Transportation

1. Overview

This chapter evaluates all types of transportation on a countywide basis and is intended to:

1. Guide public expenditures for transportation improvements for all modes of transportation, not just roadways and transit.

2. Advise local communities on the larger transportation framework for the county as a whole.

3. Assist local leaders in making land use recommendations that relate to the Transportation element of the Comprehensive Plan.

Modes of transportation addressed in this chapter include:

- Roads
- Public transit
- Bicycle and pedestrian facilities
- Railroads

- Trucking
- Air transportation
- Water transportation

2. Road Network

General Description

Winnebago County's road system includes U.S. Highways, state highways, county roads, and local roads (Map 4).

U.S. Highways include U.S. 10, 41, and 45. The County Highway Department receives federal funding to maintain the U.S. highway system in the County. These highways are considered primary arterial roadways, and are meant to move traffic quickly through the County.

The second level includes State Roads 21, 26, 44, 91, 116, and 175. The County Highway Department receives State dollars to maintain the State Road system in the County. These roads can be considered major arterial streets.

The third level of roadway classification is the County road system, which is identified by letters. These roads include A, AA, AH, AP, B, BB, D, E, F, FF, G, GG, H, I, II, K, M, MM, N, O, P, S, T, V, W, X, Y, and Z. The County funds the maintenance and repair of these roadways.

The final category includes roads/streets maintained by towns, cities, and villages. Local town roads are maintained by the individual Towns or by the County through a contractual arrangement. Local roads in cities and villages are maintained by the municipality with jurisdiction.

Traffic Counts

Traffic counts are an important planning tool in that they measure the volume of traffic in a given timeframe. When different years of traffic counts are compared, planners can determine whether present traffic numbers are within the designed capacity of the roadway, or whether the counts exceed the designed capacity. One of the ways roadway usage is measured is by applying established criteria in a Highway Capacity model. When a roadway traffic volume exceeds the roads designed capacity, the County and/or State Highway Department must determine what improvements are needed to bring the roadway up to acceptable standards. When 2 lane rural roadways (County, Town, or State) exceed 7,000 average daily trips (ADTs), such roads should be analyzed to determine whether they should be upgraded (according to WisDOT standards).

The State of Wisconsin conducts traffic counts of all U.S., State, and county roadways on a periodic basis. In analyzing these counts taken at 2010, it is apparent that some roadways in Winnebago County are experiencing increasing numbers. Most notably, U.S. Highway 45 has seen increasing traffic numbers from U.S. Highway 41 to the future U.S. Highway 10 corridor. Near the State Road 116 intersection, traffic has increased to 14,100 vehicles per day. North of County Road GG, traffic counts increased by nearly 1,500 vehicles per day.

Traffic counts in the towns of Wolf River and Poygan showed slight to moderate increases. At the intersection of County Road M and Highway 116 in the Town of Winneconne, there was an increase of 800 vehicles per day.

Roadway Conditions

Local municipalities in Wisconsin use the PASER (Pavement Surface Evaluation and Rating System) system to rate the road pavement condition based on a visual assessment. PASER uses a 10-point scale with 1 being the worst and 10 being a newly constructed pavement. PASER measures the distress of a pavement's surface.

Comparing PASER data over a period of time provides an objective measure of the transportation system. Table 3-1 shows the PASER rating for county roads from 2009 to 2014. There is a shift from "good" to "fair" roads to "poor" roads. The shift is slight, but should be noted. (verify)

Table 3-1. Condition of County Roads: 2009-2014

Year	Percent of Total				
	Excellent (9-10)	Good (7-8)	Fair (5-6)	Poor (3-4)	Failed (1-2)
2009					
2010					
2011					
2012					
2013					
2014					

Source: Winnebago County Highway Department

The PASER ratings combined with other inventory data (width, length, shoulder, pavement type, etc.) from the WisDOT local roads inventory (WISLR) can be very helpful in planning future budgets and priorities.

