## CHAPTER 5, TRANSPORTATION ELEMENT

For the Transportation Element of the Plan, the Wisconsin comprehensive planning legislation requires the following:

- *A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, walking, railroads, air transportation, trucking and water transportation.*

- *The element shall compare the City's objectives, policies, goals and programs to state and regional transportation plans.*

- *The element shall also identify highways within the City by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the City.*

The sections and page numbers for this chapter are shown below:



## Transportation Vision

Oshkosh will maintain and create a safe, efficient, effective and environmentally sensitive, transportation system that is recognized as a future model throughout the State of Wisconsin, one that improves the quality of life, promotes efficient and effective commerce, and creates new economic growth and development opportunities for all the city's residents.

## Inventory of Existing Transportation Network

This section provides an inventory of all transportation modes in the City of Oshkosh.

### *Highways and Streets*

The Wisconsin Department of Transportation (WisDOT) classifies the streets within urban and rural areas of the state based on certain criteria. The Functional Classification System map (on page 72) is generated from a list of streets updated on an annual basis. Streets identified on the map and below are effective as of January 1, 2003. The city will be a participant in future updates of this map. Up to 35 percent of the city's street system can be included in the Classification System. Future streets are shown on the map.

Streets not included in the Classification System are considered to be local streets. Each type of street in the classification system is described below. Annual Average Daily Traffic in 2000 for these streets are shown on pages 76-78 of this section.

The design and mapping of future highway and street corridors is recognized by the city as a critical element to good planning due to the design and location of road corridors playing a large role in other elements of comprehensive planning including land use, economic development, and housing. Right-of-way widths for arterials and collectors as listed below may vary depending on the objective and function for the road corridor. The right-of-way corridor may include width for utilities, such as water, power, and fiber optics. Additional green space might also be added to the corridor to provide environmentally attractive buffers against highway noise, space for new parks, or even pedestrian bike and walking trails. Consideration is also given for future traffic needs, when planning the right-of-way widths.

Well-designed road corridors, especially for arterial streets, also provide planned economic growth opportunities for new jobs in our community. The attraction of new retail businesses is based upon establishing new commercial districts adjacent to arterial streets, due to the need for high traffic volumes and customers. Arterial streets are also critical to the development and expansion of industrial parks and the ability for these businesses to have materials delivered and shipped on the interstate highway system.

As new arterial and collector streets are identified, the new corridors must be officially entered into the Comprehensive Plan in order to meet the "Requirements of Consistency" per the comprehensive plan legislation. These officially mapped lands must land can be reserved through the official land mapping process so funds can be budgeted for anticipated future land purchases. Official map recommendations are made later in this chapter.

*Principal Arterials*

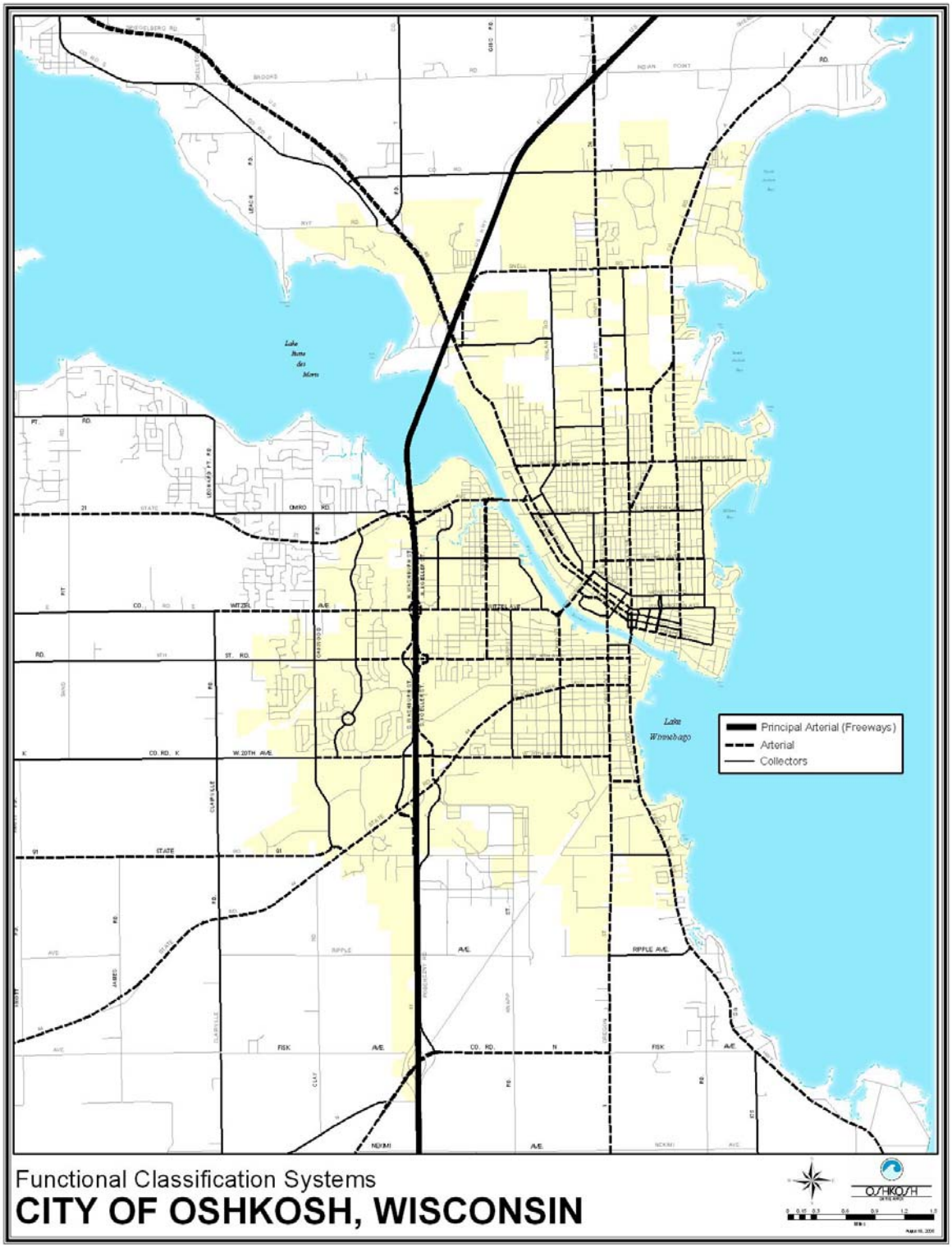
Principal Arterials are subdivided into three categories – Interstate highways, Other Freeways, and Other Principal Arterials. "Principal Arterials" serve traffic traveling through urban areas and facilitate long trips within the urban area. They carry high volumes of traffic, provide links to major activity centers, and have very limited access. The city does not have any "Interstate Highways" or "Other Freeways" within its jurisdiction. No future designations for interstate highways are planned. The relocated U.S. Highway 45 will be constructed as a freeway from US Highway 41 to the new US Highway 10 freeway in the Town of Winchester, in northwestern Winnebago County. U.S. Highway 41 may be upgraded to "Other Freeways", once a future expansion of this highway system is completed.

Characteristics of Principal Arterials include the following:

| | |
|---|---|
| Spacing: | One mile in urban areas; three to five miles elsewhere |
| Traffic Volumes: | More than 10,000 Average Daily Traffic |
| Right-of-Way: | Per the Zoning Ordinance, Section 30-78 Design Standards, minimum right-of-way width is 80 feet. |
| Pavement Width: | Per the Zoning Ordinance, Section 30-73 Design Standards, minimum pavement width is 48 feet. |
| Number of Lanes: | Four or more, with turn lanes, as needed |
| Parking: | Remove on-street parking as needed to provide additional lanes for moving traffic. |
| Access Guidelines: | Minimum 300 feet between public street intersections.<br>Minimum 150 feet between driveways and public street intersections.<br>Minimum 100 feet between driveways.<br>No new single family or two-family residential driveways.<br>Other requirements per the Municipal Code Chapter 25, Article XI-Access Control. |
| Sidewalks: | Per the Zoning Ordinance, Section 30-74 Required Improvements for Subdivisions. |

Principal Arterials within the Oshkosh Urbanized Area include:

| | | |
|---|---|---|
| Algoma Boulevard | State Highway 21<br>(Congress Ave./Omro Rd.) | U.S. Highway 41 |
| High Avenue | State Highway 44<br>(South Park Ave./Ohio St./ Wisconsin St./Irving Ave.) | U.S. Highway 45 |
| Murdock Avenue<br>(Algoma Blvd. to Jackson St.) | State Highway 76<br>(Jackson Street, north of Murdock Ave) | |


Principal Arterial (Freeways)
Arterial
Collectors
Lake Winnebago
Functional Classification Systems
CITY OF OSHKOSH, WISCONSIN

*Minor Arterials*

Minor Arterials provide service to trips of moderate length, with more access than Principal Arterials. The minor arterial system connects the urban arterial system to the collector streets.

Characteristics of Minor Arterials include the following:

| | |
|---|---|
| Spacing: | One mile in urban areas; two miles elsewhere |
| Traffic Volumes: | 6,000 Average Daily Traffic |
| Right-of-Way: | Per the Zoning Ordinance, Section 30-78 Design Standards, minimum right-of-way width is 80 feet. |
| Pavement Width: | Per the Zoning Ordinance, Section 30-73 Design Standards, minimum pavement width is 48 feet. |
| Number of Lanes: | Four lanes of moving traffic. |
| Parking: | Remove on-street parking as needed to provide additional lanes for moving traffic. |
| Access Guidelines: | Minimum 300 feet between public street intersections.<br>Minimum 150 feet between driveways and public street intersections.<br>Minimum 100 feet between driveways.<br>No new single family or two-family residential driveways.<br>Other requirements per the Municipal Code Chapter 25, Article XI-Access Control. |
| Sidewalks: | Per the Zoning Ordinance, Section 30-74 Required Improvements for Subdivisions. |

Minor Arterials within the Oshkosh Urbanized Area include:

<u>North-South Minor Arterials</u>

Bowen Street
(North of Ceape Ave.)
CTH A
Harrison Street
Koeller Street
North Main Street
(North of Algoma Blvd. to Murdock Ave.)
Oregon Street/CTH I
Sawyer Street
Washburn Street

<u>East-West Minor Arterials</u>

9th Avenue
(East from Westhaven Drive)
20th Avenue
24th Avenue
Ceape Avenue
(North Main Street to Bowen Street)
Irving Avenue
(Jackson Street to Bowen Street)
Murdock Avenue
(Jackson Street to Bowen Street)
Oshkosh Avenue
Packer Avenue
(Jackson Street to Harrison Street)
Pearl Avenue
Snell Road
South Park Avenue
(Ohio Street to South Main Street)
State Highway 91
Witzel Road
CTH N (US Hwy 41 to CTH I)

*Collectors*

Collector streets provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. Collector streets channel traffic into the arterial street system from the local street system.

