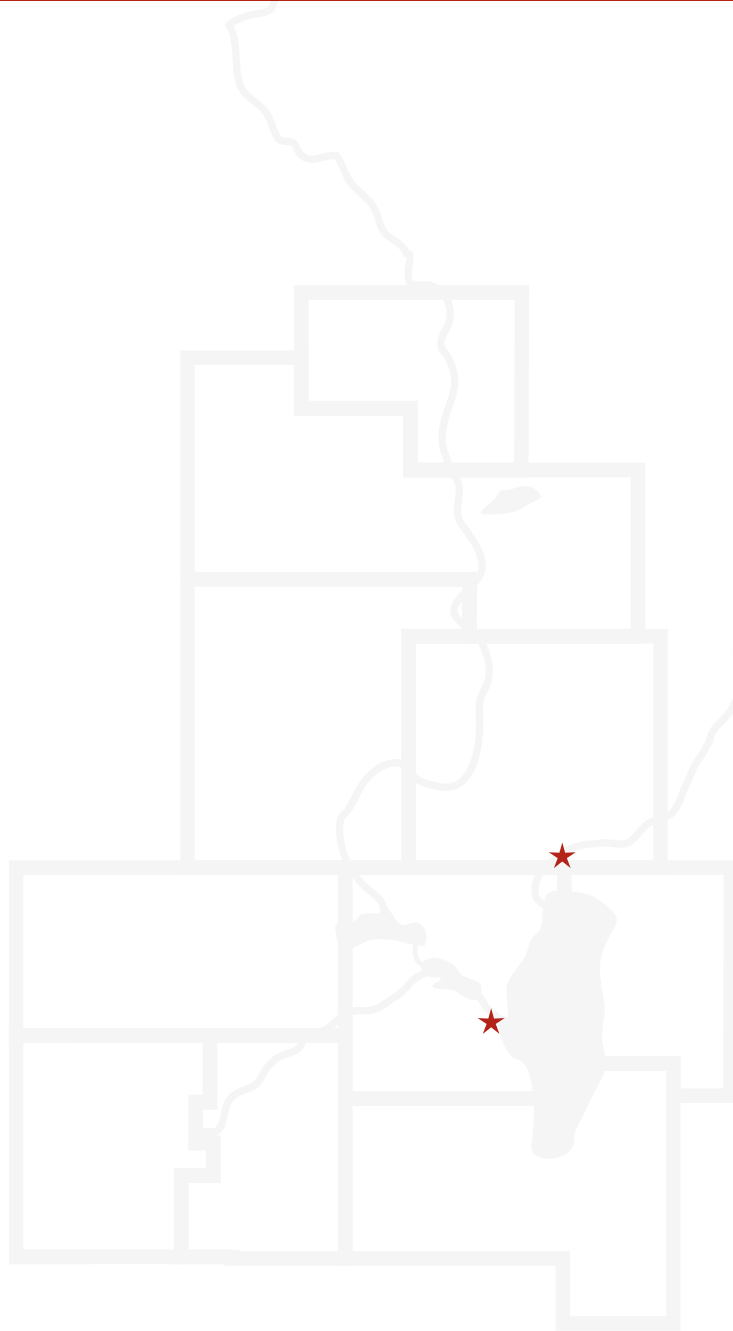


Appleton (Fox Cities) & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan - 2014



Draft



East Central Wisconsin
Regional Planning Commission
ECWRPC

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Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan

DRAFT July, 2014

Prepared by the
East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan

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SUBJECT: A bicycle and pedestrian plan for the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organization (MPO) in the East Central Region.

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This document provides a framework for the regional bicycle and pedestrian plan throughout the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organization (MPO) along with policy and program recommendations.

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CHAPTER 1

INTRODUCTION

CHAPTER 1: INTRODUCTION

1.1 BACKGROUND INFORMATION

The Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPOs) are comprised of three counties and twenty-five municipalities, twenty school districts with 100 schools, and a population of 290,649¹ in a diverse region with a combination of urban, suburban and rural development.

The last Fox Cities, Oshkosh, and Fond du Lac Bicycle and Pedestrian Plan was completed in 1994. Since that time there has been a significant rise in interest and increased development of bicycle and pedestrian facilities throughout the Appleton (Fox Cities) and Oshkosh MPOs areas.

East Central Wisconsin Regional Planning Commission (ECWRPC), which serves as the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organization (MPO) applied for and received a Bicycle and Pedestrian Facilities Program (BPFP) Grant from the Wisconsin Department of Transportation (WisDOT) in 2010. The purpose of the plan is to develop a regional network of bicycle and pedestrian facilities, which are also supported by programs and policies.

The Bicycle and Pedestrian Plan represents efforts of ECWRPC staff, the Regional Bicycle and Pedestrian Plan Steering Committee, local municipalities, and advocacy groups located with the Appleton (Fox Cities) and Oshkosh. This partnership approach ensures that representatives from a variety of organizations and areas of expertise were able to provide input and guidance to the plan development. This plan will examine the benefits of including bicycle and pedestrian facilities within each of the communities along with the regional network that will connect communities to each other. The development of the regional bicycle and pedestrian network will create more of a balanced network for all transportation modes and it will also create a culture shift from driving to active transportation. However, bicycle and pedestrian infrastructure also needs to be supported by programs and policies that focus on the all of 5 E's (Education, Encouragement, Enforcement, Engineering, and Evaluation). Recommendations for programs and policies were also developed to help support this mode shift.

1.2 BENEFITS OF BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS

There has been significant research completed over the last few years regarding the benefits and the impacts of bicycling and walking on not only on a personal level, but also on the benefits for the community.

Economic

The economic impact of bicycle and pedestrian facilities can benefit both the community and the individual. Across the country, communities have included parklets or bike lanes in downtown commercial areas and have not only increased the health of those residents, but they have also benefitted the local economy.

Walking and bicycling are affordable forms of transportation. When safe facilities are provided for residents, they are more likely to walk or bicycle to their destination. Walking is essentially free and everyone can do it.

While bicycling can be a bit more expensive depending on the choice of your bike, it is still relatively inexpensive compared to operating a vehicle.

- *The cost of operating a sedan for one year in 2013 was approximately \$10,374. The annual cost of operating a bicycle is approximately \$308 a year.* ²
- *Wisconsin accounts for 20 percent of the bicycling manufacturing in the U.S. According to a 2005 study, the bicycling industry which includes manufacturing, distribution, retail and other services – contributes \$556 million and 3,418 jobs to the Wisconsin economy.* ³
- *In 2010, a study found that bicycle recreation and tourism contribute \$924 million annually to the state's economy and estimates that "the potential value of health benefits from reducing short car trips and increasing the bicycling total to \$409 million."* ⁴

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Not only can bicycling and walking benefit a personal budget but it also can benefit a communities' economy. Road projects are very materials intensive and therefore, the budget for a road project can be extremely high. By contrast, bicycling and walking infrastructure projects are more labor intensive and can create more jobs than a road projects.

- *Bicycling and walking projects create 11-14 jobs per \$1 million spent, compared to just 7 jobs created per \$1 million spent on highway projects.* ⁵
- *Cost benefit analysis show that up to \$11.80 in benefits can be gained for every \$1 invested in bicycling and walking.* ⁶

Real Estate Values

Bicycle and pedestrian facilities can positively impact the value of a home.