Bridges

According to the Wisconsin Department of Transportation, there were 261 bridges (i.e., span 20 feet or more) in Winnebago County in 2015 (Map 5).

To ensure the safety of motorists, bridges in the state are inspected at least once every two years and sometimes more frequently depending on a bridge's age, traffic load, and any known deficiencies or load restrictions. Following a thorough review of the deck, superstructure and substructure, bridges are

assigned a "sufficiency rating" number between one and 100. The rating takes into account some 75 factors reviewed during an inspection and also considers a bridge's age, length and width, and the average amount of traffic the bridge handles.

Table 3-2. Condition of Bridges: 2015

Sufficiency Rating	Maintenance Responsibility					
	Town	City	Village	County	State	Total
80 or more	29	23	0	26	130	208
50 or more but less than 80	8	11	0	4	22	45
Less than 50	2	1	0	1	4	8
Total	39	35	0	31	156	261

Source: Highway Structures Information System, website access February 6, 2015

These sufficiency ratings are used to help prioritize bridge improvements. Under WisDOT's Local Bridge Improvement Assistance program, municipalities are eligible for rehabilitation funding on bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50.

In 2015, 8 bridges had a rating of less than 50, and 45 were rated 50 or more, but less than 80 (Table 3-2). Of the deficient bridges, one is eligible to receive cost-share funding under the Local Bridge Improvement Assistance Program (Table 3-3). It is located in the Town of Wolf River.

Table 3-3. Approved Bridge Program Projects: 2013-2018

Project ID	Bridge ID	Project	Concept	Work Type	Sufficiency Rating	Project Rank
6446-00-00	B700892	Town of Wolf River, South Road, Rat River Bridge & Approaches	Replacement	Design	32.2	11
6446-00-71	B700892	Town of Wolf River, South Road, Rat River Bridge & Approaches	Replacement	Construction	32.2	110

Source: Wisconsin Department of Transportation (2013-2018 Local Bridge Program Approved Projects List - Published January 23, 2014)

While most of the bridges are fixed, there are a number of movable bridges. For larger boats, the river channels through Oshkosh and Winneconne have lift bridges that operate during the boating season. A movable railroad trestle in Oshkosh also operates to let boats through during the season as well.

Rustic Roads

The Rustic Roads System in Wisconsin was created by the 1973 State Legislature in an effort to help citizens and local units of government preserve what remains of Wisconsin's scenic, lightly traveled country roads. These routes provide bikers, hikers, and motorists with an opportunity to leisurely travel through some of Wisconsin's scenic countryside.

An officially designated rustic road continues to be under local control and is eligible for state aids just as any other public highway. A rustic road may be dirt, gravel or paved road. It may be one-way or two-way. It may also have bicycle or hiking paths

Qualities that Distinguish a Rustic Road

- Have outstanding natural features along its borders such as rugged terrain, native vegetation, native wildlife, or include open areas with agricultural vistas which singly or in combination uniquely set this road apart from other roads.

- Be a lightly traveled local access road, one which serves the adjacent property owners and those wishing to travel by auto, bicycle, or hiking for purposes of recreational enjoyment of its rustic features.

- Be one not scheduled nor anticipated for major improvements that would change its rustic characteristics.

- Have preferably, a minimum length of 2 miles and, where feasible, should provide a completed closure or loop, or connect to major highways at both ends of the route.

adjacent to or incorporated in the roadway area. The maximum speed limit on a rustic road has been established by law at 45 mph. The local governing authority may establish a speed limit as low as 25 mph.

There is one rustic road in Winnebago County - Route 72. It follows Mountain Road in the Town of Utica, beginning at its intersection with County Highway M and proceeding in a southerly then easterly direction until its intersection again with County Highway M. It is 3.1 miles and has a surface that is both paved and graveled. This rustic road offers great wildlife and wildflower viewing in a serene setting. Mountain Road passes through the middle of 270 acres owned by the Nature Conservancy.

3. Public Transit

County residents are served by two transit systems: Valley Transit and GO Transit.

