

Questionnaire Purpose and Methodology

The stakeholder questionnaire was developed to help the project team identify transportation related issues within the WIS 21 study corridor. Specifically, the questionnaire was designed to:

- Identify real and perceived transportation problems and deficiencies;
- Determine what, if any, negative impacts the existing corridor traffic operations have on businesses/institutions in the area;
- Identify the general travel experience and determine what individuals expect when traveling in the corridor;
- Identify potential transportation improvements that could help traffic operations;
- Identify potential obstacles that might prevent transportation improvements from being implemented; and,
- Raise public awareness of the WIS 21 transportation plan development and encourage participation in the study process.

The stakeholder interviews provide detailed information from those very familiar with traffic operations within the WIS 21 Corridor – the daily users such as local business owners, residents, and customers. ***The stakeholder responses reflect a small sample of businesses and residents of the area and are not intended to be a statistically valid survey sample.*** The stakeholder interviews are a way to better understand preliminary study issues and will help generate public awareness and encourage additional public participation during the transportation plan development.

Stakeholders were mailed a letter briefly describing the project, a questionnaire, and a graphic displaying the study area (see appendices for copies of these materials). This information was mailed during the first week of February 2005. Table 1 summarizes the WIS 21 Corridor stakeholders.

The letter encouraged stakeholders to return the completed questionnaire via mail or fax to the project team. Two weeks after the questionnaire was mailed, a member of the project team began contacting stakeholders via telephone. The telephone interviews began with a project team member asking stakeholders if they had received the letter and questionnaire. After a brief introduction, the questionnaire was then completed. Upon completion, stakeholders were informed that if interested, a project newsletter and public meeting notices would be available to them via e-mail. Stakeholders were thanked for their participation and input and were encouraged to remain involved throughout the duration of the transportation plan development.

Table 1. Wisconsin 21 Corridor Stakeholders

#	Contact	Address
1	Aaron Geitner - State Farm Insurance Agent	2100 Omro Road, Ste. E
2	All Saints Lutheran Church	1072 Honey Creek Road
3	Aurora Medical Center & Aurora Medical Group	855 N. Westhaven Drive
4	Badger Federal Services, Inc.	2701 S. Oakwood Road
5	Church of Jesus Christ of Latter Day Saints	2828 Scenic Drive
6	Collision Specialists & Turn Key Auto Sales	5095 State Road 21
7	Community First Credit Union	2424 Westown Avenue
8	Culver's Frozen Custard	2270 Westown Avenue
9	Curwood, Inc. - A Bemis Company	2200 Badger Avenue
10	Duggan's Piggly Wiggly	525 E Murdock Ave
11	Duo Safety Ladder	513 W 9th Ave
12	Festival Foods	2415 Westowne Avenue
13	Holiday Inn Express Hotel and Suites	2251 Westowne Avenue
14	Kobussen Buses, Ltd.	3043 Omro Road
15	Kwik Trip	2109 Omro Road
16	Leach Company	2737 Harrison Street
17	Menard's	2351 Westowne Avenue
18	Mercy Medical Center	500 S. Oakwood Road
19	Mueller Chrysler-Plymouth-Lincoln-Mercury	2060 Omro Road
20	City of Omro Resident	
21	City of Omro Resident	
22	ONYX Waste Services	250 Alder Avenue
23	Oshkosh Area School District	215 S. Eagle Street
24	Oshkosh Fire Department, Ambulance Services	101 Court Street
25	Oshkosh Truck Corporation	2307 Oregon Street
26	Racette Ford of Oshkosh	2195 State Road 21
27	Rasmussens Apple Acres	1010 Honey Creek Rd
28	Rogge's Food Distribution	178 Alder Avenue
29	Rusch Homes	3807 State Road 21 #A
30	Skipper Bud's	1351 Egg Harbour Lane
31	St. Paul's United Church of Christ	1250 Leonard Point Rd.
32	TENRON	2861 Shorehaven Court
33	Town of Algoma Fire Department	1798 Leonard Point Road
34	University of Wisconsin Oshkosh	800 Algoma Blvd.
35	Walgreens	1100 Emmers Lane
36	21 Shell, Inc.	2250 Westowne Avenue

Stakeholder Interview Findings

This section summarizes the findings of the WIS 21 Corridor stakeholder interview responses. Detailed responses to specific questions are provided in the appendices.

Questionnaire Response Rate

Stakeholder questionnaires were sent to 36 businesses/institutions located directly along or in close proximity to the WIS 21 study corridor. In total, 34 of the 36 (94%) stakeholders were reached for comments by phone, mail, or fax (several unsuccessful attempts were made to contact the two remaining stakeholders). Eight respondents completed and returned the questionnaire via mail or fax. In some cases, these individuals were also contacted via telephone to follow-up on specific responses.

The remaining stakeholders who had not returned a completed questionnaire were contacted by telephone beginning approximately two weeks after the initial mailing. Telephone calls began in late February 2005 and continued for approximately three weeks. Of those stakeholders reached by telephone, one stakeholder indicated that they would provide written responses rather than completing the questionnaire over the telephone. In total, 31 respondents were contacted by telephone and 30 respondents answered follow-up responses or completed the questionnaire.

Stakeholder telephone interviews, for those who completed the questionnaire via the telephone, averaged 15 minutes per call. The shortest call lasted 8 minutes while the longest call lasted 30 minutes.

Summary of Findings

The Stakeholder questionnaire contained seven questions. The questions are identified below:

1. What transportation problems or deficiencies exist within the WIS 21 study area?
2. Do these transportation problems adversely impact the stakeholder business/institution operations?
3. What is the biggest transportation problem within the WIS 21 study area?
4. What does your business/institution expect to experience while traveling on WIS 21 or in the WIS 21 area?
5. What transportation improvements would you like to see implemented within the WIS 21 study area?
6. What is the most important transportation improvement that should be made within the WIS 21 study area?
7. What, if any, obstacles do you see preventing these transportation improvements from occurring?

The following is a brief summary and highlights from the Stakeholder responses:

WIS 21 / US 41 Interchange

A large majority of stakeholders interviewed immediately indicated that congestion in the WIS 21 corridor, and specifically the US 41 interchange, is a problem. Nearly 69% of respondents indicated that backups/traffic congestion is a major concern in the interchange area. Nine respondents indicated that traffic congestion in the interchange area was the biggest transportation problem along the WIS 21 corridor while another five respondents identified general interchange deficiencies as the biggest problem in the study corridor.

