

EXISTING CONDITIONS

LAND USE

An inventory of the existing land use was completed in April of 2003. This inventory provided a foundation for both the sewer service area plan and this land use/transportation plan. The results of the inventory are depicted in [Exhibit 3](#) and Exhibit 4. The area used in this analysis is that shown earlier in this report as the study area in [Exhibit 2](#).

Land Use and Development

Historical land use trends and existing land use characteristics are basic to determining future land use/transportation relationships. Throughout the years, the Fond du Lac study area has experienced significant changes in urban land use patterns as shown in [Exhibit 3](#) & Exhibit 4. While the urban core (contiguous urban development) has expanded, the planning area also experienced an increase in urban scattered development. This trend was evident throughout the Towns of Byron, Fond du Lac, Empire, Friendship, and Taycheedah. During the 1970's, various state and local land use trends and environmental regulations were adopted, which impacted these land use trends and provided for more compact and dense development. By the 1990's, significantly less scattered urban development was occurring. This trend continues today. The changing density of development has also had an impact on land consumption.

City of Fond du Lac

The City of Fond du Lac is located primarily within the center of the Metropolitan Planning Area, along the southern shore of Lake Winnebago in east central Wisconsin. In 2003, the City of Fond du Lac covered approximately 11,278 acres. Of this area, residential development accounted for roughly 28 percent, 8 percent for commercial use, 5 percent for industrial use, and 15 percent for roads and other transportation facilities. The remaining acreage is in low intensity uses. In 2003, the estimated population of the City of Fond du Lac was 42,856.

Since 1990, most residential growth has occurred in the southeastern portion of the city. Major commercial areas within the city are located downtown on Main Street and along West Johnson Street (Highway 23). Recent commercial growth has also occurred on East Johnson Street (Highway 23), on both sides of the new Highway 151 overpass. Highway 151 is currently under construction and will bypass the City of Fond du Lac to the south and east. Commercial growth is expected to continue along a variety of main traffic arterials within the city.

The Fond du Lac Southwest Industrial Park is the primary industrial area located in the southwest portion of the city along Pioneer Road, Military Road, and Hickory Street with direct access to the Highway 41 Interchange. Throughout the years, this industrial area has expanded and a 65 acre expansion to this area is currently under development. This expansion is located to the west of Highway 41 and just north of the future Highway 151. Some lots have rail access as well. This development is a tax increment finance (TIF) district.

Another major industrial area within the city limits is the Fond du Lac West Industrial Park which is located in the northwest portion of the city just south of the Village of North Fond du Lac. This 18 acre industrial area which is to the south of West Scott Street and to the west of North Rolling Meadows Drive is within a ½ mile of the Highway 41 Interchange. This industrial area is also a tax increment finance (TIF) district.

A future industrial park is also being planned in the southern portion of the city along Highway 41. This 276 acre area was purchased by the City of Fond du Lac with anticipated industrial development occurring between 2005 and 2010.

Village of North Fond du Lac

In 2003, the Village of North Fond du Lac covered approximately 1,272 acres. Of this area, residential development accounted for roughly 31 percent, 6 percent for commercial use, 2 percent for industrial use, and 29 percent for roads and other transportation facilities. The remaining acreage is in low intensity uses. In 2003, the estimated population for the Village of North Fond du Lac was 4,731.

Since 1990, most residential growth has occurred directly to the west of the village. Major commercial areas within the village are located in the eastern and southwestern portions of the village. A 96 acre development to the north of County Highway OO, between U.S. Highway 41 and State Highway 175, is currently under development for both commercial and industrial use. This area is a tax increment finance (TIF) district.

Town of Byron

In 2003, the part of the Town of Byron within the Metropolitan Planning Area covered approximately 2,506 acres. Of this area, residential development accounted for roughly 3 percent, less than 1 percent for both commercial and industrial uses, and 4 percent for roads and other transportation facilities. The remaining acreage is in low intensity uses. In 2003, the estimated population for this part of the Town of Byron was 1,582.

Town of Empire

In 2003, the part of the Town of Empire within the Metropolitan Planning Area covered approximately 8,094 acres. Of this area, residential development accounted for roughly 11 percent, less than 1 percent for both commercial and industrial uses, and 5 percent for roads and other transportation facilities. The remaining acreage is in low intensity uses. In 2003, the estimated population for this part of the Town of Empire was 2,687.

Town of Fond du Lac

The Town of Fond du Lac is located entirely within the Metropolitan Planning Area. In 2003, the Town of Fond du Lac covered approximately 12,355 acres. Of this area, residential development accounted for roughly 8 percent, roughly 1 percent for both commercial and industrial uses, and 7 percent for roads and other transportation facilities. The remaining acreage is in low intensity uses. In 2003, the estimated population for the Town of Fond du Lac was 2,182. The major commercial area within the Town of Fond du Lac is located along the southwestern border with the City of Fond du Lac. This is also where the majority of the town's industrial development is as well.

EXHIBIT 4
2003 LAND USE CHARACTERISTICS
(Total Acres by Land Use Classification)

Urban Area Municipality	Single Family Residential	Multi-Family Residential	Farmsteads	Mobile Home Parks	Commercial	Industrial	Quarries	Institutional Facilities	Transportation	Utilities and Communications	Non-Irrigated Cropland	Irrigated Cropland	Other Agricultural Land/Pasture	Water Features	Recreational Facilities	Planted Woodlands	General Woodlands	Open Other Land	Total
City of Fond du Lac	2,811	323	1	34	858	592	5	876	1,713	134	970	0	3	252	1,086	38	360	1,222	11,278
Village of North Fond du Lac	291	8	1	93	70	25	0	53	367	13	171	0	2	14	45	0	14	105	1,272
Town of Byron	38	0	27	0	2	2	0	1	90	0	1,698	0	24	16	14	111	162	321	2,506
Town of Empire	846	0	38	0	37	15	0	65	400	4	4,053	0	116	123	8	232	914	1,243	8,094
Town of Fond du Lac	851	0	99	0	124	140	0	35	877	50	7,207	0	163	156	104	26	1,114	1,409	12,355
Town of Friendship	292	1	20	83	52	14	9	3	327	2	3,120	0	55	27	45	15	196	523	4,784
Town of Taycheedah	1,370	4	31	0	39	29	78	18	559	4	6,581	0	182	75	34	55	876	1,422	11,357
Study Area Total	6,499	336	217	210	1,182	817	92	1,051	4,333	207	23,800	0	545	663	1,336	477	3,636	6,245	51,646

Source: ECWRPC, 2004

Town of Friendship

In 2003, the part of the Town of Friendship within the Metropolitan Planning Area covered approximately 4,784 acres. Of this area, residential development accounted for roughly 8 percent, roughly 1 percent for commercial use, less than 1 percent for industrial use, and 7 percent for roads and other transportation facilities. The remaining acreage is in low intensity uses. In 2003, the estimated population for this part of the Town of Friendship was 2,459.

