



City of Waupun

201 E. Main Street

Phone: 920-324-7917

Fax: 920-324-7939

"Wild Goose Center of Wisconsin"

September 12, 2017

TO: Plan Commission Members
FROM: Mayor, Julie Nickel
SUBJECT: Plan Commission meeting scheduled for Wednesday, September 20, 2017, at 4:45 p.m.
in the Council Chambers, City Hall, Waupun.

AGENDA

1. Call to Order
2. Roll Call
3. Approve minutes of the August 16, 2017 meeting.
4. Public Hearing – Conditional Use Permit - Ceemedia LLC to build a billboard 330' north of the current sign on Gateway Dr.
5. Public Hearing – Conditional Use Permit – Waupun School District at 623 S. Watertown St. to operate a transition house for special education students at the Jr./Sr. High School level.
6. Discuss / Approve Annexation request for Waupun School District at 623 S. Watertown St.
7. Discuss / Approve Site Plan for Union Congregational Church at 125 Beaver Dam St.
8. Comprehensive Plan Inventory / Analysis & Issue Identification/Vision/Goal/Strategies & Recommendations Development.
 - a. Brief discussion of the Transportation Chapter (attached)
 - b. Results from On-Line Visioning Portal
 - c. Discussion of the Agricultural, Natural and Cultural Resources Chapter
 - d. Distribution of Utilities and Community Facilities Chapter
9. Adjournment

Cc: Mayor & Common Council
City Attorney
Department Managers
Media
Waupun School District
Ceemedia LLC
Union Congregational Church
Excel Engineering
Kathleen Thunes
Kyle & Ann Clark
Nate Olson, Dodge County

Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service contact Angie Hull, City Clerk at 920-324-7900.

CITY OF WAUPUN
PLAN COMMISSION
MINUTES OF THE AUGUST 16, 2017 MEETING
(**DRAFT**)

1. Call to Order:

The Plan Commission met at 4:45 p.m. in the Council Chambers, City Hall, Waupun.

2. Roll Call:

Members Present: Julie Nickel, Fred Lueck, Jeff Daane, Jerry Medema, and Derek Drews

Member Excused: Nancy Vanderkin, Elton TerBeest

Staff Present: Kathy Schlieve and Susan Leahy

Other City Officials Present: City Attorney VandeZande and Fire Chief BJ DeMaa

3. Chairman Nickel called for the approval of the July 19, 2017 meeting. Motion by Medema, seconded by Drews to approve the minutes of the July 19, 2017 meeting as presented. Motion carried, minutes approved, unanimously.

4. Public Hearing – Waupun School District for a Conditional Use Permit to establish a transition house for special education students at 623 S. Watertown St. Chairman Nickel read the call of the hearing and its purpose. City Attorney VandeZande indicated the property would be annexed to the City of Waupun and come in as an R-4 Zoning District. The R-4 Zoning District allows as a Conditional Use, Public and Parochial schools. Attorney VandeZande noted the annexation probably will have to include the highway right of way and be approved by the Wisconsin Department of Administration, Municipal Boundary review. He also noted the property could be served by sewer and water and eliminate private wells as well as eliminate a town island. Dr. Olson, Waupun Superintendent, said the transition house would help kids generally 18-19 years old with intellectual disabilities learn life skills with hope they will be able to live independently and perhaps hold a job in the future. She also said the program is run by Jen Schramm and there would be less than 10 kids on the site.

Lueck said he has several concerns with this proposal. First of all, we are acting on a Conditional Use Permit for a use presently located in the Town of Chester, not the City of Waupun.

Secondly, the proposed annexation is not on the Committees agenda and there is no map, so this committee cannot legally act on the annexation request at this time. He also questioned why does this land use have to be in the City of Waupun, why can't it remain in the Town of Chester? In addition he always has concerns when a property is annexed to the City and immediately is taken off the tax roll but they still want to use City services. He also notes that the City has very few smaller affordable single family homes for the low income or first time home buyers and this proposed annexation will eliminate a home that could be used for that purpose and therefore this proposal may not be in the public or the Cities best interest.

He also questioned whether there had been any discussion between the City and Town in regards to the City paying the town for taxes it may lose if the lot is annexed? Finally, he feels there may be a safety issue with this lot. Watertown Street is a very busy street with a lot of trucks, busses, emergency vehicles that use this street daily and it would become even more busy with a new truck stop being constructed about a mile down the street and it is also

questionable if there is sufficient off street parking for the staff bus and other staff or parent vehicles that may need to be on this small lot. Several neighbors appeared and said they knew nothing about this plan to use the home adjacent to theirs for a transition home and questioned how this new use would affect their properties.

Dr. Olson agreed that they put the cart before the horse and should have informed the residences in this area about the schools plan for this property. Chairman Nickel suggested that this matter be tabled to a future meeting so that any potential concerns that the neighbors may have can be discussed and the annexation can be worked out with the Town, City and the State.

Drews felt this issue should be tabled so that the annexation and the Conditional Use can be handled all at one meeting.

A consensus of the Committee agreed that the Conditional Use Permit request and an annexation request for the site will be tabled to a future meeting date so that all pertinent issues regarding the schools request for a transition house and possible annexation request can be handled by the Plan Commission at one meeting. Everyone who was notified of today's meeting will be re-notified of the time and date for this future meeting.

5. Discuss Annexation request of the Christian Home. A petition for direct annexation has been submitted by the Christian Home and Rehabilitation Center Inc., to annex approximately 10.50 acres of land to the City of Waupun. The parcel is presently located in the SE ¼ NW ¼, Sec. 6, Town of Chester, Dodge County, Wisconsin. City Attorney VandeZande noted the proposed annexation now complies with the Wisconsin Department of Administration and will not create a town island. A representative for the Christian Home briefly noted the modified annexation boundaries. A small parcel located in the SE corner of the parcel will remain in the Town of Chester so as to not result in a town island. Lueck asked if the small area not being annexed will continue to be owned by the Christian Home and if so would the Christian Home consider selling that area as a separate saleable lot and if so does it actually meet the minimum area and width requirements for a lot in the Town of Chester. The representative said it will continue to be owned by the Christian Home and they have no intention at this time to sell that area as a separate lot.

Motion by Medema, seconded by Daane to send a favorable recommendation to the City Council to create an ordinance to annex real estate located in the SE ¼, NW ¼, Section 6, T13N R15E, Town of Chester, Dodge County, Wisconsin to the City of Waupun and come into the City as an R-3 Multifamily residential zoning district and be placed in the 13th Ward of the 4th Aldermanic District.

Vote: Drews, Medema, Daane, Lueck, and Nickel – "AYE"

Motion carried, unanimously 5/0

6. Review and Discuss the site plan for the Christian Home and Rehabilitation Center. A representative discussed the Christian Home landscaping, luminaire, and site construction plans. He noted the rehabilitation center would be on the 1st floor and the 2nd floor would be assisted living units. They hope to start construction later this year and finish in 2018. DNR & DOT permits are in progress. The primary entrance will be along STH 68. Lueck questioned whether they would have a basement or mechanical room below grade as he is concerned about the high

bedrock and wet soils in this area. The representative indicated it would be a 100% slab on grade construction.

Motion by Medema, seconded by Lueck to approve the site plan for the construction of the Christian Home and Rehabilitation Center as submitted.

Vote: Drews, Medema, Daane, Lueck, and Nickel – "AYE"
Motion carried, unanimously.

7. Review Site Plan for Heritage Ridge Travel Plaza and Wild Goose Café. Cal, spokesman for the Travel Plaza discussed the overall site plan and the swales to the retention ponds. He also noted there will now be 3 cuts on Shaler Dr. so that cars will not interfere with the trucks entering the site. They have worked with MSA regarding the drainage plans. He also discussed the sewer and water lines coming in from Shaler Dr. Landscaping was also noted. There will be 7 trees along Hwy 26, some small shrubs along the vision corner and 6 trees along Hwy 151. A monument sign in the NW corner was discussed. It was determined a variance has already been granted for said sign.

Motion by Lueck, seconded by Nickel to approve the site plan for the Heritage Ridge Travel Plaza and Wild Goose Café as presented.

Vote: Drews, Medema, Daane, Lueck, and Nickel – "AYE"
Motion carried, unanimously 5/0.

8. Motion by Drews, seconded by Daane to adjourn the meeting. Motion carried, meeting adjourned at 5:18 pm

Fred Lueck
Secretary



City of Waupun

201 E. Main Street
WAUPUN, WISCONSIN 53963
Phone: 920-324-7900
Fax: 920-324-7939

"Wild Goose Center of Wisconsin"

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN, that at a meeting of the Plan Commission of the City of Waupun, to be held in the Council chambers in the City Hall of the City of Waupun on Wednesday the 20th day of September, 2017 at 4:45 O'clock in the P.M., there will be considered the application for a Conditional Use Permit of:

1. Ceemedia, Gateway Dr., to construct a billboard 330 feet north of the existing sign.
Pursuant to Section 16.11(6) of the Waupun Municipal Code.

