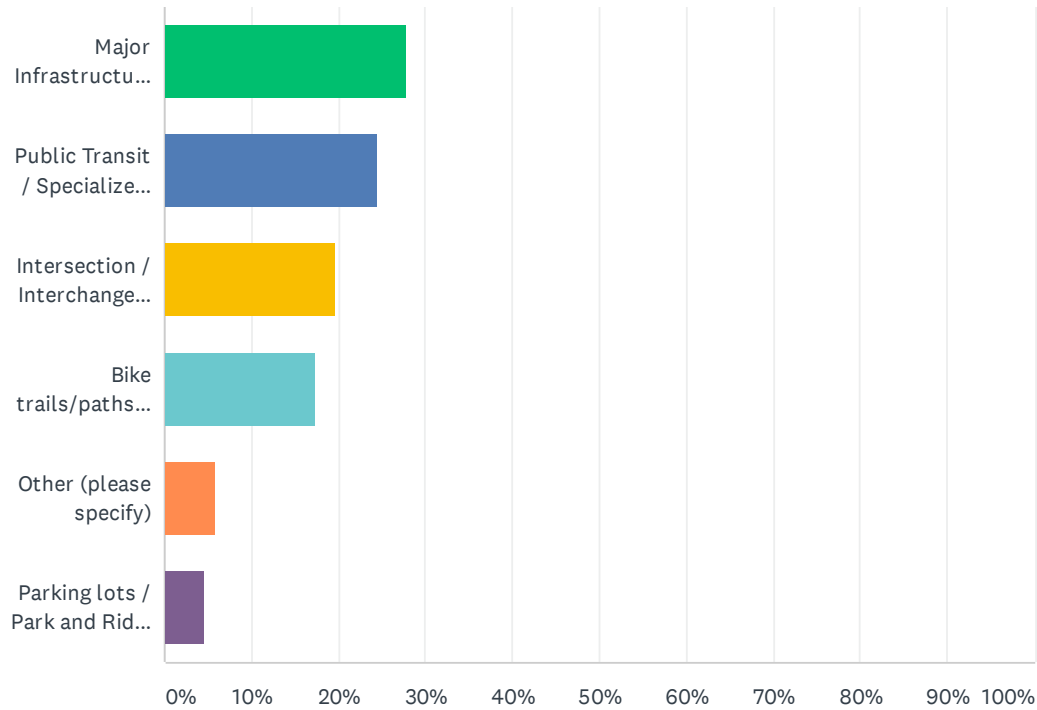
ANSWER CHOICES	RESPONSES	
Roadways	57.95%	51
Public Transit / Specialized Transit	20.45%	18
Bicycle / Pedestrian	17.05%	15
Other (please specify)	3.41%	3
None	1.14%	1
TOTAL		88

#	OTHER (PLEASE SPECIFY)	DATE
1	Train	9/23/2019 10:05 AM
2	I don't understand this question.	9/23/2019 9:21 AM
3	Railroad	7/30/2019 5:50 PM

Q3 Which of the following investment programs/policies could improve this transportation opportunity?

Answered: 86 Skipped: 3

Long Range Transportation Plan 2050/Transportation Needs



ANSWER CHOICES	RESPONSES	
Major Infrastructure investments	27.91%	24
Public Transit / Specialized Transit investments	24.42%	21
Intersection / Interchange investments (street light upgrades, roundabouts, etc.)	19.77%	17
Bike trails/paths and sidewalk investments	17.44%	15
Other (please specify)	5.81%	5
Parking lots / Park and Ride investments	4.65%	4
TOTAL		86

#	OTHER (PLEASE SPECIFY)	DATE
1	Transportation for the elderly -- maybe that fits into specialized transit investment?	9/30/2019 12:31 PM
2	Literally just fixing all the potholes. Please no more roundabouts.	9/23/2019 10:47 AM
3	Roads	9/23/2019 9:22 AM
4	Basic road quality in all areas	9/23/2019 9:20 AM
5	Updated intersections, lights, other upgrades	7/30/2019 5:50 PM

Q4 Additional Comments:

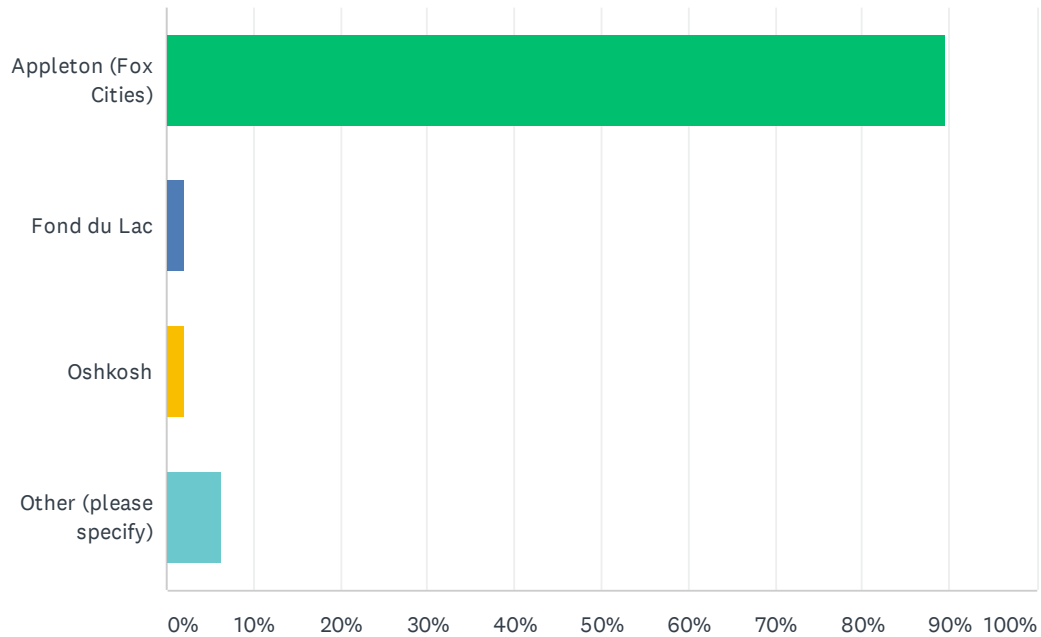
Answered: 18 Skipped: 71

Long Range Transportation Plan 2050/Transportation Needs

#	RESPONSES	DATE
1	Transit options for rural Outagamie co	2/7/2020 8:43 AM
2	I think sidewalks should be retroactively added to both sides of the streets to newer developments. Little kids don't get to practice bike-riding without sidewalks on their side of the street, nor do you get to meet neighbors as easily without a sidewalk.	10/3/2019 3:55 PM
3	As our populations age, transportation continues to be a challenge for those that live in the rural parts of the county that need to come to the Appleton area for specialized health care needs. We need more programs that can be offered like "Make the Ride Happen" so that people can have transportation to and from medical appointments, meal sites, and other opportunities that prevents social isolation and depression.	9/30/2019 12:31 PM
4	n/a	9/27/2019 11:45 AM
5	Mass transit is virtually non-existent and inefficient. It is impossible to travel regionally and comprehensively inside the Fox Cities metro area. Bus and passenger rail investment is needed to create a workable infrastructure before demand will increase. Continued investment in expanding highways and over-focus on bike transportation ignores the realities of future demand and our climate (bike transportation is not a likely mode of transportation for half of the year).	9/26/2019 4:39 PM
6	The highways have recently been fixed, but they were done in a way where they are not completely smooth. This may lead to long-term damages to cars that have to drive on uneven highway surfaces on a daily basis.	9/23/2019 11:59 AM
7	I would like to see commuter trains across Appleton and from Appleton to Green Bay	9/23/2019 11:24 AM
8	I wish we had a public transportation system was was easier to use, easier to understand the schedule and more frequent. As it is, it is difficult to figure out the schedule (and I have a master's degree) and the connections just don't connect in a convenient manner. I've lived in Europe where the bus/metro system is amazing and so easy and convenient and cheap so everyone uses it. Not so here unfortunately.	9/23/2019 11:04 AM
9	I would also like to see more bike paths so that bikes are not on the road as much.	9/23/2019 10:45 AM
10	We need a train transit system to Green Bay and Milwaukee and Minn.	9/23/2019 10:05 AM
11	Would love to see commuter trains to larger cities like Milwaukee, Green Bay, and Madison.	9/23/2019 9:23 AM
12	I would love better bus routes- especially from Gb to MKE.	9/23/2019 9:21 AM
13	Need bus route by Coscto and Partnership community health center.	9/23/2019 9:21 AM
14	please provide bus route out to Partnership Community Health Clinic	9/23/2019 8:46 AM
15	Passenger rail would be a great addition for the Fox Valley area. Lost time and lost revenue for all communities involved	7/30/2019 5:50 PM
16	Sorry we could only choose one: while public transit / mass transit needs a lot of development, bicycling infrastructure has been paying lots of rewards but needs more work.	7/13/2019 7:32 AM
17	While bicycle facilities have improved dramatically, there are still many areas where there are limited pedestrian facilities. Also, while one can cycle to most locations, there is a lack of safe, secure bicycle parking at most businesses.	7/12/2019 7:48 AM
18	Public transit could do so much to improve our community. Better connections to destinations and to each other. When public transit is more efficient and effective, more people will choose to ride.	7/12/2019 7:04 AM

Q1 Which area do you live closest to?