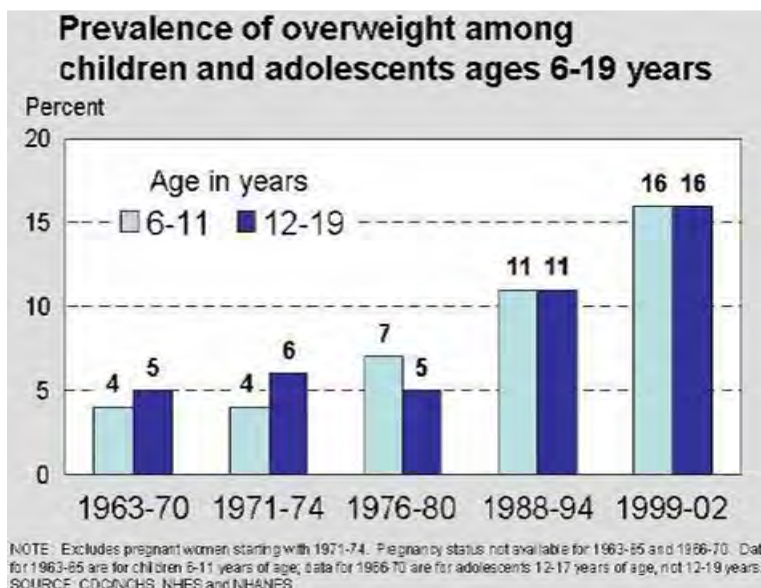
- *In Vermont, property values of homes in walkable neighborhoods were \$6,500 higher than those in car-dependent areas. Add all of those homes together and walkability added more than \$350 million to the local economy.* ⁷
- *Bob McNamara, a Senior Policy Representative for the National Association of Realtors (NAR), a 1.2 million member professional organization, emphasized the importation of transportation choice at the 2009 National Bike Summit. Realtors sell not just houses, he said, they sell communities. Increasing transportation choice increases livability.* ⁸
- *A study of home values near the Monon Trail in Indianapolis, Ind. measured the impact of the trail on property values. Given two identical houses, with the same number of*

*square feet, bathrooms, bedrooms, and comparable garages and porches – one within a half mile of the Monon Trail would sell for an average of 11 percent more.*⁹

Health:

The built environment can play a crucial role in a community's or person's health. Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.¹⁰ It has been noted that not only are adult obesity rates on the rise, but also childhood obesity continues to be on the rise. Over the past 40 years, rates of obesity have soared among children of all ages within the United States, and approximately 25 million children and adolescents – more than 33% - are now overweight or obese or at risk of becoming so.¹¹

- *More than one-third of U.S. adults (35.7%) are obese and another third are overweight.*¹²
- *Obesity—related conditions include heart diseases, stroke, type 2 diabetes, and certain types of cancer, some of the leading causes of preventable death.*¹³
- *The estimated annual medical costs obesity in the U.S. was \$147 billion in 2008 U.S.dollars; the medical costs for people who are obese were \$1,429 higher than those of normal weight.*¹⁴
- *The costs of obesity account for approximately nine percent of total U.S. health care spending,¹⁵ and add an estimated additional \$395 per year per person to health care expenses.*¹⁶
- *Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.*¹⁷
- *Between 1966 and 2009, the number of children who bicycled or walked to school fell 75% while the percentage of obese children rose 276%.*¹⁸
- *In general, states with the highest levels of bicycling and walking have the lowest levels of obesity, hypertension (high blood pressure), and diabetes and have the greatest percentage of adults who meet the recommended 30-plus minutes per day of physical activity.*¹⁹
- *People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.*²⁰



Children today are not getting the recommend amount of physical activity and this has contributed to the increase in chronic diseases in children. Safe Routes to School Programs work with schools and communities to enable and encourage students to walk and bike to school. Chronic diseases in children have increased significantly. Over the last 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents – more than 33% - are now overweight or obese or at risk of becoming so.²¹

- *Obesity is so prevalent in today's children, that this maybe the first generation of children in over 200 years that may not outlive their parents.*²²
- *Today, approximately one-quarter of health care costs in the United States are attributable to obesity²³ and health care costs just for childhood obesity are estimated at approximately \$14 billion per year.*²⁴
- *Walking one mile to and from school each day is the two-thirds of the recommended sixty minutes of physical activity a day. Children who walk to school have higher levels of physical activity throughout the day.*^{25 26}



Environmental:

Bicycling and walking also reduces the number of vehicles on the roadways but it also improves the air quality of an area.

- *Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults.*²⁷
- *Over the last 25 years, among children ages 5 to 14, there has been a 74 percent increase in asthma cases.*²⁸
- *A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.*²⁹
- *Returning to 1969 levels of walking and bicycling to school³⁰ would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants³¹ – equal to keeping more than 250,000 cars off the road for a year.*

Congestion Management:

In 2009, 40% of trips in the United States were shorter than two miles, a distance easily covered by bicycle or foot. However, Americans use their cars for 87% of trips that are 1-2 miles in length.³² Bicycling or walking can help mitigate traffic congestion and provide commuters with an opportunity for active transportation.

- *Currently 12% of all trips are made by bicycle (1.0%) or foot (10.5%) in the United States.*³³
- *From 2000 to 2009, the number of commuters who bicycle to work increased by 57% nationally.*³⁴
- *In urban areas, where cars and bicyclists travel at similar speeds, bike lanes can accommodate **7 to 12 times as many people** per meter of lane per hour than car lanes and bicycles cause less wear on the pavement.*³⁵

In the recent years, the trend for transporting children to school has been primarily by personal vehicle. Within the span of one generation, the percentage of children walking or bicycling to school has dropped dramatically from approximately 50% in 1969³⁶ to just 13% in 2009.³⁷

- *While distance to school is the most commonly reported barrier to walking and bicycling³⁸, private vehicles still account for half of school trips between $\frac{1}{4}$ and $\frac{1}{2}$ mile³⁹ - a distance easily covered on foot or bike.*
- *In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.*⁴⁰



- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.⁴¹

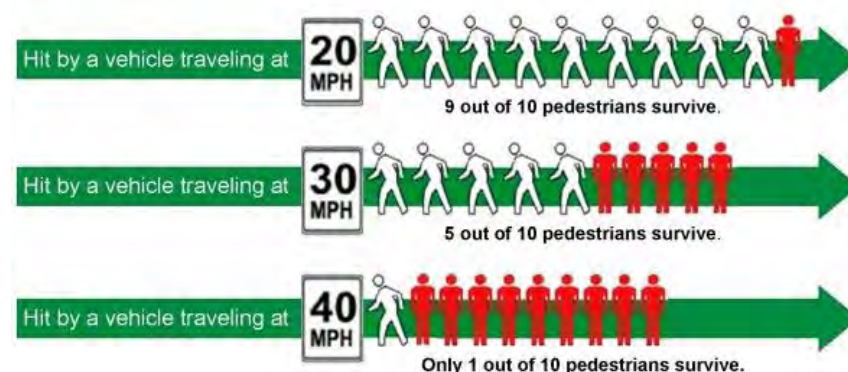
Bicycle and Pedestrian Safety:

Bicycle and pedestrian facilities can help to reduce the number of injuries and fatalities by those that bicycle or walk. Bicycle and pedestrian infrastructure is crucial in providing accommodations to users.

- Pedestrians are twice as likely to be struck by a vehicle in locations without sidewalks.⁴²
- Fourteen percent of all traffic fatalities in the U.S. are bicyclists (1.8%) or pedestrians (11.7%).⁴³
- Seniors are the most vulnerable bicyclists and pedestrians. Adults over 65 make up 10% of walking trips, yet comprise 19% of pedestrian fatalities and make up 6% of bicycling trips, yet account for 10% of bicyclist fatalities.⁴⁴
- From 2000-2006, 30% of traffic deaths for children ages 5-15 occurred while walking or bicycling.⁴⁵
- The medical costs for treating children's bicycle and pedestrian fatalities cost \$839 million in 2005 and another \$2.2 billion in lifetime lost wage costs.⁴⁶

Figure 1 shows that as the speed of a vehicle increases the chance of a pedestrian surviving decrease.