PLEASE TAKE FURTHER NOTICE that all persons desiring to be heard on the proposed Conditional Use in support thereof or in opposition thereto, must appear at the said meeting of the Plan Commission of the City of Waupun.

Dated this 8th day of September, 2017

Susan Leahy
Zoning Administrator
City of Waupun

(PUBLISH September 13, 2017)

Fee: \$150.00

Paid: CL 5748

Date: 9-5-17



CITY OF WAUPUN
201 E. Main Street
WAUPUN, WISCONSIN 53963

Conditional Use Permit Application

From: Ceemedia LLC

(business name or individual)

Property Description and address:

WAV-14-15-33-03-001-00

Gateway Drive

Conditional Use Requested:

we need a conditional use permit to build a billboard 330'
north of the corner sign

Zoning Ordinance Section Involved:

11.011 SIGNS

(6) CONDITIONAL USE BILLBOARD SIGNS

Date Presented to Plan Commission: _____

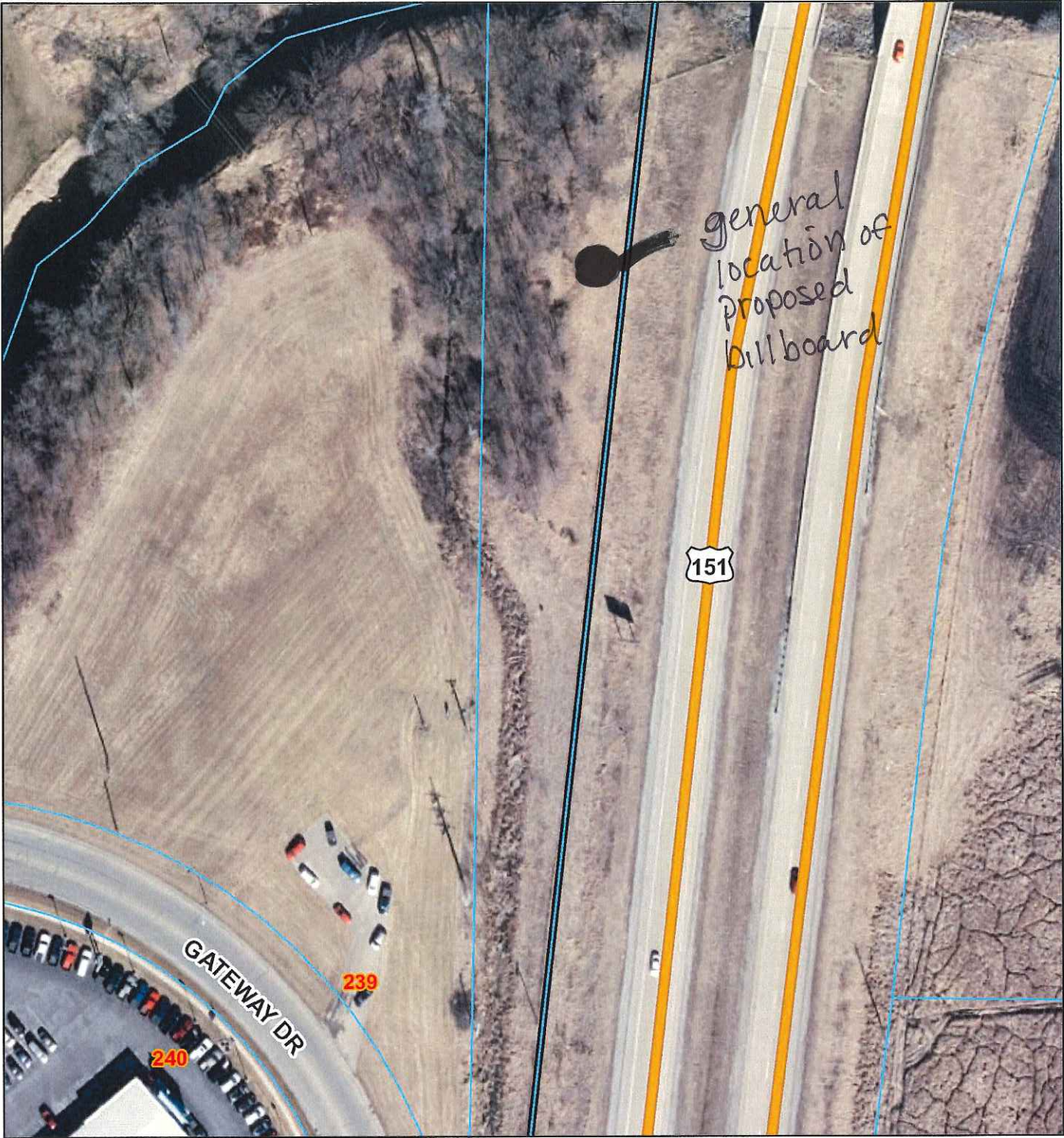
CONDITIONAL USE: ☐ Granted ☐ Denied

Comments:

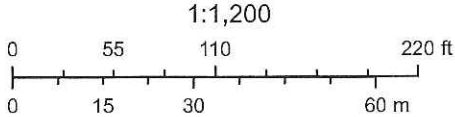
Signature of Applicant (s)

Shirley D. Butler

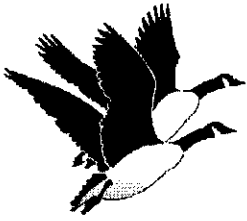
Fond du Lac County, WI



September 13, 2017



Fond du Lac County



City of Waupun

201 E. Main Street
WAUPUN, WISCONSIN 53963
Phone: 920-324-7900
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"Wild Goose Center of Wisconsin"

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN, that at a meeting of the Plan Commission of the City of Waupun, to be held in the Council chambers in the City Hall of the City of Waupun on Wednesday the 20th day of September, 2017 at 4:45 O'clock in the P.M., there will be considered the application for a Conditional Use Permit of:

1. Waupun Area School District, 623 S. Watertown St., to operate a transition house for special education students at the Junior/Senior High School level. Pursuant to Section 16.03(4)(d) of the Waupun Municipal Code.

PLEASE TAKE FURTHER NOTICE that all persons desiring to be heard on the proposed Conditional Use in support thereof or in opposition thereto, must appear at the said meeting of the Plan Commission of the City of Waupun.

Dated this 8th day of September, 2017

Susan Leahy
Zoning Administrator
City of Waupun

(PUBLISH September 13, 2017)

Fee: \$150.00

Paid: _____

Date: _____



CITY OF WAUPUN
201 E. Main Street
WAUPUN, WISCONSIN 53963

Conditional Use Permit Application

From: Waupun Area School District
(business name or individual)

Property Description and address:

623 S. Watertown Street Waupun, WI 53963
Dodge parcel no. 010-1315-0432-014

Conditional Use Requested:

The school district is purchasing this property to use
as a transition house for our special education students
at the junior/senior high school level. See attached information.

Zoning Ordinance Section Involved:

The property is zoned R-4. We plan to use it for
educational purposes.

16.03(4)(d)

Date Presented to Plan Commission: _____

CONDITIONAL USE: ☐ Granted ☐ Denied

Comments:

Signature of Applicant (s)

Tony Gule

ORDINANCE # 17-____

AN ORDINANCE TO ANNEX REAL ESTATE LOCATED IN THE TOWN OF CHESTER
TO THE CITY OF WAUPUN

THE COMMON COUNCIL OF THE CITY OF WAUPUN, DO ORDAIN:

SECTION 1: The following real estate, owned by James C. De Vries and Linda E. De Vries, is detached from the Township of Chester and annexed to the City of Waupun: Lot Eighteen (18) of the Plat of Libby Addition, in the Town of Chester, Dodge County, Wisconsin, together with that part of South Watertown Street abutting this Lot on the West and extending to the existing City limits.

SECTION 2: The real estate shall be zoned R-4, Central Area Single-Family Residential District for zoning purposes until the zoning map may otherwise be amended.

SECTION 3: The real estate shall be placed in the Fourteenth Ward of the First Aldermanic District.

Enacted this ____ day of _____, 2017.