Characteristics of Collectors include the following:

| | |
|---|---|
| Spacing: | One-half mile in urban areas; one mile elsewhere. |
| Traffic Volumes: | More than 1,500 Average Daily Traffic |
| Right-of-Way: | Per the Zoning Ordinance, Section 30-73 Design Standards, minimum right-of-way width is 66 feet. |
| Pavement Width: | Per the Zoning Ordinance, Section 30-73 Design Standards, minimum pavement width is 36 feet. |
| Number of Lanes: | Two lanes of moving traffic and two lanes of parking. |
| Parking: | Remove on-street parking as needed to provide additional lanes for moving traffic. |
| Access Guidelines: | Minimum 300 feet between public street intersections.<br>Minimum 100 feet between driveways and public street intersections.<br>Minimum 50 feet between driveways.<br>Other requirements per the Municipal Code Chapter 25, Article XI-Access Control. |
| Sidewalks: | Per the Zoning Ordinance, Section 30-74 Required Improvements for Subdivisions. |

Collector Streets within the Oshkosh Urbanized Area include:

<u>North-South Collectors</u>

Broad Street
(Between Ceape Ave. and Merritt Ave.)
Commerce Street
Court Street
Division Street
(Between Jackson St. and Church Ave.)
Elmwood Avenue
Green Valley Road
Hazel Street
(Between Washington Ave. and Murdock Ave.)
Knapp Street
Main Street
(Between Murdock Ave. and Snell Rd.)
Market Street
(Between High Ave. and Algoma Blvd.)
CTH S
CTH T
Oakwood Road
Ohio Street
(Between South Park Ave. and 20th Ave.)
Poberezny Road
Rosalia Street
State Street
(Between Ceape Ave. and Washington Ave.)
Vinland Road
Washburn Street
(Between State Road 44 and 9th Ave.)
Westfield Drive
Westhaven Drive (South)
Westhaven Circle
Wisconsin Street
(Between New York Ave. and Irving Ave.)
Highway 175

East-West Collectors

CTH N
(West of US Hwy 41)
CTH Y
6th Avenue
(Between Oregon St. and S. Main St.)
9th Avenue (West of Westhaven Dr.)
Campbell Road
Ceape Avenue
(Between Bowen St. and Rosalia St.)
Church Avenue
Congress Avenue
Fernau Avenue (West)
Marion Road
Merritt Avenue
(Between N. Main St. and Hazel St.)
Murdock Avenue
(Between Bowen St. and Hickory Lane)
New York Avenue
Omro Road
Otter Avenue
(Between North Main St. and Bowen St.)
Smith Avenue
(Between Vinland Rd. and Jackson St.)
Taft Avenue
Washington Avenue
(Between N. Main St. and Rosalia St.)
Waugoo Avenue
(Between N. Main St. and Bowen St.)
Waukau Avenue
(Between Oregon St. and US Hwy 45)

### *Local Streets*

The local street system includes all of the non-classified streets as described above. The local street network serves as the connection between individual properties and the classified streets. Per Section 30-73 of the Oshkosh Zoning Ordinance, the standard right-of-way width for this street type is 60 feet, with a standard roadway width of 32 feet.

### *Access Control*

In the city, regulations and requirements for access onto streets and for driveway approaches and curb cuts are presented in the Municipal Code, Chapter 25 "Streets and Sidewalks". The Plan Commission is authorized to grant variances from the applications of driveway conditions and criteria for curb cuts.

The Wisconsin Department of Transportation (WisDOT) must review all proposed land divisions abutting a state highway. *Trans 233* establishes requirements for land divisions occurring along a state highway and defines restrictions that must be followed when developing lands. This rule applies when combining two or more lots or when dividing the lands.

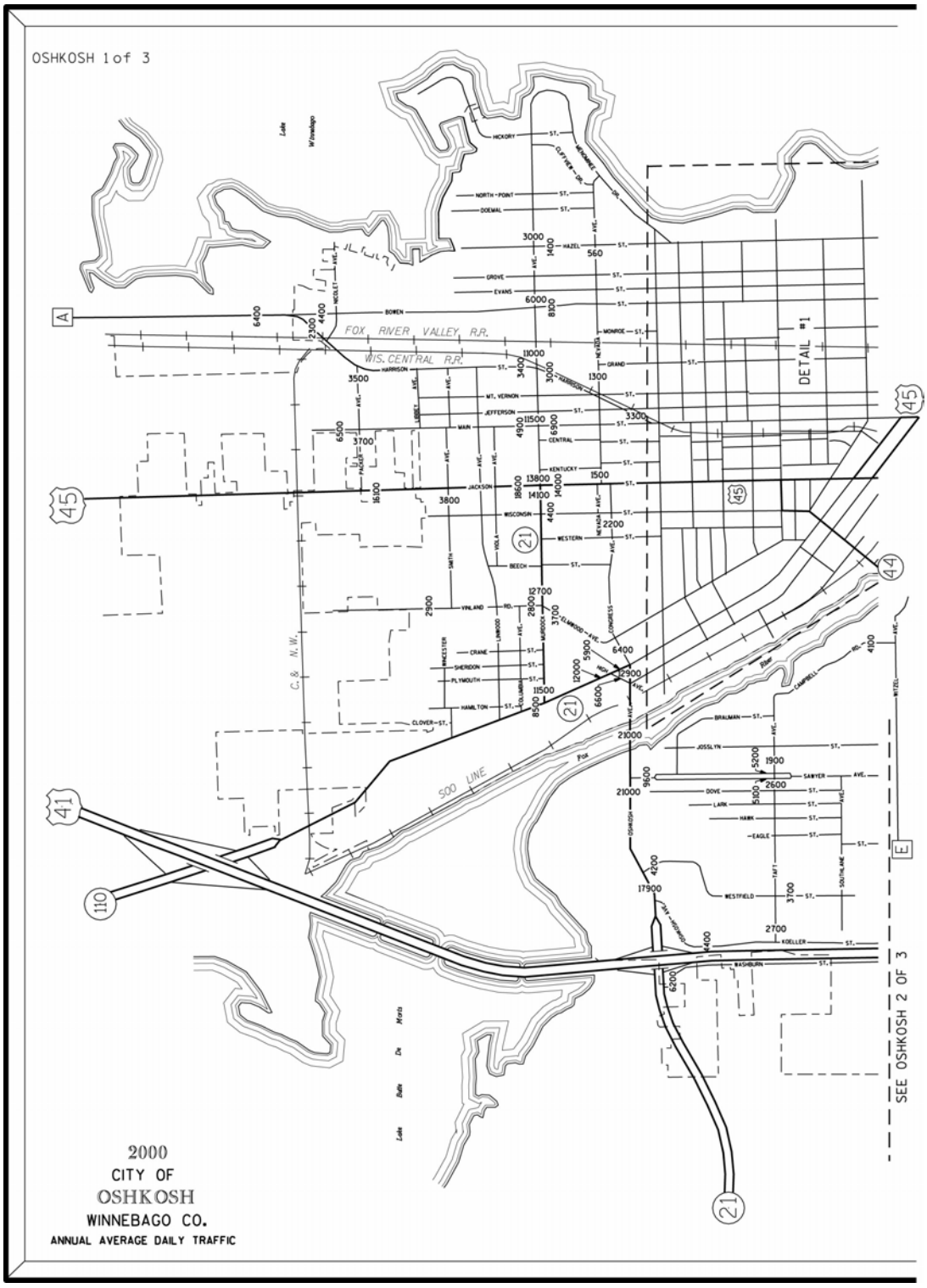
### *Vehicular Parking*

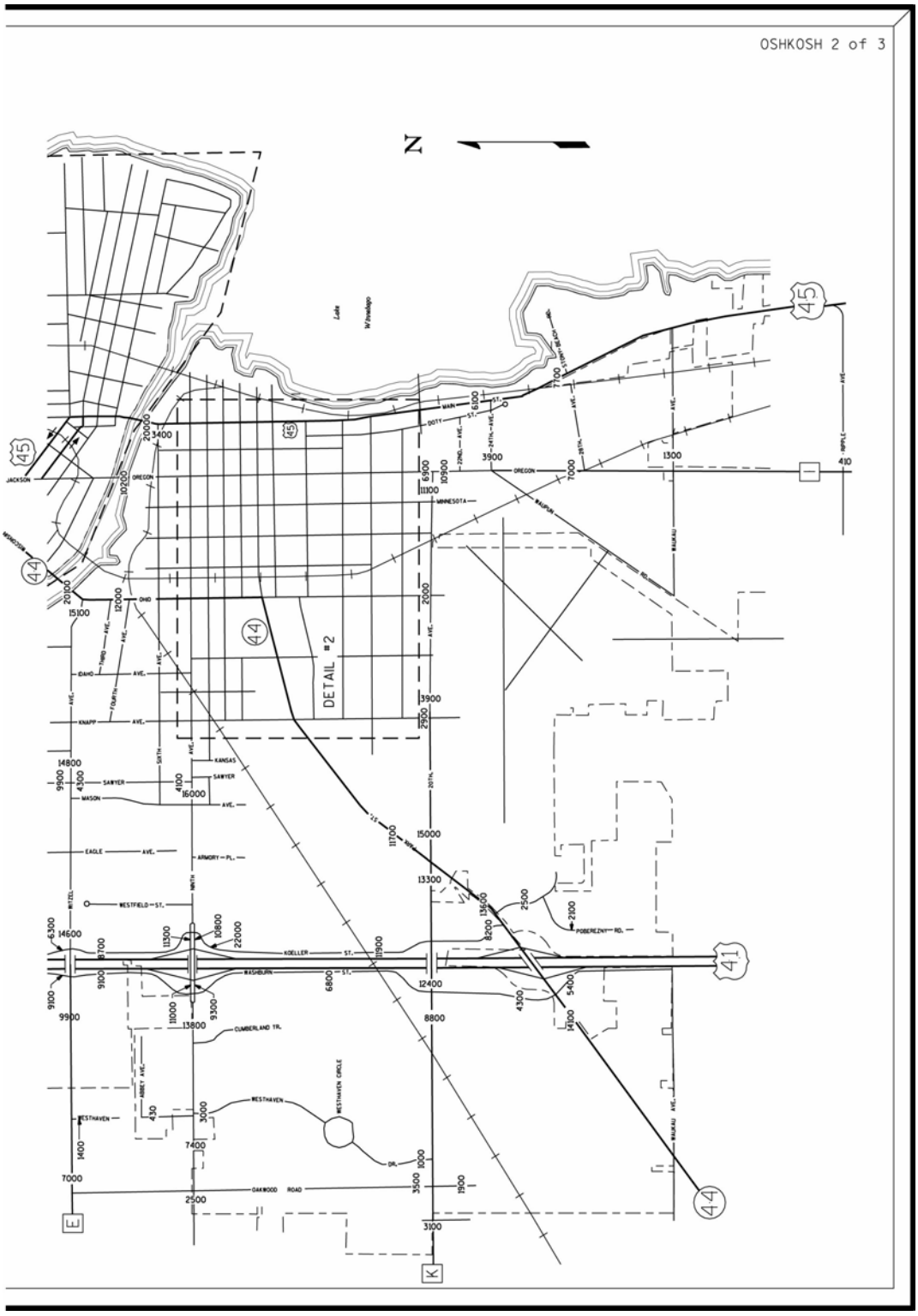
Standards for parking requirements are outlined in two different chapters of the city's Municipal Code. Requirements for various types of developments are presented in Chapter 30, "Zoning Ordinance". General parking restrictions, including metered and non-metered parking, are presented in Chapter 27, "Vehicles and Traffic". As part of the implementation of this Comprehensive Plan, both of these Chapters of the Municipal Code will be reviewed and updated as needed.