Figure 1: Speed of Vehicles and Survival of Pedestrians



1.3 WHY A REGIONAL PLAN

Bicyclists and pedestrians do not adhere to municipal boundaries; therefore it is imperative this bicycle and pedestrian plan focuses on connecting all of the municipalities of the Fox Cities (Appleton) and Oshkosh Metropolitan Planning Organizations (MPOs). This plan has been a

coordinated regional effort for three counties (Calumet, Outagamie, and Winnebago) with a population of over 200,000, twenty-five municipalities, 20 school districts, and 100 schools. This plan focuses on regional bicycle and pedestrian connectivity yet, it strives to keep individual characteristics of a community intact.

Although there has been a multitude of municipal bicycle and pedestrian plans have been completed throughout the three county area of Calumet, Outagamie, and Winnebago Counties, there currently is not a plan that focuses on the regional connectivity of bicycle and pedestrian networks throughout the study area. This plan not only identifies existing and planned facilities, but identifies gaps, barriers, and needed connections to enhance the safe, accessible and efficient regional bicycle and pedestrian network throughout and in between the two urbanized areas. Most transit trips begin and/or end with a pedestrian trip, so connectivity with Valley Transit and Go Transit buses, which include bicycle racks, are also addressed in this plan.

¹ U.S. Census, 2010 – Populations for the Appleton (Fox Cities) and Oshkosh Urbanized Areas.

² Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

³ The Economic Impact of Bicycling in Wisconsin <http://www.dot.wisconsin.gov/business/econdev/docs/impact-bicycling.pdf>

⁴ Valuing Bicycling's Economic and Health Impacts in Wisconsin
http://www.sage.wisc.edu/igert/download/bicycling_final_report.pdf.

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⁶ Bicycling and Walking in the United States: 2012 Benchmarking Report
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⁷ Resource Systems Group, Inc., Economic and Policy Resources, Inc., and Local Motion Economic Impact of Bicycling and Walking in Vermont, March 8, 2012.

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- ¹⁹ Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/
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<http://jama.jamanetwork.com/article.aspx?articleid=202627#JOC60036T2>.
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CHAPTER 2

PLAN DEVELOPMENT

CHAPTER 2: PLAN DEVELOPMENT

The Appleton (Fox Cities) and Oshkosh MPOs encompasses a large geographic area with a variety of stakeholders. It was crucial to ensure that stakeholders interested in providing input are included in the planning process. The planning process for developing the Appleton and Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan began in July

2.1 STEERING COMMITTEE

The steering committee is comprised of a variety of stakeholders from throughout the Appleton (Fox Cities) and Oshkosh MPOs. The charge of the committee is to provide guidance throughout the planning process. The steering committee provided feedback and input throughout the plan development process. The steering committee met throughout the planning process and worked through exercises to develop the Regional Bicycle and Pedestrian Network and recommendations for the plan.

Table 1: Bicycle and Pedestrian Steering Committee

Name	Organization
Benjamin Krumenauer	City of Oshkosh Planning Department
Bill Lecker	City of Appleton Parks Department
Brian Kienert	Oshkosh Cycling Club
Chris Strong	City of Oshkosh
Dave Casper	Village of Combined Locks, Planning Commission
David Buck	City of Oshkosh Planning Department
Emily Dieringer	Winnebago County Health Department
Ernest Winters	Winnebago County Highway Department
Greg Peter	University of Wisconsin - Fox Valley
Gwen Sargeant	Appleton Bike Shop/Citizen
Jim Michelson	Oshkosh Parks Advisory Board
Joe Nichols	City of Oshkosh Police Department
Kevin Vonck	Town of Grand Chute
Kurt Eggebrecht	City of Appleton Health Department
Loren Snyder	University of Wisconsin - Fox Valley
Matt Halada	Wisconsin Department of Transportation – NE Region
Michaela Neitzel	Neenah Joint School District
Michaelene Urban	Wheel and Sprocket, Oshkosh
Mike Kading	Town of Menasha, Fox Cities Greenways
Rob Gusky	Kimberly Clark Corporation/Fox Cities Cycling Association
Sal LaPuma	Valley Transit
Tom Flick	Village of Little Chute Parks Department
Tom Walsh	Fox Cities Greenways

2.2 PLAN DEVELOPMENT PROCESS

The planning process was divided into five major tasks: current conditions inventory and analysis, development of strategies and specific network facility recommendations, implementation and benchmarking, public participation process, and community outreach.

Current Conditions Inventory and Analysis

The data collection phase involved the collection of Geographic Information System (GIS) data from the MPO and local municipalities. The data was compiled to create area wide maps of the existing conditions. Examples of the data that were collected included: existing bicycle and pedestrian facilities, school locations, land uses, railroads, parks, bike and walk audit information, crash data, and bicycle and pedestrian counts. Additionally local bicycle and pedestrian plan, comprehensive plans, and open space recreation plans were reviewed during this planning process. Once the existing conditions information was compiled, the planning team began to analyze the data. The steering committee and planning team determined opportunities, constraints, and gaps with regards to bicycle and pedestrian facilities within the planning area.

Development of Plan Recommendations

Plan recommendations were developed for each of the goals outlined at the end of this chapter. These recommendations will assist the Appleton and Oshkosh MPO and municipalities within each of the MPOs with facility prioritization and policy and program implementation.

Implementation and Benchmarking

An implementation plan was developed in an effort to provide a clear guide to completing the plan. The chapter addresses East Central's role with implementation of the plan as the MPO for Appleton and Oshkosh. It also includes benchmarking for monitoring the success of the plan along with funding opportunities through local capital improvement plans and grants.

Public Participation Process

An initial meeting held in July, 2012 launched the planning process. Participants were asked to review the data that was collected from the local communities. This included but was not limited to existing bicycle and pedestrian facilities, crash data, and bicycle rack data. A series of public information meetings were also conducted in 2012 and 2014 to receive feedback from the general public regarding gaps, barriers, needed bicycle and pedestrian connections, the plan recommendations, and the regional bicycle and pedestrian network.

Public Information Meetings

East Central held a series of three public information meetings in November and December of 2012 to receive feedback on gaps, barriers, and needed bicycle and pedestrian connections throughout the study area. The first of the three meetings was held at UW-Fox Valley, followed by one at Oshkosh City Hall, and the last at the Little Chute Village Hall. Each meeting

averaged roughly 30 attendees in which participants reviewed existing facilities and crash data/location mapping. Participants were also given the opportunity to fill out biking and pedestrian surveys, comment sheets, and identify gaps, barriers, and needed connections on the posters.

A wide variety of comments were received via returned comment sheets and comments written on the various posters. These comments fell into two major categories, facility-based comments and policy-based comments.