Town of Taycheedah

In 2003, the part of the Town of Taycheedah within the Metropolitan Planning Area covered approximately 11,357 acres. Of this area, residential development accounted for roughly 12 percent, less than 1 percent for both commercial and industrial uses, and 5 percent for roads and other transportation facilities. The remaining acreage is in low intensity uses. In 2003, the estimated population for this part of the Town of Taycheedah was 3,786.

Demographics

Changes in population characteristics are the key factor in determining land use and transportation demands. Population growth or decline, are obvious indicators of change. However, age of population, fertility rates and migration are factors which can have major impacts. Exhibit 5 shows the historic population changes of the governmental units within the Fond du Lac study area. The study area has experienced steady growth between 1950 and 2003.

EXHIBIT 5

POPULATION CHARACTERISTICS (Total Population)

Jurisdiction	1950	1960	1970	1980	1990	2000	2003	% Change 1990-2000
City of Fond du Lac	29,936	32,719	35,515	35,863	37,755	42,203	42,856	11.78%
Village of North Fond du Lac	2,291	2,549	3,286	3,844	4,302	4,557	4,731	5.93%
Town of Byron	1,079	1,102	1,300	1,681	1,634	1,550	1,582	-5.14%
Town of Empire	904	1,180	1,730	2,359	2,485	2,620	2,687	5.43%
Town of Fond du Lac	2,471	3,851	3,896	3,001	2,310	2,027	2,182	-12.25%
Town of Friendship	1,429	1,837	2,350	2,321	2,210	2,406	2,459	8.87%
Town of Taycheedah	1,736	2,147	2,692	3,227	3,383	3,666	3,786	8.37%
Study Area Total	38,767	44,283	49,469	50,615	52,445	57,479	60,283	9.60%

Source: U.S. Census Bureau, 1950-2000: DOA, 2003

Household formation rates provide a demand factor for new housing units. Household size provides a basis for estimating the number of residential units required. Exhibit 6 shows the historic number of households for the jurisdictions in the planning area. Total households have expanded steadily through the 1970 to 2000 period. This steady increase is due to a declining household size (Exhibit 7) coupled with the high household formation rate during the 1970's.

EXHIBIT 6

HOUSEHOLD CHARACTERISTICS (Number of Households)

Jurisdiction	1970	1980	1990	2000
City of Fond du Lac	11,075	13,104	14,637	16,638
Village of North Fond du Lac	965	1,320	1,615	1,789
Town of Byron	325	482	505	538
Town of Empire	399	644	784	910
Town of Fond du Lac	1,035	994	846	789
Town of Friendship	742	819	841	971
Town of Taycheedah	653	915	1,083	1,319
Study Area Total	15,194	18,278	20,311	22,954

Source: U.S. Census Bureau, 1970 - 2000

EXHIBIT 7

HOUSEHOLD CHARACTERISTICS (Persons per Household)

Jurisdiction	1970	1980	1990	2000
City of Fond du Lac	3.13	2.64	2.49	2.38
Village of North Fond du Lac	3.40	2.91	2.66	2.53
Town of Byron	4.00	3.49	3.24	2.88
Town of Empire	4.01	3.44	3.04	2.88
Town of Fond du Lac	3.45	3.02	2.73	2.57
Town of Friendship	3.17	2.83	2.63	2.48
Town of Taycheedah	3.89	3.38	2.94	2.78
Study Area Total	3.58	3.10	2.77	2.64

Source: U.S. Census Bureau, 1970 - 2000

Increased employment has been the primary factor for urban development within the Fond du Lac Urbanized Area. Exhibit 8 shows employment by economic sector for the study area. As indicated in the year 2000, the service sector was nearly double the second largest category, which was manufacturing.

An analysis of the commuting patterns for the Fond du Lac area sheds light onto the demographic characteristics of the region (Exhibit 9). In total, just over 4,500 more people live in Fond du Lac County and commute to other counties than live in other counties and commute to Fond du Lac County. Dodge (4,401), Winnebago (2,721) and Washington (2,057) counties account for the greatest number of outward bound commuters. These counties directly border Fond du Lac County, and in general are places where jobs are just as or slightly more prevalent.

In terms of inward bound commuters, Winnebago (2,544), Dodge (1,852) and Green Lake (1,803) Counties stand out.

EXHIBIT 8

EMPLOYMENT CHARACTERISTICS
(Employees by Sector)

Year	Manufacturing	Trade	Service	Wholesale	Commercial	Other	Total
1980	6,602	1,800	7,953	766	4,431	1,877	23,429
1990	7,226	1,786	9,682	1,095	5,164	1,365	26,318
2000	8,264	1,940	16,160	1,332	6,100	2,581	36,377