Answered: 48 Skipped: 0



ANSWER CHOICES	RESPONSES	
Appleton (Fox Cities)	89.58%	43
Fond du Lac	2.08%	1
Oshkosh	2.08%	1
Other (please specify)	6.25%	3
TOTAL		48

#	OTHER (PLEASE SPECIFY)	DATE
1	Neenah	2/7/2020 10:04 AM
2	Neenah	9/25/2019 12:40 PM
3	Neenah Menasha	9/24/2019 7:19 AM

Q2 Please describe a road or corridor that needs improvement:

Answered: 43 Skipped: 5

Long Range Transportation Plan 2050/Priorities

#	RESPONSES	DATE
1	Bayview Road	2/7/2020 10:04 AM
2	Valley Transit access to Grande Market Drive.	10/23/2019 7:59 AM
3	Grande Market Drive in Appleton (Grand Chute)	10/18/2019 10:06 AM
4	Highway 41 from Kaukauna through Appleton needs to be expanded to add lanes. This is extremely hazardous with traffic jams and accidents resulting from short merge on and off ramps and increases to daily usage of that highway.	10/16/2019 2:59 PM
5	College Avenue	10/16/2019 1:47 PM
6	Grand Market Drive in Grand Chute	10/16/2019 1:24 PM
7	Highway 23	10/7/2019 3:09 PM
8	Grand Market Drive	10/6/2019 11:32 AM
9	Intersection of E Calumet and Kensington	10/1/2019 3:33 PM
10	Highway 41 north to GB	10/1/2019 1:41 PM
11	Grand Market Drive	10/1/2019 1:12 PM
12	na	10/1/2019 12:36 PM
13	Any high volume traffic road without sidewalks.	10/1/2019 11:54 AM
14	Near Grand Market Drive	10/1/2019 11:02 AM
15	Transportation to Partnership Health/Dental and Probation and Parole on Grande Market Drive in Grand Chute	10/1/2019 11:00 AM
16	Grand Market Drive	9/27/2019 12:35 PM
17	Grand Market Drive, Appleton, WI	9/26/2019 9:44 AM
18	Actually I am asking for bus service out toward the airport, (ATW)	9/26/2019 8:04 AM
19	Completion of Stanley and other side streets soon. South Commercial	9/25/2019 12:40 PM
20	East College Avenue (between the College Ave bridge and 441) is a pedestrian nightmare. We finally have 2 crosswalks in a two mile stretch. (West of the bridge, there are protected crosswalks every block). Speeding is a major problem, and even at our new crosswalks, cars are reluctant to stop. We need the digital speed feedback signs going both directions, and patrols for speeders. (We seem to only see police AFTER an accident). I think 4 way stops or lights would help, although they would be very unpopular. They WOULD make our residential neighborhood much better for the residents.	9/25/2019 10:04 AM
21	Mall Area, Grande Market Dr.	9/25/2019 9:03 AM
22	Richmond st	9/25/2019 7:21 AM
23	Need a connection to Grand Market Drive	9/25/2019 12:09 AM
24	Access ramps Cty Hwy A to 41 and connect Hwy 47 to Grand Chute Blvd	9/24/2019 5:01 PM
25	Manitowoc Rd. between Lake Park and Oneida St.	9/24/2019 3:01 PM
26	Intersection of Lawe St and E South River St	9/24/2019 1:28 PM
27	Far south side of Kaukauna	9/24/2019 1:17 PM
28	Grand Market Drive	9/24/2019 1:15 PM
29	Most of them	9/24/2019 1:11 PM
30	French Rd	9/24/2019 12:30 PM
31	Grande Market Drive from downtown Appleton. Kaukauna and Neenah	9/24/2019 12:15 PM
32	Morrison Street and area	9/24/2019 11:51 AM

Long Range Transportation Plan 2050/Priorities

33	Near Pathways, Probation and Parole, there are no sidewalks or bike trails.	9/24/2019 8:53 AM
34	Grand Market Drive, there is no public transit that goes to that area of the community.	9/24/2019 7:19 AM
35	the area where Probation and Parole have their offices which is also close to Partnership for Health care, NO bus goes there and the area could also be improved for sidewalks. The struggle to drive legally affects a smooth re-entry for anyone who was in prison/lost their license.	9/24/2019 6:29 AM
36	Grand Market drive- not accessible enough	9/23/2019 11:51 PM
37	Grand Market Drive needs to have bus routes extend to probation and parole, and Partnership for medical and dental appointments. Many people do not have cars, and many do not have bikes, even with the improbability of being able to ride a bike there in winter anyway without sidewalks. Many are elderly and not able to walk to their appointments, and it is considerably dangerous for them to do so in Wisconsin winters!	9/22/2019 5:20 PM
38	Route to partnership health. Parole office t	9/22/2019 5:09 PM
39	a bus needs to go out to Grand Market Drive.	9/22/2019 4:35 PM
40	See below for Spencer St. Glendale Ave from Mead to Ballard needs to be resurfaced.	9/17/2019 10:17 AM
41	I-41 corridor from Green Bay to Neenah	9/5/2019 11:19 AM
42	I 41 between Appleton and green bay.	9/5/2019 7:48 AM
43	East side by 441 and both College and KK	8/22/2019 4:52 PM

Q3 Please describe a bike trail/path that needs improvement (or note areas which are currently not served by trails or sidewalks which could benefit from them):

Answered: 32 Skipped: 16

Long Range Transportation Plan 2050/Priorities

#	RESPONSES	DATE
1	Adding sidewalks to both sides of the roads in developments that only have them on 1 side would be very good since kids can't safely learn to ride a bike at their house if they don't have a sidewalk or path on their side of the street.	2/7/2020 10:04 AM
2	Grande Market Drive could use a sidewalk so patrons of local businesses don't have to walk in the roadway. This is dangerous - especially in winter.	10/23/2019 7:59 AM
3	Grande Market Drive	10/18/2019 10:06 AM
4	N/A	10/16/2019 2:59 PM
5	Not Applicable	10/16/2019 1:47 PM
6	N/A	10/7/2019 3:09 PM
7	sidewalks near Fox River Mall along College and WI Avenues. Also area to the west of this including Grand Market Drive	10/6/2019 11:32 AM
8	NA	10/1/2019 1:12 PM
9	NA	10/1/2019 12:36 PM
10	Not sure	10/1/2019 11:02 AM
11	See above	10/1/2019 11:00 AM
12	Do not use	9/25/2019 12:40 PM
13	Pedestrian and bike trails along Casaloma. I see bikes and pedestrians more frequently and inability to make intersection crossings as well as safe walkways/bikeways	9/25/2019 9:03 AM
14	Menasha hey 10/114	9/25/2019 7:21 AM
15	The closest bus stop is currently about a mile away, and there are no consistent sidewalks or bike routes.	9/25/2019 12:09 AM
16	Trail to connect hwy 47 to Grand Chute Blvd	9/24/2019 5:01 PM
17	South Lawe St hill	9/24/2019 1:28 PM
18	Safe access to Fox River Mall and area stores and services.	9/24/2019 1:17 PM
19	Grand Market Drive	9/24/2019 1:15 PM
20	??	9/24/2019 1:11 PM
21	JJ	9/24/2019 12:30 PM
22	High cliff to Calumet county park, to Kaukauna, to CE trail and to Jefferson Park	9/24/2019 12:15 PM
23	Pathways and Probation and Parole Buildings. There isn't even access to a bus stop and people use these services.	9/24/2019 8:53 AM
24	There is no bike trail or sidewalk to Parole and Probation office, Partnership Community Health Center and the temp services. All these offices out there are without sidewalks, buses or a bike route. Reliable transportation to those facilities would lead to positive healthy outcomes. It is absolutely counterproductive to allow a probation office to be dislocated from the community when an individual's life depends on getting to these appointments on time. It is the responsibility of the community stakeholders to create access to these facilities and develop equitable communities.	9/24/2019 7:19 AM
25	Please connect the river trails in the city, especially from Lutz Park to Fratello's restaurant.	9/24/2019 6:29 AM
26	Grand market drive- no sidewalks or bike paths that extend to the partnership community health center	9/23/2019 11:51 PM
27	Sidewalks definitely needed on Grand Market Drive out to Partnership Health and probation and parole offices.	9/22/2019 5:20 PM
28	Route leading to doc parole offices	9/22/2019 5:09 PM

Long Range Transportation Plan 2050/Priorities

29	College ave out to the mall and Wisconsin ave out to the mall and Spencer street needs a safe bike route lane. A path at the very least to the mall. I can believe that a sidewalk is not there.	9/22/2019 4:35 PM
30	Spencer street!!!! Spencer is a very narrow road without much of a shoulder, on the route to an elementary school, that is used as an alternative to College Ave.	9/17/2019 10:17 AM
31	Building on to Appleton's Apple Creek trail to extend it to the west so commercial areas in Grand Chute are more accessible by bike.	9/5/2019 11:19 AM
32	Just a good north/south bike road through town would be nice. Sections of Meade have bike Lanes, but it is also very narrow in parts.	8/22/2019 4:52 PM