Two citizen committees have a direct role in the decision-making process pertaining to parking. The first is the Parking Utility Commission, which has jurisdiction over metered and other off-street parking, metered on-street parking, formerly metered parking in the downtown area, and parking ramps. In addition, the Parking Utility Commission oversees the administration of the Parking Utility Fund. The second committee is the Traffic Review Advisory Board which issues recommendations to the Common Council involving non-metered, on-street parking, speed limits, crosswalks, school zones, and snow emergency traffic regulations.

*Existing Traffic Volume Characteristics*

The following three maps show the annual average daily traffic volume for the city in 2000. This information was prepared by the WisDOT and is updated about every three years.

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SAWYER
MASON
EAGLE
ARMORY PL.
WESTFIELD ST.
KOELLER ST.
WASHBURN ST.
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WESTHAVEN
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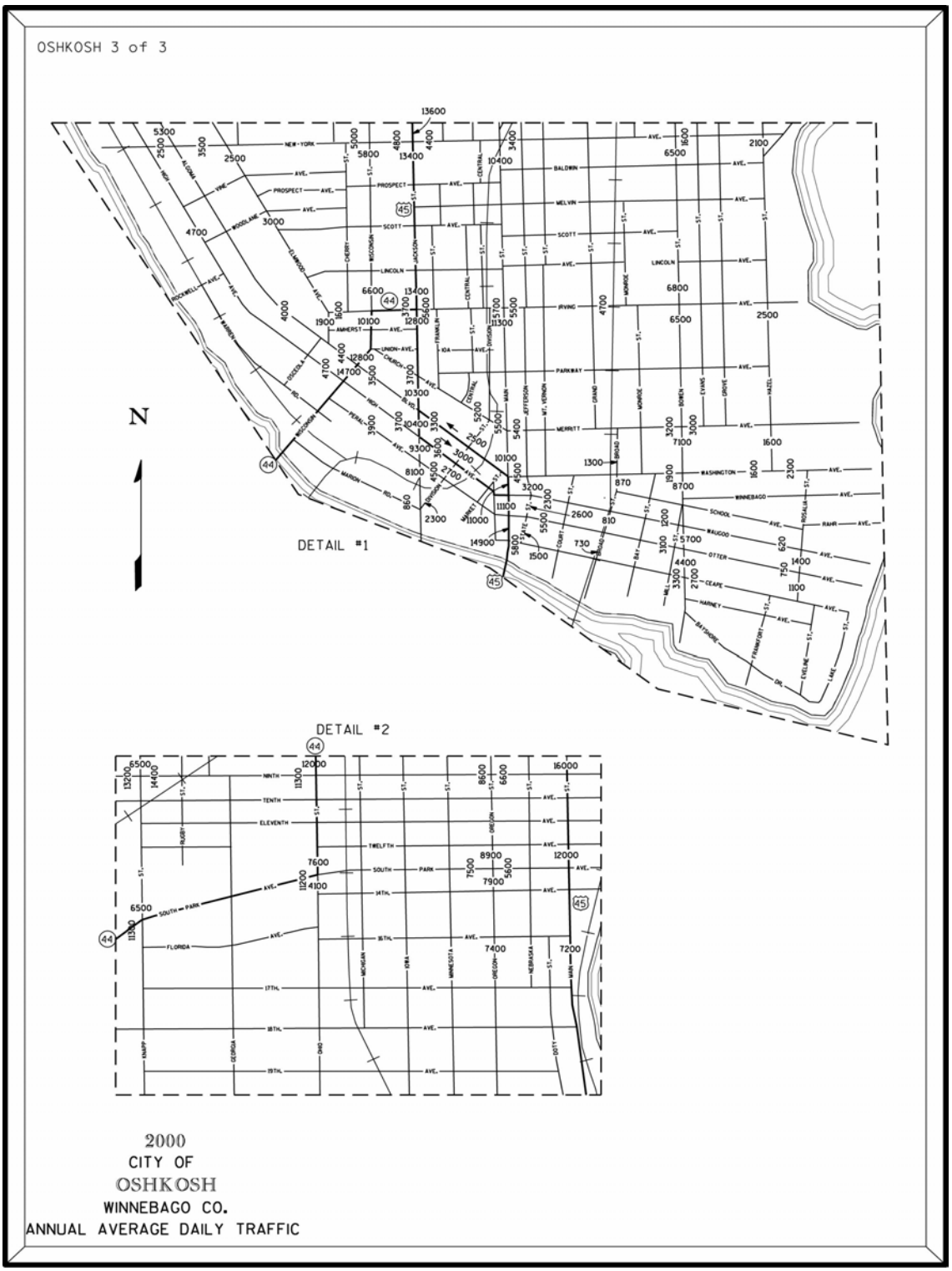
OAKWOOD ROAD
POBEREZNY RD.
MILWAUKEE AVE.


OSHKOSH 3 of 3
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DETAIL #1
DETAIL #2
2000
CITY OF
OSHKOSH
WINNEBAGO CO.
ANNUAL AVERAGE DAILY TRAFFIC

*Transit*

The City of Oshkosh provides fixed route bus service to its residents Monday through Saturday from 6:15AM to 6:15PM. The service includes nine routes, with all busses being wheelchair accessible. The Oshkosh Transit System (OTS) anticipates maintaining the current level of fixed route service, with no major service reductions given funding projections at the federal level. The routes are continually reviewed to ensure the best service possible to city residents. Every five years, the transit system conducts a ridership survey to determine the effectiveness of each route. East Central Wisconsin Regional Planning Commission (ECWRPC) conducts the survey. Results from the ridership survey conducted in late 2004 will be presented in 2005.

The OTS prepares an annual management plan outlining the goals and work plan, which includes route evaluation, pursuing additional funding sources, and equipment purchases. The transit system has a short-term goal of working with major employers in the central business district to increase ridership. The transit system is oriented to service the central city employment center, but demand remains low for work related trips. The transit system has not identified any areas requiring significant changes to the system in the near future. While the transit system has serviced industrial parks in the past, ridership did not meet minimum standards and the service was eliminated.

In addition to the local routes, the OTS also provides one regional route to the transit center in the City of Neenah. Bus users are then able to utilize the Valley Transit system, which accesses Neenah, Menasha, and Appleton.

Funding for the OTS is provided through passenger revenue and a variety of county, state, and federal assistance programs. Federal and state assistance programs account for approximately 60 percent of operating assistance funds.

Ridership is expected to make slight increases over the next five years, as it has steadily increased over the past few years, due to the expansion of paratransit services and about one percent annual growth of the fixed-route ridership. Paratransit is any form of ground passenger transportation that respond to passengers, when passengers place a request with a service provider and the service operates with flexible routes and schedules tailored to the passenger's trip. Paratransit is able to provide mobility to persons with disabilities and it also serves other low-demand density markets such as medical transportation, suburban areas, evening services and feeder services to conventional fixed transit routes.

The city will continue to pursue funding sources and equipment which continues to allow the OTS to operate in the most efficient manner without reducing service options to residents.

*Transportation Systems for the Elderly or Persons with Disabilities*

The OTS system is in full compliance with the American with Disabilities Act (ADA) and service to elderly and disabled individuals exceeds minimum federal requirements. In addition to the public transit service provided by OTS where a reduced fare is available for persons aged 60 and over and for disabled persons, other options exist for these same persons. These are listed below:

Cabulance, Inc. – This subsidized, lift-equipped van service is offered by the Cab Company and is available 24 hours a day, seven days a week, for qualified disabled persons that are certified by the American Red Cross.

Dial-a-Ride – This subsidized taxi service program is for qualified persons over the age of 60 and disabled individuals 24 hours a day, seven days a week. Seniors can get additional information and certification through the Oshkosh Seniors Center. Disabled persons can contact the American Red Cross for certification.

Rural Winnebago County - Reduced fare programs for paratransit and taxi services to disabled individuals and those sixty and over is coordinated by OTS. Service providers include Cabulance and Oshkosh City Cab. Certification for rural programs is handled by the American Red Cross office in Oshkosh. Winnebago County provides part of the funding for these programs. The OTS will continue to coordinate with Winnebago County and the service providers in order to provide a high quality and efficient service.

Other Services – Elderly and disabled persons may also take advantage of taxi and van service to elderly nutrition sites; transportation to adult day care sites; transportation to worksites for disabled adults; and transportation associated with work or childcare for certified individuals as part of the “Access to Jobs” grant.

Transportation for older citizens will be continue to be an issue during the life of this Plan, as the “baby boomers” reach their 60s and 70s. The city should continue to find alternatives to driving for the aging population, which includes accessing the shopping, socializing, and residential networks. Under ADA, every public transportation agency is required to provide complementary paratransit service along fixed routes for people whose disability prevent them from using a fixed route service. The city, as the public transportation agency, does this through the Cabulance and Dial-a-Ride programs. However, the city is under no obligation to provide access for older people without disabilities. For example, because of frailty or a chronic condition, the use of traditional public transportation by an older adult may no longer be a transportation option, and paratransit under the ADA is not an option either because the older adult is technically not ‘disabled’ and therefore, not eligible for the service. Thus, mobility options for older people who fall in this category are severely limited.

Older people (and most people in general) want to remain as independent as possible for as long as possible and do not want to be a burden on family and neighbors for such basic needs as going to the grocery store, going to social events, and visiting with friends and family. The city will continue to evaluate alternatives for older citizens in order to provide options for non-drivers and for elderly drivers who wish to drive less.

*Bicycle and Pedestrian Circulation*

In 1998, the city's Plan Commission adopted the Pedestrian and Bicycle Circulation Plan, as an update to the trail system plan written in the 1993 Comprehensive Plan. It provides an inventory and analysis of existing conditions and a 20-year facilities plan and recommendations for facility improvements. There are portions of the documents yet to be implemented, such as the recommendations for amendments to the Zoning Ordinance and the Subdivision Ordinances. Also, portions of the documents need to be updated to reflect transportation and land use changes since the plan's adoption. Examples of this would include the proposals in the Highway 41 corridor study, which call for bicycle/pedestrian crossings on 20th Avenue, Witzel Avenue, and near the STH 21 interchange. The Map from this 1998 Plan is shown on the following page.

Currently with bicycle and pedestrian planning, there is no city commission or board that has a direct responsibility for implementation of the plan or to be a sounding board for new construction projects when they involve bicycle and pedestrian issues and opportunities. Bicycle and pedestrian facilities have a role in planning, engineering, transportation, and parks. Addressing this need by giving this mode of transportation a role in the city could be done by creating a combined transportation committee.