Valley Transit is owned and operated by the City of Appleton and provides transit services throughout the Fox Cities urbanized area. It is managed by the Fox Cities Transit Commission which is made up of three citizen members from the city, two aldermanic members, and representatives of participating municipalities and counties that provide funding. Municipalities served in 2015 included the cities of Appleton, Kaukauna, Menasha, and Neenah; the towns of Buchanan, Grand Chute, Harrison, and Menasha; and the villages of Kimberly and Little Chute. Participating counties included Calumet, Outagamie, and Winnebago.

Valley Transit provides fixed route bus service consisting of 22 routes (Map 6). In 2012, 1,095,660 riders used the system, which represents a slight increase over 2011.

In addition to fixed-route service, Valley Transit also provides a number of special services:

- **Valley Transit II** provides specialized paratransit service for residents of the Fox Cities with special needs. This service is administered by Valley Transit, with service provided, under contract, by Running, Inc.

- **The Connector** Through a partnership with United Way Fox Cities, Valley Transit offers a unique service to provide access to public transportation for Fox Cities residents who live beyond the regular bus stop locations or who need to work after the general hours of operation.

- **Call-A-Ride** Call-A-Ride service, which is operated through a contract with Fox Valley Cab, is open the general public with hours of operation running from 7 a.m. to 7 p.m. Monday through Saturday. A two hour advanced reservation is required. The fare for this service is $2.00 or $1.00 with a valid Valley Transit transfer ticket. In 2006, the Town of Harrison was incorporated into the service area.

Oshkosh Street Railway Company operated horse-drawn cars followed by electric streetcars

GO Transit, established in 1978, is owned and operated by the City of Oshkosh. It provides

fixed-route bus service in the City of Oshkosh and an intercity route to Neenah (Map 6). Children and UW-Oshkosh alumni ride free with a valid alumni card.

Paratransit service consists of several programs tailored to specific rider groups. The programs are funded by the City of Oshkosh, Winnebago County, rural townships, State of Wisconsin, Federal Transit Administration, and user fares.

- **Cabulance** This ADA-required program provides demand response lift-equipped van service within the City of Oshkosh to non-ambulatory riders with disabilities.

- **Dial-a-Ride ADA** This ADA-required program provides demand response transportation service within the City of Oshkosh to ambulatory riders with disabilities. The service is currently provided with sedans.

- **Senior Dial-a-Ride** This program provides demand response transportation service within the City of Oshkosh to riders age 60 and older (Dial-a-Ride). This program is not required or regulated by the ADA.

- **Access to Jobs** This program provides transportation within the City of Oshkosh to low-income workers whose employment location is not served by a bus route or whose work hours occur after bus hours. This program is not required or regulated by the ADA.

Through a partnership with the University of Wisconsin-Oshkosh, UWO students, faculty, and staff ride for free on all GO Transit buses.

4. Park and Ride Lots

The Wisconsin Department of Transportation maintains four park and ride lots in Winnebago County (Map 6 and Table 3-4). All are located in the Oshkosh area along US Highways 41 and 45.

Table 3-4. Park and Ride Lots: 2015

Reference Number	General Location	Parking Spaces
Lot 70-01	US 41 and STH 91/44 (S. Washburn Street)	44
Lot 70-02	US 45 and STH 116 (Ball Prairie Road)	97
Lot 70-03	US 45 and CTH NN	42
Lot 70-04	US 41 and STH 76 (Green Valley Road)	119

Source: Wisconsin Department of Transportation, website

5. Recreational Trails and Bicycle and Pedestrian Facilities

Recreational trails are becoming an important draw for tourism. Trails also benefit the local, regional and state's economy, environment, appearance, social climate, and physical and mental health of the County's residents and visitors. Additional accommodations for bicycling and walking increase opportunities for recreation, physical activity, and transportation options for all

Additional information about trails are available in Winnebago County Comprehensive Outdoor Park and Recreation Plan: 2013-2017

WIOUWASH State Trail The WIOUWASH trail (formerly known as the Larsen Trail) runs on an abandoned railroad corridor and is 21.8 miles long and is named for the 4 counties it crosses through, Winnebago, Outagamie, Waupaca, and Shawano. The flat base is very good for walkers, hikers, bikers, horseback riders (summer), and snowmobilers. The Winnebago county portion of the trail runs from Oshkosh north through Winnebago and Outagamie counties and ends in Hortonville (Map 7).