Q4 Please describe where public transit could be improved (adding service to new areas or updating existing routes):

Answered: 45 Skipped: 3

Long Range Transportation Plan 2050/Priorities

#	RESPONSES	DATE
1	later hours routes to pick up after 2nd shift in areas with manufacturing.	2/7/2020 10:04 AM
2	Rural areas of Outagamie co	2/7/2020 8:44 AM
3	Adding Valley Transit Service to the Grande Market Drive area. Clients/patients make frequent visits to the probation and parole office, Community Health Center and temp services. There are no sidewalks, bus service, or bike routes. Reliable transportation services to these businesses would lead to better and more positive healthy outcomes for local residents.	10/23/2019 7:59 AM
4	Grande Market Drive in Appleton. There is Partnership Clinic, staffing agencies and the Probation/Parole Office where many clients need to report and they have to walk from the bus stop at Walmart to the office. There are some clients who are older and have to make this walk in the winter months which is a hardship for them.	10/18/2019 10:06 AM
5	It would be helpful to add bus routes out near McCarthy Road between College Ave and Wisconsin Ave, near Costco and the new Hilton hotel on McCarthy Rd.	10/16/2019 2:59 PM
6	The Grande Market Drive business area	10/16/2019 1:47 PM
7	add bus stop on McCarthy	10/16/2019 1:24 PM
8	The hours of public transit in Fond du lac needs to be looked at. Right now we do not have transit after 6 pm or weekends so if someone would like to get a job later in the day or on weekends they have to find other transportation which is not always reliable.	10/7/2019 3:09 PM
9	add service to Grand Market Drive	10/6/2019 11:32 AM
10	An additional bus route to the far west side of Appleton is absolutely necessary. Partnership clinic and probation and parole are just two agencies located out there that serve many people with a lack of access to transportation and rely heavily on public transportation.	10/1/2019 3:33 PM
11	Adding some services to Sundays. Many income individuals could benefit from the ability to attend spiritual service and work on days that others do not want to.	10/1/2019 1:41 PM
12	Grand Market Drive	10/1/2019 1:12 PM
13	To Partnership medical and dental clinics in Appleton/Grand Chute. This will also provide access to those who need to go to the DOC probation office on Grande Market Drive.	10/1/2019 12:36 PM
14	To Partnership Community Health. The airport.	10/1/2019 11:54 AM
15	Grand Market Drive	10/1/2019 11:02 AM
16	See above	10/1/2019 11:00 AM
17	Grand Market Drive	9/27/2019 12:35 PM
18	It would be very helpful to have a route much closer to the Grand Market Avenue area. Thank you for considering!	9/27/2019 12:10 PM
19	Public bus service is needed for Grand Market Drive to support those who have probation appointments and for those who have medical and/or dental appointments with the Partnership Community Health Center. Currently, these services are about a walking mile from the bus route, which makes it difficult (especially in inclement weather) for people to get to their appointments. Please extend the bus route to the probation office and the Community Health Center. People who need the services in this area find it extremely difficult to get to their appointments without further bus service. Thanks.	9/26/2019 9:44 AM
20	See Number 2. I volunteer with Circles of Support and hear of many who need to visit the Parole Office out by the airport, and, many who visit Partnership Health there, medical and/or dental. they usually have transportation challenges so utilize bus service.	9/26/2019 8:04 AM
21	Please bring a bus route to Grand Market Drive. Many people need services in that area. The closest bus stop is currently about a mile away, and there are no consistent sidewalks or bike routes.	9/25/2019 8:00 PM
22	Add a bus route to Grand Market Drive; Many members of our community need services in that area, such as medical and dental care at Partnership Community Health, employment through	9/25/2019 6:39 PM

Long Range Transportation Plan 2050/Priorities

staffing agencies, and support/supervision through Parole and Probation. The closest bus stop is currently about a mile away and there are no consistent sidewalks or bus routes. Thank you

23	Bus transportation to offices where persons returning to community on parole and under supervision need to report. This is a concern for those who need to report in.	9/25/2019 12:40 PM
24	Public transit should access Grand Market Drive to make it easier for people to access to Partnership for Community Health, supervision at Probation and Parole, and employment through staffing agencies. The closest bus stop is a mile away, and there are not consistent sidewalks. These are all agencies that are used by people who lack resources, and we should be helping them access services that they need to improve their lives.	9/25/2019 10:04 AM
25	adding bus routes to Partnership community health, staffing agencies and other community services on Grande Market Drive	9/25/2019 9:03 AM
26	Grande market	9/25/2019 7:21 AM
27	Service needs to extend to Grand Market Drive.	9/25/2019 12:09 AM
28	bus service to Grande Market Drive area	9/24/2019 5:59 PM
29	Bus route to Grand Mkt drive	9/24/2019 5:01 PM
30	area west of Fox River Mall	9/24/2019 3:01 PM
31	We need a bus route to Grand Market Drive. Many members of our community need services in that area, such as medical and dental care at Partnership Community Health, employment through staffing agencies, and support/supervision through Parole and Probation.	9/24/2019 1:28 PM
32	Grande Market Drive	9/24/2019 1:17 PM
33	Grand Market drive to access Partnership Community Health resources	9/24/2019 1:15 PM
34	Not certain	9/24/2019 1:11 PM
35	Grande market drive for medical, dental And other community services	9/24/2019 12:15 PM
36	Grande Market Drive so we can bus to services and businesses	9/24/2019 11:51 AM
37	People have to go to their Probation and Parole appointments and Pathways that provide needed services yet the nearest bus stop is a mile away so they have to walk without sidewalks. This needs to change.	9/24/2019 8:53 AM
38	There is no bike trail or sidewalk to Parole and Probation office, Partnership Community Health Center and the temp services. All these offices out there are without sidewalks, buses or a bike route. Reliable transportation to those facilities would lead to positive healthy outcomes. It is absolutely counterproductive to allow a probation office to be dislocated from the community when an individual's life depends on getting to these appointments on time. It is the responsibility of the community stakeholders to create access to these facilities and develop equitable communities.	9/24/2019 7:19 AM
39	Again the area mentioned above, by Grande Market drive.	9/24/2019 6:29 AM
40	Currently there is not a public bus that goes out to Grand Market Drive. It goes as far as Walmart and then there is about a mile walk to those businesses. Parole and Probation office, Partnership Community Health Center and the temp services all have offices out there without sidewalks, buses or a bike route. Accessibility to these locations are vital to the health and well being of citizens without other means of transportation.	9/23/2019 11:51 PM
41	As mentioned previously bus routes need to extend to probation and Parole offices and Partnership Health as many do not have transportation, and winter conditions are very dangerous for the elderly who attempt to walk this area!	9/22/2019 5:20 PM
42	See previous answers	9/22/2019 5:09 PM
43	to Grand market Drive	9/22/2019 4:35 PM
44	There is a tremendous need for a bus route that goes to Grand Market drive; Partnership medical and dental, temp employment agencies and DOJ are all services that people with limited transportation need to access.	9/17/2019 10:17 AM
45	There is a lot of parking downtown, but since it's not always right where people want it to be,	8/22/2019 4:52 PM

maybe a route that loops around each of the ramps and goes up and down College could be useful.

Q5 Additional Comments:

Answered: 15 Skipped: 33

#	RESPONSES	DATE
1	Please consider expanding bus service to the Grande Market Drive area for the greater good of the community and those community members who visits Probation and Parole, Partnership Community Health Center and temp services.	10/23/2019 7:59 AM
2	Not Applicable	10/16/2019 1:47 PM
3	Using VT is not an efficient mode of transportation for most people and is an option of last resort or out of necessity. Many short routes (distance-wise) take an hour or more to access using current VT routes and schedules. Ridership would increase if it were more efficient for the general public rather than just those who lack any other means of transportation.	10/6/2019 11:32 AM
4	na	10/1/2019 12:36 PM
5	I have questioned for years why Valley Transit could not be added to the Probation/Parole , and both Partnership Community Health and Dental Clinic areas. These are near each other and all three serve low income folks who definitely would benefit from and use the bus service out in that area !	10/1/2019 11:02 AM
6	Keep up the great work.	9/27/2019 12:35 PM
7	I will hope to hear follow up via the news media. thank you.	9/26/2019 8:04 AM
8	Is it necessary to have such large buses??	9/25/2019 12:40 PM
9	Thank you for your consideration regarding this issue.	9/25/2019 12:09 AM
10	None	9/24/2019 1:28 PM
11	None	9/24/2019 1:11 PM
12	It seems almost deliberate that the Parole and Probation office, Partnership Community Health Center and the temp services were all put in that area without sidewalks, buses or a bike route to dislocate them and cause systemic barriers on marginalized groups. Reliable transportation to those facilities is absolutely necessary and improvement must be made immediately. It should be the first priority as it impacts community health. Get a bus out there, put in sidewalks, and make sure there is a bike route. Our community will not be equitable providing these barriers continue to prevent people from accessing resources. FIX THE PROBLEM! WITHOUT DELAY!	9/24/2019 7:19 AM
13	Thanks for your work and assistance. Please contact Lisa Hanneman of ESTHER for more detailed information.	9/24/2019 6:29 AM
14	there a alot of people who go to Partnership Community Health Center, Probation and Parole and the temp services out on Grand Market Drive that need a bus or bike trail!	9/22/2019 4:35 PM
15	Anything from road design to increased enforcement that can make using our roads safer would be a benefit to all modes of transportation that use or cross our roads.	8/22/2019 4:52 PM



