

# APPENDIX C-7: TRANSPORTATION INVENTORY

## TRANSPORTATION INVENTORY & ANALYSIS

The inventory and analysis section provides North Fond du Lac with a baseline assessment of their existing transportation facilities. By determining what is currently lacking, over capacity, underutilized, or meeting the current and future needs, North Fond du Lac is better prepared to develop meaningful goals, framing concepts, policies strategies and action items which address current problems and builds upon existing strengths (see Chapter 2, Framework Plan).

### Streets and Highways

The hierarchy of the road network calls for each roadway to be classified according to its primary function, ranging from its ability to move vehicles (i.e. a freeway) to its ability to provide direct access to individual properties (i.e. a local street). The three general categories of urban functional classification used by transportation officials include arterials, collectors, and local roads. Map 7-1 illustrates the locally defined functionally classified roadways in North Fond du Lac. ***A total of 30 miles of functionally classified roads exist within North Fond du Lac and can be summarized as follows:***

- Urban Local: 23 miles
- Urban Collector: 2 miles
- Urban Minor Arterial: 3 miles
- Urban Principal Arterial: 2 miles

The Wisconsin Department of Transportation (WisDOT) conducts traffic counts at key locations throughout the state on a regular rotating basis. Map 7-1 displays the AADT of selected roadways within North Fond du Lac. The traffic counts provide a good indication of a roadway's appropriate functional classification. Displayed as Average Annual Daily Traffic (AADT), these counts are statistically adjusted to reflect daily and seasonal fluctuations which occur on each roadway. The most recent counts in North Fond du Lac date from 2010 and 2016.

#### Urban Principal Arterials<sup>1</sup>

Urban Principal arterials serve major economic activity centers of an urban or urbanized area, the highest average daily traffic (ADT) corridors, and regional and intra-urban trip length desires. ***Interstate 41 is classified as a principal arterial.*** It provides access to the Fox Cities and Green Bay to the north and Milwaukee and Chicago to the south.

#### Urban Minor Arterials

Urban minor arterials serve important economic activity centers, have moderate ADT, and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system.

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<sup>1</sup> Functional Classification Criteria, Planning Section, Bureau of Planning & Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation, April 2013.

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**Minor arterials within the Village include: USH 45, CTH RP/Prospect Avenue, CTH OO/Winnebago Street and CTH VV.**

## Urban Collector

Urban collectors provide direct access to residential neighborhoods, commercial, and industrial areas. They serve moderate to low ADT and inter-neighborhood trips. **Urban collectors within North Fond du Lac include: Minnesota Avenue, McKinley Street and CTH VVV.**

## Urban Local Streets

Local roads include all of the remaining roads and streets in the Village of North Fond du Lac that fall within the Fond du Lac urbanized area, and are designed to provide access to land adjacent to the collector and arterial network. They serve local travel from general residential areas over very short distances. WisDOT does not generally conduct official traffic counts on local function roads.

### Pavement Surface Evaluation and Rating (PASER)

Every two years all jurisdictions in the state of Wisconsin are required to rate the condition of their local roads and submit the information to WisDOT. The surface condition rating of each roadway is updated in the State’s computer database, the Wisconsin Information System for Local Roads (WISLR). The WISLR local road database is available to all jurisdictions via the internet and is often used to develop a capital improvement and road maintenance program. The WISLR analysis is based, in most cases, on the PASER road rating method. PASER Pavement Management System (PMS) has been developed and improved over the years by the Transportation Information Center at UW-Madison in cooperation with WisDOT and others. In general, PASER uses visual assessments to rate paved roadway surfaces on a scale of 1 to 10, with 1 being a road needing to be reconstructed and 10 being a new road. This inventory provides the basis for developing a planned maintenance and reconstruction program and helps North Fond du Lac to track necessary improvements. Prompt maintenance can significantly reduce long term costs for road repair and improvement. Table C7-1 provides a breakdown of the PASER ratings, conditions and maintenance needs standards applied during the condition survey. Map 7-2 provides a visualization of PASER ratings.