Facility-Based Comments

In summary, a large array of public comment was received on needed facilities, facility connections, and barriers. These comments also ranged from small scale neighborhood facility connections to multi-county/multi-jurisdictional facility improvements/connections to further enhance regional connectivity. Although all of the comments in their entirety cannot be easily displayed in this chapter, a summary of the most popular reoccurring comments included the following facility-based comments for improving the regional bicycle/pedestrian network:

- Connectivity between the Fox Cities and Oshkosh Urbanized Areas/improvements to CTH A between the Cities of Oshkosh and Neenah
- Better access to High Cliff State Park
- A designated east-west corridor throughout the Fox Cities Urbanized Area
- Improve crossings of the Fox River
- Improve crossings under/over USH 41
- Make the College Avenue corridor more bike/pedestrian friendly
- Improve bike/pedestrian connectivity throughout the STH 47/114 corridor

Policy-Based Comments

Although policy-based comments were not as frequent as facility-based comments, there were some common themes that transpired from these meetings. Such themes included:

- Consistency in signage on a regional scale
- Consistency in maintenance of facilities especially in inclement weather (i.e. snow removal)
- Education and enforcement of traffic laws for all modes
- Examination of local and regional Complete Streets policies

Community Outreach

East Central staff presented a draft of the regional bicycle and pedestrian network and a draft of the plan to local municipal committees, government boards, the Well City Fox Cities, Fox Cities Greenways, and many other partner organizations. During these meeting stakeholders were asked to provide feedback and input on the regional bicycle and pedestrian network and the plan. The comments received from these meetings were brought back to the steering committee

for their consideration and revisions were made to the bicycle and pedestrian network and the plan.

2.3 PLAN VISION

VISION

Ensure that residents within the Appleton (Fox Cities) and Oshkosh Urbanized Areas have the ability to safely and conveniently walk or bike between origins and destinations via a well interconnected multimodal transportation network.

2.4 PLAN GOALS

GOAL 1 – EDUCATION

Increase public and political awareness of the need for and benefits for bicycle and pedestrian facilities and a well interconnected multimodal transportation network.

GOAL 2 – ENCOURAGEMENT

Encourage more residents to walk and/or bike as a means to reduce dependence on the automobile, conserve energy, and increase physical activity.

GOAL 3 – ENFORCEMENT

Improve safety, reduce conflicts, and build mutual awareness and respect between motorists, bicyclists, and pedestrian by improving enforcement of all multimodal transportation laws.

GOAL 4 – ENGINEERING

Improve the connection between bicycle, pedestrian, and transit networks within the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Areas by identifying gaps, barriers, and needed multimodal facilities and connections.

GOAL 5 – EVALUATION

Establish criteria to evaluate the education, encouragement, enforcement, and engineering components of existing and future bicycle and pedestrian planning efforts, programs, and facilities.



CHAPTER 3

CURRENT CONDITIONS INVENTORY AND ANALYSIS

CHAPTER 3: CURRENT CONDITIONS INVENTORY AND ANALYSIS

Over the last 10 years, municipalities within the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPOs) have continued to increase the amount of bicycle and pedestrian facilities, programs, and policies. A thorough analysis of the existing resources for bicycle and pedestrian trail in each of the MPOs was conducted. An analysis of existing conditions included looking at bicycle and pedestrian facilities that are currently in use, facilities that are planned or programmed for construction in the near future, popular origins and destinations of bicycle and pedestrian trips, and existing opportunities and constraints that might shape how bicycle and pedestrian infrastructure and programs are developed in the future.

There are over thirty municipalities within the Appleton (Fox Cities) and Oshkosh MPOs.

Appleton MPO Population – 216,154

Oshkosh MPO Population – 74,495

Source: U.S. Census, 2010

3.1 OVERVIEW

Appleton (Fox Cities) Metropolitan Planning Organization (MPO) Municipalities

City of Appleton	Town of Buchanan	Town of Kaukauna
City of Kaukauna	Town of Center	Town of Menasha
City of Menasha	Town of Clayton	Town of Neenah
City of Neenah	Town of Ellington	Town of Vandenbroek
Village of Combined Locks	Town of Freedom	Calumet County
Village of Harrison	Town of Grand Chute	Outagamie County
Village of Little Chute	Town of Greenville	Winnebago County
Village of Sherwood	Town of Harrison	

Oshkosh Metropolitan Planning Organization (MPO) Municipalities

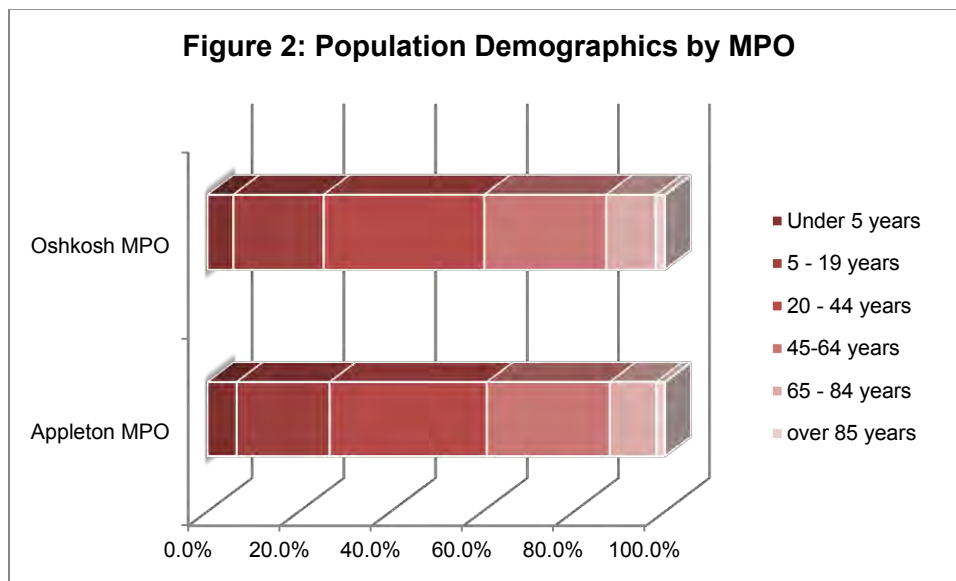
City of Oshkosh	Town of Nekimi	Town of Utica
Town of Algoma	Town of Omro	Winnebago County
Town of Black Wolf	Town of Oshkosh	

Population Demographics

The Appleton (Fox Cities) MPO has a population of 216,154 and the Oshkosh MPO has a population of 74,495 (Source: U.S. Census, 2010). In the Appleton MPO, the majority of the population falls within the 20-44 and 45-64 year categories. Approximately 26.7% of the population is under the age of 19, while 1.9% of the population is over the age of 85. In the Oshkosh MPO, the majority of the population falls within the 20-44 and 45-64 year categories. Approximately 25.4% of the population is under the age of 19, while 2.0% of the population is over the age of 85.