Julie J. Nickel
Mayor

ATTEST:

Angela J. Hull
City Clerk



WISCONSIN DEPARTMENT OF
ADMINISTRATION

SCOTT WALKER
GOVERNOR
SCOTT A. NEITZEL
SECRETARY

Municipal Boundary Review
PO Box 1645, Madison WI 53701
Voice (608) 264-6102 Fax (608) 264-6104
Email: wimunicipalboundaryreview@wi.gov
Web: <http://doa.wi.gov/municipalboundaryreview/>

August 29, 2017

PETITION FILE NO. 14046

ANGELA J HULL, CLERK
CITY OF WAUPUN
201 E MAIN ST
WAUPUN, WI 53963

BROOKE BORN, CLERK
TOWN OF CHESTER
W7190 REDWOOD RD
BURNETT, WI 53922-9747

Subject: WAUPUN AREA SCHOOL DISTRICT ANNEXATION

The proposed annexation submitted to our office on August 09, 2017, has been reviewed and found to be in the public interest. In determining whether an annexation is in the public interest, s. 66.0217 (6), Wis. Stats. requires the Department to examine "[t]he shape of the proposed annexation and the homogeneity of the territory with the annexing village or city...." so as, to ensure the resulting boundaries are rational and compact. The statute also requires the Department to consider whether the annexing city or village can provide needed municipal services to the territory. The subject petition is for territory that is reasonably shaped and contiguous to the **CITY OF WAUPUN**, which is able to provide needed municipal services.

Note: The department recommends including the portion of STH 26/S. Watertown Street that adjoins parcel 010-1315-0432-014 in with the annexation of this territory.

The Department reminds clerks of annexing municipalities of the requirements of s. 66.0217 (9)(a), Wis. Stats., which states:

"The clerk of a city or village which has annexed shall file immediately with the secretary of administration a certified copy of the ordinance, certificate and plat, and shall send one copy to each company that provides any utility service in the area that is annexed. The clerk shall record the ordinance with the register of deeds and file a signed copy of the ordinance with the clerk of any affected school district..."

State and federal aids based on population and equalized value may be significantly affected through failure to file with the Department of Administration. Please file a copy of your annexing ordinance, including a statement certifying the population of the annexed territory. **Please include your MBR number 14046 with your ordinance.** Ordinance filing checklist available at <http://mds.wi.gov/>, click on "Help on How to Submit Municipal Records". Email scanned copy of required materials (color scan maps with color) to mds@wi.gov or mail to: Wisconsin Department of Administration, Municipal Boundary Review, PO Box 1645, Madison WI 53701-1645.

The petition file is available for viewing at: <http://mds.wi.gov/View/Petition?ID=2117>
Please call me at (608) 264-6102, should you have any questions concerning this annexation review.

Sincerely,

Erich Schmidtke, Municipal Boundary Review

cc: petitioner

VANDE ZANDE & KAUFMAN, LLP
ATTORNEYS AT LAW

408 EAST MAIN STREET
POST OFFICE BOX 430
WAUPUN, WISCONSIN 53963-0430
(920) 324-2951
FACSIMILE (920) 324-2968

DANIEL L. VANDE ZANDE, JD, PhD
COURT COMMISSIONER
dan@vklaw.us

CLARENCE VANDE ZANDE
1952 -1999

SAM KAUFMAN
COURT COMMISSIONER
sam@vklaw.us

August 7, 2017

Ms. Angela Hull
Waupun City Clerk
201 East Main Street
Waupun, WI 53963

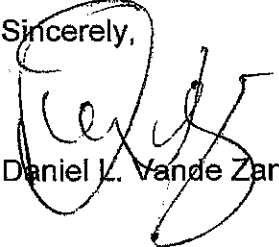
Re: Annexation Petition of the Waupun Area School District

Dear Angie:

I enclose to you the original Petition for direct annexation to the City of Waupun of real estate owned by the Waupun Area School District, together with the appropriate municipal filing fee. This real estate is currently located in the Town of Chester and I am therefore sending a copy of the petition to the Town Clerk on this date. I am also sending a copy of the petition to the Wisconsin Department of Administration, together with a Request for Annexation Review, and the statutory review fee.

Please notify me when the petition is scheduled before the Waupun Common Council. Thank you. If you have any questions, please contact me.

Sincerely,



Daniel L. Vande Zande

DVZ/cj
enc.

cc: Wisconsin Department of Administration, w/ enc.
Brooke Born, Clerk, Town of Chester, w/ enc.
Waupun Area School District, w/ enc.

PETITION FOR DIRECT ANNEXATION

TO: Waupun Common Council
Ms. Angela Hull – City Clerk
201 East Main Street
Waupun, WI 53963-0232

James C. De Vries, Linda E. De Vries, husband and wife, and the Waupun Area School District, a Wisconsin School District ("the petitioners") respectfully petition the City of Waupun for annexation, in accordance with Chapter 66 of the Wisconsin Statutes, as follows:

1. The real estate to be annexed to the City of Waupun ("the real estate") is presently located in the Town of Chester and is more particularly described on Exhibit "A" to this petition, which is attached and incorporated here by reference.

2. James C. De Vries and Linda E. De Vries are the owners of all of the real estate proposed for annexation. No qualified electors reside on the real estate proposed for annexation. The Waupun Area School District joins in this petition as the Buyer pursuant to a pending offer to purchase this real estate, thereby creating an equitable interest in the real estate in favor of the School District.

3. The real estate is contiguous to the City of Waupun, and is not presently served by any public water or sewer facility.

4. A scale map showing the real estate to be annexed and its proximity to the present corporate limits of the City of Waupun is included on Exhibit "B" to this petition, which is attached and incorporated here by reference.

5. Simultaneously with the filing of this petition the petitioners are filing a copy of the petition and map with the Clerk of the Town of Chester, and the Department of Administration, 101 E. Wilson Street, 10th Floor, Madison, Wisconsin, 53702-0001.

WHEREFORE, the petitioners respectfully request the following:

- (a) The real estate be annexed to the City of Waupun.
- (b) The real estate be zoned R-4, Central Area Single-Family Residential District for zoning purposes.
- (c) The real estate be provided with sewer and water service on future request of the Owners.
- (d) The real estate be placed in the First Aldermanic District for the City of Waupun.

Dated this 28th day of July, 2017.

Waupun Area School District

By: 
Caroline A. Hintze
Business Services Director

EXHIBIT "A"