As preparation for this planning process, the 1998 Pedestrian and Bicycle Circulation Plan was reviewed to determine if any updates could be incorporated or recommended in this plan. Recommended changes to the Pedestrian and Bicycle Circulation Plan are included in Appendix C, along with the WisDOT's Bicycling Conditions Assessment map for Winnebago County. Future updates and changes to the 1998 Pedestrian and Bicycle Circulation Plan should reference the WisDOT's Assessment map. Some routes identified in the 1998 Plan are identified in the Assessment map as high volume roads with undesirable conditions for bicyclists.

While bicycles are given a right to use the road in the same manner as automobiles, there are instances where the amount of automobile and bicycle traffic or the degree to which the area is undeveloped would suggest separating these two modes of traffic. For example, in the Central City area for streets, such as Elmwood Avenue and Algoma Boulevard, it is not feasible to accommodate bicyclists on separate 10-foot wide multi-use trails or sidewalks. Therefore bicycle lanes or widened curb lanes should be constructed to accommodate the bicyclists. Bicycle lanes are to be four feet in width and have been designated on High Street and Algoma Boulevard, through the UW-Oshkosh campus area. Bicycle lanes should extend from these existing lanes outward into dense residential areas such as the Marion/Pearl Redevelopment, downtown, and in the neighborhoods surrounding the university. Some of the 1998 Pedestrian and Bicycle Pedestrian Plan identified on-road bicycle facilities include:

- Clairville Road, from Ripple Avenue to 9th Avenue;
- STH 91, from Clairville Road to Washburn Street; and
- Fernau Avenue.

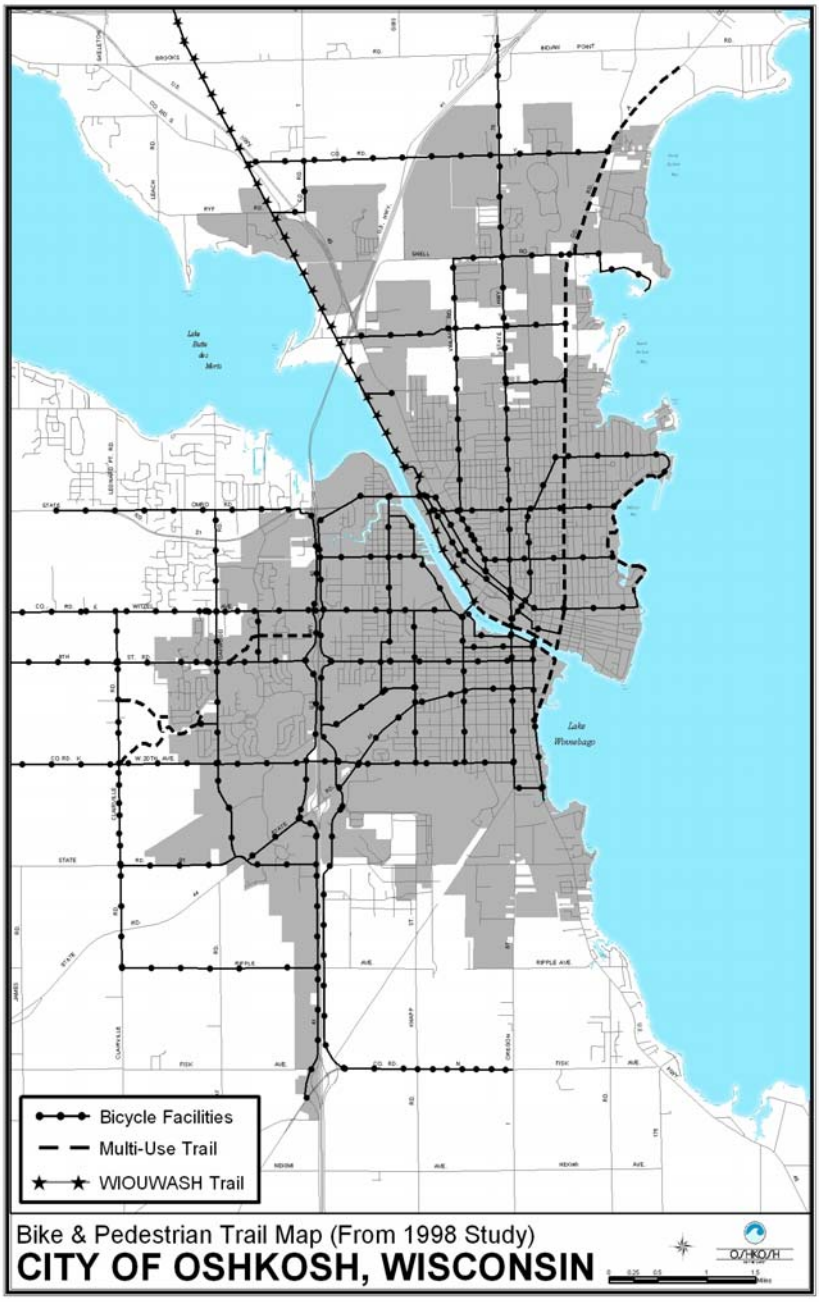
For streets in more undeveloped areas, such as Ryf Road and Clairville Road, it is more practicable to have a multi-use trail or a widened sidewalk separating the bicyclists from the traffic. Creating a multi-use trail on Ryf Road would provide a connection into the WIOUWASH trail system. Connections to the WIOUWASH trail should try to establish a separate multi-use trail when possible. When the city offi-

cially maps streets within the 3-mile boundary, it should identify both off-road and on-road bicycle facilities as it determines the appropriate amount of right-of-way.

Some of the 1998 Pedestrian and Bicycle Pedestrian Plan identified off-road bicycle facilities include:

- Along the Broad Street/Canadian National Railroad Corridor, south to Fond du Lac; and
- Along the Wisconsin Southern Railroad Corridor and State Road 44 Corridor.

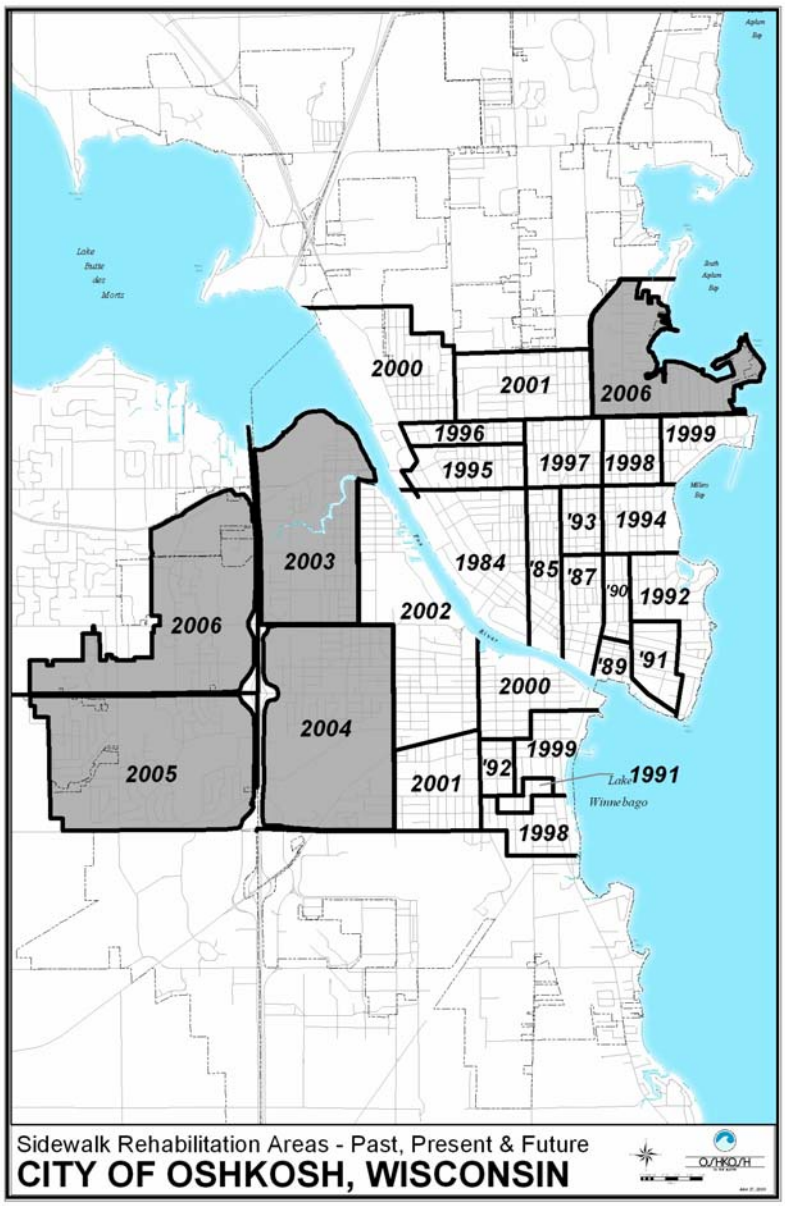
The Transportation Element for Winnebago County has a proposed Trail and Bike Route Map, which should be referenced when planning streets and other facilities on the city's periphery.



*Pedestrian Circulation*

The city's role in sidewalk installation applies to new development construction, street reconstruction work, sidewalk evaluations, and when ordered installation. In all new subdivisions, sidewalks are required on both sides of the street, but not on cul-de-sacs or dead end streets less than 150 feet in length. This condition for sidewalks on shorter streets will be reviewed when the Zoning Ordinance is updated after adoption of this Plan, given the intent to connect sidewalks as much as possible to give pedestrians and bicyclists the option to on the sidewalk and off of the street.

For upgrade and maintenance of sidewalks, the Department of Public Works has created a multi-year plan to review sidewalks in order to maintain and repair them. The city has been divided up into smaller areas (as shown below).



Each year sidewalks are evaluated in one of these areas and included in the city's Capital Improvement Program. The phased map, as shown on the previous page, will be used until the year 2006. After 2006, the map will be redrawn with fewer areas. The life of a sidewalk is over 50 years and once these preliminary evaluations have been conducted, the future reviews should be less time intensive.

### *Railroad Transportation*

Two railroad companies serve the city. Winnebago County, along with Dodge, Fond du Lac, Green Lake, and Washington Counties, are members of the East Wisconsin Rail Consortium and have contracted with the Wisconsin & Southern Railroad (WSOR) to provide freight rail service. WSOR is headquartered in Milwaukee and operates over 750 miles of track in the state. WSOR's Northern Division operates 147 miles of ex-Milwaukee Road branch lines (5 subdivisions) from Horicon to Cambria, Markesan, Oshkosh, Mayville and Milwaukee. The railroad operates from a grain facility on the southwest side of the city, near the intersection of Clairville Road and State Road 91. In 2001, the WSOR handled over 44,000 rail cars and estimates the rail system will move over 73,000 carloads by the year 2010.

The second company serving the city is Canadian National Railway. In September 2001, the U.S. Surface Transportation Board approved the agreement for Canadian National to purchase the Wisconsin Central Limited Railroad. The railway extends from Fond du Lac through Oshkosh, and then north through Neenah, Menasha, and Appleton. Additional rail spurs serve the primary railroad. These rail spurs are located near 20th Avenue, near the North and Northwest Industrial Parks, and near Pickett Avenue.