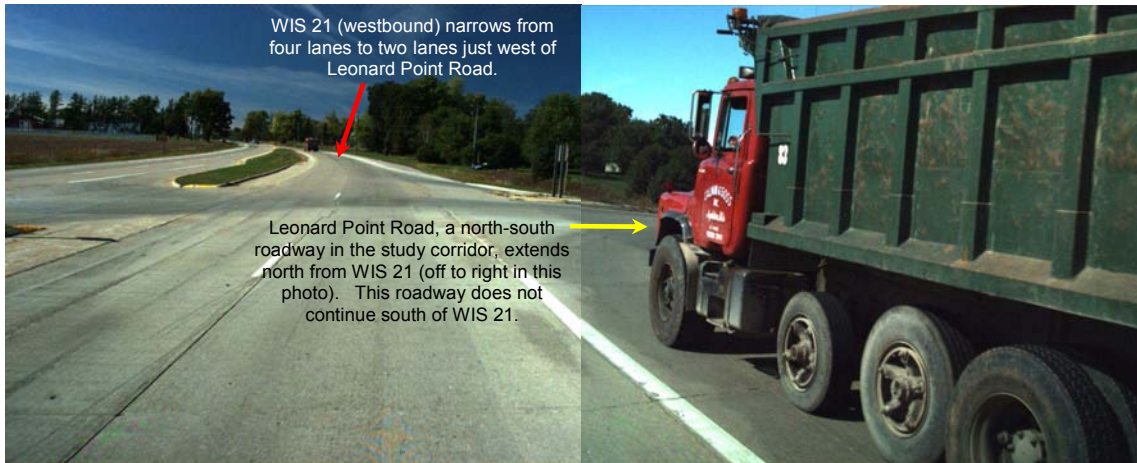
Existing traffic operations at the WIS 21 / US 41 interchange were often mentioned as the primary cause of traffic congestion along the entire WIS 21 corridor. Respondents generally agreed that the a.m. and p.m. peak travel periods represent the worse travel conditions and that travel volumes are generally highest during summer months. Specifically, respondents identified the travel movement from eastbound WIS 21 to northbound US 41 as a major problem at the interchange. Other responses related to the interchange area included the following:

- Inadequate turn lanes (too few turn lanes and/or too short of lanes) to accommodate desired travel movements from WIS 21 onto US 41;
- Poor signal timing, close intersection spacing, and heavy traffic volumes result in long delays (travelers having to wait upwards of six signal cycles before completing their desired movement);
- Poor visibility and sight distance make turns difficult in the interchange area (in particular left-turns onto US 41 northbound and southbound against on-coming traffic); and,
- Difficult merge/diverge conditions to/from US 41 as a result of short, steep on-ramps, and backups created at off-ramp locations.

WIS 21 Traffic Operations

In general, the majority of respondents indicated that improvements are needed along the WIS 21 corridor to help traffic operations. Problems that were frequently mentioned included:

- Congestion results in driver anxiety, cut-through traffic, and unsafe maneuvers;
- Too many access points and intersections along the corridor are confusing and unsafe;
- Bottlenecks form where the four-lane section of WIS 21 narrows to a two-lane section; and,
- High travel speeds and passing (in particular in the two-lane section) are unsafe.



Several respondents indicated the segment of WIS 21 near Leonard Point Road creates a bottleneck as the road narrows from four-lanes to two-lanes just west of this location. Other respondents added that between Oakwood Avenue and this location there is excessive travel speeds as motorists pass vehicles (especially trucks) to avoid traffic delays in the two-lane section of WIS 21.

Some stakeholders indicated they would like to see the WIS 21 corridor function as a high-speed facility. Specifically, some respondents indicated that WIS 21 is a regional corridor that should be widened to accommodate the rapid development and related traffic demand. However, many indicated the numerous access points (intersecting local roads and driveways) along the corridor are not conducive to high-speed travel. Nearly 35% of respondents identified access control as a potential transportation improvement.

A few retail businesses located closer to the WIS 21 / US 41 interchange feel that driveway and intersection access is critical to their existence in the corridor and that the current traffic conditions are not a problem. In fact, a few respondents indicated that closing intersections would negatively impact their operations.

Development and Related Impacts

Several respondents indicated that the WIS 21 corridor has developed significantly during recent years and continues to develop at a rapid pace today. Many feel the traffic operations within the corridor will continue to deteriorate with future development extending west toward Omro. Some noted a high level of commuting trips between Omro and the US 41 interchange. Specifically, respondents described travel patterns that included motorists continuing north on US 41 to Appleton or south on US 41 toward Fon du Lac.

The general feeling among respondents is that the existing traffic operations within the corridor do not negatively impact their respective businesses. Approximately 44% reported that existing traffic has no impact on their business operations. Approximately 19% indicated that people are generally aware of the

traffic conditions in the corridor and either avoid the area or adjust their travel patterns during peak travel periods. Others indicated that people know the traffic conditions along the corridor and just deal with it.

A few respondents in the area feel that existing traffic conditions have some impact on their businesses and/or employee commuting. Some respondents indicated that they probably lose some pass-by traffic during peak periods as drivers do not want to get off WIS 21 due to heavy traffic congestion and the related travel delays with getting back on WIS 21. Other respondents (approximately 16%) indicated that the existing travel conditions impact their employees ability to get to and from work.

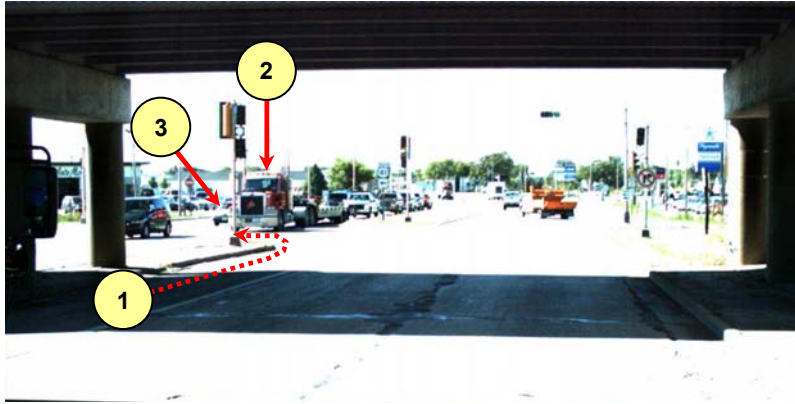
Other retail providers are concerned about the planned improvements (Summer/Fall 2005) to close the access point at Washburn Street as they feel this will adversely impact their businesses. Others however, very much support this project and feel that it will improve traffic flow and reduce the number of accidents along WIS 21 at the US 41 interchange.

Traffic Safety

Several respondents indicated that they have observed or are aware of accidents along the WIS 21 corridor. One location frequently mentioned was the WIS 21 / US 41 interchange. Respondents feel that poor visibility, closely spaced traffic signals, and heavy traffic volumes are a primary cause of accidents in the interchange area.