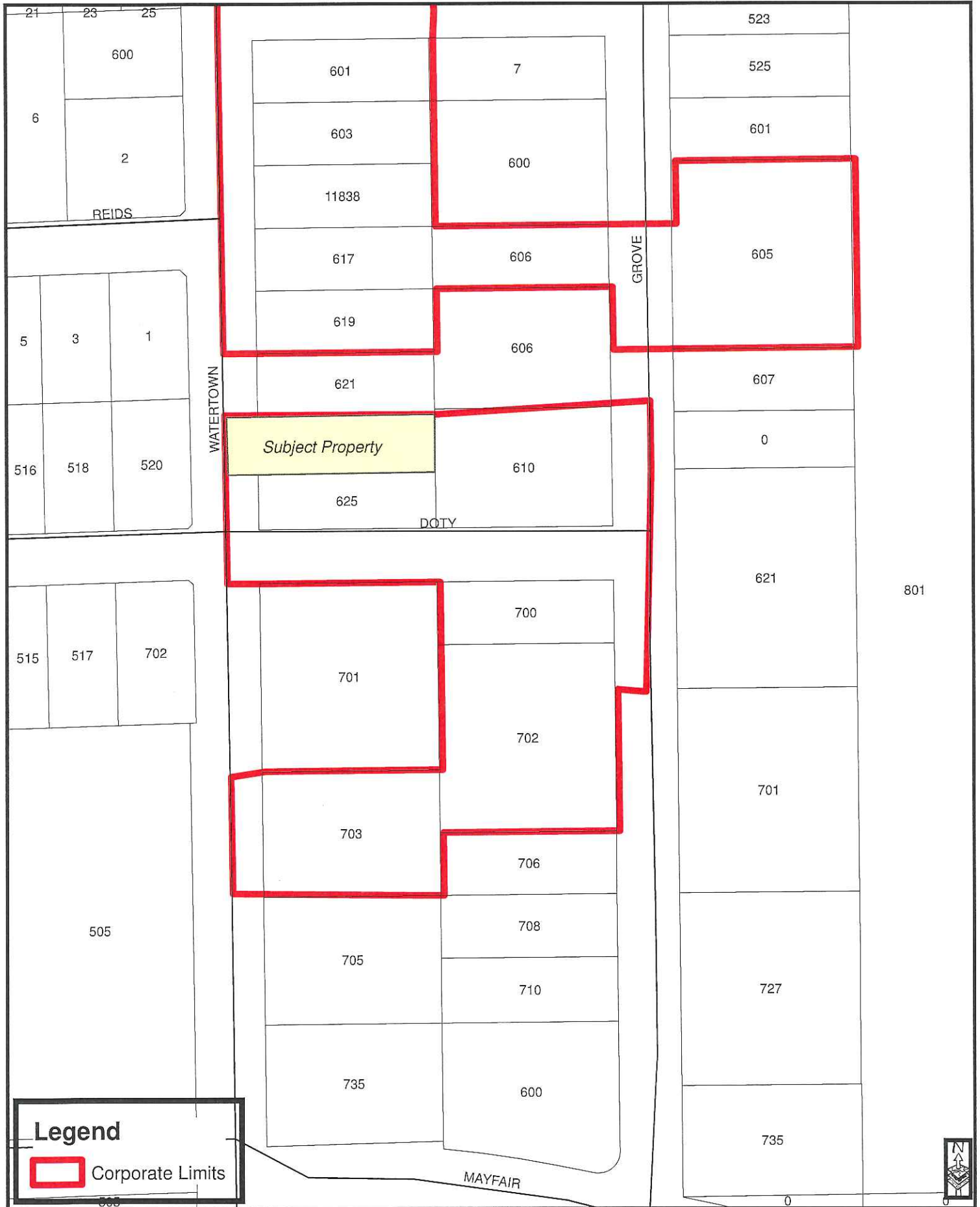
DeVRIES PROPERTY DESCRIPTION

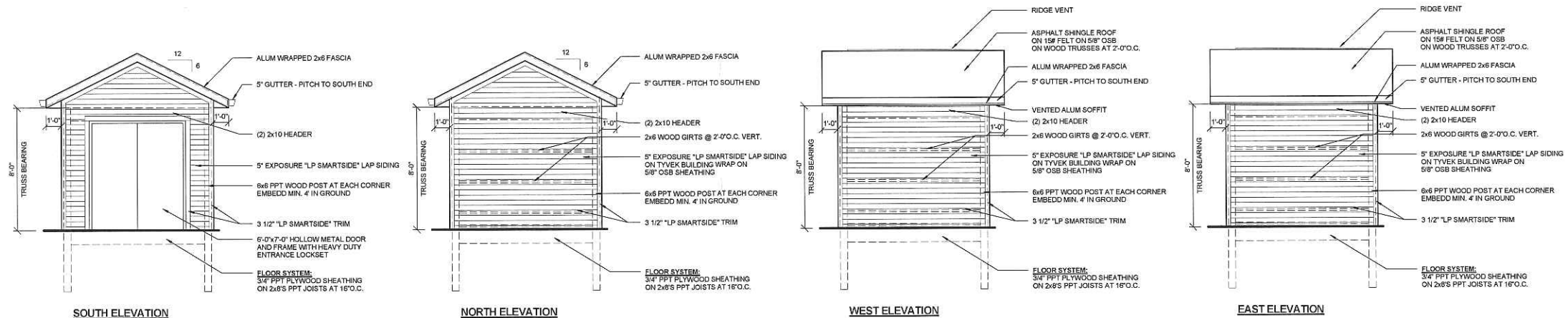
Lot Eighteen (18) of the Plat of Libby Addition, in the Town of Chester, Dodge County, Wisconsin.

Property Address: 623 South Watertown Street, Waupun, WI 53963

Tax Parcel Number: 010-1315-0432-014

Annexation Map 623 S. Watertown St.





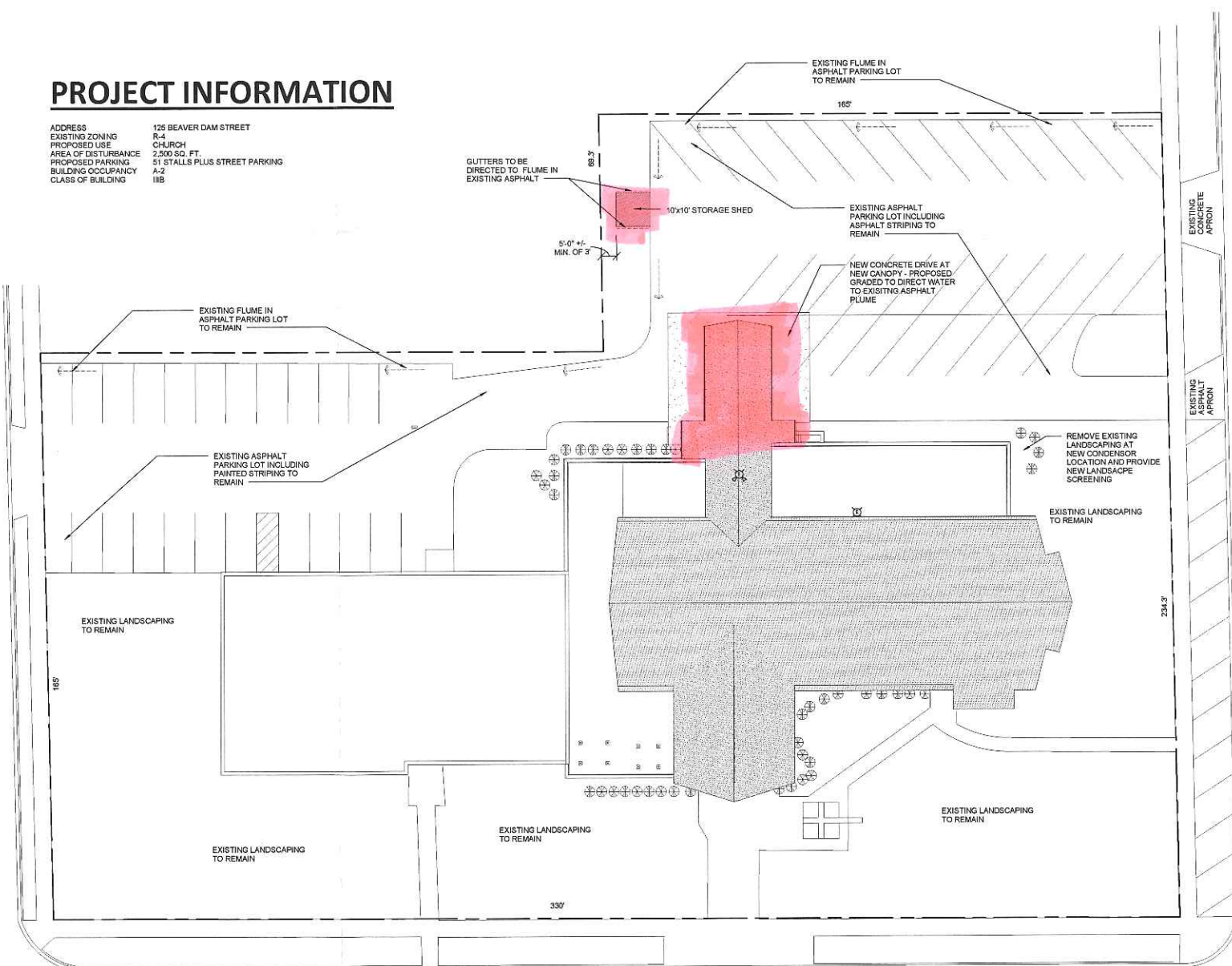
2 STORAGE SHED
SCALE: 1/4" = 1'-0"

