

WIS 21 Local Officials Stakeholder Committee Meeting December 20, 2004



Meeting attendees

Kristi Bales - City of Oshkosh, David Patek – City of Oshkosh, Dan Mingus – Town of Algoma, Mark Thompson – Town of Algoma, John Haese – Winnebago County, Jerry Bougie – Winnebago County, Betty Reimer – Town of Omro, Doug Gunz – Town of Omro, Walt Raith – East Central Wisconsin Regional Planning Commission, Tom Tuschl – Town of Omro, Colleen Harris – WisDOT, Jeanette Cavanaugh – WisDOT, Mike Hardy – URS (via phone)

Meeting agenda

WisDOT explained the project and purpose of the project. The project includes the committee's participation in the development of a long-range plan for WIS 21 that includes recommendations regarding grade-separated access (interchanges) and local streets.

The group discussed committee membership and recommended that someone from the city of Omro participate.

Mike Hardy from URS (WisDOT's project traffic consultant) explained the traffic analysis to be performed as part of the WIS 21 corridor planning process.

The group participated in a problem identification process. The group identified the following concerns:

- Too much traffic congestion.
- Too many accidents.
- Not enough capacity.
- Poor alignment.
- Dangerous intersections.
- Too many accesses.
- Poor geometries.
- Fast travel speeds.
- Poor traffic signal timing.
- Development conflicts.
- Lack of alternate routes.
- Too many visual distractions.
- Merging where the lanes transition from 4 lanes to two lanes is difficult. The characteristics of this transition are undesirable.
- There is a lack of directional signs – US 41 northbound and the transition from 4 lanes to two lanes.
- There are inadequate pavement markings including edge line and centerline.
- There are conflicts between local and through traffic.
- Drainage near County FF and WIS 21 is a problem.
- The on-ramp length from WIS 21 eastbound to US 41 northbound is too short.

- The off-ramp length from US 41 southbound to WIS 21 W is too short.
- The shift change at both hospitals occurs the same time school lets out. This results in a peak of traffic volumes creating congestion.
- The WIS 21 corridor does not accommodate bikes and pedestrians.
- The location of WIS 21 is a problem.
- There is a lack of alternative routes to WIS 21 – this is a bigger problem for emergencies on WIS 21 and providing emergency management services.
- There is a lack of alternate parallel street system to WIS 21.

The group defined goals for an improved WIS 21 corridor. The group mentioned the following goals:

- Move traffic efficiently from point A to point B.
- Improve traffic circulation using local streets.
- Get funding for WIS 21 improvement project.
- Reduce congestion.
- Provide safer highway.
- Maintain WIS 21 as lifeline.
- Improve ingress and egress movements.
- Improve aesthetics.
- Maintain WIS 21 function during construction.
- Provide safe intersections.
- Provide good traffic flow.
- Recommend compatible transportation and land use improvements.
- Reduce through traffic.
- Maintain through traffic.
- Provide department assistance for developing local street network.
- Provide safe, efficient movement of traffic on WIS 21.
- WIS 21 design should meet current and future design standards.
- WIS 21 should meet long-term needs.
- Provide WIS 21 bypass of Omro.
- Provide a compatible transportation network (state, county, local)
- Maintain commercial viability, especially near US 41.
- Ensure that WIS 21 meets intended function.