Emergency response providers indicated that they often respond to accidents in the WIS 21 / US 41 interchange area (especially on US 41 during peak periods). EMS respondents indicated that the congestion along the WIS 21 corridor can lead to accidents along US 41. In particular, the US 41 exit ramps to WIS 21 often back-up during peak periods. As a result, it is not uncommon for rear-end accidents to occur at these ramp locations as motorists are not expecting traffic back-ups to extend onto the US 41 mainline.

Additionally, several respondents indicated that poor visibility, or sight distance, is a problem traveling along WIS 21 under US 41. Specifically, it is extremely difficult and unsafe to make left-turns against on-coming traffic to enter the US 41 on-ramps (both northbound and southbound onto US 41). Sight distance becomes a problem as traffic back-ups occur along WIS 21 and motorists waiting to complete left-turns onto US 41 become impatient (due to long travel delays) and try to complete left-turns when gaps are generally very short in duration. The following photo displays an example of what respondents described as occurring at the WIS 21 / US 41 interchange.



SOURCE: WisDOT Roadview Player – Frame: Front View, 272.jpg

Nearly 44% of respondents identified poor visibility and difficulty in making left-turns at the WIS 21 / US 41 interchange. As a result of heavy peak hour traffic volumes, left-turning vehicles to US 41 often have difficulty crossing on-coming traffic. The following series of events is an example of what respondents described at the US 41 interchange on-ramps (photo depicts westbound direction on WIS 21 under US 41):

- 1) A westbound vehicle turning left to the US 41 southbound on-ramp must wait for an acceptable gap to cross two lanes of on-coming traffic.
- 2) Heavy eastbound traffic on WIS 21 (inside travel lane) can backup blocking the sightline of the westbound turning vehicles and results in fewer acceptable gaps to complete the left-turn.
- 3) Westbound motorists waiting to turn left onto US 41 may become impatient and attempt to complete their turn when a short gap becomes available. However, in some instances on-coming traffic in the eastbound outside travel lane may not be seen and can result in crashes.

Other respondents indicated the two-lane section of WIS 21 is a concern as this area has high travel speeds, frequent tailgating, numerous access points, and unsafe passing maneuvers. Several respondents felt access to and from WIS 21 is unsafe from certain driveways and intersections. Some respondents indicated that they know individuals, or from personal experience, will go out of their way using side streets to avoid having to turn onto, or cross, WIS 21. School bus providers in the area indicated that they will double back to Oakwood Avenue to avoid having to enter WIS 21 at non-signalized intersections.



Respondents identified access along the two-lane section of WIS 21 as a concern. This segment, just west of Leonard Point Road, shows the location of six separate driveways with direct access to/from WIS 21 within less than one-quarter mile. The driveway access points are indicated by the arrows.

General Experience Within the WIS 21 Corridor

Respondents were asked to describe the experience of traveling along, or within the area, of WIS 21. Sixty-nine percent of respondents indicated that motorists should expect backups/traffic congestion; specifically, at the WIS 21 / US 41 interchange and the two-lane section of WIS 21. Several respondents indicated that it is not uncommon for eastbound traffic on WIS 21 to wait upwards of six traffic signal cycles before being able to complete their desired movement.

Other frequently heard comments indicate that motorists should expect to experience high travel speeds along sections of WIS 21 heading west from Oakwood Avenue toward Omro. Others added that the two-lane section of WIS 21 is difficult to access from driveways and that unsafe passing maneuvers are common within this stretch. A few respondents indicated that they desire improved traffic flow along the entire corridor.

Potential Transportation Improvements

Several potential improvements were identified by Stakeholders. The most frequent responses (general and specific in nature) were to fix the WIS 21 / US 41 interchange traffic operations. Some respondents provided detailed improvements that included improving movements onto the US 41 ramps by improving signal timing and by providing additional vehicle storage.

Another frequent improvement identified was the need for additional capacity along WIS 21. Nearly 34% of respondents identified the widening of the two-lane section of WIS 21 to four-lane as an important improvement. Some specifically indicated that widening WIS 21 would also improve travel safety by eliminating unsafe passing maneuvers between Oshkosh and Omro. Eight respondents felt

the widening of WIS 21 to four-lanes was the most important improvement that could be made within the corridor.

Another 34% of respondents indicated that access control and improved crossing on WIS 21 was needed. Some respondents indicated that they would like to see a frontage road system extended west along WIS 21 to allow the highway to operate as a higher speed facility. A few indicated that with the additional growth in the area that they would like to see the local roadway network develop with the addition of new roadways and connections. One connection that was specifically identified by a few respondents was the desire to see Leonard Point Road extended south from WIS 21.

Summary

The WIS 21 Stakeholder interviews were conducted to help the project team to better understand the issues and problems within the study corridor and to raise public awareness regarding the transportation plan development. The Stakeholder responses helped:

- Identify real and perceived transportation problems and deficiencies;
- Determine what, if any, negative impacts the existing corridor traffic operations have on businesses/institutions in the area;
- Identify the general travel experience and determine what individuals expect when traveling in the corridor;
- Identify potential transportation improvements that could help traffic operations; and,
- Identify potential obstacles that might prevent transportation improvements from being implemented.

Appendices

Appendix A Stakeholder Cover Letter and Questionnaire

Appendix B Questionnaire Responses (By Specific Question)

APPENDIX A

Stakeholder Cover Letter and Questionnaire



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Jim Doyle
Governor

Frank J. Busalacchi
Secretary

Green Bay Transportation District 3

944 Vanderperren Way
P.O. Box 28080
Green Bay, WI 54324-0080

Telephone: (920) 492-5643
FAX: (920) 492-5640
E-mail: greenbay.dtd@dot.state.wi.us

[DATE]

[STAKEHOLDER CONTACT]

[BUSINESS/AGENCY]

[ADDRESS]

[CITY, STATE ZIP CODE]

Dear [Stakeholder],

The Wisconsin Department of Transportation (WisDOT) is working with local jurisdictions to develop a long-range plan for WIS 21 from US 41 to Rivermoor Road in Winnebago County. A map of the planning area is enclosed for your convenience. The plan will include alternatives and long-range recommendations for locations of interchanges, overpasses and local streets.

The plan will also evaluate existing and future conditions and identify long-range transportation improvements that will maintain safe and efficient traffic operations on WIS 21. This plan will help local agencies, developers and other property owners make better decisions regarding their future transportation and land use needs.

WisDOT has retained URS to complete a traffic analysis of the WIS 21 corridor. Identifying issues and needs is a critical step in the process. URS is helping WisDOT seek input from stakeholders that either travel in the planning area or may be impacted by potential improvements. We have identified you as a stakeholder and request that you review and complete the enclosed WIS 21 Stakeholder Questionnaire. We appreciate your time and value your responses. The information you provide will help the project team develop better solutions for the WIS 21 corridor.