Source: U.S. Census Bureau 1980-1990: DOA 2003

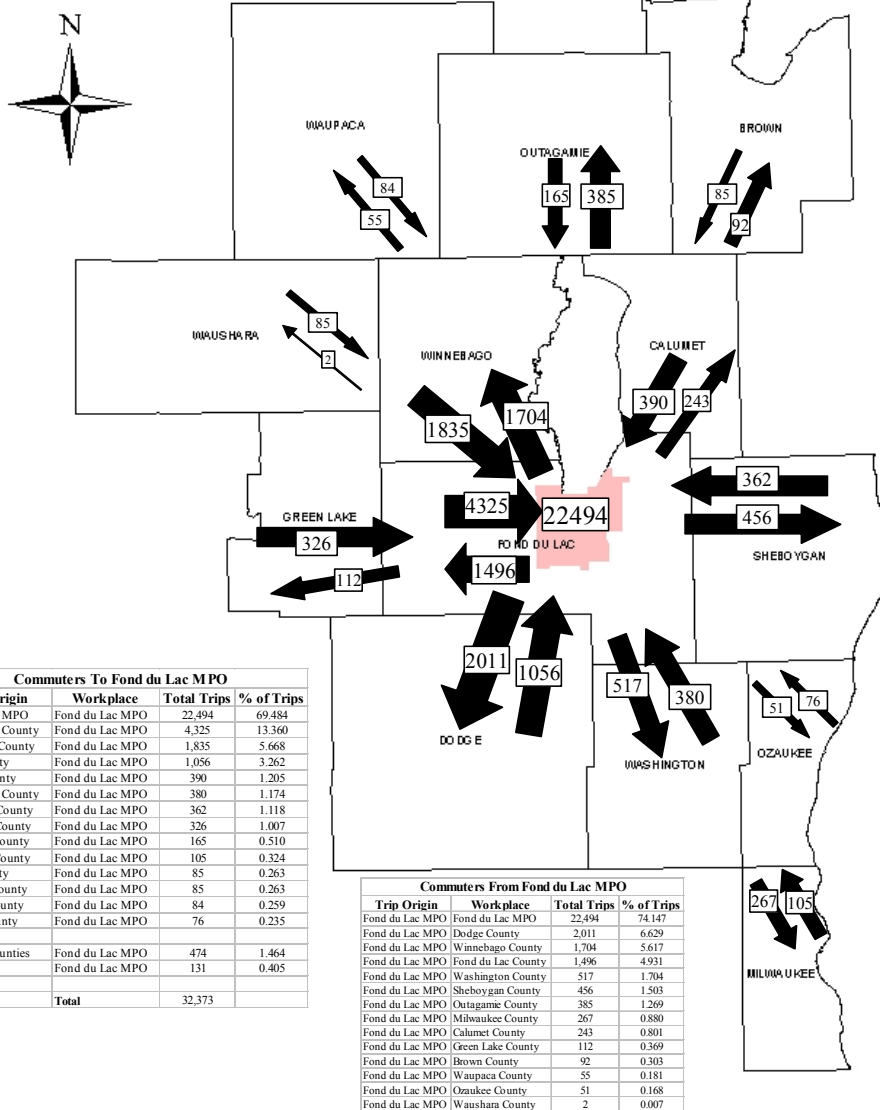
EXHIBIT 9

FOND DU LAC COUNTY
COMMUTING PATTERNS, 2000

County	Commuting from.....	Commuting to.....	Gain or Loss	% Commuting from.....	% commuting to.....
Adams	22	2	20	<1%	<1%
Brown	119	132	-13	<1%	<1%
Calumet	494	614	-120	1.1%	1.2%
Columbia	53	65	-12	<1%	0.1%
Dane	108	121	-13	<1%	<1%
Dodge	1,852	4,401	-2,549	4.0%	8.7%
Fond du Lac	36,585	36,585	0	79.8%	72.6%
Green Lake	1,803	755	1,048	3.9%	1.5%
Langlade	3	0	3	<1%	0.0%
Manitowoc	73	79	-6	<1%	<1%
Marathon	11	5	6	<1%	<1%
Marquette	194	10	184	<1%	<1%
Menominee	0	0	0	0.0%	0.0%
Milwaukee	109	594	-485	<1%	1.2%
Oconto	25	13	12	<1%	<1%
Outagamie	215	568	-353	<1%	1.1%
Ozaukee	90	180	-90	<1%	<1%
Portage	8	15	-7	<1%	<1%
Shawano	21	8	13	<1%	<1%
Sheboygan	530	980	-450	1.2%	1.9%
Washington	541	2,057	-1,516	1.2%	4.1%
Waukesha	63	368	-305	<1%	<1%
Waupaca	114	82	32	<1%	<1%
Waushara	277	24	253	<1%	<1%
Winnebago	2,544	2,721	-177	5.5%	5.4%
Total	45,854	50,379	-4,525	100%	100%

Source: U.S. Census Bureau, 2000

Daily Workplace Commuters Fond du Lac MPO



Commuters To Fond du Lac MPO			
Trip Origin	Workplace	Total Trips	% of Trips
Fond du Lac MPO	Fond du Lac MPO	22,494	69.484
Fond du Lac County	Fond du Lac MPO	4,325	13.360
Winnebago County	Fond du Lac MPO	1,835	5.668
Dodge County	Fond du Lac MPO	1,056	3.262
Calumet County	Fond du Lac MPO	390	1.205
Washington County	Fond du Lac MPO	380	1.174
Sheboygan County	Fond du Lac MPO	362	1.118
Green Lake County	Fond du Lac MPO	326	1.007
Outagamie County	Fond du Lac MPO	165	0.510
Milwaukee County	Fond du Lac MPO	105	0.324
Brown County	Fond du Lac MPO	85	0.263
Waushara County	Fond du Lac MPO	85	0.263
Waupaca County	Fond du Lac MPO	84	0.259
Ozaukee County	Fond du Lac MPO	76	0.235
Other WI Counties	Fond du Lac MPO	474	1.464
Out of State	Fond du Lac MPO	131	0.405
Total		32,373	

Commuters From Fond du Lac MPO			
Trip Origin	Workplace	Total Trips	% of Trips
Fond du Lac MPO	Fond du Lac MPO	22,494	74.147
Fond du Lac MPO	Dodge County	2,011	6.629
Fond du Lac MPO	Winnebago County	1,704	5.617
Fond du Lac MPO	Fond du Lac County	1,496	4.931
Fond du Lac MPO	Washington County	517	1.704
Fond du Lac MPO	Sheboygan County	456	1.503
Fond du Lac MPO	Outagamie County	385	1.269
Fond du Lac MPO	Milwaukee County	267	0.880
Fond du Lac MPO	Calumet County	243	0.801
Fond du Lac MPO	Green Lake County	112	0.369
Fond du Lac MPO	Brown County	92	0.303
Fond du Lac MPO	Waupaca County	55	0.181
Fond du Lac MPO	Ozaukee County	51	0.168
Fond du Lac MPO	Waushara County	2	0.007
Fond du Lac MPO	Other WI Counties	362	1.193
Fond du Lac MPO	Out of State	90	0.297
Total		30,337	

Source: Wisconsin Department of Transportation (WisDOT), 2005

TRANSPORTATION NETWORK

This section assesses the existing conditions of the transportation system in the Fond du Lac Metropolitan Area. Each mode of transportation is inventoried in this section to provide a starting point in the analysis, as well as an assessment of existing deficiencies. Highway movement of passengers and freight, transit, bicycle, and pedestrian modes are addressed.