APPENDIX E

CENSUS ON THE MAP APPLICATION

Distance/Direction Report - Home Census Block to Work Census Block Fond du Lac County

Job Counts in Work Blocks by Distance Only

2017		
	Count	Share
Total All Jobs	52,009	100.0%
Less than 10 miles	22,138	42.6%
10 to 24 miles	12,450	23.9%
25 to 50 miles	8,205	15.8%
Greater than 50 miles	9,216	17.7%

Job Counts in Work Blocks to the North of Home Blocks by Distance

2017		
	Count	Share
Total All Jobs	7,798	100.0%
Less than 10 miles	2,059	26.4%
10 to 24 miles	1,980	25.4%
25 to 50 miles	2,662	34.1%
Greater than 50 miles	1,097	14.1%

Job Counts in Work Blocks to the Northeast of Home Blocks by Distance

2017		
	Count	Share
Total All Jobs	5,239	100.0%
Less than 10 miles	1,856	35.4%
10 to 24 miles	1,518	29.0%
25 to 50 miles	991	18.9%
Greater than 50 miles	874	16.7%

Job Counts in Work Blocks to the East of Home Blocks by Distance

2017		
	Count	Share
Total All Jobs	4,929	100.0%
Less than 10 miles	2,102	42.6%
10 to 24 miles	1,618	32.8%
25 to 50 miles	1,050	21.3%
Greater than 50 miles	159	3.2%

Job Counts in Work Blocks to the Southeast of Home Blocks by Distance

2017		
	Count	Share
Total All Jobs	6,614	100.0%
Less than 10 miles	3,060	46.3%

10 to 24 miles	1,160	17.5%
25 to 50 miles	1,046	15.8%
Greater than 50 miles	1,348	20.4%
Job Counts in Work Blocks to the South of Home Blocks by Distance		
2017		
	Count	Share
Total All Jobs	7,660	100.0%
Less than 10 miles	2,944	38.4%
10 to 24 miles	2,024	26.4%
25 to 50 miles	1,182	15.4%
Greater than 50 miles	1,510	19.7%
Job Counts in Work Blocks to the Southwest of Home Blocks by Distance		
2017		
	Count	Share
Total All Jobs	7,567	100.0%
Less than 10 miles	3,638	48.1%
10 to 24 miles	1,390	18.4%
25 to 50 miles	712	9.4%
Greater than 50 miles	1,827	24.1%
Job Counts in Work Blocks to the West of Home Blocks by Distance		
2017		
	Count	Share
Total All Jobs	5,687	100.0%
Less than 10 miles	3,277	57.6%
10 to 24 miles	1,182	20.8%
25 to 50 miles	233	4.1%
Greater than 50 miles	995	17.5%
Job Counts in Work Blocks to the Northwest of Home Blocks by Distance		
2017		
	Count	Share
Total All Jobs	6,515	100.0%
Less than 10 miles	3,202	49.1%
10 to 24 miles	1,578	24.2%
25 to 50 miles	329	5.0%
Greater than 50 miles	1,406	21.6%

Inflow/Outflow Report Fond du Lac County		
Selection Area Labor Market Size (All Jobs)		
	2017	
	Count	Share
Employed in Fond du Lac County	46,925	100.0%
Living in Fond du Lac County	52,009	110.8%
Net Job Inflow / Outflow (-)	-5,084	-
In-Area Labor Force Efficiency (All Jobs)		
	2017	
	Count	Share
Living in the Selection Area	52,009	100.0%
Living and Employed in the Selection Area	25,277	48.6%
Living in the Selection Area but Employed Outside	26,732	51.4%
In-Area Employment Efficiency (All Jobs)		
	2017	
	Count	Share
Employed in the Selection Area	46,925	100.0%
Employed and Living in the Selection Area	25,277	53.9%
Employed in the Selection Area but Living Outside	21,648	46.1%
Outflow Job Characteristics (All Jobs)		
	2017	
	Count	Share
External Jobs Filled by Residents	26,732	100.0%
Workers Aged 29 or younger	6,800	25.4%
Workers Aged 30 to 54	13,850	51.8%
Workers Aged 55 or older	6,082	22.8%
Workers Earning \$1,250 per month or less	6,654	24.9%
Workers Earning \$1,251 to \$3,333 per month	8,276	31.0%
Workers Earning More than \$3,333 per month	11,802	44.1%
Workers in the "Goods Producing" Industry Class	7,727	28.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	6,252	23.4%
Workers in the "All Other Services" Industry Class	12,753	47.7%
Inflow Job Characteristics (All Jobs)		
	2017	
	Count	Share
Internal Jobs Filled by Outside Workers	21,648	100.0%
Workers Aged 29 or younger	5,547	25.6%
Workers Aged 30 to 54	11,030	51.0%
Workers Aged 55 or older	5,071	23.4%
Workers Earning \$1,250 per month or less	5,343	24.7%

Workers Earning \$1,251 to \$3,333 per month	6,511	30.1%
Workers Earning More than \$3,333 per month	9,794	45.2%
Workers in the "Goods Producing" Industry Class	6,238	28.8%
Workers in the "Trade, Transportation, and Utilities" Industry Class	5,283	24.4%
Workers in the "All Other Services" Industry Class	10,127	46.8%
Interior Flow Job Characteristics (All Jobs)		
2017		
	Count	Share
Internal Jobs Filled by Residents	25,277	100.0%
Workers Aged 29 or younger	5,680	22.5%
Workers Aged 30 to 54	12,742	50.4%
Workers Aged 55 or older	6,855	27.1%
Workers Earning \$1,250 per month or less	6,840	27.1%
Workers Earning \$1,251 to \$3,333 per month	8,486	33.6%
Workers Earning More than \$3,333 per month	9,951	39.4%
Workers in the "Goods Producing" Industry Class	7,979	31.6%
Workers in the "Trade, Transportation, and Utilities" Industry Class	3,753	14.8%
Workers in the "All Other Services" Industry Class	13,545	53.6%