A member of our planning team will contact you by telephone over the next two weeks to discuss the Stakeholder questionnaire and obtain your responses. This will only take a few minutes of your time. If you prefer, you may also complete the questionnaire and send it to URS via fax at (414) 831-4101 or by mail at 10200 Innovation Drive, Suite 500, Milwaukee, WI, 53226.

We look forward to discussing your responses in the near future. If you have questions in the meantime, I encourage you to call me at (920) 492-5986. Thank you in advance for your time and thoughts on this important corridor plan.

Sincerely,

Jeanette Cavanaugh
Transportation Planner

Enclosures (2)

DT89

WIS 21 Corridor Study

Stakeholder Interviews

Stakeholder Information

Contact:

Date:

Title:

Business/Institution:

Phone Number:

E-mail Address:

Additional Contact Info:

Background Information

- a. General location of business/institution (operations) within the WIS 21 study area.

- b. General description of operations (include number of employees, members, students, etc.).

- c. List any unusual or unique travel patterns, transportation needs, etc.

Transportation Questions

1. What transportation problems or deficiencies exist within the WIS 21 study area?

2. Do these transportation problems adversely impact the stakeholder business/institution operations?

3. *(Of the problems identified in question #1)* What is the biggest transportation problem within the WIS 21 study area?

4. What does your business/institution expect to experience while traveling on WIS 21 or in the WIS 21 area?

5. What transportation improvements would you like to see implemented within the WIS 21 study area?

6. *(Of the improvements identified in question #5)* What is the most important transportation improvement that should be made within the WIS 21 study area?

7. What, if any, obstacles do you see preventing these transportation improvements from occurring?

Additional Notes/Comments

Use additional pages if necessary.

APPENDIX B

Questionnaire Responses (By Specific Question)

Question #1

What transportation problems or deficiencies exist within the WIS 21 study area?

No major concerns as it relates to the church (Hwy 21 is four-lane at this point). There are approximately 2 or 3 older adults who take a circuitous travel route to get on/off Hwy 21 (for example, north on Oakwood, west on Omro Road, south on Honey Creek Road) as it is an easier travel movement for them to make. One church member was involved in an accident along Hwy 21 about two years ago (no specific accident details provided).

Main concern is the busy intersection/interchange of Hwy 21 and US 41. Hear complaints about this interchange from customers as well as from personal experience. Transportation problems (busy/congestion) are related primarily to peak hours of travel (8 a.m. and 5 p.m.).

Generally speaking heavy traffic along Hwy 21. Peak periods are generally the worse case scenarios. Traffic in off-peak is still busy but does not cause significant problems. Summer is worse than winter. Specifically, traffic signal near Kwik Trip (Washburn / Hwy 21) – Heavy traffic and several accidents (indicated that this intersection is being improved, closed in summer 2005). Hwy 21/US 41 interchange is a problem (heavy traffic). Specific problem is left turn onto US 41 going under the bridge. Left turn lane is too short and during peak periods several traffic back-ups occur. Motorists can often wait long periods of time (up to 10 minutes) to actually make left turns onto US 41. Another related problem is that motorists wanting to turn left onto US 41 will get in right-lane to avoid traffic back-ups and then attempt to quickly jump over into the left-lane to complete their turn onto US 41. This traffic pattern results in further traffic delays to turning and through vehicles.

Evening congestion for access from Hwy 21 east to US 41 north.

The area around the Hwy 21 / US 41 interchange, and generally north of Hwy 21, has become urbanized. Most of the east-west routes in the area generally dead-end on the east side at the Lake. The current roadway system is not capable of properly handling traffic in the area. People traveling on Hwy. 21 do not have adequate capacity (2-lane west of Leonard) and travel speeds vary significantly along the corridor. (35-45-55 mph). Several improvements have been made over the years to Hwy. 21 but really are attacking the problem the wrong way (need to make this corridor a high speed facility much like corridors in the Chicago area) and need to extend the improvements well past the Omro area.

A big problem is the movement at the Hwy 21 / US 41 interchange. Specifically, the Eastbound Hwy 21 traffic wanting to travel Northbound on US 41 is a difficult turn due to short turn-lanes and significant traffic volumes and back-ups.

Several accidents west near Omro along Hwy. 21 (several fatalities).

Heavy congestion in the segment from US 41 to Leonard Point Road (where Hwy. 21 narrows to two-lanes). Indicated that there is not much congestion in the Oshkosh area in general; however, the Hwy. 21 corridor is one of the congested locations. Going into Oshkosh this is a bottleneck.

There are too many intersections closely spaced near the US 41 and Hwy 21 interchange. Personal experience, travels southbound on Oakwood past the Hwy 21 intersection everyday. Approximately three times a week will see a vehicle run the stop sign on Oakwood in order to get across or onto Hwy. 21 (this a difficult maneuver).

General problem is that the bypass does not function as a bypass. There are several businesses that access Hwy. 21 and several local roadways along the corridor. Get people cutting through parking lots and businesses to avoid heavily congested areas along the corridor. This creates an unsafe area. The primary cause is the mix of "intercity traffic and intracity traffic." Need to figure out how to accommodate/balance these various traffic movements.

The movement westbound on Hwy. 21 to southbound on US 41 is bad. Vehicles waiting to turn left onto US 41 southbound ramp have green light but have difficulty seeing on-coming traffic along Hwy. 21. Have observed a number of accidents that have occurred at this location.

Another problem is the northbound ramp onto US 41. Difficult merge as it is short and hard to get up to mainline travel speeds.

One problem is getting from Hwy. 21 onto US 41 to go northbound. Difficult to make this movement and often causes back-ups. Too many cars are only using the left lane to get onto US 41.

Another problem is the travel speeds in the corridor near the Shell station. Posted speed limit is 45 mph but much of the westbound traffic is doing 55 or 55+ mph at this locations as they are reaching highway travel speeds. Difficult for cross traffic vehicles to cross Hwy. 21.

Walgreens has good access off Emmers. One thing that has heard from customers is regarding the signal at Emmers and Hwy. 21. A person waiting on the side street (Emmers) at a red light will often have to wait several minutes as Hwy. 21 traffic has more green time (not really a problem as he understands that Hwy. 21 traffic needs more green time as compared to Emmers. In general there are too many traffic lights.

Presently it works well.

Increasing traffic along Hwy. 21 in and out of two-lane/four-lane area causes bottlenecks along the whole route along with City penetration slow downs.

Hwy 21. and US 41 interchange.

Congestion. Specifically at certain times of the day (3 p.m. + and early a.m.). Close proximity of the frontage road near the US 41 / Hwy. 21 interchange. Cut through traffic in these areas makes traffic flow difficult. Also have people making left turns onto Hwy. 21 which is difficult. The close intersection spacing adds to the congestion problem.