Canadian National operates 26-30 trains per day through Oshkosh. This includes "through" trains (100-120 cars) and "switching" trains (20-60 cars). Canadian National has future plans for a double main rail line from Superior, Wisconsin to Chicago, Illinois and has been requesting double wide overpasses to accommodate this future growth during construction projects. Switching rails, where possible, are constructed so that one train can bypass another. The railway will continue to construct these bypasses until the double main is completed.

With the capacity of 286,000 pounds per car, one rail car transports the equivalent of almost 4 semi-trucks. Thus, rail transportation reduces the number of heavy truck traffic on the state highway network.

As for passenger rail service, Amtrak does not have service north of Milwaukee. The "Midwest Regional Rail Initiative" was prepared for the state DOT's in the upper midwest (Iowa, Illinois, Indiana, Michigan, Minnesota, Missouri, Nebraska, Ohio Rail, and Wisconsin) and Amtrak in February 2000. This initiative is part of an ongoing effort to develop an improved and expanded rail passenger system in the Midwest. The initiative includes an implementation schedule for the project development, design, and construction of segments of the rail system. The Milwaukee to Green Bay segment is proposed to be available for revenue service in nine to ten years *once* this initiative is adopted and implementation begins. Implementation has not started at this time, so it is not possible at this time to determine when passenger rail service will be available.

### *Air Transportation*

Wittman Regional Airport, located on West 20th Avenue, is owned and operated by Winnebago County. The airport is expecting to adopt its updated Master Plan in February 2005. The airport is sited on 1,400 acres and has over 100 hangars and four runways. Since July 1970, the airport has hosted the Experimental Aircraft Association (EAA) Fly-In, which attracts over 825,000 visitors to the city every year.

The Wisconsin Bureau of Aeronautics has identified several capital improvement projects at Wittman for the 2003 to 2007 timeframe. These include designing an air traffic control tower, installing a security fence, land acquisitions, and design and rehab of runway approaches.

In 2003, commercial passenger service was discontinued at Wittman when the U.S. Department of Transportation issued a ruling stating that Oshkosh no longer qualified for participation in the per-passenger subsidy programs because of the high costs and the airport's proximity to Appleton, Green Bay, and Milwaukee. The DOT had been providing a $465,000 per year subsidy to maintain this passenger service. The removal of this subsidy will not affect the state's proposed capital improvement projects.

### *Truck Transportation*

The major truck route through the city is US Highway 41. US Highway 41 is classified as a freeway with access only at interchanges. US Highway 45 also serves the city on a north-south route, from its intersection with US Highway 41 south through the central city towards Fond du Lac. Addition truck routes servicing the city include State Roads 21, 26, 44, 91, 110, and 175.

The state DOT identified three private truck parking sites within the Oshkosh area. Characteristics of these three sites include being along a major highway within one mile of an exit, having over twelve parking stalls, and providing 24-hour diesel fuel sales.

### *Water Transportation*

One railroad trestle and four lift bridges span the Fox River as it flows through the city. Personnel employed by Winnebago County operate the lift bridges during the boating season from approximately May through October. The lift bridges are required to be opened immediately for all commercial traffic. For non-commercial traffic, the bridge tenders will open the bridge at their discretion.

Section 17-29 of the city's Municipal Code specifies areas where no motorboat shall be operated at a speed in excess of slow-no-wake speed on portions of the Fox River and Miller's Bay. It is recommended that these zones be reviewed in the next few years once waterfront redevelopment projects near completion. Proposed redevelopment projects will include additional boat docking and the slow-no-wake zones may need to be revised in order to provide the safest waterfront possible.

### *Taxi Service*

The city has one private taxicab company-Oshkosh City Cab Company-that provides service to the general public, as well as reduced-fare service to qualifying individuals.

## Regional and Local Studies and Projects

Several studies have been conducted for the highway and street network within and near the city. These are described briefly below.

### *U.S. Highway (USH) 41-Corridor Study*

The study for improvements to the Highway 41 corridor recommends adding a third driving lane in each direction from about ½-mile south of the STH 26 interchange to ½-mile north of the Breezewood Lane interchange in the City of Neenah, approximately 17 miles in length.

Within the city, this project would require upgrades at the following interchanges:

- STH 44 – Upgrade existing diamond interchange and replace 20th Avenue bridge over USH 41 with bicycle/pedestrian accommodations.
- 9th Avenue – Reconstruct existing interchange and widen 5-lane bridge over USH 41 to 7-lane bridge; Replace Witzel Avenue bridge and include bicycle/ pedestrian accommodations on the new bridge.
- STH 21 – Reconstruct existing interchange, construct 21 over USH 41, widen STH 21 to 7 lanes through the intersection, and construct bicycle/ pedestrian structure over USH 41 to connect with future trail across Lake Butte des Morts.
- Lake Butte des Morts Crossing – A portion of the old northbound roadway will be left in place to serve as a future multi-use trail, with fishing access.
- STH 110 – Reconstruct existing interchange, construct STH 110 over USH 41, and construct new structure over USH 41 for WIOUWASH State Recreation Trail.
- USH 45 – Upgrade existing diamond interchange.

The estimated cost of the project is over $214 million but has not been assigned a "start" year for implementation by the WisDOT.

### *U.S. Highway (USH) 45–Relocation and Corridor Study*

This study was prepared by ECWRPC in July 2001 to evaluate options for the relocation of USH 45 from Oshkosh (at Highway 41) to New London. Traffic volumes just west of USH 41 are forecasted to exceed 30,000 vehicles per day by the year 2020.

Construction is currently underway on this project. The new USH 45 is a four-lane, divided highway that will function as an access controlled highway, permitting at-grade access with public roads and private drives. For the most part, the old STH 110 will operate as a frontage road system for the new highway.

### *State Road 21 Study*

The results of this study recommended that the State upgrade State Road 21 to a four-lane expressway, with a minimum of at-grade crossings. The WisDOT is working with communities along the corridor to identify these major crossings for future planning efforts. The city will be a part of those discussions as the corridor study extends from Highway 41 west to the City of Omro.

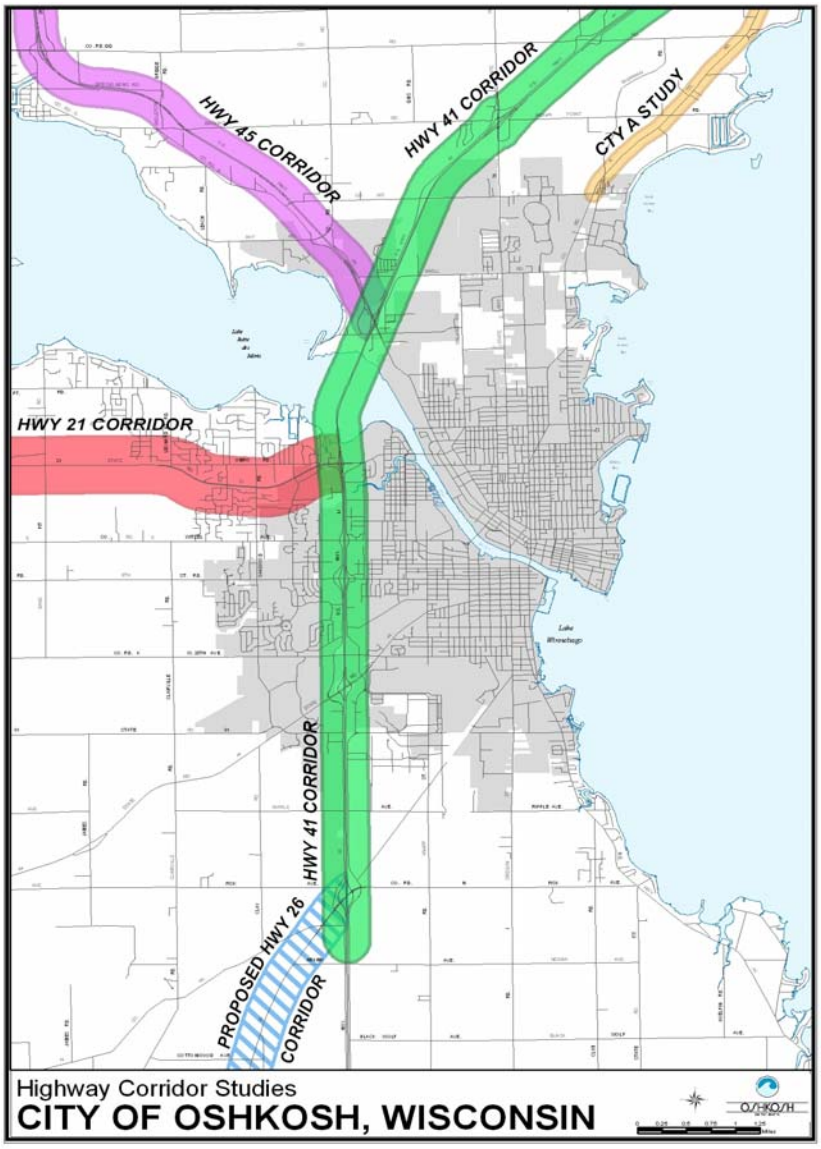
*County Trunk Highway (CTH) A, Final Report*

This corridor study was prepared in December 1998 for the Winnebago County Highway Department. The study reviewed alternatives for the future expansion of CTH A, the arterial road connecting the City of Oshkosh with the City of Neenah. Options included expansion on the existing alignment, a partially new alignment near the lakefront homes, or an entirely new alignment.

*Recommended State Road 26 Study*

In the process of preparing this plan, there was a recommendation that State Road 26 be added to the WisDOT's study list. While this two-lane highway in good condition with some paved shoulders and passing lanes, this road may continue to see a significant traffic increase due to some choosing this route to get to Highway 151 in Waupun, instead of going to Fond du Lac to access Highway 151.

This map shows the location of the corridors as described in the previous section.



*University of Wisconsin-Oshkosh (UWO)*

The UWO Campus Master Plan was originally prepared in 1998 and updated in 2003 outlines the future plans of the campus. Given the UWO's location to the west of the Central City, the size of the campus, and it being one of the larger non-manufacturing employer in the it, the Campus Plan plays a major role in the city's planning efforts and should strive to be consistent as possible with each other.

The Campus Master Plan includes two main sections: a Long-Range Master Plan and a Phase I Master Plan. The key component of the Long-Range Plan is the rerouting of Algoma Boulevard and High Avenue around the west side of the campus. The goal of this rerouting plan is to make the campus more pedestrian-friendly by shifting the traffic away from the central portion of the campus. The Phase I plan includes short-term recommendations for accomplishing the long-range plans.

Since preparation of the Campus Master Plan, some updates have been made to the Long-Range Plan regarding traffic circulation. The most updated plan is shown on the following page. The city will continue to work with the university during the implementation of their plan. The updated plan includes the location of the new Recreation and Wellness Center, two new parking ramps, closing of Elmwood Avenue and Algoma Boulevard, the reconfiguration of High Avenue and Pearl Avenue, and the addition of some on-street parking spaces.