Table 2: Population Demographics by MPO

	Under 5 years	5 – 19 years	20 - 44 years	45 – 64 years	65 – 84 years	Over 85 years
Appleton (Fox Cities MPO)	6.4%	20.3%	34.3%	26.9%	10.2%	1.9%
Oshkosh MPO	5.9%	19.8%	35.0%	26.7%	10.9%	2.0%



Source: US Census 2010 SF-1, 2013 WI DOA

Commuting Mode Share

People under 16 years of age take a disproportionate number of cycling trips for the size of their age group, making up only 21% of the U.S. population but taking 39% of all cycling trips. Sixty-six percent of the population, those aged 17-64, make 54% of cycling trips. Walking trips, on the other hand, are distributed more proportionally among all age groups. Senior citizens (over sixty-five) take the fewest walking or cycling trips.¹

School Districts within Appleton (Fox Cities) MPO & Oshkosh MPO

Appleton School District

Freedom School District

Hortonville School District

Kaukauna School District

Kimberly School District

Little Chute School District

Menasha School District

Neenah School District

Oshkosh School District

Figure 3: Commuting Mode Share for Appleton (Fox Cities) MPO

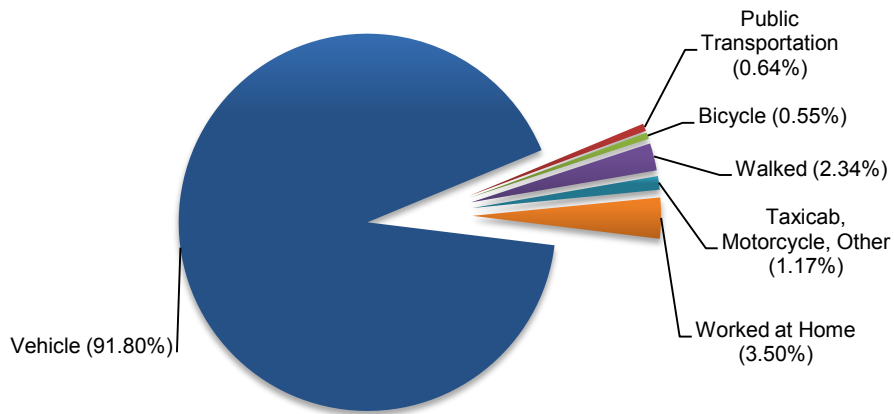
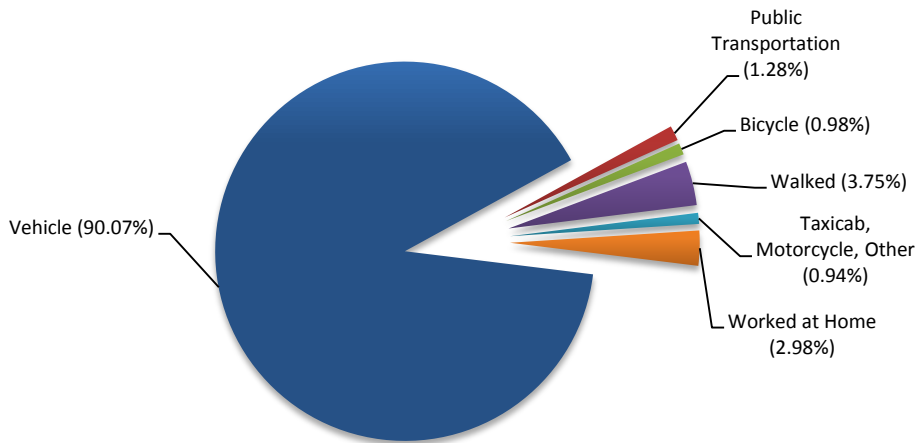


Figure 4: Commuting Mode Share for Oshkosh MPO



Source: U.S. Census 2010

BO8006: Sex of Workers by Means of Transportation to Work – Universe: Workers 16 years and over
2008-2012 American Community Survey 5 –Year Estimates

Crash Data

Table 3: Appleton (Fox Cities) MPO Bicycle and Pedestrian Crash Data

	2007	2008	2009	2010	2011	2012	2013	Total
Bicycle Crashes	34	27	26	32	16	32	25	192
Pedestrian Crashes	2	4	1	5	3	2	2	19

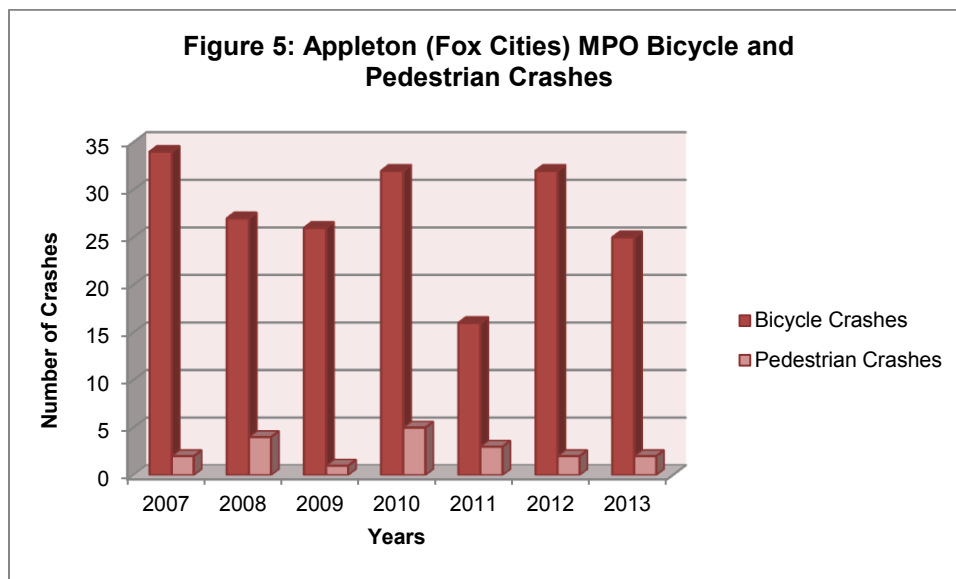
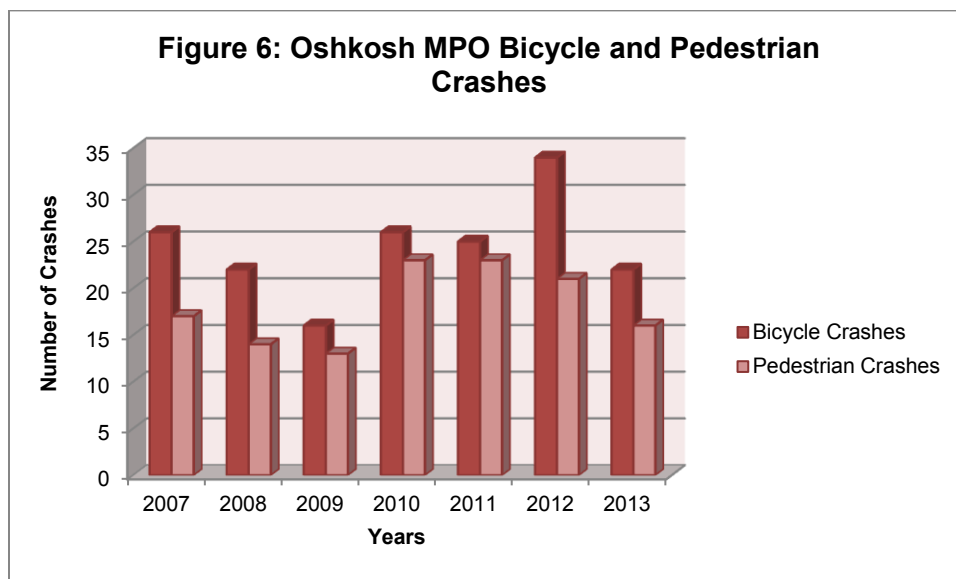


Table 4: Oshkosh MPO Bicycle and Pedestrian Crash Data

	2007	2008	2009	2010	2011	2012	2013	Total
Bicycle Crashes	26	22	16	26	25	34	22	171
Pedestrian Crashes	17	14	13	23	23	21	16	127



Source: Wisconsin TOPS Lab – 2007-2013

For the bicycle crashes, the bike flag was selected in the data and then sorted by year. For the pedestrian crashes, the pedestrian flag was selected in the data and then sorted by year.

Count Data

Individual communities throughout the Appleton (Fox Cities) and Oshkosh MPOs have begun to collect bicycle and pedestrian counts at various location (see individual community maps for specific details).