Another problem is the backups that occur on the off-ramps from US 41 to Hwy. 21. From the EMS perspective, this is a problem as the congestion can often result in rear-end accidents in the area. It is a two-fold problem - Congestion can lead to accidents which can result in chain reactions and rubber-neckers. This increases the potential for additional accidents.

Traffic jams at the US 41 / Hwy 21 interchange. Single lane ramps and turn lanes are not adequate to accommodate traffic in the area. Traffic signal also does not provide enough time to complete movements. Area creates a bottleneck.

Poor visibility coming off US 41 to Hwy 21. Huge blind spots. People try to be nice to let someone complete a turn but the visibility is such that it is difficult to safely make such a maneuver.

Getting on US 41 is also a problem. Specifically, the merge getting on to the US 41 mainline is difficult given the steep ramp and the slow traffic. As a result it is difficult to merge with traffic that is traveling at much greater speeds along the mainline.

From Church perspective – Generally travel during the church services is not a problem (Sunday a.m. primarily). Personal observations – Generally the US 41/ Hwy 21 interchange is a problem area. Traffic is heavy between 3:30 p.m. and 5:30 p.m. Generally after 5:30 p.m. the traffic is not that bad.

Only what the DOT has proposed to ease traffic in the area without taking into consideration what the people who live and work in the are have to say.

"It's a mess" referring to the Hwy 21 / US 41 interchange. Long travel delays and a lot of accidents. Backups are created on the US 41 exit ramps as traffic cannot get through on Hwy 21. The backups on US 41 can lead to accidents which then in turn result in additional travel delays on US 41 and Hwy 21.

No problems.

Not aware of any.

Biggest problem is where Omro Road meets Hwy. 21. A lot of entry and exit points along Hwy. 21 (many of which serve the strip mall developments in the corridor). Drivers generally avoid this area and use Oakwood instead. Access on Oakwood is good.

Hwy. 21 and US 41 connection / interchange. Huge backups and no easy way to get around the area. Going under US 41 is difficult (getting on US 41). Often experience 15 to 20 minute delays.

Westowne also has backups especially on weekends. Corridor also congested in peak periods (such as 6:30 a.m. to 8:00 a.m.). Growth toward the west is continuing and will add to the problems in the area.

In the two-lane section (west end of study area and extending west in to Omro)...it is hard to get onto Hwy 21 from the North-south side streets (numerous side streets connect to Hwy. 21). Travel speeds often exceed the posted speed limit of 55 mph. Also observe dangerous passing occurring in the two-lane section. The intersection of Hwy 21 and FF is a dangerous intersection. Trucks often come north on FF from County E and use the Hwy 21 and FF intersection. Difficult for trucks to get out onto Hwy 21 at this location. Also have observed accidents at Hwy 21 and FF intersection. Population growth in Algoma and Omro will continue and add to the overall problems of Hwy. 21.

Closer to US 41...Pretty crowded from Oakwood east to US 41. Realistically not too bad except for a.m. and p.m. (4 to 5 p.m.) peak hours. Generally a tie-up at the US 41 interchange. Specifically the left hand lane going under 41 (eastbound) and onto US 41 is a problem. People try to squeeze into the lane to avoid delay. Can spend a lot of time waiting at this location.

Generally referring to the two-lane section...Heavily traveled (congested) with impatient drivers. Several passing maneuvers along the corridor. Speeds are too high. Tailgating happens all the time. Several hills and curves along the corridor that are generally unsafe.

More traffic as you get into Oshkosh. Interchange of Hwy 21 and US 41 is congested.

Great deal of traffic congestion especially during lunch hour and 4 p.m. to 6 p.m. Horrendous traffic back-ups (especially heading east on Hwy. 21 to get on US 41). Have to wait a long time to get through the intersections. Dangerous heading west on Hwy. 21 as you go under US 41 and try to turn left to go south onto US 41. Can't see oncoming traffic (traffic heading eastbound) as your view is blocked by eastbound traffic that is backed-up waiting to turn left to go north onto US 41.

Access onto Hwy. 21 from the property is very difficult ("death trap in and out of driveway"). Mostly difficult trying to get on Hwy. 21 to go east toward US 41. The Hwy. 21 and US 41 interchange area is also a problem area.

Busy corridor with heavy volume. Two-lane section needs to be widened to accommodate traffic. Access from the industrial park onto Hwy. 21 is sometimes difficult. Interchange at Hwy. 21 and US 41 is a problem. In particular, eastbound traffic on Hwy. 21 wanting to go north on US 41 is big problem. Will sit at this location for a long time (especially on weekends).

Not any really significant problems. Interchange of Hwy. 21/ US 41 is a problem area.

From the school transportation perspective...getting buses onto and across Hwy. 21. Especially the four-lane area (near the two-lane section) vehicles are coming from Omro at a "good clip" of speed. This has impacted the routing of buses. Route buses to Oakwood Avenue so they are able to safely cross or access Hwy. 21 via the traffic signal. This sometimes results in having to double back to Oakwood Avenue but is safer and easier than dealing with the difficulty of crossing Hwy. 21 at other crossroads. The amount of traffic and the travel speeds (although speeds are posted 45 mph often have vehicles traveling 60+ mph) make crossing Hwy. 21 difficult.

Near the Hwy. 21 / US 41 interchange there are frequent back-ups that occur along Hwy. 21 as vehicles wait to turn onto the US 41 on-ramps. Sometimes the back-ups result in the blocking of a through travel lane (for example, the eastbound left lane which will often have vehicles waiting to turn left to head north on US 41). These backups can sometimes extend west beyond the Westowne Avenue intersection.

Also have witnessed several accidents in the corridor. Many near the Hwy. 21 / US 41 interchange as vehicles are waiting to enter US 41. Some accidents have resulted in chain reactions.

Two-lanes inadequate for traffic load.

3:00 to 5:30 p.m. there are a lot of backups along Hwy. 21. Sometimes traffic will backup from US 41 beyond the Westowne Avenue frontage road. Most backups are caused because there are too many stop lights in this short distance. Traffic is actually a little better now on Hwy. 21 that construction on Witzel is complete.

Backups between 3:00 p.m. and 6:00 p.m. (especially at the Hwy. 21 and US 41 interchange). Can often wait at the traffic signal at Washburn for as many as 5 cycles. There are also a number of accidents that occur at this location. The movement from Hwy. 21 to US 41 northbound is very difficult to make. Can't see when you are going under the bridge and difficult to see because of heavy traffic coming the other direction.

Bridge over the Lake (on US 41) often has accidents and this sometimes causes delays on Hwy. 21. Also, because of heavy traffic on Hwy. 21 it is difficult to get out onto the highway.