APPENDIX F

INTERCITY BUS ROUTES & TRANSIT SYSTEMS

2019 Wisconsin Intercity Bus Routes

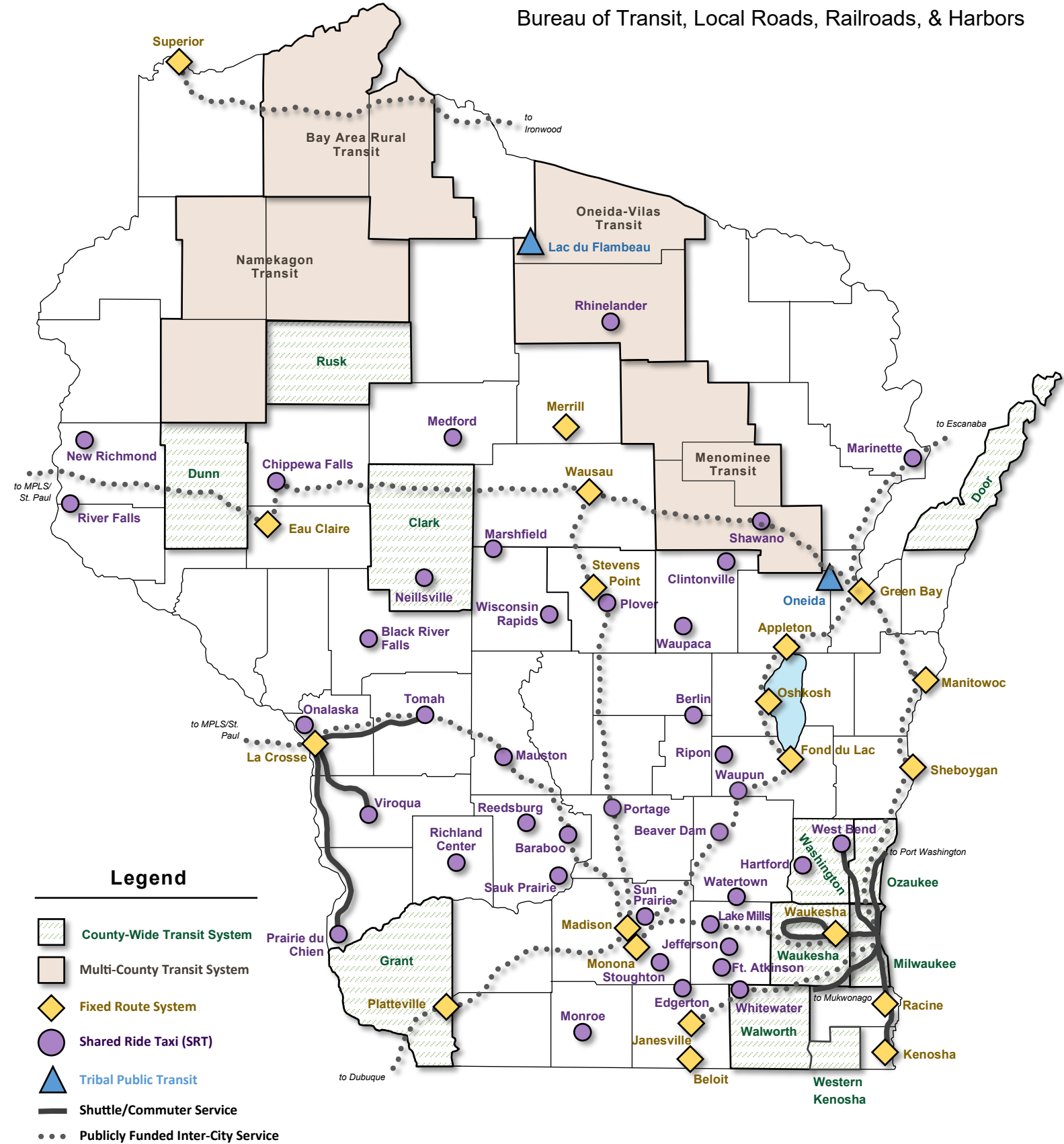


- | | | |
|----------------------|------------------|---------------------------------|
| Badger Bus | Indian Trails | Megabus |
| Burlington Trailways | Jefferson Lines | Van Galder/Coach USA |
| Greyhound | Lamers Bus Lines | Wisconsin Coach Lines/Coach USA |

Wisconsin Public Transit Systems 2020

Wisconsin Department of Transportation

Bureau of Transit, Local Roads, Railroads, & Harbors



This map identifies the general coverage areas of public transit systems within Wisconsin. For specific route information, contact transit systems directly.



APPENDIX F

INTERCITY BUS ROUTES & TRANSIT SYSTEMS

2019 Wisconsin Intercity Bus Routes

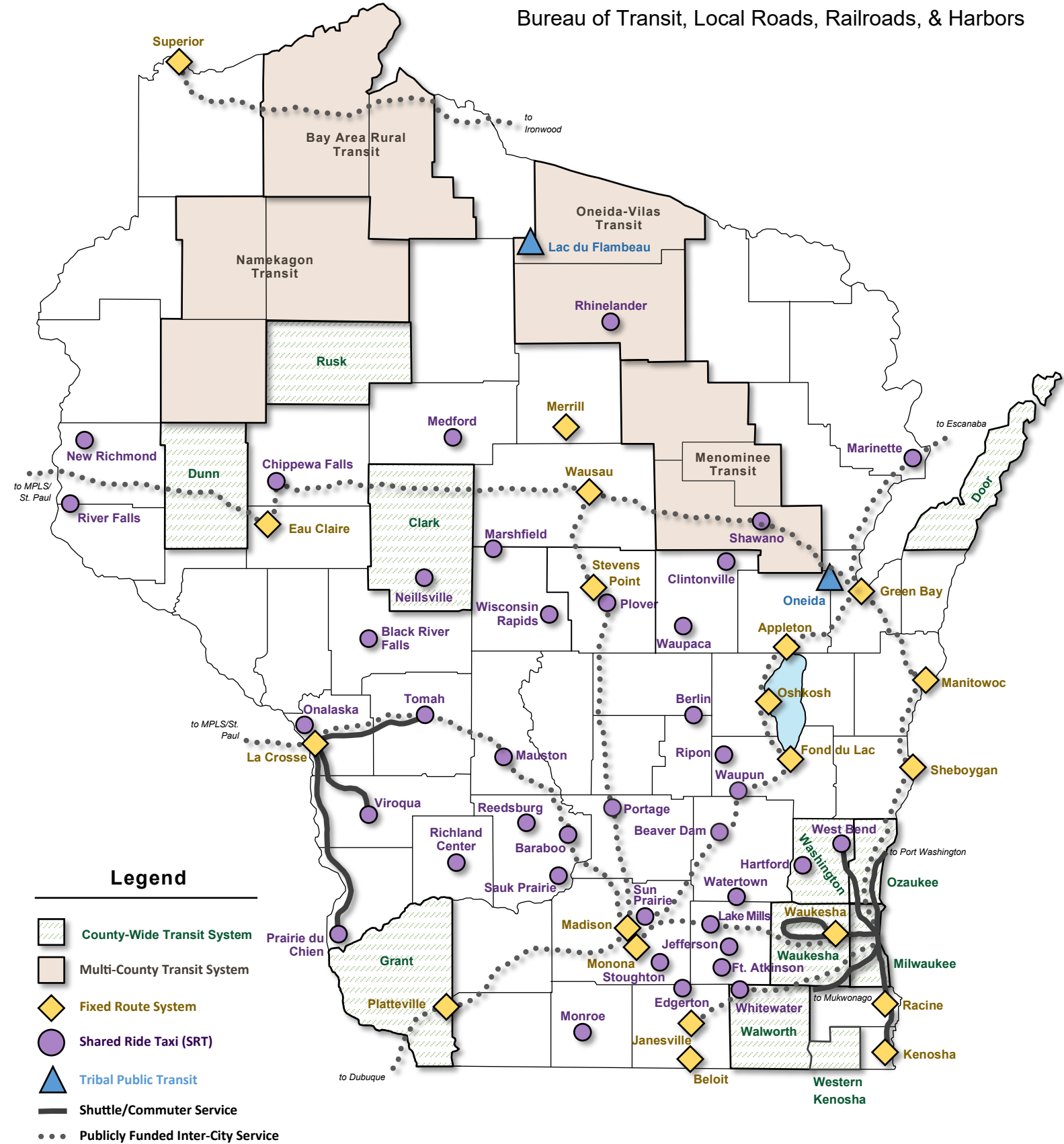


Badger Bus	Indian Trails	Megabus
Burlington Trailways	Jefferson Lines	Van Galder/Coach USA
Greyhound	Lamers Bus Lines	Wisconsin Coach Lines/Coach USA

Wisconsin Public Transit Systems 2020

Wisconsin Department of Transportation

Bureau of Transit, Local Roads, Railroads, & Harbors



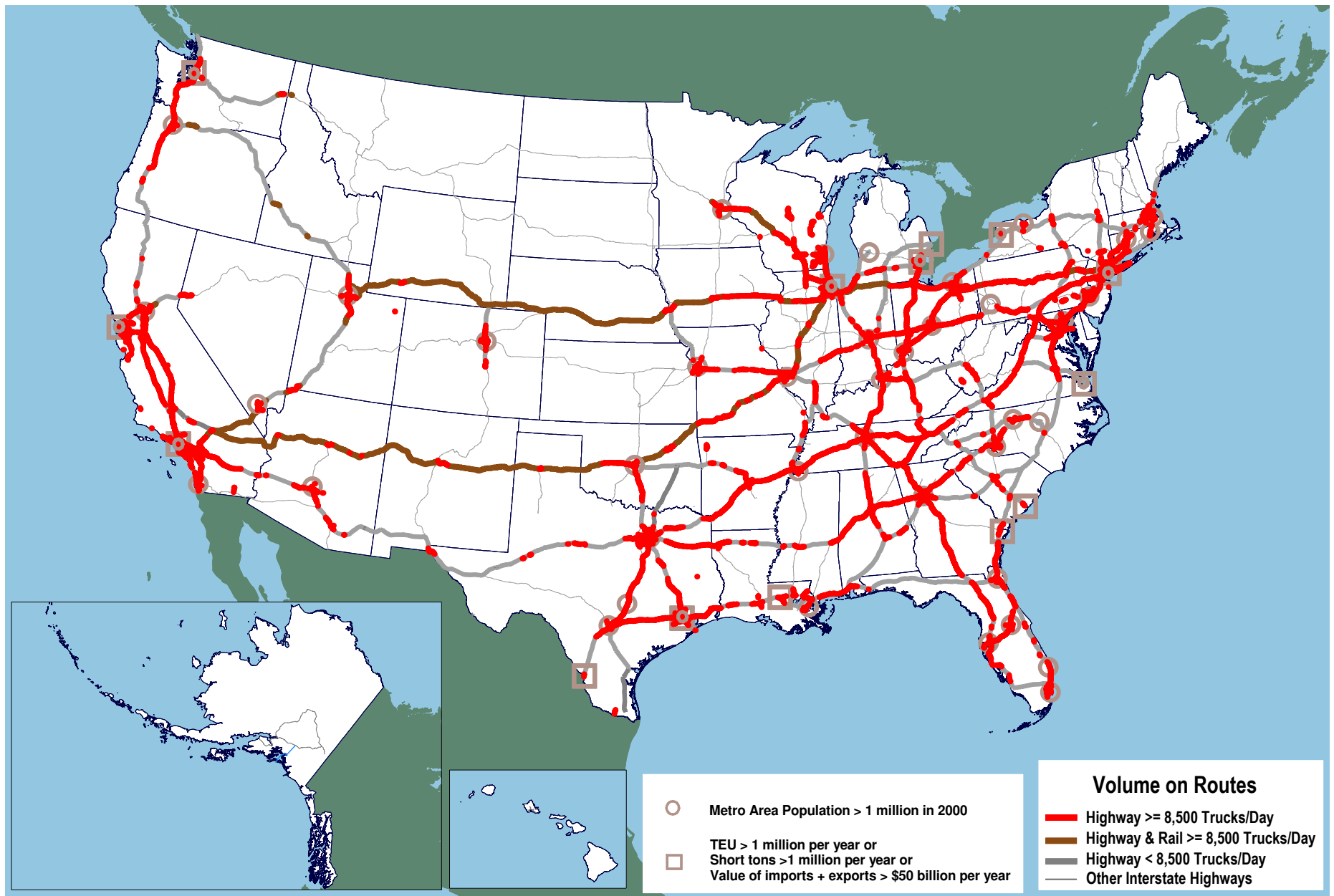
This map identifies the general coverage areas of public transit systems within Wisconsin. For specific route information, contact transit systems directly.



