

CHAPTER 6: TRANSPORTATION

INTRODUCTION

A safe, effective, and efficient transportation system can provide convenient transportation for residents and act as a catalyst for sustainable growth in the Town of Algoma. Assessing the Town's transportation system requires much more than just looking at road systems - pedestrian, bicyclist, transit, rail, and air transportation systems all play an important part in providing transportation for goods and people.

Wisconsin's Smart Growth Legislation requires that the transportation element consist of objectives, policies, goals, maps and programs that guide the development of various transportation modes. These modes include: highways, transit, transportation for those with disabilities, bicycles, pedestrian, railroads, air transportation, trucking, and water. This element serves to assess the current situation of these transportation modes, determine what the Town wants them to become in the future, and devise ways to get there. This chapter, along with Appendix A-5 (Transportation Inventory) and Chapter 2, "Plan Framework" address these requirements.

SUMMARY OF KEY POINTS AND NARRATIVE

LOCAL ROADS & HIGHWAYS

THE FACTS:

- *Traffic volumes on have generally increased between 2016 and 2019, along STH 21, however; volumes near the WIS 21/I-41 interchange have decreased.*
- *Traffic volumes have generally increased between 2016 and 2019 on many minor arterials including Oakwood Road and 9th Avenue, however; CTH E (Witzel Ave.), and CTH K (20th St.) have decreased.*
- *As of 2019, the WIS 21 Planning Study has concluded and stopped short of officially mapping future highway needs and designating WIS 21 as an expressway.*
- *Plans to develop a "West side arterial", connecting STH 21 to STH 44, have been discussed for years and information can be found on the Winnebago County website.*
- *The Town is also involved with developing plans for the STH 21/Leonard Point Road intersection as well as construction designs for Omro Road and Leonard Point Road improvements.*

WHAT IT MEANS:

Traffic levels are projected to increase on major state highway routes within the Town. As new development occurs during the planning period, it is likely that congestion will increase. Much of that new traffic will be generated by new residents moving to Algoma, however; the Town is located in a place whereby it also serves as a "through route" (STH 21) for commuters coming from Omro, Winneconne and places to the west who go to jobs in various locations throughout

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the Oshkosh and Fox Cities urbanized areas. Future land use may be impacted along the expanded STH 21 corridor due to development pressures which are mounting. Plans for STH 21 include the future conversion to an expressway facility. The finalization of the West Side Arterial plans is also important to the Town's future land use and development patterns as are other local level projects.

PLAN COMMISSION DISCUSSION QUESTIONS:

- *Are additional changes to the land use plan needed to better identify and support desired growth within the Town of Algoma?*
- *Roads and highways provide a valuable connection to residential, commerce and recreational areas. What sort of improvements should the Town support to encourage strong growth?*
- *How can these changes occur while minimizing impacts on the congestion of the corridor?*
- *Are you in favor of utilizing the Clairville Road corridor (extended) to serve as the "West Side Arterial"? If so, what kind of facility should it be?*

ROAD CLASSIFICATIONS & CONDITIONS

THE FACTS:

- ***In total, there are approximately 53.3 miles of urban functionally classified roads in the Town as follows:***
 - ***5 miles of urban principal arterial roads on three separate segments;***
 - ***4.5 miles of urban minor arterials on six segments;***
 - ***7.8 miles of urban collector roads, and;***
 - ***36 miles of urban local roads.***
- ***Of the 36 miles of urban local roads, approximately 9% (4.65 miles) of will require structural improvements (rating fail to fair) that could involve pavement recycling, overlay and patching.***
- ***There are no rustic roads designated in the Town of Algoma.***

WHAT IT MEANS:

Roads support all uses of land and can be expensive to build and maintain. Budgeting issues for road maintenance and construction have plagued Wisconsin communities (and the State) for many years and will likely continue to do so during the planning period. The Town's Capital Improvement Plan 2019-2023 is a short range plan, in this case five years, which identifies capital projects and/or equipment purchases and providing a planning schedule. In the short term the only major projects scheduled are Omro Road and Leonard Point Road at costs of \$4-\$5 million each. It should be noted that over the next four years, transportation related projects (public works) consumes anywhere from 83.7% to 99.8% of the total CIP budget. Revenues are

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limited so the Town should consider land use related strategies that minimize new road construction and maintenance.