W. NEW YORK AVE.
VINE AVE.
PROSPECT AVE.
WOODLAND AVE.
SCOTT AV
JOHN AVE.
LINCOLN AVE.
HIGH AVENUE
ALGOMA BOULEVARD
WISCONSIN
CAMPUS
PEARL
WITZEL AVENUE
TRAIL
FOX RIVER
Fox Valley Technical College
Living, Learning and Serving Community
NORTH
University of Wisconsin - Oshkosh
Parking Proposal (v.23) - ??? Resident, Commuter and Staff Stalls

## State, Regional, and County Transportation Plans

This section includes a review of state and county transportation plans as they relate to the city. The city's Transportation Element is consistent with these plans.

### *State Plans*

Connections 2030 – The Connections 2030 Plan serves as the update to the state's "Translinks 21" multimodal plan written in 1995. Connections 2030 provides technical and programmatic guidance needed to meet the transportation demands, by evaluating the performance of passenger and freight movement linkages between travel modes, determining future system needs, providing the broad planning framework to develop individual modal plans, and addressing quality of life issues such as land use, community sensitive design, natural resources, and economic impacts. Connections 2030 will build on the five modal plans described below.

Wisconsin State Airport System Plan 2020 – The Wisconsin State Airport System Plan 2020 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs throughout the state. This Plan determines the type, location, and number of aviation facilities required to adequately serve the state's aviation needs through the year 2020 and is used by the state's Bureau of Aeronautics when evaluating airport improvement projects.

Wisconsin Bicycle Transportation Plan 2020 – The WisDOT recognizes bicycling as a legitimate mode of transportation and prepared this document in 1998 to function as a guide for improving conditions for bicycling, to clarify the WisDOT's role in bicycle transportation, and to establish policies for further integrating bicycling into the current transportation system.

Wisconsin Pedestrian Policy Plan 2020 – Prepared in March 2002, this Plan outlines statewide and local measures to increase walking and to promote pedestrian safety. The plan identifies the WisDOT's role in planning for pedestrian facilities and provides recommendations for local governments when planning their pedestrian facilities.

Wisconsin State Highway Plan 2020 – This Plan addresses the aging, deteriorating, and congestion issues of the state's approximately 11,800 miles of the state trunk highway routes and 4,600 bridges. The WisDOT, in partnership with its stakeholders, developed the State Highway Plan 2020, a strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address pavement and bridge preservation, traffic movement, and safety needs. While this plan does not identify specific improvements, it does identify U.S. Highway 41 as a major "Corridors 2020 Backbone" to the state highway network.

The plan is updated every six years to reflect changing transportation technologies, travel demand and economic conditions of the state. The WisDOT is currently operating in the 2002-2007 Six-Year Highway Improvement Program.

Wisconsin State Rail Plan 2020 – Upon completion, this Plan, will provide the policy framework for the preservation and enhancement of the Wisconsin State Rail System. This will be a long-range plan with a horizon year of 2020. The State Rail Plan will comprise six major components, including: intercity passenger rail, freight rail, highway-rail crossings, funding, economic benefits, and environmental evaluation.

The SRP 2020 will define the rail system's role in the movement of people and goods within the context of Wisconsin's multi-modal transportation system. The plan will assess the rail system's current condition and determine a course for the future considering performance objectives, needed improvements, and alternatives to fund them. The final SRP 2020 will be used to communicate the condition of state's rail system, the rationale for proposing certain improvements, and the financial needs and system-wide implications of proposed funding levels.

*Metropolitan Planning Organization (MPO) Plan*

Long-Range Transportation/Land Use Plan-Oshkosh Urban Area – The East Central Wisconsin Regional Planning Commission serves as the Metropolitan Planning Organization (MPO), for the Oshkosh Urbanized Area, and completed the long-range report for the Oshkosh area in January 1997. The report was prepared to meet federal planning requirements for areas with a population greater than 50,000 and is consistent with the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration Code of Federal Regulations, Section 450.316, 49 CFR, Part 613, Metropolitan Planning Rule, effective November 29, 1993. October 2005 is the estimated completion for an update to this plan. The updated plan will be prepared in accordance with all federal requirements in order for the city and surrounding area to be eligible for federal transportation-related funding. The City of Oshkosh and the jurisdictions included in the MPO planning area work cooperatively to assemble the long range plan.

*Regional Plan*

Transportation Element of the East Central Wisconsin Regional Planning Commission Comprehensive Plan – East Central is currently preparing their comprehensive plan in accordance with the state's comprehensive planning legislation. City staff has participated in the committee planning sessions for this and other elements of the plan. Adoption of the comprehensive plan is scheduled for mid-2006.

*County Plans*

Transportation Plan Element of the Winnebago County Comprehensive Plan – Prepared in October 2001, this plan addresses the requirements of state's comprehensive planning legislation. The plan is designed to guide public expenditures for transportation improvements for all modes, to advise local communities on the larger transportation framework for the county, and to guide the county's planning committee in when making land use recommendations as they relate to transportation. The County's Transportation Element will be adopted with the completion of the County's Comprehensive Plan.

Airport Master Plan – As mentioned earlier, the Wittman Regional Airport is currently updating their 1992 Master Plan, which is scheduled to be adopted in February 2005. City staff will continue to participate in this and future planning sessions for the airport.

## Transportation Goals, Objectives, and Actions

Twelve transportation goals have been identified for this plan. For each goal, objectives are listed to relate the goal to various modes of transportation for the city. For each goal, specific implementation actions are identified. These actions are what will be used to measure progress toward achievement of the general goals of each Element.

*Highways and Streets*

**Goal A: Provide efficient and well-designed collector and arterial streets and highways.**

Objective: Revise the City's Official Map to reflect essential linkages and future roads and capacity expansions between economic activity centers, residential neighborhoods, and regional highways.

Actions: Participate in the implementation and revisions of the University of Wisconsin-Oshkosh Campus Master Plan, (including revisions to Elmwood Avenue, High Avenue, Algoma Boulevard, and Pearl Avenue) when those recommendations are consistent with this Comprehensive Plan.

Review extraterritorial plans and officially map future streets, highways, parks, and other infrastructure to ensure adequate future facilities.

Officially map a north-south arterial on or near Clairville Road in the Town of Algoma.

Officially map Fisk Avenue from US Hwy 41 to US Hwy 45.

Officially map 20th Avenue/CTH K from Clairville west to the future arterial.

Officially map a collector street midway between South Washburn Street and Clay Road from Ripple Avenue to West Waukau Avenue.

Officially map a collector street midway between Ripple Avenue and West Waukau Avenue from South Washburn Street to Clay Road.

Officially map an arterial street from Pearl Avenue to Congress Avenue north of the UW-Oshkosh campus.

**Goal B:** **Increase efficiency and "reduce friction" on principal arterial streets, which form the primary circulation system.**

Objective: Continue to develop the street system to improve circulation into and through the city.

Actions: Promote (and if possible provide incentives) the use of ride-sharing programs by employers.

Upgrade and improve the city's way-finding signage system.

Coordinate with the WDOT to identify future park and ride commuter lots.

**Goal C:** **Maintain efficiency of the regional highway system for high speed intracity transportation.**

Objective: Improve the quality of the major highway corridors into and through the city.

Actions: Update the Highway 41 Corridor Improvement Plan.

Participate in the planning process for the widening of the STH 21 corridor from Oshkosh to Tomah.

Explore opportunities for corridor plans into the city.

Coordinate with the WDOT a study of the STH 26 corridor.

*Parking*

**Goal D:** **Ensure adequate parking is available throughout the City.**

Objective: Develop options for parking facilities in the city without requiring an overabundance of spaces.

Actions: Revise Zoning Ordinance to address:

a. Parking lot landscaping requirements.
b. Parking space requirements.
c. Including on-street parking spaces as part of the parking space requirement.
d. Options for shared parking facilities.
e. Municipal project requirements.
f. Bicycle storage requirements at commercial and employment centers.

Review and evaluate the function and viability of the Parking Utility.

Promote (and if possible provide incentives) the use of underground parking facilities in residential and non-residential developments.

Review Chapter 27 of the Municipal Code regarding parking restrictions (overnight, metered, 2-hour, etc.).

*Transit*

**Goal E:** **Provide quality public transit and paratransit services.**

Objective: Maintain the city's public transit system to provide services cost-efficiently and to as many citizens as possible.

Actions: Pursue opportunities for utilization and funding of energy-efficient public transit.

Incorporate Transit Department into the site plan review process for major development proposals.

Expand and evaluate services to meet the needs of older citizens.

Incorporate the mobility needs of older citizens into the planning of transportation projects, services, and streets.

Improve coordination among human service agencies and transportation agencies.

*Pedestrian and Bicycle Circulation*

**Goal F:** **Provide facilities for pedestrian and bicycle circulation.**

Objective: Develop a bicycle and pedestrian circulation system that improves the options and safety for non-motorized transportation.

Actions: Design and construct the Fox River Corridor with a continuous, looped trail system and an environmentally sensitive design for the shoreline.

Revise Land Subdivision Ordinance to:

a. Require sidewalks during the Certified Survey Mapping process.
b. Include sidewalks on all residential cul-de-sacs.

Incorporate planning and review processes for pedestrian and bicycle transportation-related issues into an existing city board or commission.

Establish minimum standards for bike routes on specific roadways throughout the city (ex: bike lanes versus widened sidewalks).

Assess the walkability of neighborhoods near schools.

Maintain and improve clearly designated bicycle lanes on High Ave. and Algoma Blvd through the UWO area.

Establish Walk-to/Bike-to-Work programs with major employers in the city. Pursue incentives, where feasible.

*Air Transportation*

**Goal G:** **Maintain adequate and efficient aviation facilities serving the Oshkosh area.**

Objective: Integrate the plans and activities of the airport with the city's plans.

Actions: Coordinate with the Airport on future runway extensions and clear areas.

Coordinate special events staff and services between the city and the Airport.

Participate in the Update of the Wittman Regional Airport Master Plan.

*Rail Transportation*

**Goal H:** **Promote and maintain efficient freight rail serving the Oshkosh area.**

Objective: Maintain a rail transportation system that protects the rail corridor and reduces the number of conflict points.

Actions: Monitor status and implement requirements of the Federal Rail Administration's whistle ban policy.

Coordinate spur lines with industrial park sites.

Coordinate with Canadian National Railway and Wisconsin & Southern Railroad on their right-of-way needs for future expansion along existing rail lines.

**Goal I:** **Encourage the establishment of passenger rail service in the Oshkosh area.**

Objective: Reinstate passenger rail service in Oshkosh.

Actions: Monitor implementation of the Midwest Regional Rail Initiative.

*Water Transportation*

**Goal J:** **Promote and maintain efficient commercial and recreational activity on the lakes and Fox River system.**

Objective: Integrate the water transportation system with other modes of transportation and recreational opportunities.

Actions: Create high-quality transient and long-term boat docking and launching opportunities, including fish-cleaning stations.

Design future lift bridges with adequate height to lessen conflicts with boat traffic.

Revise Chapter 17, Section 29 of Municipal Code-"Speed Limits for Motorboats".

Coordinate and evaluate the bridge opening schedules to lessen vehicular conflicts.

## Transportation Tools and Programs

Several tools and programs exist to aid in planning and funding transportation projects. A summary of these commonly used tools and programs follows.

