

CHAPTER 5 – RECOMMENDATIONS

Recommendations are developed based on committee member and public input, Transportation Improvement Program (TIP) transportation project list, Transit Development Plan (TDP) recommendations and local comprehensive planning policies. The TIP transportation project list is selected based on criteria developed by the LRTP goals, objectives and policies. The TDP supports and enhances the LRTP through the complete analysis and recommendations of the transit system.

The following is a summary of recommendations for land use, highway transportation projects, and transit system.

LAND USE

Land use recommendations include the implementation of adopted land use policies.

TRANSPORTATION

The recommendation for the implementation of adopted policies also applies to transportation policies.

-USH 41 is the primary facility serving the Fond du Lac area. Analysis shows that the highway will likely be operating at or over capacity in the future. WisDOT and the MPO should plan to expand the capacity of the facility from 4-lanes to 6-lanes through the Fond du Lac MPO over the long term. The USH 41 corridor is currently being studied and will be upgraded to interstate standards.

-USH 151 has been identified as the second most important facility serving the Fond du Lac area. The bypass, recently constructed, has raised concerns for the MPO. WisDOT and the MPO should plan for grade separations at proposed local road intersections. MPO staff should prepare an arterial development plan to identify future parallel routes and areas needed for the long-term conversion to grade separated interchanges or exchanges to eliminate cross-traffic safety concerns with USH 151. Long term access safety improvements on USH 151 should include a grade separation with STH 175, a Martin Road overpass, interchanges at both CTH V and CTH T, and an overpass at USH 45. A preferred alternative was selected for STH 23 on existing alignment as a freeflow interchange with USH 151.

-STH 23 is ranked as the third most important route serving the Fond du Lac area. STH 23 east to Plymouth is scheduled to be expanded to 4-lanes in 2013. The MPO should continue to work with WisDOT to identify additional safety improvements that can be made as part of the project.

WisDOT and the MPO should plan and program the expansion of STH 23 west, to a 4-lane facility from Rolling Meadows Drive to Townline Road. In addition to creating economic development opportunities, the expansion of STH 23 west will also accommodate projected future traffic on the facility.

List of specific modal recommendations follow:

- 1) Network Facility: **USH 151 BYPASS GRADE SEPARATION**
Facility Segment: USH 151 Bypass
Proposed Project: Officially map all intersections with the USH 151 Bypass to eliminate at-grade cross traffic, similar to USH 45.
Environmental Status: Environmental impacts will be determined through an ongoing bypass corridor study.

- 2) Network Facility: **USH 41**
Facility Segment: Townline Road to Lost Arrow Road
Proposed Project: Reconstruction of USH 41, Widening to 6 lanes.
Environmental Status: Environmental impacts will be determined through further study.

- 3) Network Facility: **STH 23 (WEST JOHNSON STREET)**
Facility Segment: Townline Road to USH 41.
Proposed Project: Reconstruct facility as a 4 lane highway.

- 4) Network Facility: **STH 23 (EAST JOHNSON STREET)**
Facility Segment: From USH 151 to the east out of the MPO area, as part of the 4 lane project between Fond du Lac and Plymouth.
Proposed Project: Reconstruct to a 4-lane expressway with bike and pedestrian facilities.
*** ROW – 2010, Construction Scheduled for 2011-2014**

- 5) Network Facility: **CTH K**
Facility Segment: USH 151 to CTH V.
Proposed Project: Reconstruct CTH K as a 4 lane facility from USH 151 to CTH V.

- 6) Network Facility: **CTH T (ESTERBROOK ROAD)**
Facility Segment: STH 23 to CTH OO.
Proposed Project: Reconstruct the stretch from STH 23 to CTH OOO to a four lane facility and construct a new 4 lane facility from CTH OOO to CTH OO.

- 7) Network Facility: **CTH T**
Facility Segment: STH 23 to Esterbrook Rd.
Proposed Project: Reconstruct CTH T from STH 23 to Esterbrook Rd.

- 8) Network Facility: **CTH T**
Facility Segment: National Ave to CTH K.
Proposed Project: Reconstruct CTH T from National Ave to CTH K.

- 9) Network Facility: **CTH V**
Facility Segment: CTH VV to USH 45.
Proposed Project: Reconstruct CTH V from CTH VV to USH 45.