APPENDIX G

MAJOR FREIGHT CORRIDORS MAPS

Major Freight Corridors



Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic (2011) plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2013

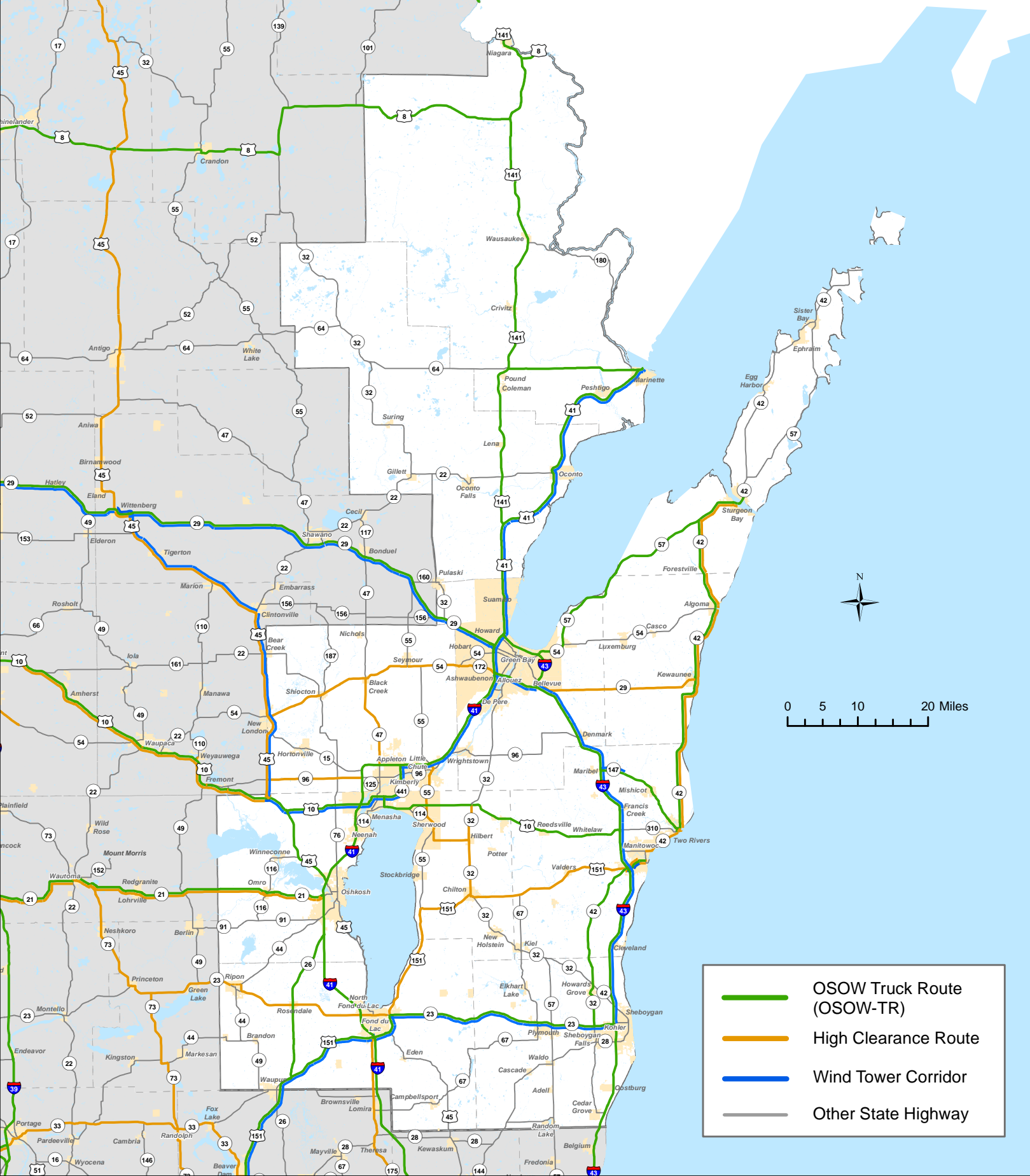


Wisconsin Freight Routes

WisDOT NE Region

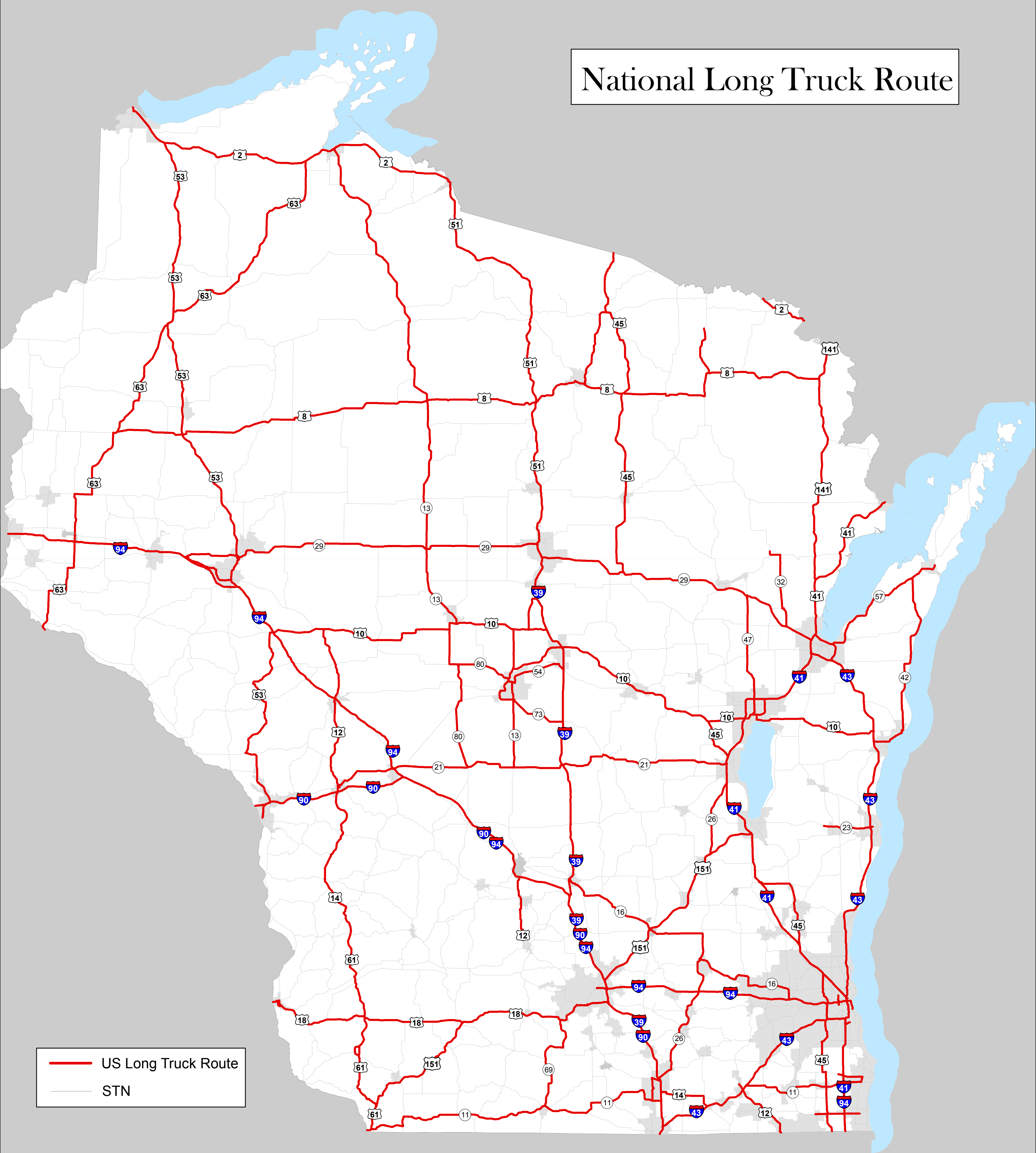
March 2018

This map and these routes are intended for planning purposes only.