Highway

The existing highway network in the Fond du Lac Urbanized Area has generally kept pace with growth in population, employment, and the significant increase in auto trips. While the growth in population has been modest, traffic volumes have increased dramatically. In this sense the Fond du Lac Urbanized Area reflects the national trend, which is based on a number of factors. Vehicle ownership has continued to increase. This was largely a result of an increasing incidence of two career families. In addition to these necessitating two vehicles for work trips, it creates a residual need for teens to be responsible for much of their own trip making, frequently resulting in a third, or fourth vehicle in the household.

Another factor which has contributed to the increase in vehicle use is the dispersion of land uses. Unlike the compact, mixed use neighborhood development characteristic of pre-1960 development, residential development is now more commonly on larger lots in subdivisions which are solely residential in nature, and likely miles from employment centers and shopping. The lower density reduces the efficiency and effectiveness of public transit and produces trip lengths which are not conducive to bicycle and pedestrian modes. Many of these areas also do not have facilities to safely serve bicycle or pedestrian travel modes. The end result is more, longer trips, reflected in the increase in the statistic of vehicles miles traveled (VMT).

Travel Model

A transportation model has been developed for the Fond du Lac Urbanized Area. This model functions as a powerful tool in the analysis of future scenarios and can be used to test proposed improvements. Another function of the model is to examine the deficiencies in the existing system. The model uses demographic data, such as population, dwelling units, employment, and number of vehicles; to generate traffic volumes on the urban functionally classified system, all freeways, principal and minor arterials, and collector streets ([Exhibit 10](#)). Because the transportation modeling area extends outside of the urbanized area, rural functional classification is pertinent here as well ([Exhibit 11](#)). A comparison to actual traffic counts validates the model's accuracy. By running the model in this base year, or current condition, several outputs supply a picture of how the system is functioning and where the deficiencies exist.

Deficiencies

The existing deficiency analysis for the Fond du Lac Urbanized Area describes the current road network deficiencies as of 2005. Deficiencies are derived by applying the number of vehicles to the physical capacity of the road. Currently, the Fond du Lac Urbanized Area is experiencing very few network deficiencies, as is evident from [Exhibit 12](#). Deficiencies are occurring primarily on a few key urban corridors, yet are still relatively mild. Few deficiencies occur in the center of the urbanized area. Rather, most are found on the periphery of the City of Fond du

Lac, and in particular at the intersections of major thoroughfares, such as those with USH 41 or USH 151.

Johnson Street/STH 23. As a major thoroughfare which provides access to key commercial and retail centers, Johnson Street has road deficiencies at the present time (2005). These deficiencies seem to be isolated to the western portions of the road, near USH 41. The majority of the thoroughfare, as it runs through the City of Fond du Lac, is currently operating without any deficiencies, except at a few intersections.

In the Town of Fond du Lac, deficiencies tend to occur on the portion of Johnson Street/STH 23 extending from USH 41 to Townline Road.

The portion of Johnson Street immediately surrounding the USH 41 overpass also experiences deficiencies. Being the junction of two of the biggest thoroughfares within the urbanized area and having close proximity to major shopping centers results in increased traffic, and thus deficiencies.

The portion of Johnson Street from University Avenue to the new USH 151 bypass is potentially deficient by 2035.

USH 151. Like Johnson Street, USH 151, is experiencing deficiencies. In this case, the highway has two deficient areas—one in the south and one in the north. Southern deficiencies generally extend from Townline Road to CTH D. The northern portion, located in the Town of Taycheedah, appears to be potentially deficient from the USH 151 bypass to the intersection with STH 149 by 2035.

Rolling Meadows Drive. Rolling Meadows Drive is experiencing only one potential deficiency. The portion of the road that is of concern exists just south of Industrial Parkway and ends at the intersection with Rickmeyer Drive. This section of the road provides access for large retailers, car dealerships, and several smaller strip malls.

Pioneer Road. Nearly all of Pioneer Road is experiencing deficiencies.

Park Avenue. All deficiencies on Park Avenue, a north-south corridor, occur south of Johnson Street and are classified as potentially deficient. Portions of the road experiencing potential deficiencies are the following: from Johnson Street to Ledgeview Avenue, from Merrill Avenue to Division Street, and from Gillett Street to First Street.

Scott Street. Scott Street is another street in the Fond du Lac Urbanized Area experiencing deficiencies. In this case, all segments of concern are classified as potentially deficient and exist west of Main Street. Specifically, the deficient areas only occur on the stretch of road that runs concurrent with STH 175 and/or USH 45, which empty onto the road from the north. The first two segments occur where Scott Street and STH 175 occur and are both block-long deficiencies. One spans from Van Dyne Road to Seymour Street, while the other spans from Vermont Street to Hickory Street.

When USH 45 merges with Scott Street/STH 175, two more portions of Scott Street appear to be potentially deficient. These occur from USH 45 to Military Road and from Macy Street to Main Street.

Transit

History. Public transportation within the City of Fond du Lac has existed in one form or another since the 1880's. The original forms of transit were mule-drawn carriages and streetcars, and some electric streetcars which operated on steel track systems. By the 1930's, hard-tired buses were the primary mode of transit. During the 1920's, the Neenah-Fond du Lac trolley line also operated between the City of Fond du Lac and the Fox Valley.

Bus service, as it exists today, began in 1944. Between 1944 and 1958, bus service within the City of Fond du Lac was operated by numerous private firms. Then in 1958, the Fond du Lac Bus Company was established, acting as the sole provider of bus service in the Fond du Lac area. Due to escalating costs and steady decreases in ridership, the Fond du Lac Bus Company ceased operations in 1967.