Certain times of the day there are backups (in particular at the Hwy. 21 / US 41 interchange). From fire dept. perspective access to the Hwy. 21 area is generally good. Majority of accidents occur in the interchange area at the US 41 on-ramps and off-ramps. Also, the first intersection west of US 41 (Washburn) is another common area for accidents. Generally the accidents are a result of vehicles failing to yield and congestion related. Big problem at US 41 interchange is the movement of traffic from eastbound Hwy. 21 to northbound US 41.

Surprised that there have not been more accidents along Hwy. 21 where the four-lane section narrows to two-lanes. Aware of times where motorists have been forced to drive on the shoulder to merge with traffic into the two-lane section.

Timing of lights at the Hwy. 21 and US 41 interchange is a real issue. Backups are horrible at this location (however, within the last month or so it has not been as bad). Northbound traffic coming off US 41 turning left toward (westbound) toward Omro will get a green light at the first light but then will generally hit a red light at the first intersection under US 41. As a result, people who know the area will speed up to get through the intersection but others who are unfamiliar with the area may stop and could cause an accident. This is certainly a safety concern.

Another problem is motorists along Hwy. 21 (eastbound) will often have to wait 15 minutes to get from Hwy. 21 onto northbound US 41. Horrible traffic backups at this location and this too can create safety concerns. Will see accidents occur as motorists are backed-up to get onto US 41. Once on the US 41 on-ramps, these are very short and are uphill which makes merging onto US 41 difficult. Traffic on US 41 may not be aware of merging traffic and they will not always get over making it even more difficult to merge. Some people have difficulty getting up the US 41 on-ramps (trucks in particular) but have also see others completely stop at the top of the on-ramp because the merge area is very small.

The two-lane section of Hwy. 21 also has problems. Slow traffic on Hwy. 21 with no-passing lanes. Often will see unsafe passing maneuvers being made. There is one passing lane that currently exists along Hwy. 21 but this is located along a curve and have seen accidents at this location as again people try to make unsafe passes.

We bought on to a DOT document guaranteeing two access points onto Wis 21.

Question #2

Do these transportation problems adversely impact the stakeholder business/institution operations?

No or N/A (6 Responses)

No. People still get to the business.

No complaints. Not sure if they want a right-in, right-out that has been discussed for their property.

From a business perspective, the congestion is not insurmountable. However, anytime you have a congested area there is greater risk for travel delays and safety concerns.

No. Company reducing size in area and previously did not use the Hwy. 21 / US 41 interchange location for business purposes.

When Witzel Avenue was under construction the traffic on Hwy. 21 doubled. Lost some business because pass-by traffic was no longer stopping as they did not want to get out of the line of traffic (hard to get back in line because of heavy volumes and traffic delays). With Witzel Avenue complete, feel that they still sometimes will occasionally lose a customer because of current traffic conditions along Hwy. 21 (person may not stop to buy milk on way home for example). Generally if this happens it is happening during the p.m. peak hour. Customers have stated they don't like coming to this location because of traffic problems.

Presently it works well.

At this time with this intersection like it is the transportation problems do not negatively effect our business – if the intersection is closed it would impact business.

Difficult for employees getting to work and rush hours.

No. EMS members are aware of the traffic related problems in the area. Have not heard of situation where drivers are avoiding the US 41 / Hwy. 21 interchange on an emergency call.

No direct impacts on university operations. However, the Hwy 21 / US 41 traffic does impact employees and students traveling to/from the university.

No. Traffic flow is good during church activities. Day of week and time of day generally are during off-peak periods.

Only if DOT gets way.

Certainly. Impacts employees ability to be to work on-time. Can also impact sales. Traffic delays can result in being late on orders and delivery and equipment can sit idle.

Minimal to no impact.

Sure some customers try to avoid Hwy. 21 and take back roads. Any roadwork in the area will hugely impact business.

Absolutely. Biggest impact is time. In trucking the amount of time is critical as it directly relates to the cost of operations.

Have not heard of anyone not wanting to use the hotel because of traffic. However, do have guests that are frustrated by the traffic problems (often most are not familiar with the area).

No. Not a retail business (if retail, it probably would impact us). People know the traffic situation in the area and deal with it when coming to our location.

No impact in terms of dollars. However, is inconvenient to employees traveling the corridor.

Don't think so. Maybe some impact between 4 p.m. and 6 p.m. because of heavy traffic. Aware of some of the improvements mentioned for Hwy. 21...concerned that any prolonged construction (especially if Hwy. 21 were shut down completely) would have a significant impact on business.

Not really...have adjusted (added extra time on some routes). More a nuisance. Some buses are already through the area before the a.m. peak period.

Difficult to leave Leonard's Point Road and enter onto Hwy. 21.

No. Come to our business regardless of traffic conditions.

Hard to say but would guess that there are people who will not stop in because they can't get back out onto Hwy. 21.

Generally if responding to a call (accident for example) traffic is going to be a mess anyway. Access (getting through on Hwy. 21 for example) has not been a major problem.

Delays add time getting to/from work.

Yes immensely. Cannot develop as we are landlocked.

Question #3

(Of the problems identified in question #1) What is the biggest transportation problem within the WIS 21 study area?

No major problems.

Primary concern is busy/congestion in the Hwy 21 and US 41 interchange during peak periods.

Signal near Kwik Trip (Washburn / Hwy 21) – Heavy traffic and several accidents. This intersection impacts traffic flow and operations at Hwy 21 and US 41. Specifically, getting onto US 41 trying to go north.

Hwy 21 / US 41 interchange. Specifically, the Eastbound Hwy 21 traffic wanting to travel Northbound on US 41 is a difficult turn due to short turn-lanes and significant traffic volumes and back-ups.

Closely spaced/too many intersections within the corridor, especially near US 41 ("Way too many intersections.")

Northbound ramp area – difficulty getting onto US 41.

Getting onto US 41 from Hwy. 21. In general, the Hwy. 21 / US 41 interchange.

Biggest problem is that the new plan will create problems of access for us.

Not enough lanes and too many crossroads along the route that do not have merge type traffic entrances.

Hwy 21. and US 41 interchange.

Congestion. Not unusual to wait two, three, or four cycles to make it through a traffic signal at the interchange.

Poor visibility coming off US 41 to Hwy 21. Huge blind spots. People try to be nice to let someone complete a turn but the visibility is such that it is difficult to safely make such a maneuver.

US 41 / Hwy 21 interchange.

That it is the DOT's way or no way at all. Listen to the residents.

Long travel delays and accidents.

N/A (2 Responses)

Omro Road meets Hwy. 21.

Hwy. 21 and US 41 interchange.

Congestion along Hwy 21 from Oakwood east to US 41.

Congestion and excessive speeds (not enough passing zones).

Getting on and off US 41.

Access onto Hwy. 21.

Hwy 21 / US 41 interchange.

Interchange of Hwy. 21 and US 41.