EROSION CONTROL

- A. THE GRADING PLAN REFLECTS LESS THAN ONE ACRE OF DISTURBED AREA. THE SITE IS THEREFORE EXEMPT FROM WISCONSIN DEPARTMENT OF NATURAL RESOURCES NR 151 NOTICE OF INTENT REQUIREMENTS. THE DESIGN ENGINEER SHALL PREPARE AN EROSION CONTROL PLAN TO MEET NR 151.105 CONSTRUCTION SITE PERFORMANCE STANDARDS FOR NON-PERMITTED SITES.
- B. EROSION AND SEDIMENT CONTROL IMPLEMENTED DURING CONSTRUCTION SHALL STRICTLY COMPLY WITH THE GUIDELINES AND REQUIREMENTS SET FORTH IN WISCONSIN ADMINISTRATIVE CODE (W.A.C.) NR 151. THE STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES RUNOFF MANAGEMENT PERFORMANCE STANDARDS, TECHNICAL STANDARDS PUBLISHED BY THE WISCONSIN DNR SHALL ALSO BE UTILIZED TO IMPLEMENT THE REQUIRED PERFORMANCE STANDARDS. THE METHODS AND TYPES OF EROSION CONTROL WILL BE DEPENDENT ON THE LOCATION AND TYPE OF WORK INVOLVED. ALL SEDIMENT CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION, AND INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL. BELOW IS A LIST OF EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES TO ACHIEVE THE PERFORMANCE STANDARDS REQUIRED.
1. SILT FENCE SHALL BE PLACED ON SITE AT LOCATIONS SHOWN ON THE EROSION CONTROL PLAN. SILT FENCE SHALL ALSO BE PROVIDED AROUND THE PERIMETER OF ALL SOIL STOCKPILES. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1056.
 2. DITCH CHECKS SHALL BE PROVIDED TO REDUCE THE VELOCITY OF WATER FLOWING IN DITCH BOTTOMS. PLACE AT LOCATIONS SHOWN ON THE EROSION CONTROL PLAN. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR.
 3. STONE TRACKING PADS SHALL BE PLACED AT ALL CONSTRUCTION SITE ENTRANCES AND SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE CONSTRUCTION SITE. SEE THE EROSION CONTROL PLAN FOR LOCATIONS. THE AGGREGATE USED SHALL BE 3 TO 8 INCH CLEAR OR WASHED STONE, AND SHALL BE PLACED IN A LAYER AT LEAST 12 INCHES THICK. THE STONE SHALL BE UNDERLAIN WITH A WIDOT TYPE P GEOTEXTILE FABRIC. THE TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT, AND SHALL BE A MINIMUM OF 50 FEET LONG. SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1057.
 4. STORM DRAIN INLET PROTECTION SHALL BE PROVIDED FOR ALL NEW AND DOWNSTREAM STORM CATCH BASINS AND CURB INLETS. TYPE B OR C PROTECTION SHOULD BE PROVIDED AND SHALL BE IN CONFORMANCE WITH WISCONSIN DNR TECHNICAL STANDARD 1059.
 5. DUST CONTROL MEASURES SHALL BE PROVIDED TO REDUCE OR PREVENT THE SURFACE AND AIR TRANSPORT OF DUST DURING CONSTRUCTION. CONTROL MEASURES INCLUDE APPLYING MULCH AND ESTABLISHING VEGETATION, WATER SPRAYING, SURFACE ROUGHENING, APPLYING POLYMERS, SPRAY-ON TACKLERS, CH-CHORDS, AND BARRIERS. SOME SITES MAY REQUIRE AN APPROACH THAT UTILIZES A COMBINATION OF MEASURES FOR DUST CONTROL. FOLLOW PROCEDURES FOUND IN WISCONSIN DNR TECHNICAL STANDARD 1058.
 6. THE USE, STORAGE, AND DISPOSAL OF CHEMICALS, CEMENT, AND OTHER COMPOUNDS AND MATERIALS USED ON SITE SHALL BE MANAGED DURING THE CONSTRUCTION PERIOD TO PREVENT THEIR TRANSPORT BY RUNOFF INTO WATERS OF THE STATE.
 7. CONTRACTOR SHALL PROVIDE AN OPEN AGGREGATE CONCRETE TRUCK WASHOUT AREA ON SITE. CONTRACTOR TO ENSURE THAT CONCRETE WASHOUT SHALL BE CONTAINED TO THIS DESIGNATED AREA AND NOT BE ALLOWED TO RUN INTO STORM INLETS OR INTO THE OVERLAND STORMWATER DRAINAGE SYSTEM. WASHOUT AREA SHALL BE REMOVED UPON COMPLETION OF CONSTRUCTION.
 8. TEMPORARY SITE RESTORATION SHALL TAKE PLACE IN DISTURBED AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 DAYS AND REQUIRES VEGETATIVE COVER FOR LESS THAN ONE YEAR. THIS TEMPORARY SITE RESTORATION REQUIREMENT ALSO APPLIES TO SOIL STOCKPILES THAT EXIST FOR MORE THAN 14 DAYS. PERMANENT RESTORATION APPLIES TO AREAS WHERE PERENNIAL VEGETATIVE COVER IS NEEDED TO PERMANENTLY STABILIZE AREAS OF EXPOSED SOIL. PERMANENT STABILIZATION SHALL OCCUR WITHIN 3 WORKING DAYS OF FINAL GRADING. TOPSOIL, SEED, AND MULCH SHALL BE IN GENERAL CONFORMANCE WITH TECHNICAL STANDARDS 1058 AND 1059 AND SHALL MEET THE SPECIFICATIONS FOUND IN THE LANDSCAPING AND SITE STABILIZATION SECTION OF THIS CONSTRUCTION DOCUMENT. ANY SOIL EROSION THAT OCCURS AFTER FINAL GRADING AND/OR FINAL STABILIZATION MUST BE REPAIRED AND THE STABILIZATION WORK REDONE.
 9. IF SITE DEWATERING IS REQUIRED TO REMOVE SEDIMENT FROM CONSTRUCTION SITE STORMWATER PRIOR TO DISCHARGING OFF-SITE OR TO WATERS OF THE STATE, FOLLOW PROCEDURES FOUND IN TECHNICAL STANDARD 1061.
 10. ALL OFF-SITE SEDIMENT DEPOSITS OCCURRING AS A RESULT OF CONSTRUCTION WORK OR A STORM EVENT SHALL BE CLEANED UP BY THE END OF EACH WORKING DAY. FLUSHING SHALL NOT BE ALLOWED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD. MAINTENANCE SHALL BE PERFORMED PER WISCONSIN ADMINISTRATIVE CODE (W.A.C.) NR 151 STORMWATER MANAGEMENT TECHNICAL STANDARD REQUIREMENTS.
 - D. EROSION CONTROL MEASURES SHALL NOT BE REMOVED UNTIL THE AREA(S) SERVED HAVE ESTABLISHED VEGETATIVE COVER.
 - E. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL LOCAL EROSION CONTROL PERMITS.

PROJECT INFORMATION

ADDRESS 125 BEAVER DAM STREET
EXISTING ZONING R-4
PROPOSED USE CHURCH
AREA OF DISTURBANCE 2,500 SQ. FT.
PROPOSED PARKING 51 STALLS PLUS STREET PARKING
BUILDING OCCUPANCY A-2
CLASS OF BUILDING IIB



SITE PLAN
SCALE: 1" = 20'-0"

PROPOSED ALTERATION FOR: UNION CONGREGATIONAL CHURCH 125 BEAVER DAM STREET • WAUPUN, WI 53963



REVISIONS

Chapter 3

TRANSPORTATION

This element includes a compilation of background information, visions, goals, objectives, policies, maps, and recommendations to guide the future development and maintenance of various modes of transportation in the City of Waupun.

3.1 Transportation Vision

The City of Waupun seeks to provide a diverse network of transportation options for its residents, including a network of well-maintained and safe streets, interconnected pedestrian and biking facilities, and local and intercity transit services. The city also seeks to support the local economy by providing convenient rail and freeway access for shipping and manufacturing businesses, and a safe and hospitable pedestrian environment with adequate parking options for retail business.

3.2 Transportation Goals and Objectives

3.2.1 Goal: Provide, support and maintain a wide range of transportation alternatives for residents and visitors.

Objectives:

- Provide safe pedestrian and bike access to key destinations within the City and provide connections to regional trail systems.
- Continue to provide transportation options for elderly and disabled residents.
- ~~Attract a regular intercity bus route through Waupun operated by Greyhound Lines, Inc. or an affiliated regional bus line.~~ Note: I checked with Lamers Bus Lines and they do stop regularly in Waupun 2 times per day.

3.2.2 Goal: Ensure that the transportation system is well maintained, safe and operates efficiently.

Objectives:

- Ensure that the road system operates as an efficient system.
- Improve vehicular access and pedestrian safety along Main Street.
- Provide adequate, but not excessive street lighting in residential areas.
- Maintain transportation facilities important to local businesses.

3.2.3 Goal: Ensure the continued viability of the Waupun Landing Field for small plane air traffic.

Objective:

- Consider potential land use conflicts.

3.2.4 Goal: Coordinate short and long range transportation efforts.

Objective:

- Keep informed about transportation related activities.
- Work with others on transportation efforts affecting the City.

3.3 Transportation Policies

- 3.3.1 New residential developments shall include sidewalks and shall provide connections to existing pedestrian facilities.
- 3.3.2 Any new development that includes an existing or planned bicycle/pedestrian trail shall incorporate that trail into the site plan.
- 3.3.3 The City will increase safe bike and pedestrian access to key destinations within and adjacent to the City.
- 3.3.4 The City will continue to ~~use an annual roadway~~ evaluate ~~on the roadway~~ system **every two years** to provide a basis for possible street upgrades.
- 3.3.5 Waupun will continue to utilize an annual system of funding allocation, such as capital improvement plan (CIP), to ensure adequate funding and programming for needed upgrades and repair.
- 3.3.6 Explore alternate sources of funding to improve facilities slated for redevelopment.

3.4 Existing Transportation Facilities

3.4.1 Street Network (Functional Classification)

The hierarchy of the road network calls for each roadway to be classified according to its primary function, ranging from its ability to move vehicles (i.e. freeway) to its ability to provide direct access to individual properties (i.e. local roads). Within Wisconsin, urbanized and rural areas provide a framework for the placement of routes. Urban areas are defined as any place or cluster of places within a designated urbanized boundary that has a population between 5,000 and 49,999; while urbanized areas are defined as a cluster of places within a designated urbanized boundary, with a population of more than 50,000 people. Streets and highways within urban and urbanized areas are classified under the urban functional classification. Rural areas are places in the state located outside of urban and urbanized areas. Roads in rural areas are classified under the rural functional classification system. Within the City, roads are classified under the urban functional classification system.