The trail which will ultimately extend from Oshkosh northward through Langlade County, enters Shawano County near Split Rock and passes through the villages of Tigerton, Wittenberg, Eland, and Birnamwood near the county's western border. Several gaps remain before a continuous trail is in place (including the segment from Birnamwood north through Aniwa to the Langlade County line).

Ongoing efforts are being made to acquire right-of-way or obtain the necessary easements to complete the trail. Once completed, the Shawano County portion of the WIOUWASH Trail will be approximately 30 miles in length.

Mascoutin Valley State Trail Approximately 5.3 miles of the Mascoutin Valley State Trail (formerly known as the Rush Lake Trail) runs through the southwest corner of Winnebago County (Map 7) and continues into both Green Lake and Fond du Lac counties. A trailhead is located at the junction of Locust Road and Old C&NW Line north east of Ripon in Fond du Lac County. The trail passes through the Eldorado Marsh and west of the Rush Lake Marsh. The total length of the trail is 31.1 miles. The trail base is crushed limestone.

Winnebago County has been working with public and private entities to develop trails on abandoned railroads and on new or existing public roadways.

Individual cities, villages and towns have also built their own trails. Some have achieved notable success, including the towns of Algoma and Menasha, City of Neenah, and City of Oshkosh.

Bicycle & Pedestrian Plans Accommodations for bicycling and walking in the urbanized areas of Winnebago County are included in the Appleton (Fox Cities) Transportation Management Area & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan – 2014. Additional routes and facilities for the more rural areas of the county are identified in the Connecting People and Communities: Winnebago County Bicycle & Pedestrian Plan (expected adoption 2016).
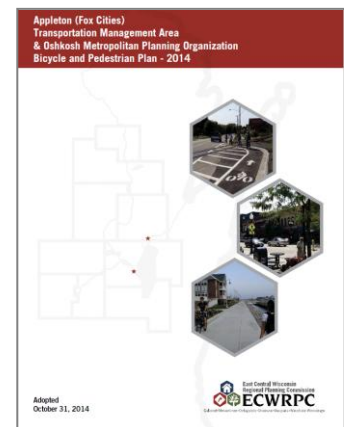
Over 1,000 miles of highly scenic low-volume rural roads provide abundant opportunities for bicycling and bike touring in Winnebago County. Map 7 shows where bike lanes are located along with signed bike routes.

Exhibit 3-1. **East Wisconsin Counties Rail Consortium** (in Red)

6. Rail Transportation

Freight Rail

Canadian National and Wisconsin & Southern Railroad (WSOR) both operate freight rail lines in Winnebago County.

The **WSOR** line is located in the southwest corner of the county and connects Oshkosh to Ripon and points south (Map 8). Loading facilities are located in Oshkosh where the line terminates.

Source: Wisconsin Rail Plan 2030

Wisconsin & Southern operates the track on behalf of the East Wisconsin Counties Rail Consortium, which was established in 1980 as a Rail Transit Commission to manage 198 miles of track located in the nine member counties (Exhibit 3-1).

WSOR's network spans over 21 counties and 530 miles in southern Wisconsin and northeast Illinois. The network is comprised of trackage owned by the railroad (20 miles), leased track, and state-owned track. WSOR is headquartered in Milwaukee with branch offices in Madison, Janesville and Horicon. It is Wisconsin's second largest railroad.

Canadian National (CN) operates a north-south route (Map 6) that connects the Oshkosh area with Fond du Lac, Milwaukee and the Chicago Rail Yards to the south; while the northern segment connects Oshkosh to Appleton, Green Bay, Eau Claire, Minneapolis/St. Paul, and points beyond. Freight transfers and switching operations take place in the rail yards located at Appleton, Menasha, Neenah and Oshkosh.

