Fond du Lac Metropolitan Planning Area

The Fond du Lac Metropolitan Planning Organization is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for the Fond du Lac Metropolitan Planning Area.

The Fond du Lac Metropolitan Planning Area consists of the city of Fond du Lac and the Fond du Lac Urbanized Area, which includes all or portions of the 7 contiguous villages, cities and towns that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of:

- City of Fond du Lac
- Village of North Fond du Lac
- Towns of Bryon, Empire, Fond du Lac, Friendship and Taycheedah
- Fond du Lac County

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

**Fond du Lac Metropolitan Planning Area**

**Current and Proposed Future Activities**

These multimodal corridors:
- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes such as rail, pedestrian, transit, etc., which influence the mobility, capacity, safety and other functional elements of the corridor.

**About Multimodal Corridors and Planning Areas**

The Connections 2030 planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. These corridors collectively represent a starting point toward long-term implementation of Connections 2030 and the corridor management process.

These multimodal corridors:
- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Connections 2030 Long-Range Multimodal Transportation Plan
These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the “Important Notes about What is Depicted” for more information or contact the WisDOT Region Office.

Intercity Passenger

 Participate in the development and coordination of a regional ITS architecture/network

Park & Ride

 Support accommodations and linkages to create a connected network that provides accessibility along and across facilities

Local Roads

 Support continued preservation, maintenance and infrastructure projects

Public Transit

 Support continued service and vehicle replacement for Fond du Lac Transit

Rail Freight

 Preserve existing freight services and corridors

State Highways

 Construct grade separations at rail crossings if supported by environmental document

TDM

 Support implementation of TDM in urban areas

Bicycle/Pedestrian

 Support continued preservation, maintenance and infrastructure projects

Rail Freight

Support expansion of existing park and ride facilities if needed and if supported by environmental document

Public Transit

Support continued service and vehicle replacement for Fond du Lac Transit

Public Transit

Support regional service expansion for Fond du Lac Transit

Public Transit

Support converting one-hour routes to 30-minute routes, especially during peak hours, for Fond du Lac Transit

Support implementation of TDM in urban areas

Connections 2030 policies

WisDOT’s Six-Year Highway Improvement Program (2008 - 2013)

Other WisDOT program data

Other WisDOT plans and studies

Metropolitan planning organizations’ (MPOs), regional planning commissions’ (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those Connections 2030 chapters. For more information on transportation projects, contact the WisDOT Region Office (see Connections 2030 or www.dot.wisconsin.gov/ projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.
Planning Area Map – Data Definitions and Sources

**Data Definitions**

**Corridors 2030** *(See Connections 2030 Chapter 5, Preserve and Maintain Wisconsin’s Transportation System, for more information.)*

- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

**State Access Management Plan vision** *(See Connections 2030 Chapter 9, Promote Transportation Efficiencies, for more information.)*

- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

**State Airport System Plan classifications**

- Air carriage (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston- or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less

**Truck volume descriptions**

- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day)
- High (2,501 – 8,000 trucks per day), Very High (more than 8,000 trucks per day)

**Urban/urbanized areas**

- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

**Data Sources**

**Annual average daily traffic (AADT)**

- Current data: WisDOT, 2005 Wisconsin Highway Traffic Volume Data, December 2006
- Forecast data: WisDOT, August 2007

**Enplanements**

- Current data: WisDOT, 2006 Wisconsin Aviation Activity, April 2007

**National Highway System (NHS) intermodal terminals**

- Federal Highway Administration, October 2007

**Passenger rail ridership**

- Current data: WisDOT, 2007
- Forecast data:
  - Forecast year 2020
  - Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Graveline)

**Population**

- Current Age 65 and older population: 2010 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030, January 2004

**Public and specialized transit**

- WisDOT, January 2008

**Truck volume**

- WisDOT, August 2007

**Wisconsin Metropolitan Planning Organizations (MPOs)**

- Dubuque Metro Area Transportation Study, 2031 Long-Range Transportation Plan Duluth – Superior Metropolitan Interstate Council, Access and Mobility for People and Freight 2030, September 2005

- Fond du Lac Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area, October 2005
- Fox Cities Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area, October 2005
- Green Bay Metropolitan Planning Organization, Long Range Transportation Plan, November 2005
- La Crosse Area Planning Committee, 2030 La Crosse and La Crescent Metropolitan Area Transportation Plan, August 2005
- Madison Area Transportation Planning Board, Regional Transportation Plan 2030, November 2005
- Oshkosh Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area, October 2005
- Sheboygan Metropolitan Planning Organization, Year 2035 Sheboygan Area Transportation Plan, January 2006
- Southeastern Wisconsin Regional Planning Commission, Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035, March 2006
- Stateline Area Transportation Study, 2066 – 2035 Long-Range Transportation Plan, December 2005
- Wausau Metropolitan Planning Commission, Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035, December 2005

**Wisconsin Tribal Transportation Plans**

- Bad River Band of Lake Superior Tribe of Chippewa Indians, Long Range Tribal Transportation Plan, July 2006
- Forest County Potawatomi Community, Long Range Transportation Plan, March 2008
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2006 Transportation Plan, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, Long-Range Transportation Plan, February 2007
- Menominee Nation, Menominee Indian Reservation Long-Range Transportation Plan, May 2007
- Oneida Tribe of Indians of Wisconsin, Transportation Improvement Plan, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, Long Range Transportation Plan for the Red Cliff Reservation, February 2006
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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