Table 5: Bicycle and Pedestrian Count Locations

Location (Trail/Street)	Municipality	Date	Count per day
CB Trail (south of CTH BB)	Town of Menasha, Winnebago County	06/2013	66
Apple Creek Trail	City of Appleton, Outagamie County	06/2013	455
Plank Rd./STH 114	City of Menasha, Winnebago County	06/2013	132
Cold Spring Road	Town of Menasha, Winnebago County	06/2013	1,338
CTH A and Sunnyview Rd. (CTH Y)	Winnebago County	06/2013	77
Trestle Trail	Town of Menasha, Winnebago County	2013	384
North Lake Street Trail	Town of Menasha, Winnebago County	2013	3
Jacobson Trail	Town of Menasha, Winnebago County	2013	15

Source: WisDOT and local municipalities

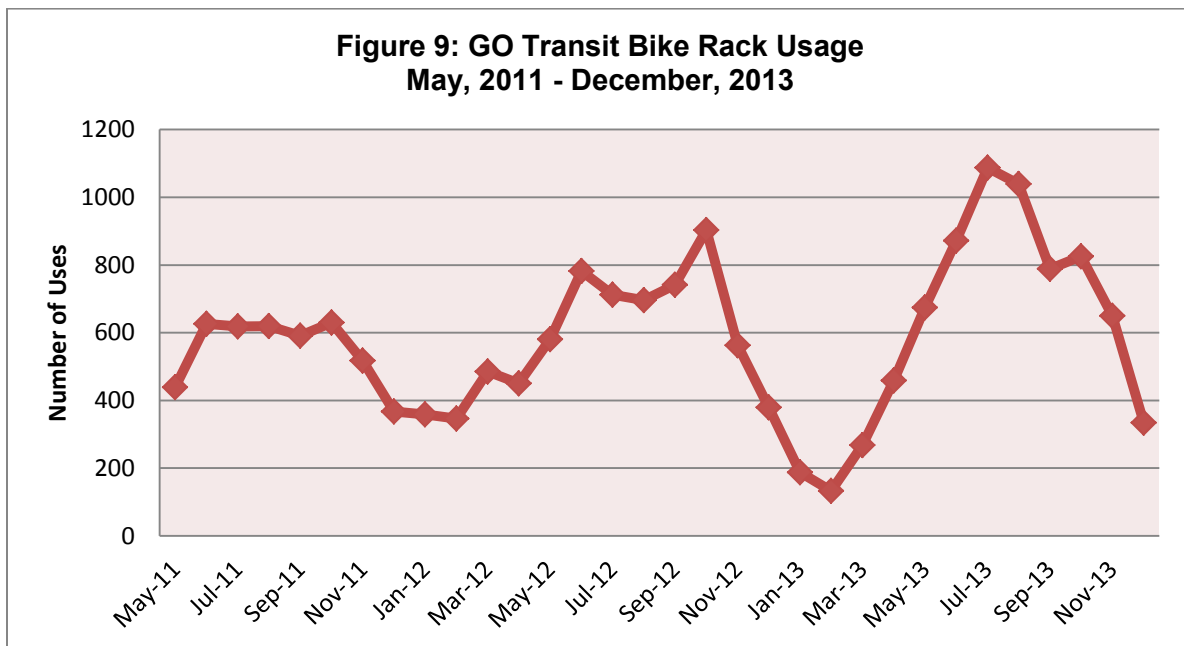
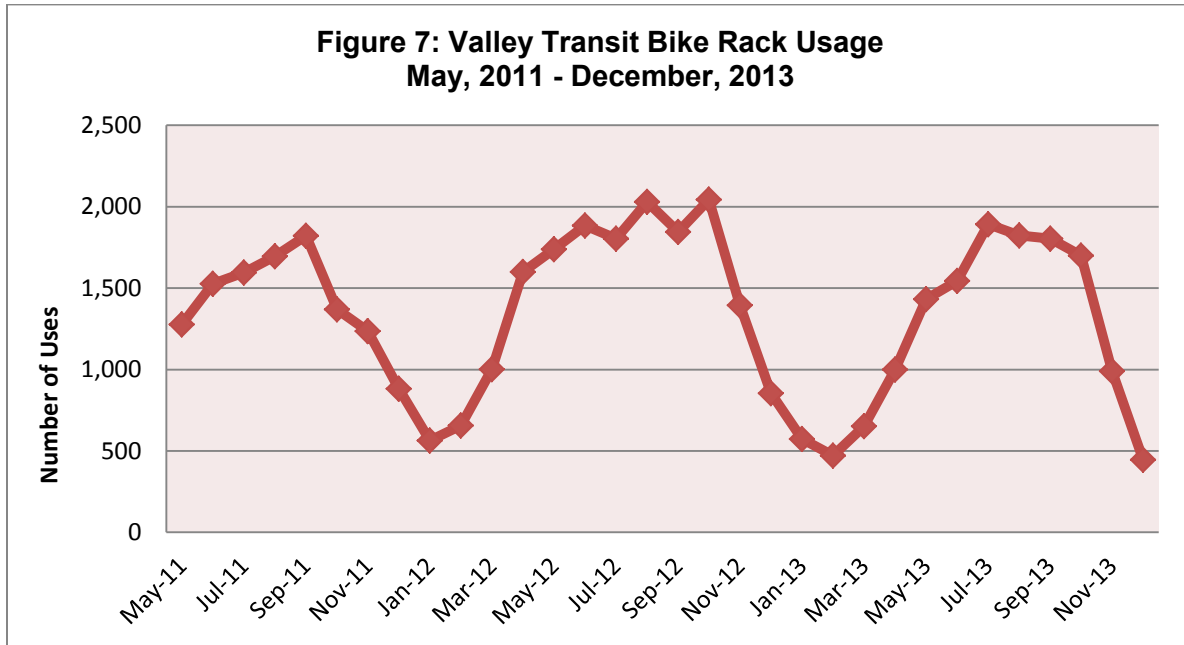
The following are additional locations that could be counted in the future. It is recommended in this plan that a standard count procedure is developed and implemented.

Table 6: Future Bicycle and Pedestrian Count Locations

Location (Trail/Street)	Municipality
Noe Rd. Trail	Village of Harrison, Calumet County
CTH II by Spring Road Elementary School	Town of Menasha, Winnebago County
CTH II East of CTH CB	Town of Menasha, Winnebago County
CTH E – Off Road Trail	
STH 76 Underpass	Town of Greenville, Outagamie County
CE Trail near Eisenhower Dr.	Village of Kimberly, Outagamie County
Lily of the Valley STH Underpass	Winnebago County
	Town of Greenville, Outagamie County
Newberry Trail	City of Appleton, Outagamie County
Friendship Trail (East of Cold Spring Road)	Town of Menasha, Winnebago County
Friendship Trail (West of Cold Spring Road)	Town of Menasha, Winnebago County
Bike Lanes	Various Municipalities

Links to Transit

Mass transit is complementary to bicycling and walking for transportation. Mass transit can reduce traffic congestion and pollution and when designed with concessions for bicycling and walking, it can also encourage people to include physical activity in their daily commutes. Both Valley Transit and GO Transit have equipped their buses with bicycle racks, allowing riders to combine a bicycle and a bus trip. When a commuter is able to take a bicycle, the distance they have to travel in a reasonable amount of time is greatly increased. Refer to Map xx and Map xx regarding the existing transit routes.



Health Data

The *County Health Rankings and Roadmaps* program that is a collaboration between the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute. The purpose of the rankings is to help communities focus on factors that affect health. Calumet,

Outagamie, and Winnebago Counties overall have a population that is fairly healthy compared to the Wisconsin.