National Long Truck Route

— US Long Truck Route
— STN





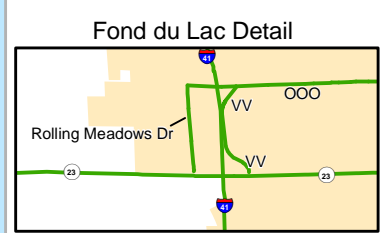
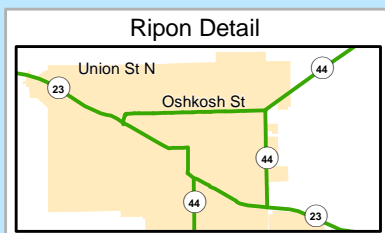
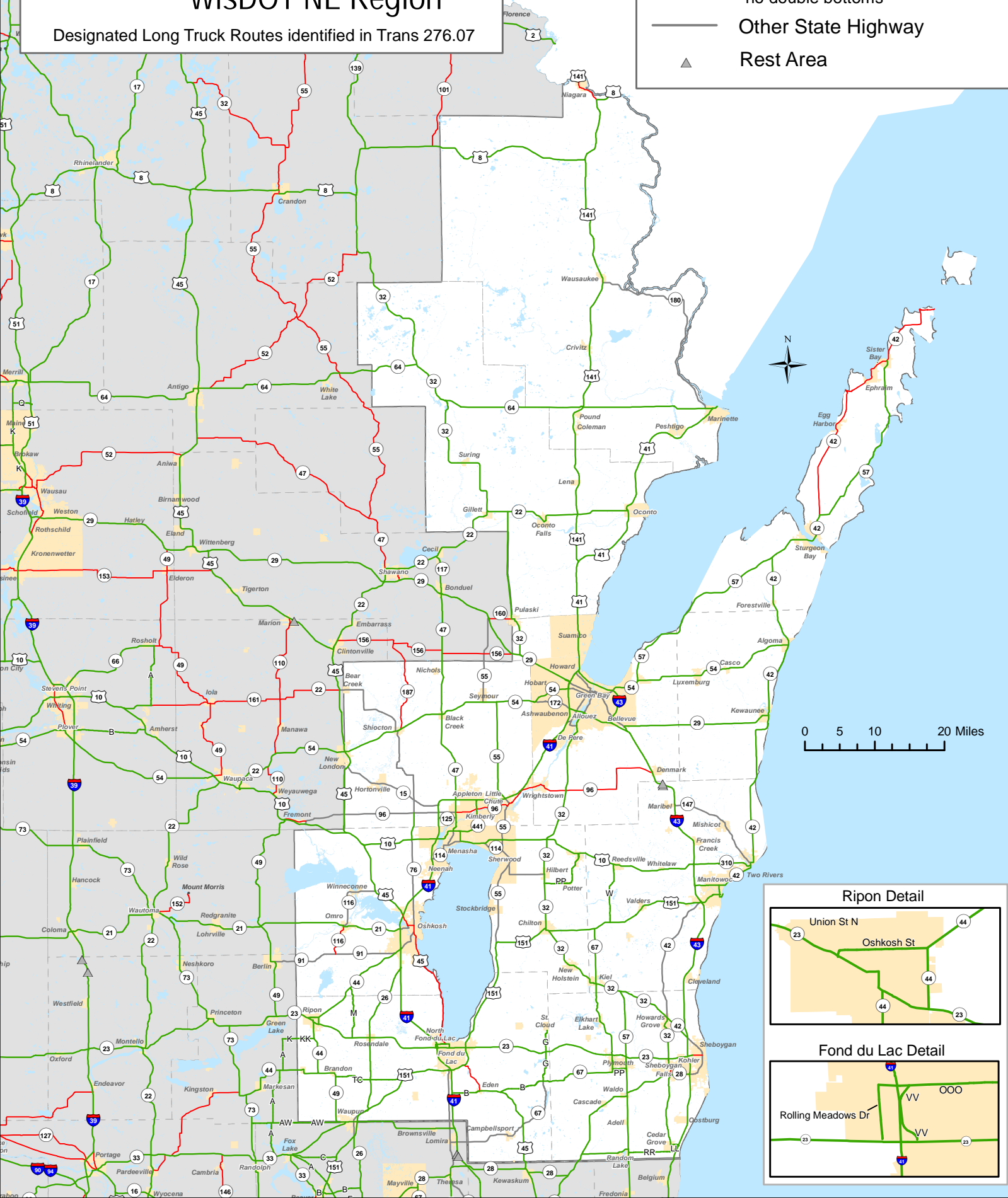
Wisconsin Long Truck Operators Map

August 2017

WisDOT NE Region

Designated Long Truck Routes identified in Trans 276.07

- Designated Long Truck Route
- 65' Restricted Truck Route
48' semitrailer, no 53' semitrailers,
no double bottoms
- Other State Highway
- Rest Area

