

COMMUNITY Factor Sheet

09-23-2025

Wisconsin Department of Transportation

Alternative:	Preferred: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> None identified	Project ID:
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Each community, neighborhood or area should have a name. In some instances, it may be reasonable to have a separate factor sheet completed for each alternative carried forward for detailed analysis for each distinct community, neighborhood or area affected by the proposed action. For example, if there are three alternatives carried forward and there are two communities, six different factor sheets could be completed. However, in other instances, it may make sense to combine communities onto one factor sheet if each community is distinguished in the discussion in the text. An example of this could be multiple town governments with similar rural characteristics along a corridor.

Because transportation projects can affect the physical and socio-economic environment of a community in a variety of ways, it is necessary to understand a community's past, present, and near-term future. To assess any impacts from the transportation project, it is important to develop a baseline of data against which to measure the socio-economic impacts of a project. The objective of a community profile is to obtain qualitative and, where possible, quantitative descriptions of the socio-economic environment of a project area. For guidance, see FDM 25-10-5 Development of a Community Profile, FDM 25-15-1 Use of the Community Profile, FDM 25-5-5 Impacts on Neighborhood and Community Cohesion, or the FHWA Community Impact Assessment <https://www.fhwa.dot.gov/livability/cia/index.cfm>.

The information included on this Factor Sheet should be consistent with information included elsewhere in the environmental document, including any other Factor Sheets that are used and any environmental document attachments.

1. Give a brief description of the community, neighborhood or area affected by the proposed alternative:

Name of community/neighborhood/area:

Is the community an incorporated municipality or part of an incorporated municipality?

☐ Yes ☐ No

Name of incorporated municipality(ies), if applicable:

Total population (include year and source):

Demographic characteristics:

Refer to FDM 25-10-5 Development of a Community Profile and FDM 25-15-1 Use of a Community Profile.

The basic data, which should be part of a community profile (and summarized in question 1 above), include the following:

- population totals
- age
- sex
- race
- ethnic group characteristics
- economic characteristics such as:
 - income levels
 - employment levels
 - employment types
- development trends and probabilities
- retail sales
- community economic base
- housing characteristics such as:
 - number of dwellings

- age of dwellings
- condition of dwellings
- degree of owner occupancy
- density
- vacancy rates
- equalized values
- degree of absentee ownership
- community facilities such as:
 - schools
 - churches
 - hospitals
 - police service
 - fire service
 - other public, educational and recreational facilities

2. Are there groups or individuals in the community, neighborhood or area that use or depend on transit, bicycle or pedestrian facilities?

- ☐ None identified
- ☐ Groups or individuals identified – Discuss:

Consider how the project may impact groups such as the elderly, handicapped/disabled, people who cannot or prefer not to drive, households without cars and low-income households.

3. Identify and discuss existing modes of transportation and their importance in the community, neighborhood or area:

In addition to traffic from automobiles, buses, trucks and trains, this should discuss how the proposed action affects pedestrians, bicycles, horse-drawn vehicles or other modes of transportation/transportation users on and crossing the facility, as applicable.

4. Identify and discuss the probable changes that could result from the proposed alternative to the existing modes of transportation and their function within the community, neighborhood or area:

Consider and discuss how the transportation project may interact with or change pedestrian patterns, safety or connections; bus and transit stop locations, safety or connections; and bicycle accommodations, safety or connections, etc.

5. Address any changes to emergency services or other public services during and after construction of the proposed alternative:

Consider and discuss how the transportation project will coordinate emergency services and emergency vehicle access both during and after construction; school bus service both during and after construction, as applicable; and any other public services both during and after construction.

6. Describe any physical or access changes that would result:

This could include effects on lot frontages, side slopes, driveways (steeper or flatter), sidewalks, pedestrian and multiuse paths, reduced terraces, tree removals, vision corners, changes to parking, etc.

7. Indicate whether a community or neighborhood facility (such as parks, recreation facilities, community centers, libraries, food pantries, DMV offices, clinics, hospitals, schools, child care centers, churches, etc.) could be affected by the proposed alternative and indicate what effect(s) this could have on the community or neighborhood:

8. Identify and discuss any feedback specific to the community factor received during public involvement or local unit of government/elected officials/tribal government/agency coordination:

This may include feedback, received from residents, community stakeholders, local units of government, etc. It may be helpful to include these as a numbered list to tie in the Question 9 below. The answer to this question should be consistent with the answers in the public involvement sections of the ER and EA Template and the CEC Template, as well as the answers in the local units of government/elected officials/tribal government/agency coordination sections.

9. List any community or neighborhood design considerations and potential mitigation measures identified during public involvement or agency coordination (as well as local government coordination) and indicate whether they will be included in the proposed alternative:

This might include things such as bicycle and bus lanes, wide shoulders for horse-drawn vehicles or landscaping. The answer to this question should be consistent with the answers to the ER and EA Template or CEC Template questions about public involvement and agency coordination.

10. Describe any additional measures that will be used to minimize impacts or provide benefits to the community, neighborhood or area:

All environmental commitments made to avoid, minimize or compensate for impacts must be included in Question 22 of the ER and EA Template or Questions XIII of the CEC Templates.