Canadian National (CN), headquartered in Montréal, Canada, operates the largest rail network in Canada. The railroad operates approximately 21,094 route miles in 8 Canadian provinces and 16 states in the U.S. CN operates 1,578 miles of track in Wisconsin, which represents about 43 percent of the state's total.

Passenger Rail

Amtrak currently operates two routes in Wisconsin; the Hiawatha Service, a corridor service, and the Empire Builder, a long-distance train between Chicago and Seattle. These routes are integrated with Amtrak's nationwide system at Chicago's Union Station. Chicago serves as the hub of Amtrak's nationwide long-distance network and the hub of its Midwest corridor services.

Amtrak provides connecting intercity bus service, known as Amtrak Thruway, to parts of the state not served by Amtrak trains (Map 6-1). These intercity bus routes serve Amtrak stations where seamless connections can be made to train services. Interlining agreements between private bus companies and Amtrak allow passengers to purchase a single ticket through Amtrak for both the train and bus portions of their trip.

7. Truck Transportation

Truck transportation and the supporting truck freight terminals are a very vital means of moving

Exhibit 3-2. Wisconsin Amtrak intercity passenger rail and Thruway bus service

Source: Wisconsin Rail Plan 2030

durable and non-durable goods throughout the County.

Trucking Companies

There are 11 major truck terminal locations in the County (Map 8 and Table 3-5).

Table 3-5. Major Trucking Companies: 2015

Name	Location
ABF Freight Lines	West Prospect (5437 County Road BB)
Swift Transportation	2476 American Drive (Neenah)
USF Holland Inc	Kimberly Drive (2843 CR-II)
Con-Way Freight	1020 Ehlers Road (Neenah)
Ecklund Carriers	6991 State Road 76 (Neenah)
N & M Transfer Company	630 Muttart Road (U.S. Highway 41 with access coming from County Road G) (Neenah)
American Freightways	5827 Green Valley Court (Oshkosh)
Dayton Freight Lines	3330 State Road 110 (U.S. Highway 41 and State Road 110)
United Parcel Service (UPS)	3565 North Main Street (Oshkosh North Industrial Park near Jackson Street (State Rd 76) and Snell Road)
Badger Federal Services	2701 South Oakwood Avenue (Oshkosh - Southwest Industrial Park)
Tax Air Freight- Neenah Terminal	1255 Independence Drive (Neenah)

Source: *Various source*

Truck Routes

Associated closely with the trucking companies and the freight terminals in Winnebago County, are the designated truck routes located throughout the County (Map 8). These truck routes are located along most federal, state and county roads in Winnebago County. Additional truck routes are also designated within the various cities, villages and towns in the County.

The primary truck route in Winnebago County is U.S.H. 41, which has been upgraded to freeway status in recent years, with access being provided only at interchanges. U.S.H. 45 and 10 are other major truck routes that serve Winnebago County.

Additional truck routes throughout the County include the State Road System: STHs 21, 26, 44, 91, 116, and 175.

8.   Air Transportation

There is one public-use airport located in Winnebago County that is part of the state airport system, which consists of 100 public-use airports located throughout the state.

Wittman Regional Airport is classified as a Large General Aviation airport (Exhibit 3-3) and is located in the City of Oshkosh (Map 9). It is operated by Winnebago County.

Wittman is one of six general aviation airports with an air traffic control tower. Every summer during the last week of July, Wittman Regional Airport becomes the busiest airport in the world when the Experimental Aircraft Association (EAA) holds its annual Fly-In Convention at the facility. This event attracts more than 825,000 visitors and aviation enthusiasts annually.

Wittman Regional Airport is located on approximately 1,500 acres of land. Presently, Wittman Regional Airport operates two runways at the facility. The north-south runway is an 8,000-foot long concrete runway constructed to accommodate the larger aircraft that fly in for the EAA Annual Convention. The east-west runway is a 6,000-foot long concrete runway that is primarily for regular aircraft take-offs and landings.