Then in August of 1968, the Fondy Area Bus Cooperative was formed, with the financial assistance of local citizens and businesses, to provide public transit service. By 1970, the City of Fond du Lac assisted with subsidies to cover losses of the bus company and began to discuss the issue of public ownership. On the November 7th, 1972 ballot, a referendum question pertaining to the public ownership of the local bus company was included. After the huge local support of the referendum and recommendations made by consultants, the City of Fond du Lac purchased the Fondy Area Bus Cooperative on December 20th, 1972. Urban bus routes began operation under the Fond du Lac Area Transit System on January 15th, 1973. State operating support was obtained in 1975 and federal operating support was obtained by 1979.

Past Planning Efforts. The Americans with Disabilities Act of 1990 (ADA) requires bus systems to provide complimentary paratransit service for those persons who cannot utilize the fixed route system due to a disability. The Fond du Lac Area Transit System offers specialized door to door transit service to persons with disabilities and the elderly.

Ridership. Since 1973, the Fond du Lac Area Transit System has transported over 10 million passengers, with a peak ridership year of 1981 with over 456,000 passengers. Approximately 191,000 passenger trips occurred in the year 2004.

JOBTRANS. JOBTRANS is a demand responsive, shared ride taxi service available through the Fond du Lac Area Transit System (FDLAT). Eligible trips for this service have an origin or destination within the City of Fond du Lac or Village of North Fond du Lac, but outside of the fixed route service area or more than 1,000 feet from a bus route. Fares for the JOBTRANS service are \$4.00 for adults (\$3.25 with a FDLAT Monthly Pass) and \$2.00 for children (under age 6), the elderly, and the disabled. The service hours for JOBTRANS are the same as the fixed route system. This service is contracted through a local cab company.

Handi-Van. For those unable to use the fixed route transit system, the Fond du Lac Area Transit System offers lift equipped van service. This curb to curb service only serves individuals which are eligible under the Americans with Disabilities Act (ADA) of 1990. This service is contracted by the City of Fond du Lac with a private provider. This service operates anywhere within the Fond du Lac Area Transit System service area and during the same hours, as required by the ADA. Going beyond these requirements, Handi-Van also offers evening service to those that are ADA eligible. Although ADA allows a transit system to charge twice the full cash fare as a fixed route system for paratransit service, Handivan fares are \$1.50 a ride.

School Tripper. The Fond du Lac Area Transit System offers one bus route, contracted through a private provider, to the High School at school start and dismissal times. Other schools, including the junior high schools, are served by fixed route buses ([Exhibit 13](#)).

EXHIBIT 14

RIDESHIP HISTORY
FOR FIXED ROUTE AND PARATRANSIT

Year	Revenue Passengers
1993	332,172
1994	325,832
1995	383,004
1996	385,615
1997	347,672
1998	347,146
1999	327,270
2000	302,868
2001	284,764
2002	254,907
2003	167,764

Source: Fond du Lac Area Transit System, 2004

EXHIBIT 15

2001 RIDERSHIP BY AGE GROUP

Ridership Survey Age of Riders – Fixed Route Only						
Age 10 or Under	11-15	16-18	19-29	30-45	46-64	65-Over
1%	5%	4%	15%	26%	28%	22%

Source: Fond du Lac Area Transit System, 2004

EXHIBIT 16

2002 RIDESHIP BY AGE GROUP

Ridership Survey Age of Riders – Fixed Route Only					
<6	6-11	12-18	19-64	65-Over	Disabled (Any Age)
1%	0%	26%	35%	16%	22%

Source: Fond du Lac Area Transit System, 2004

EXHIBIT 17

1996 TRIP PURPOSE DISTRIBUTION – FIXED ROUTE SYSTEM

Trip Purpose	Percentage
Work	32
School	23
Medical/Dental	6
Social/Recreational	9
Shopping	18
Personal Business	10
Other	2

Source: Fond du Lac Area Transit System, 2004

Costs and Revenues.

EXHIBIT 18

TRANSIT EXPENSES AND REVENUES

Year	Expenses	Operating Revenues
1998	\$1,395,583	\$210,893
1999	\$1,416,605	\$203,807
2000	\$1,493,247	\$205,679
2001	\$1,523,763	\$180,384
2002	\$1,579,059	\$183,253
2003	\$1,404,044	\$204,500
2004 (estimated)	\$1,448,101	\$227,362

Source: Fond du Lac Area Transit System, 2004

EXHIBIT 19
TRANSIT FARES

	2000	2001	2002	2003
Cash				
Adult	\$1.00	\$1.00	\$1.00	\$1.10
Youth	\$0.90	\$0.90	\$0.90	\$1.00
School	\$0.90	\$0.90	\$0.90	\$1.00
Elderly (off peak hours)	\$0.50	\$0.50	\$0.50	\$0.55
Handivan				
Day	\$1.00	\$1.00	\$1.00	\$1.50
Evening	\$3.00	\$3.00	\$3.00	\$4.00
Saturday	\$1.00	\$1.00	\$1.00	\$1.50
JobTrans				
Adult	\$3.00	\$3.00	\$3.00	\$4.00
Child (<6)	\$1.50	\$1.50	\$1.50	\$2.00
Elderly (>=65) and Disabled	\$1.50	\$1.50	\$1.50	\$2.00
Pass				
Adult	\$34.00	\$34.00	\$34.00	\$38.00
Youth	\$32.00	\$32.00	\$32.00	\$32.00
School Tripper	\$26.00	\$26.00	\$26.00	-
Elderly and Disabled	\$22.00	\$22.00	\$22.00	-
Day Pass	\$2.75	\$2.75	\$2.75	\$3.00
Youth Summer Pass (20 rides)	-	\$6.00	\$6.00	-
Tokens				
Adult (19-64)	10 for \$8.00	10 for \$8.00	10 for \$8.00	\$10.00
Youth (6-18)	10 for \$7.50	10 for \$7.50	10 for \$7.50	\$9.00
Elderly and Disabled	10 for \$5.00	10 for \$5.00	10 for \$5.00	-

Source: Fond du Lac Area Transit System, 2004

Bus Fleet. The Fond du Lac Area transit System owns a variety of buses, vans, and other vehicles which provide fixed route service, contracted service, and other support purposes. All of these vehicles have been purchased with WisDOT funding.