**Table C7-1: PASER Ratings and Maintenance Needs Standards**

Rating	Condition	Needs
9 & 10	Excellent	None
8	Very Good	Little maintenance
7	Good	Routine maintenance, crack filling
6	Good	Sealcoat
5	Fair	Sealcoat or nonstructural overlay
4	Fair	Structural improvement - recycling or overlay
3	Poor	Structural improvement - patching & overlay or recycling
2	Very Poor	Reconstruction with extensive base repair
1	Failed	Total reconstruction

Source: Transportation Information Center, UW-Madison

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Table C7-2 provides a summary of the total miles of local roads in North Fond du Lac by PASER rating. **Over 40% (10.3 miles) of the roads are in excellent to very good condition and require little maintenance. About 42% (10.6 miles) are in good to fair condition; while they are in good condition structurally, these roads will need slightly more maintenance work.** The work may involve seal coating, crack filling and possibly a non-structural overlay. The remaining local roads will require substantially more work. **Approximately 1% (0.3 miles) will require structural improvements (rating fail to fair) which could involve pavement recycling, overlay and patching.** Those roads without a rating are county or state owned highways which pass through North Fond du Lac (17% or approximately 4 miles).

**Table C7-2: Total Miles of Local Roads by PASER Rating, 2017**

PASER Rating	Miles	Percent
Excellent	7.1	28.1
Very Good	3.1	12.2
Good	6.3	24.9
Fair	4.3	16.8
Poor	0.3	1.0
Very Poor	0.01	0.1
Not Rated	4.3	16.9
<b>Total</b>	<b>25.4</b>	<b>100.0</b>

Source: WISLR, 2017

### Bridge Sufficiency Rating

Within Wisconsin state and local bridges are inspected every two years or more frequently, if needed. WisDOT inspects state bridges while local municipalities are responsible for inspection on local roads. Bridges are assigned a "sufficiency rating" number between one and 100. WisDOT uses the sufficiency ratings to help prioritize bridge improvements. 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. Within the Village, two bridges are considered sufficient, while two bridges are eligible for rehabilitation funding (Map 7-4).

### Autonomous Vehicles and Ride Sharing

Within the planning period North Fond du Lac 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 Village. 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 Village ensures autonomous vehicles do not reinforce existing disparities

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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 has the potential to impact the Village's Capital Improvement Program, design standards and zoning code.

## Future Highway Plans, Studies, and Projections

***According to the Northeast Region Highway Projects and Studies webpage, there are no design projects (construction) or design projects and studies (no construction schedule) within the Village of North Fond du Lac.***

Transportation Improvement Program, Fond du Lac Urbanized Area, 2020, draft dated September, 2019

As part of the Transportation Improvement Program Plan for the Fond du Lac urbanized area, transportation dollars (state and federal) are leveraged to facilitate road/transit projects for the Fond du Lac Urbanized Area. North Fond du Lac is part of this federally defined planning area and should continue to coordinate with East Central WI Regional Planning Commission to program their planned and future transportation needs. Currently there are no projects within North Fond du Lac listed in the most recent plan.

Fond du Lac County 2020 Five Year Capital Improvement Plan (CIP), proposed 10/15/2019  
Fond du Lac highway projects are included in the five year CIP. There are no projects within North Fond du Lac listed within the most recent proposed CIP.

## Public Transit

**Fond du Lac Area Transit.<sup>2</sup> *Although the Fond du Lac Area Transit offers fixed route service to the City of Fond du La, this service is not offered to the Village of North Fond du Lac.***

**Shared Ride Taxi.<sup>3</sup> *Shared Ride Taxi is a general public shared ride taxi arrangement between Fond du Lac Area Transit and a private city taxi company.*** Persons within the Village of North Fond du Lac or the City of Fond du Lac are eligible for this service, if pickup or drop off points is more than  $\frac{3}{4}$  of a mile from a fixed bus route and within a designated Shared ride taxi service area. Within North Fond du Lac, the hours of service is Monday through Friday from 6 am to 6:30 pm.

<sup>2</sup> <https://www.fdl.wi.gov/transit/riding-the-bus/>. Accessed 11/1/2019

<sup>3</sup> <https://www.fdl.wi.gov/transit/shared-ride-taxi-service/>, Accessed 11/1/2019; City of Fond du Lac Transit Development Plan, 2016.