The City of Waupun's road system contains principal arterials, minor arterials, collectors, and local roads. In total, there are approximately 56 miles of roads in the City. Principal arterials account for approximately 2.5 miles; minor arterials account for just less than 7.0 miles; collectors include almost 7.5 miles and the remaining local roads account for nearly 39.0 miles (Map 3-1 and Table 3.1). The Wisconsin Department of Transportation (WisDOT) conducts traffic counts at key locations on a regular rotating basis. The traffic counts provide an

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indication of the roadway's appropriate classification. Displayed as Annual Average Daily Traffic (AADT), these counts are statistically adjusted to reflect daily and seasonal fluctuations that occur on each roadway (Map 3-2 and Map 3-3) for AADT data (years 2008, 2014).

Principal arterials are at the top of the classification hierarchical system. Principal arterials generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as major airports or regional shopping centers.

EXAMPLES: Interstate and other freeways; other state routes between large cities; important surface streets in large cities.

Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. EXAMPLES: State routes between smaller cities; surface streets of medium importance in large cities; important surface streets in smaller cities.

Collectors tend to provide more access to property than do arterials. Collectors also funnel traffic from residential or rural areas to arterials. EXAMPLES: County, farm-to-market roads; various connecting streets in large and small cities.

Local roads primarily provide access to property. EXAMPLES: Residential streets; lightly-traveled county roads

Table 3.1: Functionally Classified Roads

Classification	Roads
Principal arterial	STH 49 / Main Street
Minor arterial	CTH MM / Brandon Street CTH M / N Madison Street STH 26 / Fond du Lac Street STH 26 / N Watertown Street STH 26 / S Watertown Street Business 151 / CTH M / S Madison Street E/W Lincoln Street CTH MM / Beaver Dam Street STH 68 / Fox Lake Road
Collector	CTH MMM / County Park Road CTH MM / Savage Road Edgewood Drive CTH M / N Madison Street E Spring Street E/W Franklin Street N/S State Street N/S Drummond Street E/W Jefferson Street E/W Brown Street Business 151 / CTH M / S Madison Street Libby Street Carrington Street

Source: WisDOT, 2016

3.4.2 Transit Service

The City of Waupun has a demand service for transit. Shared-ride taxi services, through Brown Cab Service, Inc., offer a public transportation alternative in smaller communities lacking traditional fixed-route bus service. Users call in advance for taxi rides that may be shared with other riders¹. Van transportation within the City is available for residents who are 60 years old and older for medical appointments, hair appointments, restaurants, Waupun Senior Center and other places.² In addition, on the 2nd and 4th Thursday of the month, rides to Forrest Mall in Fond du Lac are offered. Lamers Bus Lines, Inc. "Lamers Connect" provides intercity bus service between Green Bay, Appleton and Madison. The bus stops two times daily in Waupun, departing at 12:05 p.m. for Madison and departing at 3:45 p.m. for Green Bay. It also stops in Appleton, Oshkosh, Fond du Lac, Beaver Dam and Columbus.³

3.4.3 Railroad Service

The Wisconsin & Southern Railroad Co. serves the City of Waupun. This rail line runs north/south through the center of the City and has a 286,000 pound rail car limit (Map 3-4). Passenger rail service is available nearby via Amtrak. Trains make 8 stops in Wisconsin, the nearest stations being in Columbus and Portage.

3.4.4 Aviation Service

Waupun has a private airport (FAA Identifier: W107) with 3,200 ft. of paved two-runway system. Small aircraft can also use the nearby small general aviation airport in Juneau (Dodge County). Fond du Lac County Airport and Wittman Regional Airport in Oshkosh are large general aviation airports. Both Fond du Lac County Airport and Wittman Regional Airport are located within a 60 mile radius of the City. Commercial airport service is available at Appleton International Airport (Fox Cities), General Mitchell International Airport in Milwaukee and Dane County Regional Airport near Madison.

3.4.5 Pedestrian and Bicycle Transportation

Pedestrian travel through the City is accommodated on sidewalks in most locations. There is also a sidewalk policy that requires new residential or commercial developments to install sidewalks within one-year of construction (Chapter 7 of municipal code). Approximately 74 miles of sidewalks exist in the City. Bicycles are restricted to roadways in most locations and are subject to automobile signage and facilities (Chapter 6 of municipal code). There are approximately 3 miles of multiuse trails within the City; mostly located near the South Branch of the Rock River and through various public parks. A small portion of a multiuse trail is located by Waupun High School.

Rock River Trail is a 320 mile trail that starts in Horicon, Wisconsin and ends where the Rock River flows into the Mississippi River in Rock Island, Illinois. The Rock River Water Trail is recognized as a National Water Trail by the National Park Service. The Rock River Trail offers routes for touring by automobile, biking, hiking, horseback riding, water and an air

¹ <http://www.browncab.net/>

² Van transportation is available through the senior center for \$1.00 per trip. Non-medical rides are available from 9:00 am to 2:00pm. The last medical appointment ride is 3:00 pm.

³ <http://www.golamers.com/services/lamers-connect/green-bay-appleton-madison/>

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route that links the ten airports along the river (Map 3-5).⁴

The Wild Goose State Trail is a 32-mile county-operated trail skirting the western edge of the vast Horicon Marsh from the City of Fond du Lac to Clyman Junction. The marsh is famous for its migrant waterfowl. Recreation includes hiking, bike touring, skiing, and snowmobiling (Map 3-5).

3.4.6 Highways

The City is served by exceptional highway access. STHs 26, 49, 68, and USH 151 (a limited access 4-lane divided highway) all enter Waupun and Interstate 41 is approximately 15 miles to the east of the corporate limits via STH 49.

3.4.7 Transportation Facilities for the Elderly and Disabled

Specialized transportation services serve the needs of commuters whose transportation needs are not met by traditional services. Each of the counties in southeast Wisconsin offer some type of specialized services. Specialized transit services include elderly and disabled services and shared ride taxi. For the City of Waupun, Fond du Lac County Senior Services provides regional elderly and disabled transportation services. For more information call (920) 929-3466 or toll free 1-888-435-7335 for the Fond du Lac County Aging and Disability Resource Center (ADRC). Within Dodge County, Dodge County Transportation Services provides services. For the Dodge County ADRC, contact (920) 386-3580 or toll free at 800-924-6407.

3.4.8 Trucking and Freight

There are a number of trucking firms located in the City of Waupun. Regionally, there are also a fair number of trucking firms taking advantage of the regional highway system and rail access via the Wisconsin & Southern Railroad. Designated Long Truck Routes include USH 151 and STH 49; STH 26 through the City provides a 75 foot trailer length allowance (Map 3-4). Trucking terminals within the City are mainly located in the Waupun Business Park, on S. Watertown Street (south of E. Lincoln Street), along the rail line near Main Street, near the intersection of USH 151 and STH 49, Main Street and N. West Street, and Main Street and the western City limits (Map 3-4).

3.4.9 Water Transportation

There are no local water transportation or port services. The nearest port service is located in Milwaukee, approximately 70 miles to the southeast. The next nearest port is in Green Bay, 80 miles to the northeast.

3.4.10 Commute to Work

Table 3.2 shows commuting choices for resident workers over age 16. Almost 87 percent of local workers use automobiles to commute to work, of these almost 9 percent report carpooling. There were 130 people who reported walking for their commute to work. With multiple access opportunities to the state highway system, most residents can travel to work in about 22 minutes, which is the same for the State of Wisconsin.

⁴ <https://rockrivertrail.com/>

Table 3.2: Commuting to Work

	Number	Percent
Workers 16 years and over	4,597	100.0
Car, truck, or van--drove alone	3,982	86.6
Car, truck, or van--carpooled	364	7.9
Public transportation (including taxicab)	21	0.5
Walked	130	2.8
Other means	59	1.3
Worked at home	41	0.9
Mean travel time to work (minutes)	22	

Source: American Community Survey 5-year estimates, 2011-2015 (Tables B08101, DP03)

3.4.11 Street Evaluation System

The City of Waupun utilizes the Pavement Condition Index (PCI) standard method of evaluating pavement condition. The American Public Works Association, US Army Corps of Engineers, and many other groups support PCI. PCI is a way of observing pavement distress and reducing the observations to a 0-100 rating. A PCI of 0 indicates totally failed pavement and a PCI of 100 means brand new pavement with no defects. Specifically: 85-100 Excellent, 70-85 Very Good, 55-70 Good, 40-55 Fair, 5-40 Poor, 10-25 Very Poor, 0-10 Failed.