EXHIBIT 20
FIXED ROUTE BUS FLEET

Vehicle #	Year	Make	Model	# of Seats	WC Lift	Price New	Date Added
903	1999	BlueBird	CSRE 3204	29	Yes	\$205,386	3/8/1999
904	1999	BlueBird	CSRE 3204	29	Yes	\$205,386	3/8/1999
905	2000	BlueBird	CSRE 3204	29	Yes	\$201,008	2/23/2000
906	2000	BlueBird	CSRE 3204	29	Yes	\$201,008	2/23/2000
907	2001	BlueBird	CSRE 3204	29	Yes	\$209,180	9/1/2000
908	2001	BlueBird	CSRE 3204	29	Yes	\$209,180	9/1/2000
909	2001	BlueBird	CSRE 3204	29	Yes	\$209,180	9/1/2000

Source: Fond du Lac Area Transit System, 2004

EXHIBIT 21
FDLAT OWNED BUT CONTRACTED HANDIVANS

Vehicle #	Year	Make	Model	# of Seats	WC Lift	Price New	Date Added
937	1998	Ford	Aerotech	15	Yes	\$64,750	7/23/1998
938	1998	Ford	Aerotech	15	Yes	\$64,750	7/23/1998
939	2002	Ford	Aerotech	15	Yes	\$77,982	3/12/2002
940	2002	Ford	Aerotech	15	Yes	\$82,846	3/5/2002
941	2003	Ford	Aerotech	15	Yes	\$79,250	11/20/2003

Source: Fond du Lac Area Transit System, 2004

EXHIBIT 22
SUPPORT VEHICLES

Vehicle #	Year	Make	Model	# of Seats	WC Lift	Price New	Date Added
902 (Fixed Route)	1996	Ford	Champion	14	Yes	\$50,578	10/24/1996
932 (Maintenance)	2002	Ford	Goshen	10	Yes	\$57,180	5/23/2002

Source: Fond du Lac Area Transit System, 2004

Intercity Transit

Intercity transit is provided to the Fond du Lac Urbanized Area by both Lamers and Greyhound Bus lines. From Fond du Lac, southbound destinations include Milwaukee and Chicago and northbound destinations include Oshkosh, Appleton, New London, Clintonville, Marion, Tigerton, Wittenberg, Green Bay, Antigo, Rhinelander, Minocqua, and Wausau. The Greyhound terminal is located at CPR Communications. Lamers' ticket sales are located at CPR Communications and the terminal is located at Hardee's.

Bicycle and Pedestrian

Several options are available for bicyclists and pedestrians ([Exhibit 23](#) and [Exhibit 24](#)). Within the City of Fond du Lac, designated bike routes are in place. These bike routes run concurrent with the street network and are not separate facilities, but rather are placed on streets where the width can accommodate both bicycle and automobile traffic. These bike routes extend the length and breadth of the city.

In addition, the Fond du Lac Urbanized Area has several recreational trails that are designated for use primarily by bicyclists and pedestrians. At the southwest corner of Fond du Lac, near Rolling Meadows Drive, the Wild Goose State Trail, situated along the former Chicago and Northwestern railroad corridor, is operated by the DNR and is a multi-use recreation trail. This trail extends south to Juneau, in Dodge County.

The Peebles Recreational Trail begins in the northeastern portions of the urbanized area, beginning at Lakeside Park. This trail consists of crushed limestone and is open for hiking, biking, and cross country skiing. Eventually, this trail will be linked with the Prairie Trail.

The Prairie Trail follows the general path of the new USH 151 bypass, and extends from Martin Road, in the southern reaches of the urbanized area, to CTH QQ, in the Town of Taycheedah.

Freight Movement

Truck. Exhibit 25 depicts the designated truck routes and rail lines, and the existing truck terminals in the Fond du Lac area. Fond du Lac has seen growth in import and export commodity tonnages in relation to the ECWRPC counties and adjacent counties (Exhibits 26 - 29). Import tonnages (21.4 percent growth) have grown slightly faster than export tonnages (17.4 percent growth). Exhibits 30 and 31 show the top ten commodity imports and exports for Fond du Lac County.