Table 7: County Health Rankings

	Wisconsin	Calumet	Outagamie	Winnebago
Overall Ranking – Health Outcomes		6	21	39
Health Factors		6	9	17
Health Behaviors		15	32	33
Adult Obesity	29%	31%	31%	30%
Physical Inactivity	22%	18%	22%	22%
Access to exercise opportunities	78%	76%	84%	75%
Physical Environment		13	22	31
Air pollution - particulate matter	11.5	11.5	11.4	11.6
Driving alone to work	80%	84%	84%	84%
Long commute – driving alone	26%	23%	19%	16%

Source: County Health Rankings & Roadmaps, 2014

Health Outcomes vs. Health Factors

Health outcomes in the *County Health Rankings* represent how healthy a county is. Two types of health outcomes are measured: how long people live (length of life) and how healthy people feel while alive (quality of life).

Health factors in the *County Health Rankings* represent what influences the health of a county. There are four types of health factors that are measured: health behaviors, clinical care, social and economic, and physical environment factors.

The built environment affects a communities overall health. The purpose of including the *County Health Rankings* data was to compare the health of their county with the amount of existing bicycle and pedestrian facilities and programs.

Existing Bicycle and Pedestrian Network

The Appleton (Fox Cities) and Oshkosh MPO have over thirty municipalities. During this planning process, it was identified that each municipality had their own definition of bicycle and pedestrian facilities. With the assistance of the bicycle and pedestrian steering committee, the planning team developed the following bicycle and pedestrian definitions:

- **Pedestrian Facilities:** Pedestrian facilities are defined as a sidewalk and shared use path (both paved and unpaved).
- **Bicycle Facilities:** Bicycle facilities are defined as sharrows, marked bike lanes, and shared use paths (both paved and unpaved). A few communities within the Fox Valley also have bike routes, which were either signed or unsigned. For consistency through this planning process the planning team and steering committee, did not include signed or unsigned bike routes in the existing bicycle facility data.

Table 8: Appleton (Fox Cities) MPO Existing Bicycle and Pedestrian Facility Miles

Communities	Bike Lanes (Miles)	Bike Lanes x2 (Miles)	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Sidewalks (Miles)	Bike Racks (Number)
Cities						
Appleton	9.32	18.64	19.07	0.00	439.80	65
Menasha	1.85	3.70	4.04	0.00	138.20	19
Neenah	10.92	21.84	15.97	0.00	133.30	26
Kaukauna	7.13	14.26	3.26	5.82	105.26	14
Villages						
Combined Locks	0.00	0.00	00.54	2.14	19.32	3
Little Chute	4.30	8.60	2.29	0.00	70.60	10
Kimberly	0.09	0.18	3.57	0.31	49.20	9
Sherwood	0.00	0.00	5.77	1.40	2.25	2
Towns						
Buchanan	0.00	0.00	2.06	0.00	0.00	4
Center						
Clayton	0.00	0.00	0.00	3.33	0.00	3
Ellington	0.00	0.00	0.00	0.00	0.00	0
Freedom	0.00	0.00	0.00	0.00	0.00	1
Grand Chute	1.42	2.84	11.20	1.63	0.00	6
Greenville	0.00	0.00	10.83	0.00	0.00	7
Harrison	0.00	0.00	3.6	0.34	1.91	3
Kaukauna	0.00	0.00	0.00	0.00	0.00	0
Menasha	0.00	0.00	14.86	0.91	0.00	5
Neenah	0.00	0.00	2.10	0.00	0.00	2
Vandenbroek	0.00	0.00	0.60	0.00	0.00	0
Vinland	0.00	0.00	0.00	0.00	0.00	0
Appleton MPO Total	35.03	70.06	99.76	15.88	959.84	179

Table 9: Oshkosh MPO Existing Bicycle and Pedestrian Facility Miles

Communities	Bike Lanes (Miles)	Bike Lanes x2 (Miles)	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Sidewalks (Miles)	Bike Racks (Number)
Cities						
Oshkosh	1.54	3.08	11.71	2.79	733.00	46
Towns						
Algoma	0.00	0.00	0.00	0.00	0.00	1
Black Wolf	0.00	0.00	0.00	0.00	0.00	1
Nekimi	0.00	0.00	0.00	0.00	0.00	0
Omro	0.00	0.00	0.00	0.00	0.00	6
Oshkosh	0.00	0.00	1.30	1.30	0.00	0
Vinland	0.00	0.00	0.00	0.00	0.00	0
Utica	0.00	0.00	0.00	0.00	0.00	0
Oshkosh MPO Total	1.54	3.08	13.01	4.09	733.00	54

Source: Bicycle and Pedestrian data provided by local municipalities in 2013

Bike and Walk Audit Results

Bike and walk audits were conducted at eighteen locations throughout the Fox Valley. Locations were determined by public comment and the steering committee. The purpose of the audits was to observe and document any conflicts between pedestrians, bicyclists, and motorists. The results of the bike and walk audits can be found in the bike and walk audit summary sheets at the end of this chapter.

Table 10: Bike and Walk Audits Locations

Audit Number	Location
1	College Avenue (CTH CE) & Eisenhower Drive
2	W. College Ave (CTH CA) & Mall Dr.
3	Northland Avenue (CTH OO) & Lynndale Drive (CTH A)
4	Appleton Rd (CTH 47) & Midway Rd (CTH AP)
5	Racine Street Bridge
6	Third Street (STH 114) & Racine Street (CTH P)
7a	CTH II From STH 76 to Clayton Avenue
7b	CTH II & CTH CB
7c	Winchester Rd. (CTH II) & USH 41
7d	Winchester Rd. from USH 41 to N. Lake St.
8	Wisconsin Avenue (STH 96) & Richmond Street (STH 47)
9	Northland Ave (CTH OO) & Richmond St. (STH 47)
10	Prospect Avenue (CTH BB) & Northern Rd./Bluemound Dr.
11	Lake Park Road (CTH LP) & Midway Road (CTH AP)
12	Wisconsin Ave. (STH 96) & Greenville Dr. (CTH GV)
13	W. College Ave. (CTH CA) & McCarthy Rd.
14	Jackson St. (STH 76) & Murdock Ave. (USH 45)
15	Congress Avenue (STH 21) & Arboretum Dr.
16	Witzel Ave. (CTH E) & Koeller St.
17	South Park Ave. (STH 44) & Ohio Street
18	CTH A & CTH Y

User Survey Results

User surveys were developed at the beginning of the planning process. The surveys were distributed through a number of outlets, including but not limited to: distribution at local municipal meetings, online and through presentations to stakeholder groups. The results of these surveys were consistent with the public information meeting including where there are gaps, barriers, and opportunities for the regional bicycle and pedestrian network.

3.2 EXISTING PLANS, PROGRAMS, PARTNERS, AND POLICIES

Existing Plans

Several communities within the Appleton (Fox Cities) and Oshkosh MPOs have developed bicycle and pedestrian plans (for a complete list see Appendix D). A review of bicycle and pedestrian recommendations in bicycle and pedestrian plans, open space recreational plans, and local comprehensive plans was completed during this planning process.

Existing Programs

Fox Valley Bike Challenge

In 2009, Kimberly-Clark Corporation created an internal Bike Challenge for its 50,000+ employees. The Bike Challenge was a health and wellness initiative that was intended to encourage people to bike for transportation and recreation.