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**Lamers Connects.**<sup>4</sup> Lamers Bus Lines operates intercity bus routes 365 days a year, including all holidays. Two of these routes stop daily in the Fond du Lac area: Green Bay-Appleton-Madison and the Wausau-Appleton-Milwaukee.

**Amtrak Thruway I-41 Bus Service.**<sup>5</sup> Amtrak Thruway bus service provides two daily round trip buses between Green Bay and Milwaukee, with stops in Appleton, Oshkosh and Fond du Lac. This service is combined with Lamers bus service. Amtrak Thruway provides seamless connections to and from Chicago via the Amtrak Hiawatha trail.

## ADA and Senior Transportation

**Disabled and senior citizens (60 years and older) can utilize services provided by Fond du Lac County's Senior Services Department.**<sup>6</sup> Transportation is provided through two service categories: Handi-van and Medical Appointment Car.<sup>7</sup>

- **Handi-van Service:** Provides curb to curb wheelchair lift-equipped transportation to individuals of any age with mobility challenges. Within the Town of Eldorado, this service is available for medical reasons only and requires a doctor's authorization. Operational hours are limited and reservations must be made ahead of time.
- **Medical Appointment Car:** Provide car transportation to people of any age for medical only. A doctor's authorization is required.

## Non-Motorized Transportation

### Pedestrian & Bicycle Network

Walking and bicycling are emerging as an important means of exercise as well as modes of transportation in a well-rounded transportation system. With the exception of the trailer park in the southwest portion of the Village, residents have access to a system of interconnected traditional sidewalks (Map 7-3).

*Wisconsin Trails Network Plan, 2003*<sup>8</sup> indicates that there is a planned facility from Fond du Lac to Oshkosh along the active rail corridor/abandoned trolley corridor on the east side of the Village (Map 7-3).

<sup>4</sup> <https://www.golamers.com/lamers-connect/>. Accessed 11/1/2019

<sup>5</sup> <https://amtrakhiawatha.com/amtrak/bus-service.php>. Accessed 11/1/2019; *Wisconsin Rail Plan 2030*, adopted 2009.

<sup>6</sup> <http://www.fdlco.wi.gov/departments/departments-n-z/senior-services/senior-services>.

<sup>7</sup> Personal communication, Fond du Lac County Department of Senior Services, 3/4/19.

<sup>8</sup> <https://dnr.wi.gov/files/PDF/pubs/pr/PR0313.pdf>.

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The *Wisconsin State Bicycle Transportation Plan, 2020* does not assess local roads. Where traffic speeds and volumes are low, local streets can serve multiple uses. Utilizing the local street network for walking and bicycling is a viable use of this infrastructure, as long as safety precautions are taken and/or streets are designed to accommodate multiple uses.

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

***North Fond du Lac residents have access to Mascoutin Valley State Trail, located south of the Village.*** The Mascoutin Valley State Trail provides access between the City of Fond du Lac and the Village of Rosendale, and between Berlin and Ripon. The *Outdoor Recreation and Open Space Plan for Fond du Lac County, 2006-2010*, encourages an extension of the trail from Rolling Meadows Drive over I-41 to Peters Avenue. This extension will enter the southern tip of the Village.

## **Safe Routes to Parks**

Safe Routes to Parks is the National Recreation Park Association's (NRPA) campaign to implement environmental, policy, and program strategies that create safe and equitable access to parks for all people. These strategies align with the goals of the 10-Minute Walk campaign and are great tools and resources to increase access and safe walking connections to parks.

## **Safe Routes to School**

Safe Routes to School is a national and international movement to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The goal of the program is to enable and encourage children K-8th grade, including those with disabilities, to walk and bike to school. The East Central Wisconsin Regional SRTS Program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS activities. Currently, the School District of North Fond du Lac does not participate in the East Central Wisconsin Regional SRTS Program.