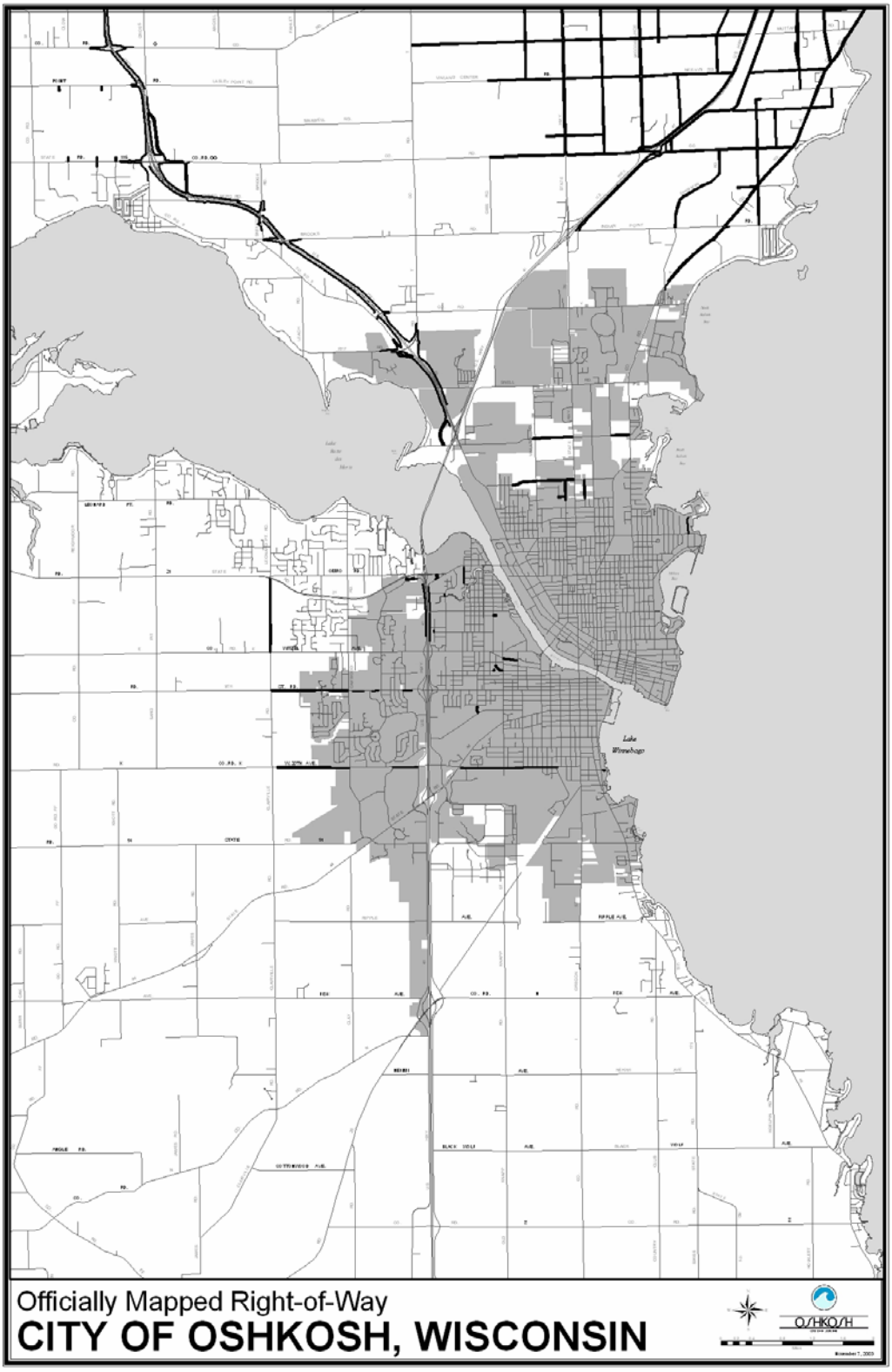
### *Officially Mapping*

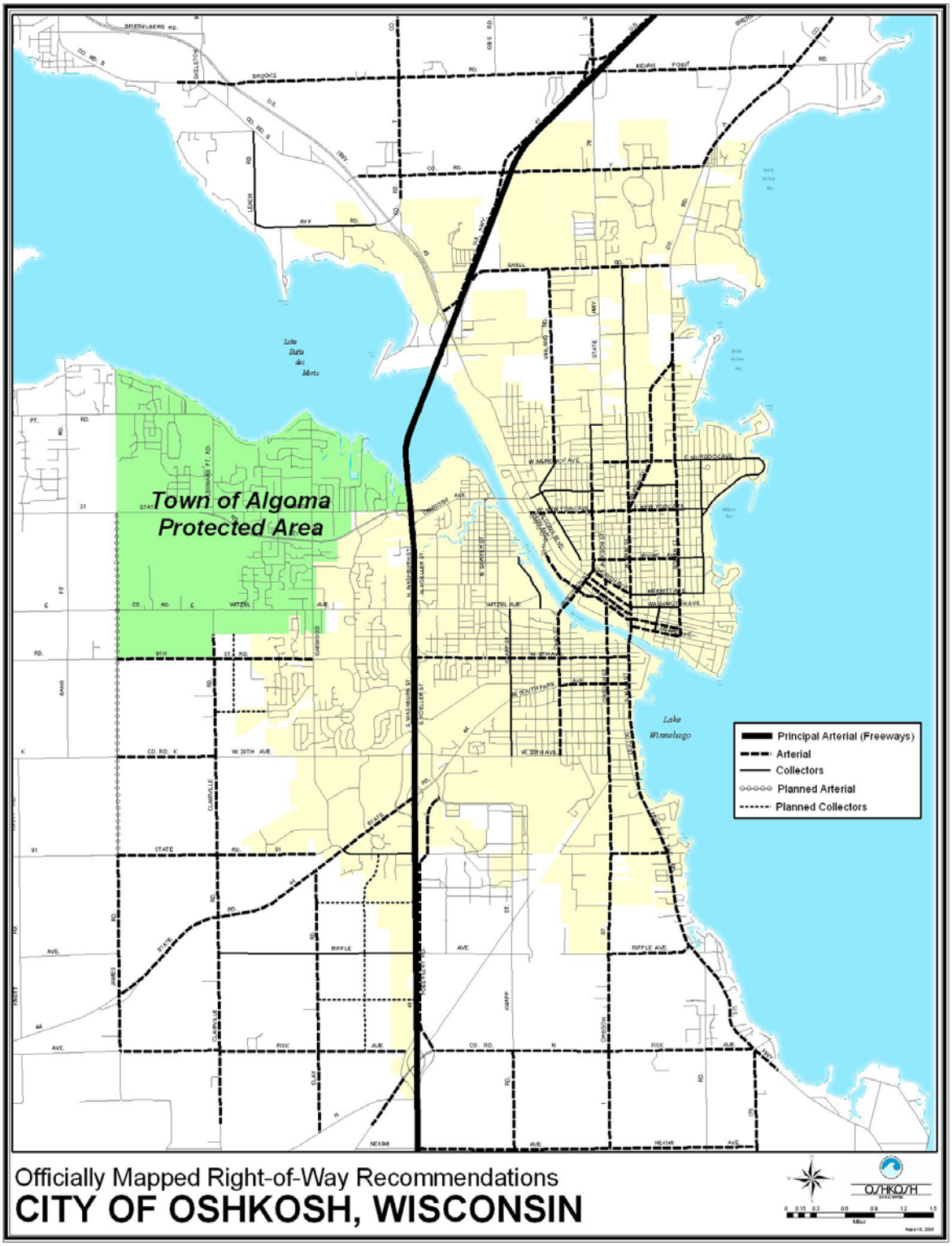
As defined in Section 62.23 of the Wisconsin State Statues, the Common Council may amend the official map of the city so as to establish, widen, narrow, extend or close the exterior lines of planned new streets, highways, historic districts, parkways, railroad rights-of-way, public transit facilities, waterways, parks or playgrounds. No building permit may be issued within the limits of these facilities or infrastructure components, once they have been officially mapped. Additional guidelines for the Official Map are included in Section 30-68 of the city's Zoning Ordinance.

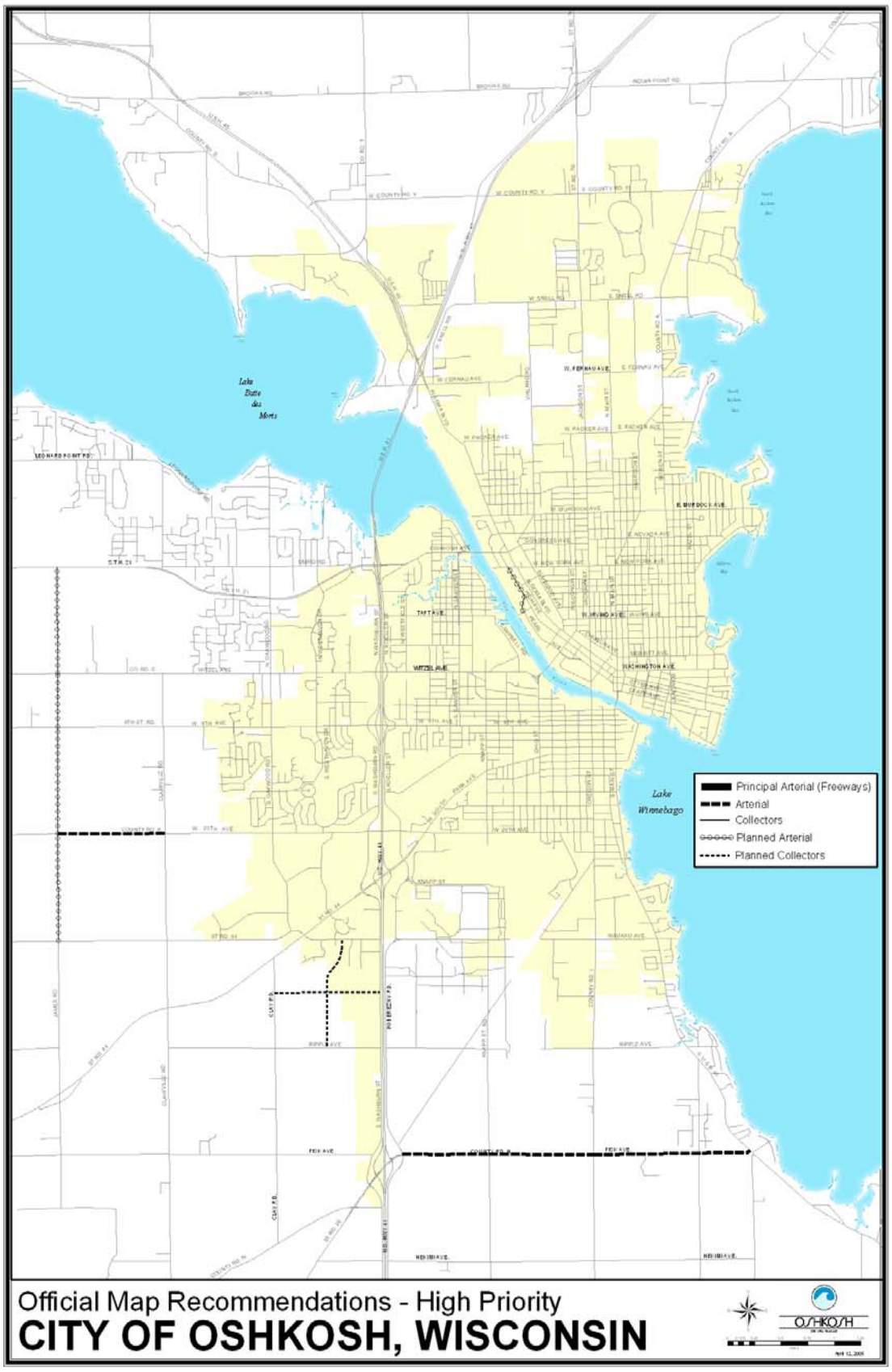
The city has the ability to officially map these rights of way within three miles of the city's existing boundaries. The three-mile boundary of Oshkosh and Neenah are adjacent. The city has agreed with the City of Neenah to officially recognize Neenah's mapped streets in that are within the extraterritorial plan review area of Oshkosh.