PLAN COMMISSION DISCUSSION QUESTIONS:

- *How can the Town raise/shift more revenues to cover necessary future road repairs and how might this be tied to development policies and practices?*
- *How can the Town alter its development patterns and land use policies to reduce the amount of new roads that are constructed?*
- *Can the Town design new roads in manner which reduces future maintenance costs (e.g., narrower pavement widths, drainage, etc.)?*
- *What other “connections” should be made within the community? Are there gaps between subdivisions or other uses which may benefit from additional street or trail connections?*
- *If the Town had to prioritize efforts, where should funds be allocated?*
- *Current future land use recommendation maps outline the need for all transportation options. Given this consideration how does the priority list change?*

PUBLIC TRANSIT

THE FACTS:

- ***Very limited transit service by GO Transit exists within the extreme eastern portion of the Town along its border with the City of Oshkosh.***
- ***GO Transit recently updated its Transit Development Plan which calls for encouraging more Transit Supportive Development.***
- ***Disabled and senior citizens (60 years and older) can utilize services provided by Winnebago County’s ADA and Senior Transportation Programs.***

WHAT IT MEANS:

During the planning period, it is possible that public transit demands could increase. An aging population, mobility preferences of younger generations, as well as changes in the housing market, will drive this demand. As the population of the Town of Algoma ages, their needs will also increase for both urban and rural transit. Existing programs may currently serve the Town’s needs, however; proper funding, support, and coordination will be necessary to continue meeting service needs and perhaps expanding services throughout the planning period. The GO Transit’s TDP - Transit Development Plan - calls for development densities of at least four households per acre or four jobs per acre which is somewhat higher than many of the existing densities found in the Town of Algoma.

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PLAN COMMISSION DISCUSSION QUESTIONS:

- *How do you think transit demands will shift given the trends in the Town's population and housing market?*
- *How can public transit be better leveraged to encourage growth and new development within the community?*
- *IF you were to consider it, what areas of the Town could possibly accommodate new development that is more 'transit supportive'? Think about corridors and/or loops that might be suitable.*

BICYCLE & PEDESTRIAN FACILITIES

THE FACTS:

- ***The Town has limited bicycle accommodations that only include paved shoulders or recreation area trails. Additionally no substantial pedestrian oriented facilities are provided along existing roadways.***
- ***The Community has a strong culture of outdoor living where bicycling and walking/exercising is encouraged.***

WHAT IT MEANS

Over the past 10 or so years, the demands for more and safer bicycle and pedestrian accommodations have increased greatly within the Town of Algoma as well as the Oshkosh area as a whole. Residents are looking at these modes of transportation for recreation and exercise purposes, but also as a primary method of commuting to work. The Town of Algoma has not invested significant local dollars on improving bike/ped infrastructure over this time period and more work needs to be done in order to locate the right facilities in the right places, as well as to improve safety. Planned facilities, at this point, generally reflect regional trail network extensions and no localized trail plans have been developed.

PLAN COMMISSION DISCUSSION:

- *What areas do you feel need to be a priority for having a connected bicycle and pedestrian system? Should a more detailed Bicycle & Pedestrian Plan be completed in the short-term?*
- *Do you think the Town should consider the development and adoption of a Complete Streets Policy?*
- *How can future land use be planned to better accommodate bicycle and pedestrian users?*
- *The community has a strong culture of bicycling and walking. Growing amenities like recreation trails in parks, "Aurora Alley" mountain bike trails and future road improvements help sustain this trend. What additional needs should be supported? If infrastructure, where?*

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FREIGHT TRANSPORTATION

THE FACTS:

- *Appleton International Airport provides regional air transportation. In general, the total passengers served by Appleton International Airport have increased. In 2016-2017, passenger activity increased 7 percent; the largest percent increase of the four largest commercial airports (Milwaukee, Madison and Green Bay).*
- *Wittman Regional Airport in Oshkosh is classified as a Large General Aviation (GA) airport and does not provide commercial air service. It is, however, a vital tourism / economic development entity for Winnebago County.*
- *There is currently one active railroad line running through the Town of Algoma with a 286,000 pound railcar limit. The line is operated and maintained by the state owned Wisconsin and Southern Railroad. No direct passenger rail service is offered near the Town of Algoma.*
- *At the regional level, I-41 and STH 21 are fully functioning truck routes with no limits on semi-trailer lengths. STH 91 is a designated truck route, limiting trailer lengths to 75 feet.*
- *The only designated trucking terminal within the Town of Algoma is at the current Fox Graphics property located on STH 21.*
- *There are no commercial ports in the Town of Algoma.*

WHAT IT MEANS:

Given the location of the Town of Algoma along STH 21, truck freight transportation is a key part of it transportation system, but not necessarily a huge part of the Town's economy. The continued growth of ATW offers increased opportunities for regional growth as it improves services in a competitive manner.

PLAN COMMISSION DISCUSSION:

- *What improvements, if any, should occur to better accommodate truck freight traffic within the Town?*

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POTENTIAL FRAMING CONCEPTS:

Framing Concepts provide more detailed discussion of the big ideas expressed by the Town for inclusion on the plan based on the background information provided. Framing Concepts may include conceptual maps that show where in the community particular goals and policies apply, detailed description of specific policy directions, diagrams, and photo imagery. The Framing Concepts will serve as the base for the development of additional strategies and recommendations for this plan element. Potential Framing Concepts for Transportation include:

1. *Priority Street & Highway Projects*
2. *Complete Streets*
3. *Bicycle & Pedestrian Accommodations*
4. *Realistic Public Transportation Options*
5. *Affordability of Transportation Infrastructure*
6. *Technology & Transportation (connected & autonomous vehicles, etc.)*