The surface condition rating of each roadway is updated in the State's computer database known as the Wisconsin Information System for Local Roads (WISLR) on a biennial basis. This database is based off of the PASER (Pavement Surface Evaluation and Rating) road rating method. The PASER system was developed and improved in recent years by the Transportation Information Center (TIC) at the University of Wisconsin -Madison in cooperation with WisDOT. Generally, PASER uses visual assessments to rate paved roadway surfaces on a scale of 1 to 10, with 1 being a road that needs to be reconstructed and 10 being a brand new roadway.⁵ This inventories the basis for developing a planned maintenance and reconstruction program and helps municipalities track necessary improvements. Table 3.3 provides a breakdown of the PASER ratings, conditions and maintenance needs. Table 3.4 contains the City's 2015 PASER data.⁶ Specifically: 1-4 Poor, 5-7 Fair, 8-10 Good; Poor roads accounted for 5.1 miles (5.8 percent), Fair roads accounted for 16.8 miles (19.1 percent) and Good roads accounted for 65.9 miles (75.1 percent) (Map 3.6).⁷ Also, reference Map 3.5.

⁵ Transportation Information Center. 2002. *PASER Manuals Asphalt*

⁶ PASER mileage is rated by road lane miles and NFC mileage is calculated by center-lane miles; PASER miles will be greater than functional classified miles.

⁷ Table 3.4 includes ratings for county truck highways. Ratings for state highways are not shown on the map or included in Table 3.4).

Table 3.3: PASER

Rating	Condition	Needs
9 & 10	Excellent	None
8	Very Good	Little Maintenance
7	Good	Routine Maintenance, Crack Filling
6	Good	Sealcoat
5	Fair	Sealcoat or Nonstructural Overlay
4	Fair	Structural Improvement – recycling or overlay
3	Poor	Structural improvement – patching & overlay or recycling
2	Very Poor	Reconstruction with extensive base repair
1	Failed	Total reconstruction

Source: Transportation Information Center, UW-Madison

Table 3.4: City of Waupun PASER (2015)

	Poor (1-4)	Fair (5-7)	Good (8-10)	Total
Miles	5.1	16.8	65.9	87.8
Percent	5.8	19.1	75.1	100.0

3.5.1 US 151 Freeway Conversion Study

USH 151 is a major east-west arterial route through Fond du Lac and Dodge counties. The roadway is an essential commercial and agricultural transportation corridor serving the Midwest. WisDOT is working on a freeway conversion study of USH 151 from Columbus (STH 73 in Columbia County) to Waupun (STH 49 in Dodge County). This study covers about 27 miles of USH 151 and will involve looking at the removal of driveways that access the roadway, at-grade intersections and railroad crossings between Columbus and Waupun.⁸ The majority of suggested improvements will take place south of the City of Waupun. As of 2017, this study is in the environmental assessment phase with funding/construction yet to be determined. A link to the study can be found in the footnotes at the bottom of the page.⁹

3.6 State and Regional Transportation Plans

3.6.1 Connections 2030 Long Range Transportation Plan

The Connections 2030 Long Range Transportation Plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. This plan was officially adopted by WisDOT in October 2009.

3.6.2 Six Year Highway Improvement Program: 2017-2022

Wisconsin's State Trunk Highway system consists of approximately 11,800 miles of roads, which are administered and maintained by the Wisconsin Department of Transportation (WisDOT). The state highway system consists of 875 miles of Interstate freeways and 10,871 miles of state and US-marked highways. While the 11,746 miles of state highways represent only 10.2% of all public road mileage in Wisconsin, they carry over 36 billion vehicle miles of travel a year, or about 58.3 % of the total annual statewide highway travel.

⁸ <http://wisconsindot.gov/Pages/projects/by-region/sw/151/default.aspx>

⁹ <http://wisconsindot.gov/Documents/projects/by-region/sw/151/report20101101.pdf>

The six year capital improvement plan is updated annually to identify project priorities. WisDOT's 2017 – 2022 Highway Improvement Program identifies the following project in the City of Waupun:

- USH 151: STH 49 Interchange - USH 151 Mill/Overlay (2017)

3.6.3 Other WisDOT Statewide Plans

- *Wisconsin Rail Plan 2030; and*
- *Wisconsin State Freight Plan, Final Draft December, 2016*

3.7 Transportation Issues Raised During Planning Process

Not maximizing transportation infrastructure: the City is awash in access opportunities that go partially unrealized in terms of business development. The railroad is not utilized to its capacity by industrial entities, and many locals feel highway access should position Waupun for increased economic development that is not occurring. The railroad is a good opportunity potential for intermodal freight.

Bicycle and Pedestrian Infrastructure Improvements: people are seeking communities that provide safe bicycling and pedestrian infrastructure. Linkages to key destinations in the City and the Wild Goose and the Rock River trails were identified. Residents identified concerns with access to the downtown area. Gaps in the sidewalk network exist in certain areas of the City and should be addressed.

3.8 Transportation Actions

Waupun's current transportation system is adequate for existing users. However, with recent improvements made to area highways, it will be important for the City to remain active in providing adequate access and extensions to these new facilities. Additionally, if development is to occur within the planning area, planning for extension of current infrastructure and connections must be an ongoing practice.

The following actions will allow the City of Waupun to provide for future transportation needs and improve the quality and ease of use of the current system.

Actions:

- 3.8.1 Develop a long-term bike and pedestrian transportation plan to help identify routes and facilities for multimodal transportation options. Proposed bike and pedestrian recommendations should be included on the City's Official Map. (3.2.1) The plan should:
 - Look at linkages to key destinations in the City, to future locales within the planning area, and to existing regional trails like the Wild Goose State Trail and the Rock River Trail;
 - Identify prioritizations; and
 - Look at and identify gaps in sidewalks, on-road bike facilities and trails.
- 3.8.2 Coordinate with other jurisdictions and authorities, including the WDNR and WisDOT, to determine access points to, and extensions of, existing facilities.

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- 3.8.3 Consider developing a "Complete Streets" policy and process to better guide infrastructure decisions. (3.2.1)
- 3.8.4 Improve bike and pedestrian connections between the downtown and the Rock River Trail, Wild Goose State Trail and the Horicon Marsh. (3.2.1)
- 3.8.5 Work with the Waupun Area School District and East Central Wisconsin's Safe Routes to School Program to initiate a "Safe Routes to School" program in the City. (3.2.1)
- 3.8.6 Maintain and improve existing crosswalks throughout the City by regularly painting crosswalk areas and installing pedestrian signage. **Pedestrian signage could include free standing signs that alert drivers to pedestrians in the crosswalk.** (3.2.1)
- 3.8.7 Complete gaps in the sidewalk network; ensure that residents in low-income, elderly and disabled housing have access to the sidewalk network. (3.2.1)
- 3.8.8 Increase tourism and promote biking and walking in the City, by showcasing the trail network on the City's website. (3.2.1)
- 3.8.9 Apply for grants to maintain shared-ride taxi service in the City. (3.2.1)
- 3.8.10 Periodically monitor the need for a municipal-operated local transit system to ensure adequate transportation to area commercial, education, and health centers. (3.2.1)
- 3.8.11 ~~Investigate the possibility of establishing a City wide volunteer network to provide transportation within the City to elderly and disabled residents. Investigate opportunities to expand transportation for senior and disabled residents currently available through the Waupun Senior Center.~~ **Expanded transportation could include additional hours before 9 am and after 2 pm medical¹⁰ and non-medical appointments, weekend service, etc.** (3.2.1)
- 3.8.12 **Encourage commuters to consider Wisconsin's Rideshare Program when routinely traveling to other areas for work.** ~~Work with county authorities to promote the existing shared-ride system and develop a list of volunteers for a transportation escort service.~~ (3.2.1)
(Note: I'm assuming that the existing recommendation referred to the Wisconsin Rideshare Program. I could not find a rideshare program listed under Dodge or Fond du Lac counties.)

What are Complete Streets?

Complete Streets enable safe access for all users. Pedestrian, bicyclists, motorists and public transportation users of all ages and abilities can safely move along and / or cross the street.

What is Wisconsin's Rideshare Program?

Wisconsin's Rideshare Program brings commuters together for carpooling and biking. Commuters register on a state website and are connected to other commuters.

¹⁰ Transportation for medical appointments is available until 3 pm.