EXHIBIT 26

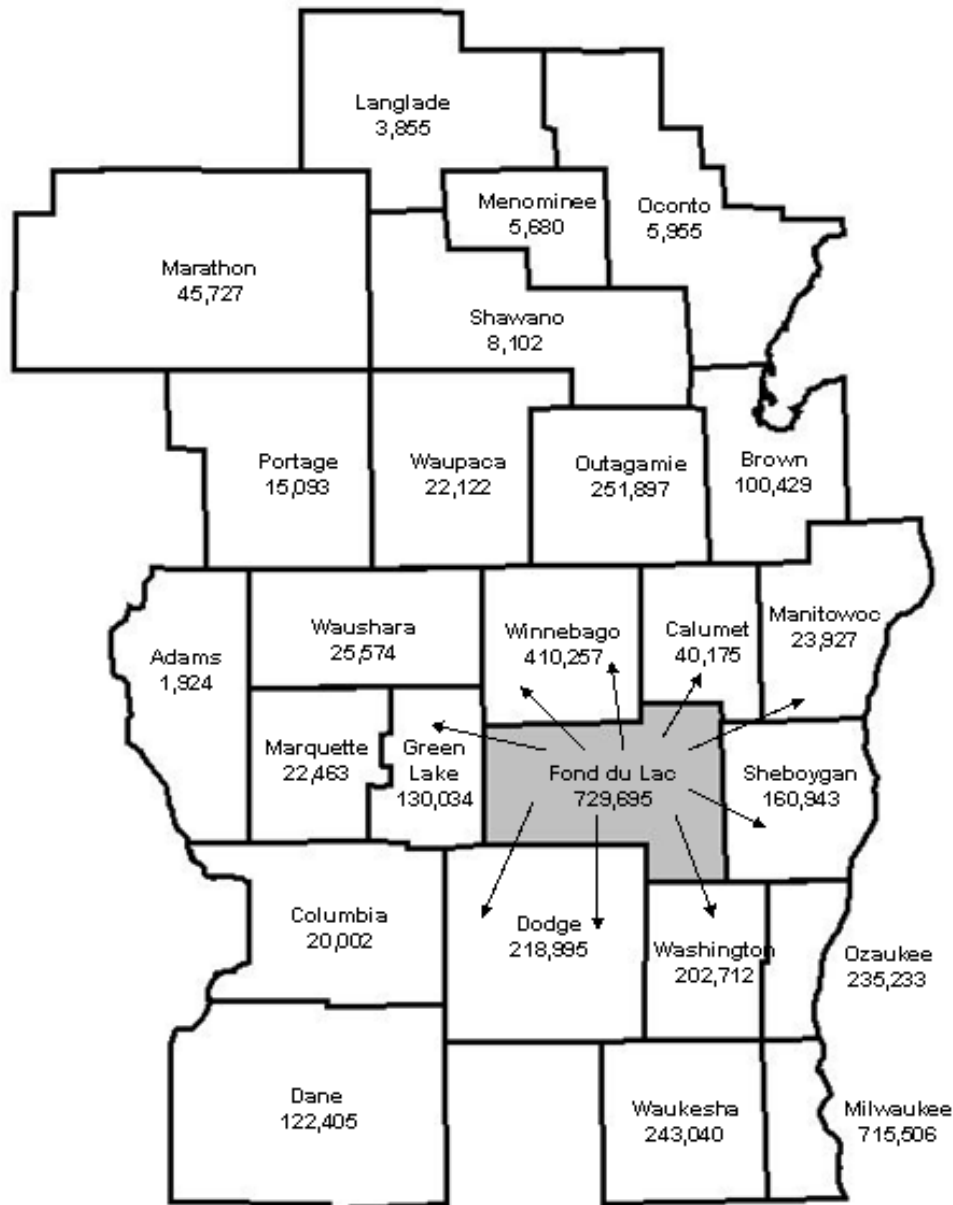
COMMODITY TONNAGES EXPORTED BY FOND DU LAC COUNTY TO ECWRPC COUNTIES AND ADJACENT COUNTIES

County	1996	2003	Change (%)
Adams	1,649	1,924	16.7%
Brown	85,587	100,429	17.3%
Calumet	34,367	40,175	16.9%
Columbia	17,228	20,002	16.1%
Dane	103,276	122,405	18.5%
Dodge	189,583	218,955	15.5%
Fond du Lac	605,022	729,695	20.6%
Green Lake	108,450	130,034	19.9%
Langlade	3,356	3,855	14.9%
Manitowoc	20,137	23,927	18.8%
Marathon	38,381	45,727	19.1%
Marquette	19,672	22,463	14.2%
Menominee	5,060	5,680	12.3%
Milwaukee	589,223	715,506	21.4%
Oconto	5,190	5,955	14.7%
Outagamie	217,085	251,897	16.0%
Ozaukee	202,308	235,233	16.3%
Portage	12,800	15,093	17.9%
Shawano	6,986	8,102	16.0%
Sheboygan	132,357	160,943	21.6%
Washington	176,557	202,712	14.8%
Waukesha	210,281	243,040	15.6%
Waupaca	18,628	22,122	18.8%
Waushara	20,415	25,574	25.3%
Winnebago	355,989	410,257	15.2%
Total/Ave. Change	3,181,583	3,763,707	17.4%

Source: WisDOT 2004, 2005

EXHIBIT 27

2003 TRUCK COMMODITY TONNAGES EXPORTED BY FOND DU LAC COUNTY TO ECWRPC COUNTIES AND ADJACENT COUNTIES



Source: WisDOT 2004, 2005

EXHIBIT 28

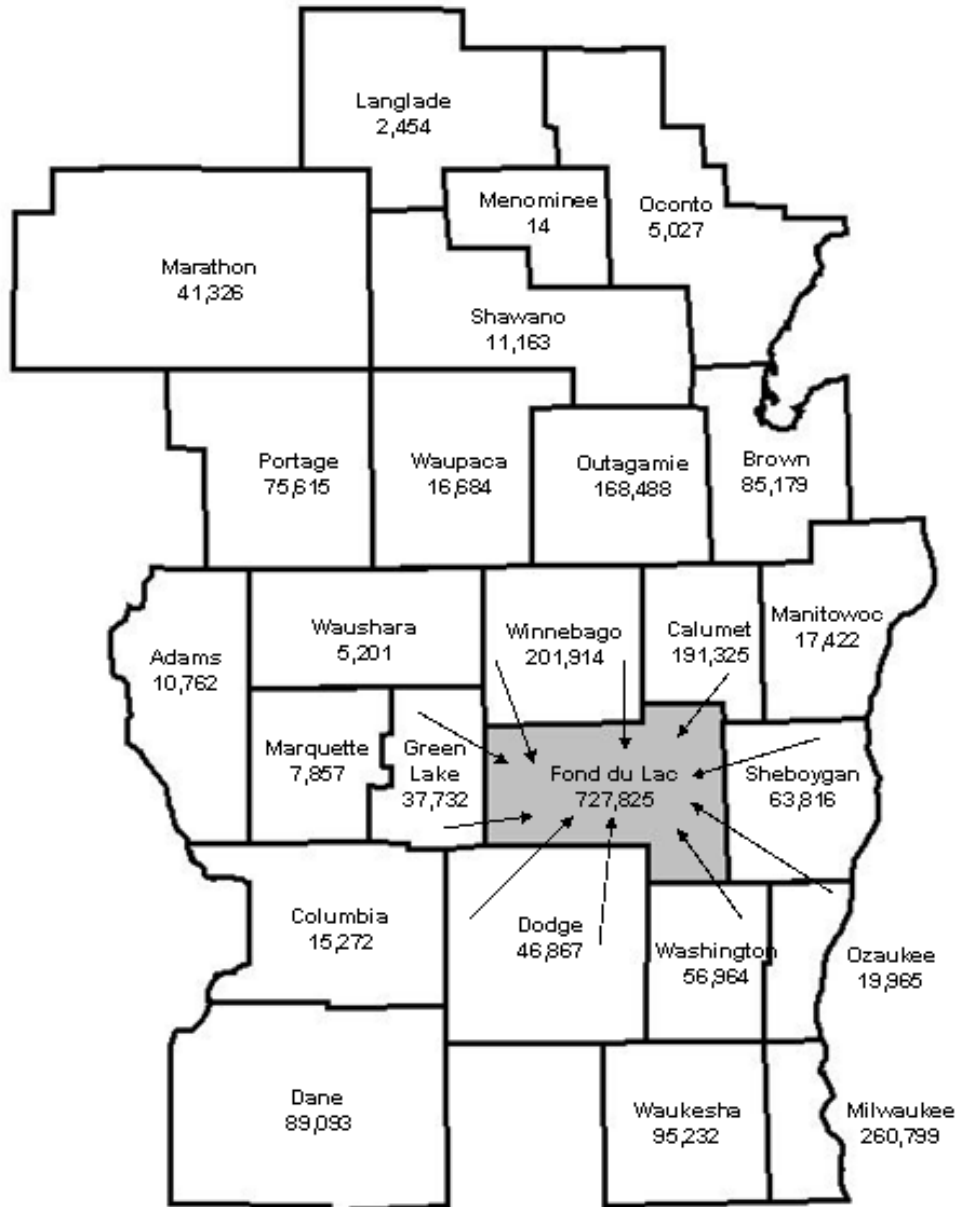
COMMODITY TONNAGES IMPORTED BY FOND DU LAC COUNTY
FROM ECWRPC COUNTIES AND ADJACENT COUNTIES