With over 75,000 air operations in 2010, Wittman Regional Airport was the busiest large general aviation airport in Wisconsin (Table 3-6). Although forecasts show a slight decrease by 2030, it will retain its position as the busiest of the 14 large general aviation airports.

Commercial Passenger Service

The Outagamie County Regional Airport is the closest commercial airport, and is located in Outagamie County, west of Appleton along the Winnebago County line. The airport property consists of approximately 2.5 square miles of land, which is split by two intersecting runways. The airport is served by three passenger airlines; Allegiant, Delta, and United. It is the fourth largest airport in Wisconsin (behind, Milwaukee, Madison and Green Bay) handling over 272,000 passengers and 25.9 million pounds of air freight in 2010.

General Mitchell Airport is the largest commercial airport in the state and is located about 2 hours south of Oshkosh.

Private-Use Airports

In addition to the public-use airports there are a number of private-use airports in the

Exhibit 3-3.   Classification of Public-Use Airports

Type - Description	Number In Wisconsin
Commercial Service airports support regularly scheduled year-round commercial airline service and support the full range of general aviation activity to domestic and international destinations.	8
Large General Aviation airports support all general aviation aircraft that include daily operations of all types of business jets. These airports generally serve as domestic transportation centers and may support international business activity.	14
Medium General Aviation airports support most single and multi-engine general aviation aircraft, including those aircraft commonly used by businesses. These airports support regional and instate air transportation needs.	48
Small General Aviation airports primarily support single-engine general aviation aircraft, but may also accommodate small twin-engine general aviation aircraft and occasionally business aircraft activity	28

Source: *Wisconsin State Airport System Plan 2030*

Table 3-6.   General Aviation and Air Taxi Operations at Large General Aviation Airports: 2010-2030

	2010 Actual	Forecasts		
		2015	2020	2030
East Troy	50,750	50,960	51,260	52,960
Fond du Lac	62,900	62,480	62,080	62,480
Janesville	48,730	49,510	50,450	53,550
Kenosha	52,160	52,330	52,590	53,780
Middleton	48,500	48,310	48,160	49,010
Milwaukee-Timmerman	32,210	32,110	32,030	32,430
New Richmond	44,000	45,320	46,690	49,540
Oshkosh (Wittman)	**75,130**	**74,770**	**74,490**	**74,660**
Racine	47,000	47,110	47,320	48,850
Rice Lake	27,500	27,800	28,190	30,220
Sheboygan	61,500	62,090	62,840	65,520
Stevens Point	36,600	36,900	37,280	39,160
Waukesha	58,080	58,460	58,970	60,550
West Bend	46,000	45,820	45,670	45,960

Source: *Wisconsin State Airport System Plan 2030*

county (Map 9 and Table 3-7). Of these, Pioneer Airport is the most notable. It is operated by the Experimental Aircraft Association (EAA), and is home to more than 50 vintage airplanes displayed in seven period hangars located near the grass runway. A tram connects the airport with the EAA Museum from May through October. Pioneer Airport is closed for flights during EAA AirVenture.