- 3.8.13 **Work with Dodge and Fond du Lac counties on periodic updates to the County Coordinated Plans.** (3.2.1)
- 3.8.14 **Consider working with WisDOT to construct a Park and Ride lot near USH 151.** (3.2.1)
- 3.8.15 **Partner with the Waupun School District to provide transportation options for students living within 2 miles of a school.** (3.2.1)
- 3.8.16 Continue to utilize ~~perform a an annual system of~~ roadway analysis every two years (like the PCI, or PASER systems) to determine the locations of the most in-need roadways and to prioritize the scheduling for repair. (3.2.2) Note: The City may not prioritize repairs to roadways with the lowest PASER rating. Instead the City may choose to invest in roads that may need less maintenance to ensure that they do not deteriorate to a point where they may need to be rebuilt. In addition, the timing of road repairs may be based on upgrades needed to other infrastructure such as watermains, and sanitary and storm sewer systems.
- 3.8.17 Continue to develop five-year capital improvement plans (CIP) that identify and budget for annual infrastructure improvements. This process should include public meetings to unveil proposed planning efforts and to help gauge the adequacy of prioritization. (3.2.2)
- 3.8.18 Install wayfinding signage to key destinations in the City. (3.2.2)
- 3.8.19 Conduct regular maintenance of pedestrian facilities along Main Street. (3.2.2)
Was objective
- 3.8.20 Survey pedestrians in the downtown area to determine type and location for pedestrian access and safety improvements. Upgrades that could be considered include: (3.2.2)
- Count down timers;
 - Wayfinding signage;
 - Pedestrian crosswalks with flashing lights; and
 - Bike and walk audits.
- 3.8.21 Study parking supply and demand in the Central Business District. Work with area businesses to establish a committee to determine needs for more parking spots and/or better signage to improve utilization of existing parking supply. (3.2.2)
- 3.8.22 Improve major east/west and north/south connections for cars, bikes and pedestrians to the downtown area. (3.2.2)

What is an Official Map?

Official mapping allows communities, counties and the state to identify land areas that may be required for future right-of-ways. Mapping of corridors in advance of their need, can limit development in these corridors. Official mapping is provided in the Wisconsin State Statutes 62.23(6).

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- 3.8.23 Consider adopting an Official Map. (3.2.2)
- 3.8.24 Implement a program that will allow residents to report specific areas where maintenance or safety issues are a concern. Consider utilizing the City website. (3.2.2)
- 3.8.25 Amend subdivision ordinance to include street lighting standards. This should include determining appropriate lighting levels and spacing of streetlights, and should also indicate the cost and responsible party for payment and installation of lighting facilities. (3.2.2)
- 3.8.26 Consider developing a Continue to update the sign inventory.** (3.2.2)
- 3.8.27 Maintain convenient access to highways 26 and 151 for local trucking companies. (3.2.2)
- 3.8.28 Maintain local rail lines and spurs to support local industries. (3.2.2) was an objective
- 3.8.29 ~~Formalize policies for property acquisition necessary for future transportation Right-of-Way. This should include:~~
- ~~➤ Publicize plans for possible future property acquisition early in the planning phase.~~
 - ~~➤ Involve the affected property owners in meaningful plan development meetings.~~
- 3.8.30 Work with the towns of Trenton and **Chester** to protect the airport from incompatible uses. Some land uses may create safety issues due to dust and smoke, other uses such as landfills may create safety issues due to birds, cell towers and other taller structures may create safety issues due to conflicts with the flight path and other land uses such as residential may result in conflicts due to noise. (3.2.3)
- 3.8.31 ~~Work with the Wisconsin DOT to study the possibility of diverting STH 26 to US 151. This study should evaluate possible changes to traffic density and type along the corridor, and the impact on existing land uses in the area. Note: STH 26 is on USH 151 through Waupun. Therefore most cars utilizing business STH 26 probably have business in the City. If the City wants to pursue this action item, we can leave it in the plan.~~ (3.2.2)
- 3.8.32 Work with WisDOT to remove the designated truck route from the portion of STH 26 that goes through the residential area. (3.2.2)** (Note I looked into this possibility and feel that while it might be possible, it would be hard to enforce. If the Plan Commission feels that this should be left in the plan, I will investigate further to make sure that this is possible and that it will not jeopardize the City's transportation funding.)
- 3.8.33 Continue to meet regularly with the Fond du Lac and Dodge County Highway Departments, and the WisDOT (Green Bay and Madison office) to discuss

planning efforts, repair, and sufficiency of the local highway system. Invite the Dodge County Highway Department and WisDOT (Madison office) to participate in these meetings.

3.8.34 Work with the WisDOT to secure funding to improve the quality and design of lighting and pedestrian access along Main Street and other commercial corridors.

3.8.35 Continue to work with WisDOT on the *USH 151 Freeway Conversion Study*.

3.9 Programs

3.9.1 Department of Transportation (DOT)

DOT has a number of programs that the City could potential utilize; these include the *Surface Transportation Urban Program – (STP-Urban, STP-U)* and the *Transportation Alternatives Program (TAP)*. STP-U allocates federal *Fixing America's Surface Transportation (FAST) Act* funds to complete a variety of transportation improvements including projects on higher function local roads not on the State Trunk Highway system, and local safety improvements. To be eligible roads must be functionally classified as urban "collector" or higher. TAP allocates federal *Fixing America's Surface Transportation (FAST) Act* funds to transportation improvement projects that "expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment. Projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle and Pedestrian Facilities Program will be eligible TAP projects.

3.9.2 Wisconsin Department of Transportation (WisDOT)

WisDOT is responsible for planning, building and maintaining Wisconsin's network of state highways and Interstate highway system. The department shares the costs of building and operating county and local transportation systems - from highways to public transit and other modes. WisDOT plans, promotes and financially supports statewide air, rail and water transportation, as well as bicycle and pedestrian facilities. A few of the funding opportunities are listed below; more information on other WisDOT associated funding opportunities (various programs) is available at:

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/default.aspx>.

Local Bridge Improvement Assistance Program. This program helps counties, cities, villages, and towns rehabilitate or replace existing bridges on Wisconsin's local highway system based on the sufficiency rating. The program operates on a cost-shared basis with federal and state funds accounting for 80% of the total eligible project costs. More information on the Local Bridge Improvement Assistance Program can be found at

<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/localbridge.aspx>.

General Transportation Aid. Road maintenance is partially funded by disbursement of the state transportation fund. The largest portion of the fund is from General Transportation Aids. The state provides an annual payment to each county and municipality that funds a portion of the local governments' costs for activities such as road construction, filling potholes, snow removal, and other related transportation maintenance. Disbursements from the account are determined by the total mileage of local roads within the municipality or by a formula based on historic spending. This information must be reported annually. More information can be found at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/gta.aspx>.

Local Roads Improvement Program (LRIP). This program provides funding to improve or replace seriously deteriorating county highways, town roads, and city or village streets. New roads are not eligible. LRIP funds pay up to 50% of total eligible costs while the remaining amounts must be matched by the local government. The program has three basic programs: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Additional discretionary funds are available for high cost projects. More information can be found at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/lrip.aspx>.

Bicycle and Pedestrian Facilities Program. This program provides funding for projects that construct or plan for bicycle or bicycle/pedestrian facilities. More information can be found at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/gta.aspx>.

Disaster Damage Aids. Towns, villages, cities or counties may apply for financial aid due to disaster damage to any public highway under its jurisdiction that is not on the State Trunk or Connecting Highway systems. More information can be found at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/disaster.aspx>.

Wisconsin Employment Transportation Assistance Program (WETAP). This program is designed to provide transportation for low-income workers to jobs, training centers, and childcare facilities through enhanced local transportation services. Funding is provided by a combination of federal, state, and local funds. This program provides a crucial link to allow low-income workers to remain in the workforce. More information can be found at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/wetap.aspx>.

Local Transportation Enhancement Program (TE). This program provides funds that increase multi-modal transportation within a region while enhancing the community and the environment. Eligible projects include multi-use recreational trails, landscaping, or the preservation of historic transportation structure. Funds cover up to 80% of the total eligible project costs. More information can be found at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/te.aspx>.

Transportation Economic Assistance Grant Program (TEA Grant). This program provides a 50% state grant to local governments, private businesses, and consortiums for road, rail, harbor, and airport projects that are necessary to help attract employers to Wisconsin. These grants have a performance based incentive and successful funding requires that businesses and industries created by the grant program retain and expand local economies in Wisconsin. More information can be found at <http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tea.aspx>.

3.9.3 East Central Wisconsin Regional Safe Routes to School (SRTS).

The SRTS is a national and international movement to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The goal of the program is to enable and encourage children K-8th grade, including those with disabilities, to walk and bike to school. The East Central Wisconsin Regional SRTS Program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS activities. The Regional SRTS program has worked with the Fond du Lac Public School District to complete local action plans for the district's elementary and middle schools.

3.9.4 Dodge County Specialized Transportation System

Aging Programs are part of the Aging Services Unit of the Community Support Services Division of the Human Services and Health Department. The Aging Services Unit manages the Senior Dining, Transportation, Alzheimer's and Family Caregiver Support and the Elder Benefit Specialist programs for the county. The Dodge County Specialized Transportation System is a county-wide coordinated system that serves the elderly (age 65 and over), physically and mentally disabled residents of Dodge County, (including veterans and the general public).