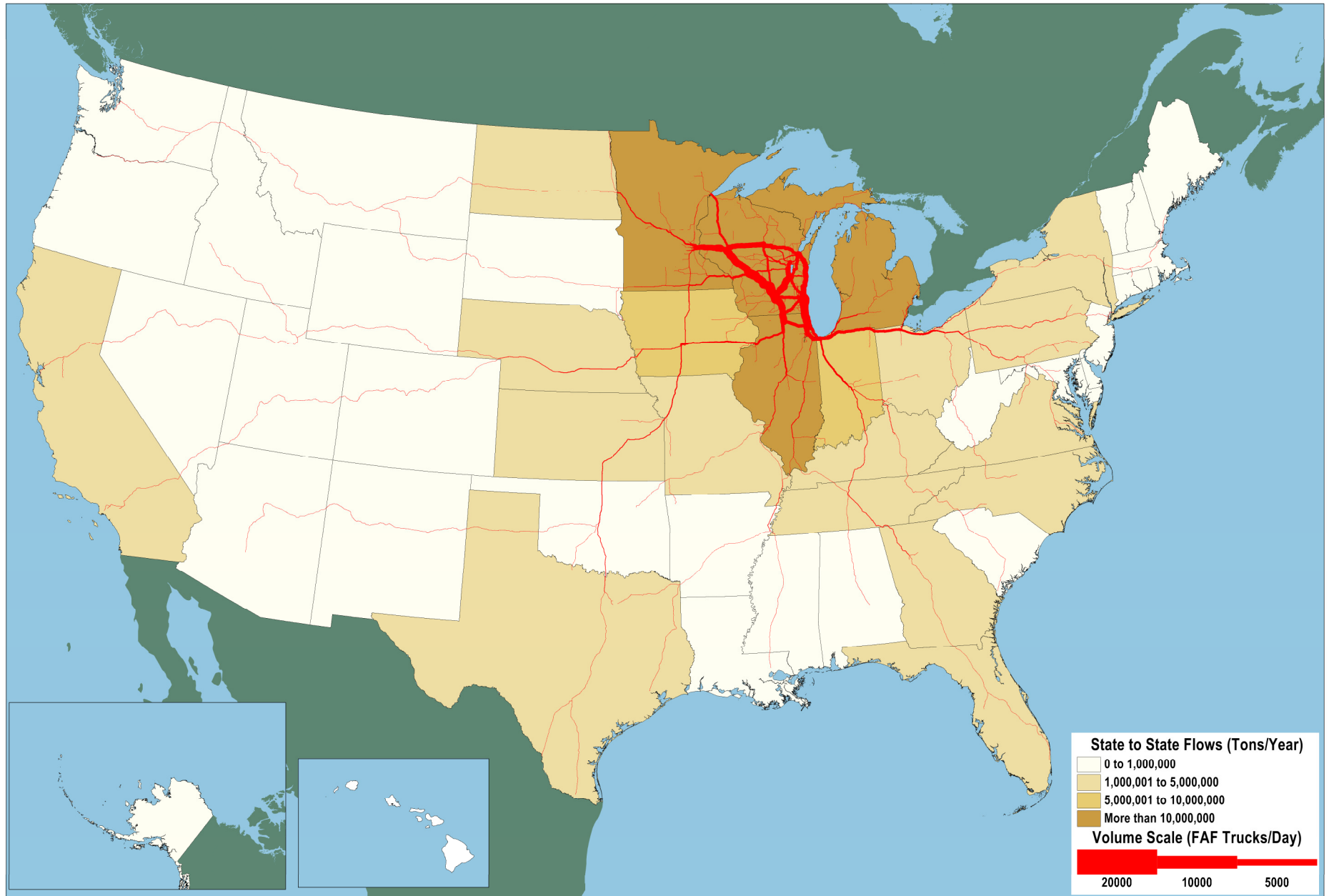




APPENDIX H

MAJOR TRUCK FLOWS MAPS:
2012 & 2045

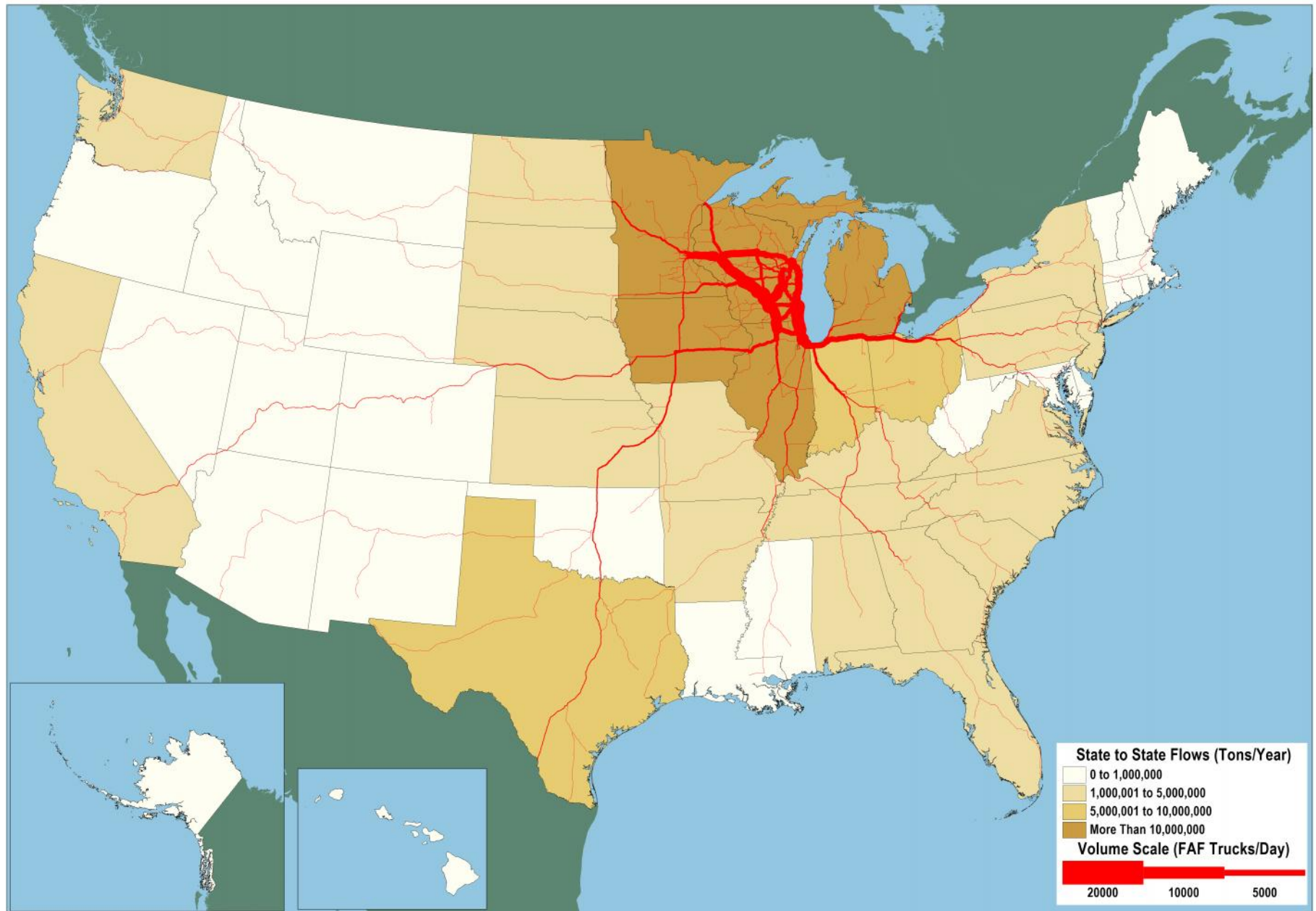
Major Flows by Truck To, From, and Within Wisconsin: 2012



Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 4.3, 2017.

Major Flows by Truck To, From, and Within Wisconsin: 2045



Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.

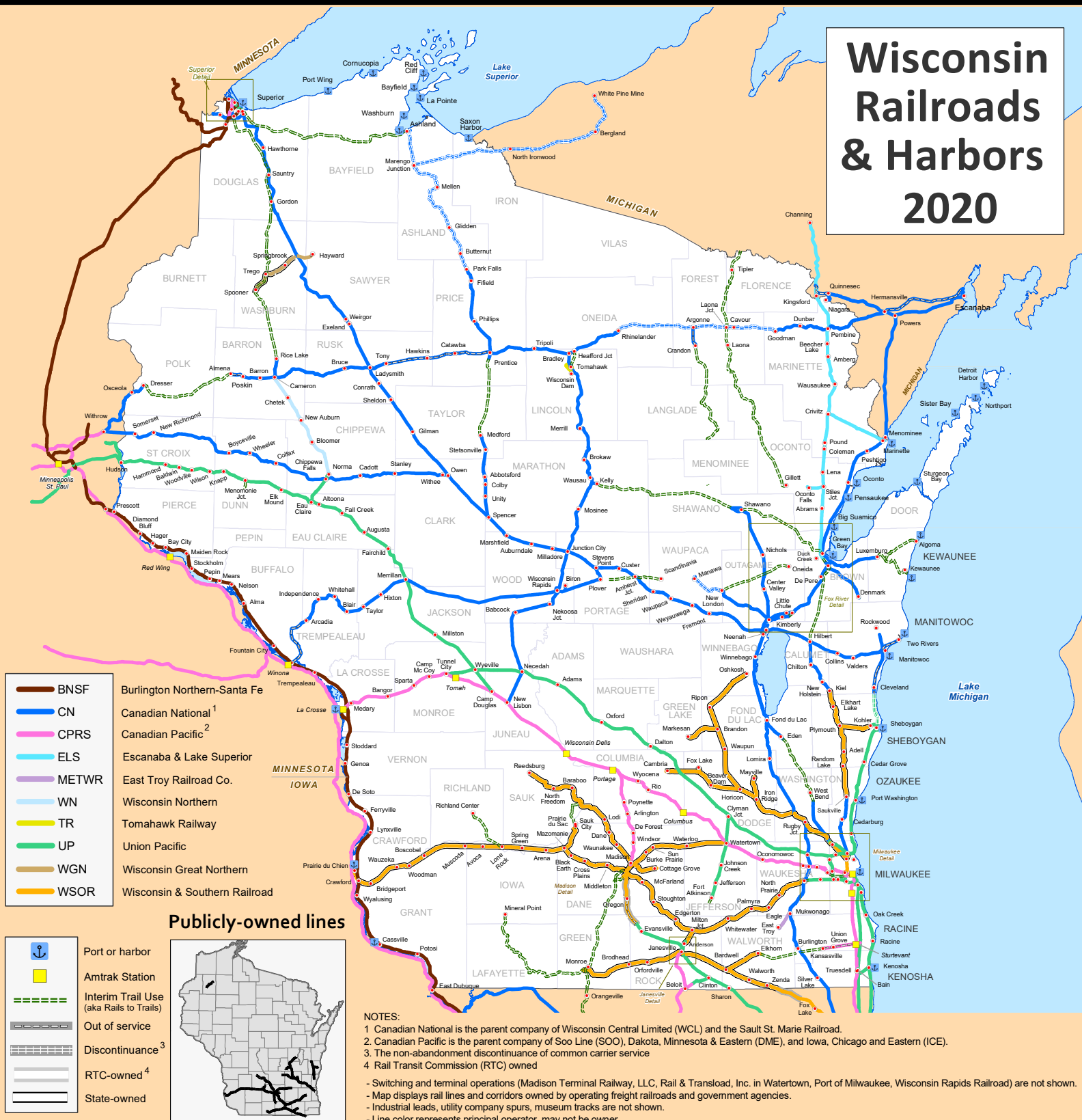
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 4.3, 2017.



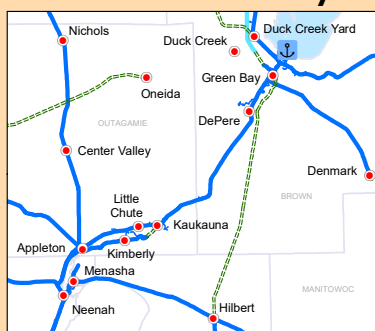
APPENDIX I

WISCONSIN RAILROADS & HARBORS: 2020

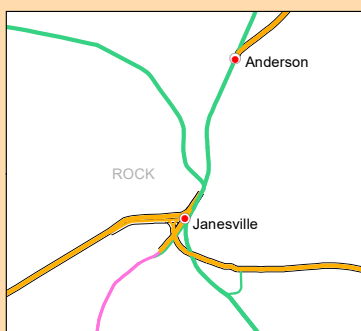
Wisconsin Railroads & Harbors 2020



Fox River Valley



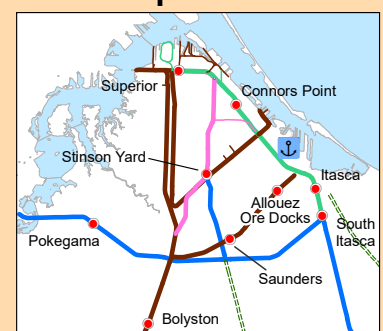
Janesville



Milwaukee



Superior



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Martin Farrell, Chair
Jeff Nooyen, Vice-Chair
Melissa Kraemer Badtke, Secretary-Treasurer

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Dick Koeppen
VACANT
Brian Smith
DuWayne Federwitz

WAUSHARA COUNTY

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Neal Strehlow
(Robert Sivick, Alt.)

WINNEBAGO COUNTY

Mark Harris
Shiloh Ramos
(David Albrecht, Alt.)
Ernie Bellin
Lori Palmeri
Robert Keller
Robert Schmeichel



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Ronald McDonald