Table 3-7. Private-Use Airports: 2015

Name	Jurisdiction	General Description
Pioneer Airport	Town of Nekimi	A 2,000-foot grass runway oriented in a northwest-southeast direction is operated by the Experimental Aircraft Association (EAA) for the benefit of its members.
No name	Town of Black Wolf	A grass landing strip north of County Road FF along the south line of the County.
Valley Airways Airport; previously, Zimmerman Airport	Town of Neenah	A private airport with an east-west grass runway and several hangars. It is located along Green Valley Road just west of U. S. Highway 41 in Section 8. It is the home base for the Civil Air Patrol (CAP) based in the Fox Cities and Oshkosh metro area. The CAP headquarters building and aircraft hangar are also located at the airport site.
Earl's Landing Strip	Town of Vinland	The airstrip is oriented north-south and is used for small aircraft. It is located to the west of US Highway 41 and north of County Road GG along the Green Valley Frontage Road. This airstrip was established by Earl Grunska in the 1930s. There are several hangars adjacent to the landing strip.
No name	Town of Vinland	The grass airstrip is located in Section 21, just west of County Road T, approximately one-half mile north of Brooks Road.
Brennand Landing Strip	Town of Clayton	This facility is located along Breezewood Lane in Section 35 and consists of a north-south blacktop runway.
Wisnefsre Landing Strip	Town of Clayton	The grass strip is located east of Center Road in Section 27.
Grunska Landing Strip	Town of Clayton	This landing strip consists of a north-south grass runway and is located west of Pioneer Road in Section 8.
Larsen Brothers Airport	Town of Clayton	This landing strip is located just north of State Road 150 in Section 18 about one mile northwest of Larsen. It was established in 1922, and was also the location of the first airplane hangar in Wisconsin (1924). It is listed on the National Register of Historic Places and is classified as an historic district. In the mid-1920s, it served as the Wisconsin dealer for Waco airplanes, becoming the first Wisconsin airport to sell planes. At one time, the airport offered gas sales, mechanic work and flight lessons.
Hren Landing Strip	Town of Winchester	A north-south grass runway located west of N. Loop Road in Section 11 in the northeastern portion of the Town.
Tate Landing Strip	Town of Winchester	A southwest-northeast grass runway located south of County Road MM in Section 17 in the west central portion of the Town.
Sutter Landing Strip	Town of Winchester	A southwest-northeast grass runway located north of County Road MM in Section 20 in the west central portion of the Town.
Courtney Plummer Air Landing Strip	Town of Winneconne	This airstrip is situated in Section 22 to the south of State Road 116, and directly west of Courtney Plummer Road, about one-half mile east of the Village of Winneconne. The paved asphalt runway is oriented north-south. Most users of the airstrip have residential home sites along the north shoreline of Lake Butte des Morts, and have private hangars for their airplanes.
No name	Town of Winneconne	A southwest-northeast grass runway located on the west side of Ginnow Road, south of County Road D.
No name	Town of Winneconne	A east-west grass runway located on Ginnow Road, south of Oak Hill Road.

continued

Table 3-7.   Private-Use Airports: 2015 - continued

Name	Jurisdiction	General Description
Schonscheck Landing Strip	Town of Poygan	An east-west grass runway located south of County Road D in Section 26 in the eastern portion of the Town.
No name	Town of Omro	The grass landing strip is oriented northeast-southwest and is located in Sections 10 and 15 near the intersection of State Highway 21 and Rivermoor Road. The airstrip site is the home base for the Skydive Adventure (plane rides and skydiving) which is located at 4028 Rivermoor Road.
Leonard Stone Farm		A grass landing strip located on the north side of Highway 91, west of County Road FF. It is oriented north-south and provides a facility for a crop duster business.
Forsgren	Town of Utica	The air landing strip was established in 2001. It is located in Section 14 just south of the State Road 44 and Fisk Avenue intersection. The 2,200-foot long grass runway is oriented in a north-south direction.
Williams Air Landing Strip	Town of Utica	The landing strip is located in Sections 21 and 22 between State Road 44 and Williams Avenue. The grass airstrip is oriented in a northeast-southwest direction, and is situated parallel to the Wisconsin & Southern Railroad Tracks and State Road 44.

Source: *Various source*

9.   Water Transportation

Winnebago County has been blessed with an unusually large amount of surface water utilized for recreational, fishing, and hunting activities. Due to the vast water system, the State and County communities benefit from tourism dollars, but also spend money to maintain the navigational system that avoids boating accidents and directs boat traffic.

The DNR patrols the waterways with boats capable of rescue services. The Fire and/or Police Departments from the cities of Oshkosh, Neenah, and Menasha all have boats that are specifically designed for emergency situations. During the winter season, all of the cities also have equipment to conduct ice rescue. The City of Menasha also has a hover craft that can rescue people whose vehicles have gone through the ice.