Stacking of traffic on Hwy. 21 waiting to enter the US 41 on-ramps. This impedes traffic on Hwy. 21.

Four-lanes become two-lanes as we enter enter/leave our intersection. A traffic light would be safer.

Traffic backups.

The total amount of traffic backing up in the area. On Fridays, stacking can occur all the way back to Oakwood Avenue.

Backups at the Hwy. 21 / US 41 interchange area.

Delays and safety concerns.

Access in/out of acreage.

Question #4

What does your business/institution expect to experience while traveling on WIS 21 or in the WIS 21 area?

When Hwy 21 drops to two-lane you begin to get some slower traffic operations. Personal observations – Busy, generally fast travel speeds (65+ mph) within corridor. However, sometimes will have a person traveling only 45/50 mph which will slow down traffic flow. Expect tailgaters while traveling in corridor.

Great highway to travel along as long as it is not at 8 a.m. or 5 p.m. During these times expect to experience busy interchange and slow travel.

A lot of delay, traffic, and congestion. These problems are really not even related to the amount of traffic. Instead the majority of transportation problems exist because of the significant number of local roads, driveways, and generally speaking a poor overall traffic pattern/organization.

Expect not to go fast. If you want to go 65 or 70 mph go to Hwy 10.

Heavy congestion. Extreme amount of directional traffic. A lot of anxiety. People have no patience driving in the corridor (i.e., cut through traffic).

The approach along Hwy. 21 to US 41 will be congested. Traveling west along Hwy. 21 toward US 41 will be heavy traffic. This amount/volume of traffic is not typical for the Oshkosh area in general.

Waiting at a traffic signal for several minutes (often wait 3 cycles before moving through an intersection). Would like to experience better traffic flow through the area ("smooth flowing traffic").

We would still like full access to Hwy. 21.

Right now – Frequent slow traffic along the route and cross traffic to watch out for all along the route.

Expect smooth traffic flow.

Heavy congestion. Stop and go traffic. Rear end accidents.

Bottleneck. Need to be on your toes. A lot of anxiety. Difficult travel – especially in the a.m. and/or with heavy truck traffic (difficult for trucks to maneuver through the area).

Church perspective – Relatively busy. Normally no problem accessing the church. Good traffic flow and church is in good location (good visibility and good accessibility, off Scenic Drive). Oakwood signal fairly busy but not too bad. No problem getting across Hwy 21.

Personal observations – Dangerous highway. Number of accidents near home and had a fatality near driveway. Section between Rivermoor Road and US 41 / Hwy 21 interchange is bad during bad weather. High travel speeds (often in excess of 70 mph in front of home). 60 mph is adequate (55 mph speed limit). A lot of vehicles passing in current two-lane section. A four-lane section would eliminate the need for passing. A lot of truck traffic in the area. Hwy 21 is an important "east-west connector route."

Easy access to our facility for everyone who is our guests.

Multiple stop-lights. Extremely heavy traffic. A lot of left-turning vehicles (makes traffic flow difficult). Blind turns (can't see oncoming traffic as vehicles are stopped and this can result in accidents).

Nothing significant - A couple of intersections might be a concern.

N/A

Backups during peak travel times (7:00 to 7:30 a.m. and 4:00 p.m. to 5:00 p.m.). This typically occurs in the eastbound direction. From US 41 exit ramps going west expect to hit a lot of lights.

Not that familiar with the entire corridor...generally just know the interchange location. Problems were previously identified.

Speeding. Unsafe passing. Unsafe entry onto Hwy. 21 from north-south side streets.

Some traffic delay. In particular the Hwy 21 / US 41 interchange...peak traffic is pretty backed-up.

Pot holes...dodge huge pools of water. Busy time (peak hours) overwhelming amount of traffic for a small town.

So many people traveling along a two-way highway coming from the west to get to US 41 to continue to Fon du Lac and Appleton. 6:30 a.m. to 8:00 a.m. is really busy. Also very busy during the evening rush hour.

A very busy corridor. Westbound traffic from Oakwood Avenue intersection (from red light) is like a race to get good position for the two-lane section of Hwy. 21.

Heavy traffic and difficulty passing in the two-lane section.

A lot of a.m. (6:30 to 7:30) and p.m. traffic. Midday not as bad. Growth in area has really increased over recent years (more people continue to move west). The place is really hoping. Lot of commuters heading eastbound from the Omro area.

Slow access onto Hwy. 21 and unsafe.

Going west not as bad as eastbound traffic. Backups in the area with four to five stop lights. No frontage road beyond the Westowne Avenue makes access difficult.

Sit at several green lights at Frontage Road (Washburn near US 41). The movement from Hwy. 21 to northbound US 41 is very difficult.

Live off Leonard Point Road (from personal perspective)...heading west from US 41 interchange – traffic control is an issue. Short light at the US 41 off-ramps, frequent stops at lights, slow movement of traffic through the area. Heading east on Hwy. 21 toward the US 41 interchange – generally better traffic flow, peak hour congestion, traffic can backup to Oakwood Avenue, will sometimes have to wait 3, 4, 5, or 6 lights to get onto northbound US 41.

Full range of events. Sometimes good, some days really slow. Conditions vary. Generally not school buses but normal traffic that causes the delays. Some people will just go 45 mph.

It is a general consensus that Wis 21 between Oshkosh and Omro will be filled in in ten years.

Question #5

What transportation improvements would you like to see implemented within the WIS 21 study area?

Noted the possibly of adding a traffic signal at Honey Creek and Hwy 21.

No specific improvements identified. Has heard that the intersection near Kwik Trip/Racette Ford is planned to be closed – is not sure if this would really help traffic operations. Did mention that any improvements that would close off access to the Hwy 21/US 41 interchange would negatively impact business operations as it would make it less convenient to travel in the area and access the business.

Improvement being made at the intersection near Kwik Trip this summer. Eliminate some traffic signals and generally improve the overall traffic flow/pattern along Hwy 21. Improve left lane going east on Hwy. 21 to go north on US 41.

Need a new Hwy 21 that functions as a high-speed facility with wide intersections to accommodate all turn movements. Hwy 21 needs to be four-lanes wide and needs additional traffic signals as the area becomes more urbanized.

Omro bypass is also important and feels that the Hwy. 21 corridor needs to be improved well past Omro to help out regional traffic operations. In particular, mentions that Omro is a growing area and needs improved access along Hwy. 21 to the US 41 area.

Mentions a possible extension of Leonard to Witzel is needed to support local traffic operations.

Make Hwy. 21 function like a bypass (“Make a bypass a bypass”). Limit the amount of crossover traffic. Noted that another crossover road was recently constructed at Helmers Road – Why was this needed...access to Hospital?

There are way too many intersections and would like to see some of the intersections closed for safety purposes. While this would cause an inconvenience (primarily from a personal perceptible living in the area) would rather have this and have the area become safer (“I would put safety ahead of convenience.”)