- 10) Network Facility: **CTH V**
Facility Segment: CTH K to National Ave.
Proposed Project: Reconstruct to CTH V from CTH K to National Avenue.
- 11) Network Facility: **CTH VV (PIONEER ROAD)**
Facility Segment: Military Road to USH 45
Proposed Project: Reconstruct Pioneer Road as a 4 lane facility.
- 12) Network Facility: **CTH VV**
Facility Segment: Military Rd. to CTH 000.
Proposed Project: Reconstruct CTH VV as a 4 lane facility from Military Rd. to CTH 000.
- 13) Network Facility: **CTH VV (Pioneer Road Rail Separation)**
Facility Segment: Morris St. to Hickory St.
Proposed Project: Construct 4 lane underpass.
***Construction Scheduled for 2011**
- 14) Network Facility: **JOHNSON STREET (STH 23)**
Facility Segment: Pioneer Rd. to Prairie Rd.
Proposed Project: Intersection safety improvements
***Construction Scheduled for 2011**
- 15) Network Facility: **LAKESHORE DRIVE RAILROAD OVERPASS**
Facility Segment: Connection between USH 45 and STH 175 (Winnebago St.)
Proposed Project: Construction of an overpass over the Canadian National rail lines.
***STP-Urban Project, Not yet Programmed, Scheduled for 2014**
- 16) Network Facility: **MASCOUTIN VALLEY TRAIL EXTENSION**
Facility Segment: CTH VV TO CTH VVV.
Proposed Project: Extend the Mascoutin Valley Trail from CTH VV to CTH VVV.
- 17) Network Facility: **PLANK TRAIL EXTENSION**
Facility Segment: USH 151 to MPAB.
Proposed Project: Extend the Plank Trail from USH 151 to the Metropolitan Planning Area Boundary.
- 18) Network Facility: **PRAIRIE ROAD**
Facility Segment: Morningside Drive to CTH T.
Proposed Project: Construct with attainment of right of way.
- 19) Network Facility: **WILD GOOSE/PRAIRIE TRAIL CONNECTOR**
Proposed Project: Project selected for STP-Urban funding to construct a 1.6 mile connector trail to link the Wild Goose and Prairie Trails.
***ROW – 2010, Construction Scheduled for 2011**

- 20) Network Facility: **WILD GOOSE TRAIL EXTENSION**
Facility Segment: CTH VV to CTH VVV
Proposed Project: Construct a 0.75 mile extension to the Wild Goose Trail from CTH VV to CTH VVV.
***Approaches Construction Scheduled for 2010**
- 21) Network Facility: **USH 45 (MAIN STREET)**
Facility Segment: Johnson St. to Scott St.
Proposed Project: Reconstruct USH 45 from Johnson St. to Scott St.
***Project Scheduled for Construction in 2011**
- 22) Network Facility: **USH 45**
Facility Segment: Scott St. to North FDL County Line
Proposed Project: Roadway Maintenance from Scott St. to North FDL County Line.
- 23) Network Facility: **STH 175**
Facility Segment: FDL South Corporate Limits to USH 151
Proposed Project: Resurface STH 175 from Fond du Lac to USH 151.
***Design for 2011**
- 24) Network Facility: **STH 23 CORRIDOR STUDY**
Facility Segment: Fond du Lac to Ripon
Proposed Project: Corridor study to determine access and long-term needs.
***Design for 2012**
- 25) Network Facility: **GROVE STREET BRIDGE**
Proposed Project: Reconstruct Bridge
***Project Scheduled for Construction in 2010**
- 26) Network Facility: **DOTY STREET BRIDGE**
Proposed Project: Reconstruct Bridge P-20-0713
***Project Scheduled for Construction in 2010**
- 27) Network Facility: **CTH T BRIDGE**
Proposed Project: Reconstruct Bridge P-20-0917
- 28) Network Facility: **WINNEBAGO DRIVE**
Proposed Project: Reconstruct Bridge B-20-0018
***Project Scheduled for Construction in 2010**
- 29) Network Facility: **USH 45/Eden – Fond du Lac**
Proposed Project: Resurface 5.52 miles
***Design for 2012**
- 30) Network Facility: **CTH VV, Fond du Lac County**
Proposed Project: Reconstruct Bridge P-0090
***Project Scheduled for Construction in 2012**

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| 31) | <u>Network Facility:</u>
<u>Proposed Project:</u> | Arndt Street Bridge, City of Fond du Lac
Bridge Rehab
*Design for 2012, Construction Scheduled for 2013 |
| 32) | <u>Network Facility:</u>
<u>Proposed Project:</u> | Subway Road, Town of Friendship
CN RR Crossing Gates Construction
*Project Scheduled for Construction in 2012 |

TRANSIT

The Fond du Lac Transit Development Plan was developed in 2008 with the following recommendations.

Transit Model

In coordination between the Wisconsin Department of Transportation, HNTB Corporation, the East Central Wisconsin Regional Planning Commission, and other northeastern Wisconsin entities, the North East (NE) Regional Travel Demand Model was developed to forecast travel volumes and movements for autos, trucks, and transit. HNTB Corporation provided assistance by utilizing the transit model component of the North East (NE) Region Demand model to develop and evaluate routes and corresponding ridership for various transit alternatives in the Fond du Lac Area Transit System service area.

Model Assumptions

The analyses in this section, shows the expected ridership trends for various route alternatives, as indicated by the North East Region (NE) Travel Demand Model. The model is based on socioeconomic data as well as utility equations based on user surveys. The transit model is therefore expected to broadly reflect the overall trend. However it is possible that for some specific individual routes there may be other factors guiding the total ridership that the model may not necessarily have fully accounted for. The results obtained from the model should therefore be tempered with any other available data as well as the judgment of professional staff.

New Routes and Service

Due to budget constraints and the level of coverage in the existing service area, it is recommended that no new routes be implemented at this time.

Existing Routes and Services

As illustrated in the boarding and alighting analysis, there are numerous segments of existing routes where boardings and alightings are very low to nonexistent. Therefore, it is recommended that route lengths where boarding and alighting counts are very low to nonexistent are reduced so service to destinations with more demand can be implemented. Several alternatives have been analyzed in the transit model and discussed by members of the Transit Steering Committee. Proposed changes to existing routes, as well as a timeline for