## **Air Transportation**

Fond du Lac County owns and operates a General Aviation airport located just west of Fond du Lac at N6308 Rolling Meadows Drive. The Fond du Lac Skyport offers aircraft maintenance and repair, flight instruction, charter flights and aircraft rentals. Regionally, air cargo/freight operations and scheduled passenger service are provided by Appleton International Airport and are located about a half hour north of the Village. Besides air freight express and scheduled passenger services, this regional airport offers charter air service. According to the *Wisconsin*

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*State Airport System Plan 2030*, the airport is currently classified as a Commercial Service airport. **Other major airports that have scheduled passenger air service and can be utilized by residents include: Appleton International Airport in Greenville (approximately an hour north), Dane County Regional Airport in Madison (approximately 1-1/4 hours southwest), Austin Straubel International Airport in Green Bay (approximately an hour northeast) and General Mitchell International Airport in Milwaukee (1-1/4 hours). All of these airports are also classified as Commercial Service airports.**

## Railroads

**There are currently two railroad lines running through North Fond du Lac.** The lines connect Fond du Lac to Oshkosh, the Fox Cities and points north and northwest. They also connect the Fond du Lac area to Milwaukee and points south. Generally, a 286,000 pound rail cart limit line runs north-south along the eastern portion of the Village. A second, 263,000 pound rail cart limit line leaves the Canadian National North Fond du Lac yard and runs parallel along STH 45. Both lines are operated and maintained by the Canadian National Railroad (CN).

### Rail Passenger Service

#### Amtrak

Amtrak utilizes Canadian Pacific lines to provide passenger service. Although no direct service is offered to the Fond du Lac area, the State of Wisconsin is served by passenger stations in Milwaukee, Columbus, Portage, Wisconsin Dells, and Tomah. As the route passes through the state, it connects Chicago to the Twin Cities, and heads westward to terminate in Washington State. Amtrak Thruway bus service is currently available to North Fond du Lac residents. For more information on this initiative, please see public transit above.

#### Midwest Regional Rail System

The Midwest Regional Rail System Report, prepared as a cooperative effort between nine Midwestern states, outlines a high speed (up to 110 mph) passenger rails system which utilizes “3,000 miles of existing rail rights-of-way to connect rural, small urban and major metropolitan areas.”<sup>9</sup> The plan calls for a rail corridor connecting Green Bay to Milwaukee and Chicago. This corridor would pass through Fond du Lac and would most likely include a stop in Fond du Lac, though exact stops have not been determined.

*Wisconsin Rail Plan 2030*<sup>10</sup>, adopted in 2009 identifies rail issues that reflect that reflects the views of Wisconsin citizens, businesses and government officials. It includes a statewide vision for freight, intercity passenger and commuter rail and an inventory of Wisconsin’s rail system, rail service an rail facilities.

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<sup>9</sup> Midwest Regional Rail System: Executive Report. 2004. Transportation Economics & Management Systems, Inc. & HNTB.

<sup>10</sup> Wisconsin Rail Plan 2030, adopted 2009.

<https://wisconsin.gov/Pages/projects/multimodal/railplan/chapters.aspx>

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## Rail Freight Service

Freight service is provided on the Canadian National rail line which traverses North Fond du Lac. According to the Wisconsin DOT's State Freight Plan, rail freight is expected to account for approximately 35 percent of tonnage shipped throughout Wisconsin by 2040. The trucking industry will account for about 62 percent.<sup>11</sup>

## Water Transportation

There are no commercial ports in North Fond du Lac. ***The nearest commercial ports are located in Green Bay, approximately 70 miles away and Milwaukee, approximately 75 miles away.*** Passenger ferries are located in Manitowoc and Milwaukee. Both services offer passage across Lake Michigan to Lower Michigan.

## Trucking and Freight

***One designated truck route exists in North Fond du Lac; I-41 is a Designated Long Truck Route.*** I-41 provides access to the Oshkosh, the Fox Cities, Green Bay to the north and Milwaukee and Chicago to the south. In addition, North Fond du Lac's municipal code, chapter 16: Traffic Controls designates heavy truck routes and Class "B" Highways. Heavy traffic<sup>12</sup> routes are exempt from Class "B" weight limitations. Heavy traffic routes are shown on the Village's Official Street Map.

As seen on Map 7-4, trucking freight terminals are mainly located near the I-41 and CTH OO intersection.

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<sup>11</sup> <https://wisconsindot.gov/Documents/projects/sfp/chap7.pdf>.

<sup>12</sup> Heavy traffic is defined as all vehicles or combination of vehicles, other than motor buses, designed or used for transporting property of any nature and having a gross weight of more than 15,000 pounds.