Better ramp connections to US 41. Loop ramps for example would eliminate the left turns onto US 41. Eliminate the turning traffic to enter the ramp locations.

Would like more green time to make the movement from Hwy. 21 turning left onto US 41. Hopefully additional green time would clear more cars through the interchange.

Four-lanes all the way along the corridor with a median strip. Extend left-turn lanes at all intersections. Less traffic signals. Connect frontage roads.

I would like to see more sincere concern and consideration for existing businesses like ours.

Less cross traffic. More double lanes. Go around cities.

Four-lane and improve traffic intersections at US 41.

Traffic signal at Oakwood and Hwy. 21 seems to have helped. Limit/improve the frontage road access.

Improve the US 41 / Hwy 21 interchange access. Major concern and emphasis to the University is improving signage to the University and the new athletic field. Important to start signage on southbound US 41 north of the Lake and identify access to the University through the US 41 / Hwy 21 interchange. Signage is especially critical to visitors who could include parents, prospective students, athletic events, etc.

A goal of the University is to create an entryway/gateway to the campus. With no direct access from Witzel Avenue the signage and access from US 41 to Hwy 21 is very important.

There is hope that Hwy 21 would eventually become four-lane across the State. This would improve regional access to the University.

Four-lane section would help. However, generally good traffic flow through the corridor.

Connect Washburn-Westowne. Leave Egg Harbour intersection open. Reduce speed limit, fix culverts under US 41, make median smaller. Remove painted out lane.

Generally speaking additional capacity at the Hwy 21 / US 41 interchange. Also, make the ramps from US 41 more efficient.

None.

N/A

Create a frontage road system.

Direct access to/from Hwy. 21 to business. Improve interchange.

Add lanes...specifically to the existing two-lane section of Hwy. 21. Don't know what could be done to improve the US 41 interchange area...can't widen to six-lanes at this location.

Limited access along the Hwy. 21 corridor (generally travel all the way between Omro and US 41 interchange location). Limited cross traffic would make the corridor safer; however, it might be hard given the build-up (developments) along the corridor.

Improved interchange at Hwy 21 and US 41...perhaps cloverleaf interchange that would include non-stop movements between US 41 and Hwy. 21. Possibility of constructing an elevated interchange to reduce impact on businesses.

Longer green arrows for traffic to flow through intersections.

Feel there should be a service road (probably should have developed a long time ago). Leonards Point Road should be extended from Hwy. 21 south. Look at six-lane along US 41.

Four-lane all the way to Oshkosh and beyond. Have heard discussion of plans to restrict access along Hwy. 21 or develop frontage road...probably would help traffic operations.

Four-lanes west in the future. No more driveway directly onto Hwy. 21...currently as many access points as this corridor can handle.

Additional traffic signals added further west along Hwy. 21. The addition of a traffic signal near Aurora hospital has helped. Re-route the frontage road closest to US 41 (this is planned for year 2005). In general, improve the US 41 interchange (provide additional stacking area for vehicles wanting to turn left to head north on US 41).

Widening plus traffic activated light for traffic load.

Get rid of one stop light (indicated that they are aware of the planned improvement in Spring 2005). Provide a continuous frontage road.

Longer left turn lane (storage) for the turn-lane from Hwy. 21 to northbound US 41. Remove a stop light near the US 41 interchange (close off some access). Improve bridge over the Lake on US 41.

Things are generally pretty good...not really sure.

Additional passing lanes in the two-lane section of Hwy. 21 would help. This would allow people to pass slower traffic. Improve the Hwy. 21 and US 41 interchange area. This would include the traffic signal timing near the interchange and also improving the US 41 on-ramps and merging area. Have heard discussion that the Hwy. 21 might be elevated at US 41 with US 41 running under Hwy. 21. This would help as it would allow traffic to go downhill to merge onto US 41.

There are three developments going in now on Wis 21.

Question #6

(Of the improvements identified in question #5) What is the most important transportation improvement that should be made within the WIS 21 study area?

N/A (8 Responses)

More organized traffic patterns. (traffic signals, local roadways, driveways, etc.)

Primary concern is access to Hwy 21 from east and from US 41 at all times

Four-lanes west of Leonard with appropriate access control.

Make Hwy. 21 function like a true bypass (includes closing or limiting access).

Extending left-turn lanes.

Good access to local businesses.

More double lanes.

Improve intersection flow at US 41.

Improve the frontage road access.

Signage to the University. Need to work with City and State to improve the signage.

Connect Washburn-Westowne. Leave Egg Harbour intersection open.

The problems really function together...focused on the Hwy 21 / US 41 interchange. Additional capacity is required.

Frontage road.

Improve interchange.

Add lanes to the existing two-lane section of Hwy. 21.

Improvements to the Hwy 21 and US 41 interchange.

Don't know.

Four-lane and Hwy. 21 / US 41 interchange improvements.

Four-lane.

Improve the Hwy. 21 / US 41 interchange.

Widening.

Remove stop light.

No easy answer. N/A

Passing lanes and signal timing improvement at the Hwy. 21 and US 41 interchange.

With all development there. A 70 mph speed limit is questionable.

Question #7

What, if any, obstacles do you see preventing these transportation improvements from occurring?

N/A (11 Responses)

None. Seems to be room to add lanes and improve traffic patterns.

Does not see any obstacles. Indicates that it is his understanding that the right-of-way has already been acquired along WIS 21 to widen to four-lanes. Mentions potential environmental concerns with crossing some marshes in the area.

Existing businesses along the corridor. No one will want to lose access to businesses and or want to close side streets. Restaurants on the other side of US 41 will to some degree also be concerned about the impact of closing access/side streets.

Existing businesses located in the area might make the construction difficult or impossible.

Local. Businesses and disputes between City of Oshkosh and Town of Algoma.

DOT already has in mind what they want to do and our input is disregarded.

Money – Since land is already owned by the State.

Any other improvement (outside of improving the frontage road access) in the area would take major construction.

None. Have good working relationship with the City and State and see no obstacles to improve signage.

None. State has the right-of-way.

The DOT making the wrong decision about this area and wasting money that can be used elsewhere.

Some existing businesses in the area might make it difficult.

No.

Improve interchange as long as it does not have a negative impact on our business and other businesses in the area.

Don't see any real obstacles. State owns the right-of-way along Hwy. 21. However, don't want to talk for the land owners along the corridor.

Lack of planning.

None really. Would have to wrap around some small towns west of (and including) Omro. Still a lot of open space available that would allow the improvements to be made.

Existing businesses in the area may oppose certain improvements. Funding levels – can the improvements be afforded?

Money.

Not sure. Wetlands. Mostly farmland – may have to purchase some property.