County	1996	2003	Change (%)
Adams	9,128	10,762	17.9%
Brown	69,489	85,179	22.6%
Calumet	166,667	191,325	14.8%
Columbia	12,579	15,272	21.4%
Dane	74,045	89,093	20.3%
Dodge	38,042	46,867	23.2%
Fond du Lac	605,022	727,825	20.3%
Green Lake	30,105	37,732	25.3%
Langlade	2,010	2,454	22.1%
Manitowoc	14,386	17,422	21.1%
Marathon	32,925	41,326	25.5%
Marquette	6,183	7,857	27.1%
Menominee	11	14	27.3%
Milwaukee	210,107	260,799	24.1%
Oconto	4,029	5,027	24.8%
Outagamie	143,680	168,488	17.3%
Ozaukee	15,785	19,965	26.5%
Portage	67,897	75,615	11.4%
Shawano	9,172	11,163	21.7%
Sheboygan	52,655	63,816	21.2%
Washington	44,613	56,964	27.7%
Waukesha	79,662	95,232	19.5%
Waupaca	13,485	16,684	23.7%
Waushara	4,502	5,201	15.5%
Winnebago	178,361	201,914	13.2%
Total/Ave. Change	1,886,536	2,255,999	21.4%

Source: WisDOT 2004, 2005

EXHIBIT 29

2003 TRUCK COMMODITY TONNAGES IMPORTED BY FOND DU LAC COUNTY
FROM ECWRPC COUNTIES AND ADJACENT COUNTIES



Source: WisDOT 2004, 2004

EXHIBIT 30

2003 TOP TEN COMMODITY EXPORTS BY TONNAGE

Commodity	Tons
LUMBER OR WOOD PRODUCTS	56,511
FABRICATED METAL PRODUCTS	94,379
PETROLEUM OR COAL PRODUCTS	108,356
WASTE OR SCRAP MATERIALS	127,497
MACHINERY - OTHER THAN ELECTRICAL	151,123
CLAY, CONCRETE, GLASS OR STONE PRODUCTS	362,978
FARM PRODUCTS	672,529
FOOD OR KINDRED PRODUCTS	1,097,703
SECONDARY TRAFFIC	1,233,659
NONMETALLIC MINERALS, EXC. FUELS	1,828,663

Source: WisDOT 2004, 2005

EXHIBIT 31

2003 TOP TEN COMMODITY IMPORTS BY TONNAGE

Commodity	Tons
PRIMARY METAL PRODUCTS	86,788
LUMBER OR WOOD PRODUCTS	97,453
FARM PRODUCTS	128,450
PULP, PAPER OR ALLIED PRODUCTS	163,441
CHEMICALS	266,482
PETROLEUM OR COAL PRODUCTS	287,631
SECONDARY TRAFFIC	397,680
CLAY, CONCRETE, GLASS OR STONE PRODUCTS	400,700
FOOD OR KINDRED PRODUCTS	532,213
NONMETALLIC MINERALS, EXC. FUELS	599,370

Source: WisDOT 2004, 2005

Rail. Railroads have undergone significant changes over the last thirty years and are the primary private sector provider of transportation infrastructure. Abandonment of line segments occurred in the Fond du Lac area by the Milwaukee Road and the Chicago North Western (CNW). As part of the Milwaukee Road bankruptcy, lines in the Fox Cities were purchased by the Soo Line. The Soo Line, in turn, sold its holdings north of Milwaukee, and one line into the Chicago market, to a newly formed company, Wisconsin Central Limited (WCL). Shortly thereafter CNW sold its holdings between Green Bay and Milwaukee to a newly formed Fox River Valley (FRV), and ITEL subsidiary, which also held the Green Bay & Western (GB&W) as a subsidiary. Next, the WCL purchased the ITEL holdings in the FRV and GB&W, forming Fox Valley & Western (FV&W) as a subsidiary. This left the Fond du Lac area with one rail carrier.

Early in 2001, Canadian National acquired Wisconsin Central. Canadian National has moved to consolidate trackage where feasible and where not otherwise needed for operations. The impact of the CN investments in rail infrastructure has been a closer working relationship with local governments and the accomplishments of coordinated infrastructure improvements that did not happen earlier.

[Exhibit 25](#) excludes some existing lines which have been abandoned as part of Wisconsin Central Limited's consolidation modifications following the purchase of the Fox River Valley and Green Bay and Western Lines. Major switching yards are evident on the map, while minor yards are not. To date, yard facility improvements have been concentrated in the North Fond du Lac yard.

Airport. The Fond du Lac County Airport is located just west of the City of Fond du Lac in the Town of Fond du Lac. The use of this facility is primarily local private use for general aviation purpose.