The map on page 97 shows the few existing officially map streets within the city. The map on page 98 shows streets recommended for officially mapping. Existing right-of-way for these streets was compared the minimum standards for arterial and collector streets in the Zoning Ordinance. Streets on this map are where the existing right-of-way is less than the minimum standards. This comparison does present a conflict, however, for streets in the central city where there is no room for future expansion, such as Oregon Street, Algoma Boulevard, and Ohio Street. If a street has the appropriate amount of right-of-way, there is no need for official mapping. The city supports the establishment of a committee, or redefining an existing committee, to review these recommendations and begin proactively mapping these streets according to the state law's requirements for the official mapping process.

The third map – "Official Map Recommendations – Highest Priority" map on page 99 shows the streets within the city's 3-mile boundary that have been given the *highest priority* for being mapped as shown in Goal A of this Element.




Town of Algoma
Protected Area
Lake
Butte
des
Morts
Lake
Winnebago
Principal Arterial (Freeways)
Arterial
Collectors
Planned Arterial
Planned Collectors
Officially Mapped Right-of-Way Recommendations
CITY OF OSHKOSH, WISCONSIN
OSHKOSH


Lake Butte des Morts
Lake Winnebago
Principal Arterial (Freeways)
Arterial
Collectors
Planned Arterial
Planned Collectors
Official Map Recommendations - High Priority
CITY OF OSHKOSH, WISCONSIN
OSHKOSH

*Transportation Improvement Program (TIP)*

The ECWRPC prepares the TIP on an annual basis for the Oshkosh Urbanized Area. The TIP addresses capital and operating projects utilizing federal assistance in the implementation of those projects. It covers a five-year period, with the projects in the first three years being the minimum program and projects in the final two years identified as future projects. Once approved at the regional level, state projects are forwarded to the WisDOT for inclusion in the *State Transportation Improvement Program (STIP).*

*State Funded Competitive Programs*

The WisDOT offers several programs based on a competitive application process. The city will pursue funding during the implementation of this Comprehensive Plan, as they apply to transportation projects. Programs include:

- Statewide Multi-modal Improvement Program – This program is designed to fund projects that enhance traditional highway facilities and promote multi-modal activities.
- Transportation Demand Management (TDM) Programs – The TDM grant program is designed to fund projects that reduce the number of single occupant vehicle trips. The Wisconsin Employment Transportation Assistance Program provides funding to help low-income people access and retain employment.
- Transportation Economic Assistance (TEA) Program – This program provides 50 percent state grants to help attract employers to the state, or to encourage business and industry to remain and expand. Grants of up to $1 million are available for transportation improvements that are essential for an economic development project. It must begin within three years, have the local government's endorsement, and benefit the public. The program is designed to implement an improvement more quickly than normal state programming processes allow. The 50 percent local match can come from any combination of local, federal, or private funds or in-kind services.
- State Urban Mass Transit Operating Assistance Program – This program has an annual application cycle that provides funds to assist transit systems with operating costs. Eligible public transportation services include bus, shared-ride taxicab, rail or other conveyance, either publicly or privately-owned that provides the public with general or special service on a regular and continuing basis.
- Federal Discretionary Capital Assistance Program – Funds in this program are available to assist transit systems with capital project costs. Capital assistance includes 80 percent of the costs of the project equipment, or up to 90 percent of the costs of equipment or modifications required by the American with Disabilities Act or the Clean Air Act.

*Capital Improvements Program (CIP)*

Annually, the Common Council adopts one year of the five-year CIP. The activities for the next four years are presented at the same time to show the community the intended projects for the near future. Included in the CIP are street, water, sanitary, sidewalk, and stormwater construction projects in addition to major equipment purchases and property improvements. A series of public hearings are held each year prior to the adoption of the CIP.

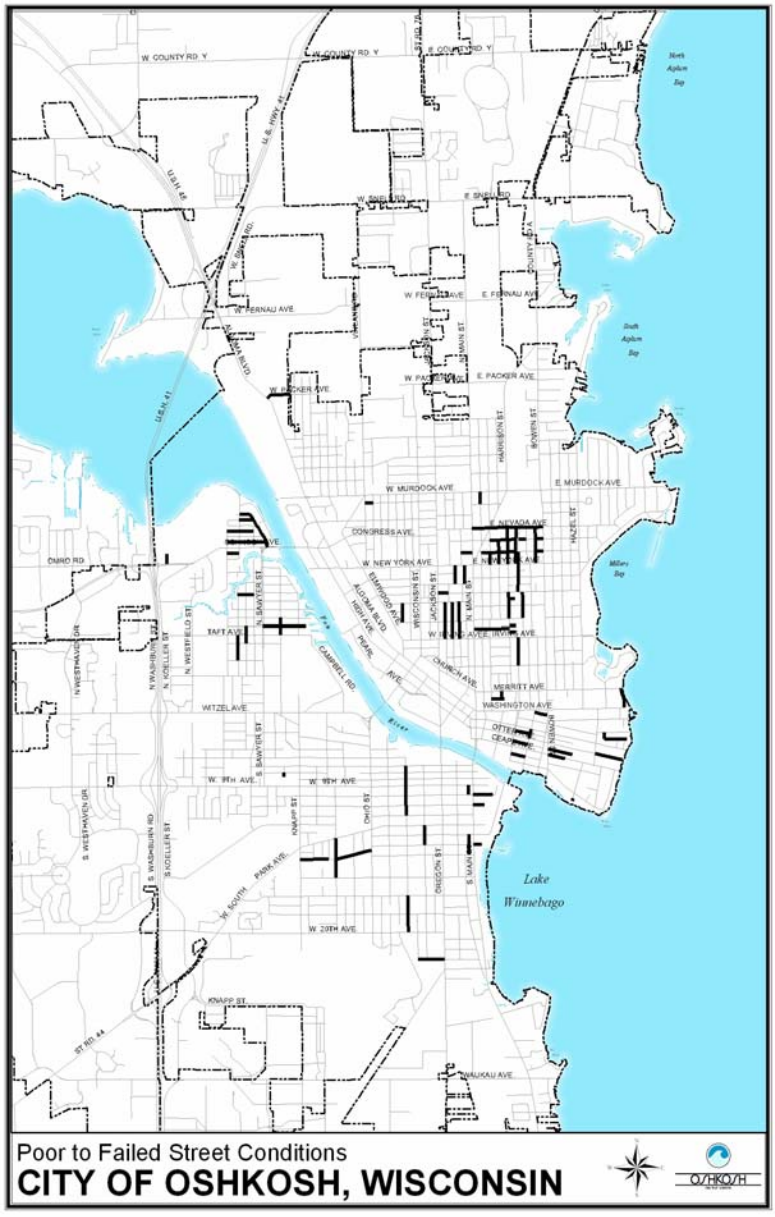
One indicator used during the CIP planning process is the Pavement Surface Evaluation and Rating (PASER) System which rates roads on a scale of 1 to 10,

based on visual inspection. The higher the rating, the better the road.

In the city, street reconstruction projects are closely tied to utility (water, sewer, stormwater) upgrades and improvements. The map below shows the streets in Oshkosh that have a PASER Rating of "Poor to Failed" Street Conditions, which have a rating from 1-3. Streets in this category need patching, an overlay, or a complete reconstruction. There are 24.03 miles in this category.

In the mid-level of PASER ratings, from 4-7, are where streets are showing the first signs of aging and needing to have open joints sealed or other routine maintenance. There are 118.97 miles of streets in this category.

In the highest level of PASER Ratings, from 8-10, are where streets are rated from Very Good to Excellent, needing little or no maintenance. There are 136.54 miles of streets in this category.



*Formula Driven Funding Programs*

The WisDOT on a formula basis offers the following competitive and non-competitive programs. The city will pursue funds during the implementation of this Comprehensive Plan, as they apply to transportation projects. Programs include:

- Connecting Highway Aids – This non-competitive program assists municipalities with costs associated with increased traffic and maintenance on roads that connect segments of the State Trunk Highway System. Municipalities receive quarterly payments on a per lane mile basis, with rates varying according to population and appropriations set in the state budget.
- Local Roads Improvement Program (LRIP) – This reimbursement program assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. LRIP pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D and MSIP-D) allow municipalities to apply for additional funds for high-cost road projects.
- General Transportation Aids – This program is the largest program in WisDOT's budget and automatically returns to local governments roughly 30% of all state-collected transportation revenues (fuel taxes and vehicle registration fees), which helps offset the cost of county and municipal road construction, maintenance, traffic and other transportation-related costs. GTA funds are distributed to all Wisconsin counties, cities, villages and towns based on a six-year spending average or a statutorily set rate-per-mile.
- Surface Transportation Program-Urban – This program provides funding for projects designed to improve federal aid eligible highways within urban areas. Communities apply for funding for roads that are classified higher than the "local" street classification. The city can receive funds based on MPO priorities or statewide formula requirements.
- Federal Urbanized Area Formula Transit Grants – This funding is provided to urbanized areas with populations between 50,000 and 200,000 to support transit operating expenses. Formula funding allocations for these smaller urbanized areas are made either directly to designated recipient (such as Oshkosh) or to state transit administering agencies, who then disburse funds to local transit providers.

## Coordination with Other Plan Elements

Because of the interconnectivity of the elements of the Comprehensive Plan, it is beneficial to note some of the coordination between the elements as the goals, objectives, and actions of the Plan are implemented, in order to avoid conflict between the elements.

### *Land Use Element*

Transportation infrastructure has the ability to significantly change a landscape. The future land use map is prepared to show land uses consistent with surrounding transportation network. For example, residential uses are not identified along the Highway 41 corridor because of the conflict in use between residential housing and this major transportation route (noise, needed level of access, etc.).

### *Economic Development Element*

While several factors contribute to the success of any economic activity, one of the major factors is access, whether it is access to the highway, airport, or surrounding neighborhood. The Economic Development Element identified "Economic Activity Zones" throughout the city where infrastructure that supports economic development is located and maintained. The role of transportation in the EAZs is an important one as the EAZs encompass the city's industrial and business parks, which are located on the federal and state highways, near the railroads, and near the airport.

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