Marinas

In 2015 there were four marinas with boat slips (Map 10).

- **Oshkosh Yacht Club**, located at 1393 Washington Avenue in Oshkosh, offers 75 boat slips and a clubhouse.

- **Neenah-Nodaway Yacht Club** manages over 100 moorings for sailboats in the Neenah harbor located in the south channel of the Fox River as it exits Lake Winnebago. Fifteen of the moorings are located near the Theda Clark medical center with the remainder located closer to Riverside Park at the east end of E. Wisconsin Avenue. The marina is located adjacent to Shattuck Park.

- **Sweetwater Performance Center** is located on the Fox River in Oshkosh at 501 S Main Street. It offers more than 20 slips.

- **Spellman's Marina** offers 26 slips at 713 W New York Avenue in Oshkosh.

Navigation

Winnebago County maintains a system of buoys to aid navigation in Lake Winnebago, Lake Butte des Morts, Lake Winneconne, and the Wolf River Channel that lies in Lake Poygan (Map 10). The buoys generally mark shallow areas or river channels to keep boaters from becoming stranded in shallow depths.

Locks

The Lower Fox River flows from Lake Winnebago to Green Bay, a distance of 39 miles, and is controlled by seven locks and four dams. One lock is located in Winnebago County at Menasha and the remaining ones are located in Brown or Outagamie counties (Map 10 and Table 3-8).

At one time, the Lower and Upper Fox River was a thriving transportation route, moving passengers and freight from the Port of Green Bay to Lake Winnebago to Portage. However, with the development of the railroads, the Fox River commercial transport business ceased to be relevant. In 1983 the U.S. Army Corps of Engineers closed the Fox River lock system to commercial traffic. All but 3 of the 17 locks were abandoned and left to slowly decay until 2001 when the State of Wisconsin took over the lock system and began restoration. Today, the Fox River Lock System is not only an important historical asset and transportation network for tourism and recreation, but a foundation of a once thriving commercial transport network. If the current modes of commercial transportation can no longer support the demand of the freight users, then the Fox River lock system should be considered as a viable solution to meet future transportation needs.

The Fox River Navigational System Authority was created to oversee the management of the locks on the Fox River following the transfer of the system from the Corps of Engineers to the State of Wisconsin in 2004. As set forth in Chapter 237, Wisconsin Statutes, the Authority's primary mission is to repair, rehabilitate, operate and maintain the locks system.

The Authority is based in Kaukauna and is governed by a nine-member board of directors, six of whom are appointed by the Governor. There are two members each from Brown, Outagamie and Winnebago counties. Individuals appointed by the Secretaries of the Departments of Natural Resources and Transportation, and the Director of the State Historical Society are the other board members.

able 3-8.   Lower Fox River Locks: 2015

Name	Location
Menasha Lock	Winnebago County
Appleton Locks (4)	Outagamie County
Cedar Lock	Outagamie County
Combined Locks - Little Chute (3)	Outagamie County
Kaukauna Locks (5)	Outagamie County
Rapid Croche Lock	Outagamie County
De Pere Lock	Brown County
Little Kaukauna Lock	Brown County

Source: Fox River Navigational System Authority

Tour Boats

The 49-passenger 'Pioneer Princess' is Lake Winnebago's only excursion boat. It is based at the Pioneer Inn and offers daily cruises on the Fox River through the Oshkosh area and into Lake Winnebago from late spring to early fall. Marinas in the Oshkosh area also rent boats and jet skis to operate in the lakes and rivers.

Commercial Shipping

The closest shipping location over water is the port in Green Bay, approximately 30 miles northeast of Winnebago County. Water transportation of raw materials, goods, and products is the most

environmentally safe, cost-effective means of transportation for bulk commodities. Moving goods and material is not the fastest mode of transportation, but water transport has economies of scale over what can be accomplished through truck or rail. The Green Bay port can be beneficial to companies and governmental entities that need bulk type materials to be shipped in or out of the area.