In 2011, with the help of the Bicycle Federation of Wisconsin, the Challenge was successfully piloted in Wisconsin at the state-wide level. The Bike Challenge then called the Get Up & Ride National Bike Challenge, which went national in 2012, had over 30,000 participants riding 12 million miles.²

Safe Routes to School

Safe Routes to School (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 SRTS program is based on the principles of the 5-E's: Engineering, Encouragement, Education, Enforcement, and Evaluation. The program facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution. The program also will play a role in reversing the alarming nationwide trend toward childhood obesity and inactivity. SRTS funds are limited to children K-8 and to projects located within two miles of a school.³



- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969⁴ to just 13% in 2009.⁵
- While distance to school is the most commonly reported barrier to walking and bicycling⁶, private vehicles still account for half of school trips between 1/4 and 1/2 mile—a distance easily covered on foot or bike.⁷
- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.⁸
- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in

the range of 20 to 200 percent.⁹

East Central Wisconsin Regional SRTS Program

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. By working to make it safer and more appealing for students (grades K–8) to walk and bike to school, the Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities. The East Central Wisconsin Regional SRTS Program has been funded through Wisconsin Department of Transportation.

Participating schools are required to put together, with the assistance of East Central staff, a local SRTS plan that includes the following: student and parent surveys; bike and walk audits; and school specific recommendations. East Central staff also worked with local SRTS task forces to implement SRTS recommendations through programs such as International Walk to School Day/Bike to School Day, Walking School Bus Programs, Frequent Walker Programs, Youth Engagement Programs, and

The East Central WI Regional Safe Routes to School Program is funded through a Wisconsin Department of Transportation Grant.

Local SRTS Task Force: Local SRTS Task Forces are made up a variety of stakeholders including but not limited to local law enforcement, school representatives, government representatives, health professionals, department of transportation, parents, and students.

Student Surveys: Student surveys tally how students are currently traveling to and from school. Student surveys are conducted one week for 3 days (Tuesday, Wednesday, and Thursday). National Safe Routes to School Forms will be used for student surveys. Student surveys will be distributed in the fall.

Parent Surveys: Parent surveys are used to find out parent's concerns with allowing their child(ren) to walk or bike to school and from school. These can be sent home in take home folders or in registration packets at the beginning of school. National Safe Routes to School Forms will be used for parent surveys. Parent surveys will be distributed in the fall and there is an online form that is available.

Bike and Walk Audits: Task force members will go through a Bike/Walk Audit training where they look at various scenarios and discuss how they would solve them using the 5 E's. Bike/Walk Audits are observations and evaluations of existing walking/biking conditions at and around a school. East Central staff will assist task forces in conducting these audits and providing task forces with maps, a checklist and a comment sheet.

Local SRTS Action Plans: Local SRTS Action Plans are developed by the local SRTS coalition which include student and parent survey results, bike and walk audit results, and

recommendations based on the 5 E's (Education, Encouragement, Enforcement, Engineering, and Evaluation).

Table 11: Schools participating in the Regional Safe Routes to School Program

	Appleton (Fox Cities) MPO	Oshkosh MPO	Total
Public Schools (K-12)	81	25	106
Private Schools (K-12)	33	25	58
Regional SRTS Program			
Participating Schools (K-8)	30	20	50
Events			
International Walk to School Day	15	20	35
Winter Walk to School Day	7	6	13
Bike to School Day/Bike Safety Day	11	10	21
Fire Up Your Feet Program	2	0	2
Frequent Walker Program	1	0	1
Walking School Bus Programs	0	2	2
Youth Engagement	0	0	0

Source: Regional Safe Routes to School Program, 2013-2014

International Walk to School Day (1st Wednesday in October): International Walk to School Day is a global event that involves communities from more than 40 countries walking and bicycling to school on the same day. It began in 1997 as a one-day event. Over time, this event has become part of a movement for year-round safe routes to school programs. In 2013, there were 4,467 events.

Winter Walk to School Day (1st Wednesday in February): Winter Walk to School Day is a statewide event that involves schools from across Wisconsin walking to school on the same day. It began in 2013.

Bike to School Day/Bike Safety Day (2nd Wednesday in May): National Bike to School Day first took place on May 9, 2012 in coordination with the League of American Bicyclists' National Bike Month. Almost 1,000 local events in 49 states and the District of Columbia joined together to encourage children to safely bicycle or walk to school. National Bike to School Day provides an opportunity for school across the country to join together to celebrate and to build off of the energy of National Bike Month. In 2014, more than 2,200 schools across the country participated.

Frequent Walker Program/Mileage Club: Schools within the region develop frequent walker programs (i.e. Walking Wednesdays) to encourage families to walk to school more often.

Students attending rural schools may not have opportunities to bike and walk to school. Several schools within the East Central Region have developed Frequent Walker Program on their campus, where students can walk a route on campus. Many schools have developed mileage club programs where students track how far they can walk across the United States.

Fire Up Your Feet Program: The Fire Up Your Feet Program helps encourage families, students, schools to work together and create active lifestyles which inspire our children to be healthy and physically active. The Fire Up Your Feet WI Program was started by local SRTS coalitions in Milwaukee, La Crosse, Madison, and the East Central Region. The Bicycle Federation of WI sponsored the school awards. Website: <http://wi.fireupyourfeet.org/>

Walking School Bus/Cycle Train: A walking school bus program is a group of children walking to school with one or more adults. A variation on the walking school bus is the bicycle train, in which adults supervise children riding their bikes to school.

Youth Engagement: The youth engagement program is engaging middle school youth to develop SRTS activities for their peers. Refer to the East Central WI Youth Engagement Program Guidebook.

Advocacy Organizations and Partners

Fox Cities Greenways: The Fox Cities Greenways organization was started in January, 1995 and was primarily formed after the STH 441 bridge over Little Lake Butte des Morts was open for bicyclists and pedestrians before residents were allowed to drive on it. This sparked significant interest among the public about having trail facilities throughout the Fox Cities. The Fox Cities Greenways organization is a 501(c)(3) organization that works with local municipalities, partner organizations, and residents to develop and expand the bicycle and pedestrian network through trails, bicycle facilities, and water trails. Website: <http://www.focol.org/greenways/>

Fox Cities Cycling Association: In 2013, the Fox Cities Cycling Association, a subcommittee of the Fox Cities Greenways was developed in an effort to continue to expand and develop bicycle facilities throughout the Fox Cities. The FCCA has worked with partner organization to organize community rides (i.e. Moonlight Rides, Community Bike Rides, the Fox Valley Bike Challenge Ride, etc.), provide bike valet at the Appleton Farmers Market, educate local residents on the benefits of bicycling. The FCCA also developed the Bicycle Benefits Program, which works with local businesses to provide a discount to those customers who bike to their establishment. Website: <http://www.foxcitiescycling.org/>

Oshkosh Cycling Club: The Oshkosh Cycling Club was incorporated in 2005, is a group of cycling enthusiasts in the Oshkosh Area. The mission of the club is *to support and promote safe cycling in the community for all levels of community*. The OCC promotes special events including bike ride, re:TH!NK's Drive Your Bike Campaign, the Fox Valley Bike Swap, the Tour de Titan, and is an active participant in the bicycle and pedestrian plan for the Oshkosh Community. Website: <http://oshkoshcyclingclub.com/>

Weight of the Fox Valley: The Weight of the Fox Valley is a three-county initiative to build a community that achieves and maintains a healthy weight at every age. The Weight of the Fox Valley is a movement working together to build a healthier community. Partners include but are not limited to: school districts, government organizations, businesses, and non-profit organizations. Facebook Site: <https://www.facebook.com/WeightoftheFoxValley>

Well City Fox Cities and Well City Oshkosh: Well City Fox Cities and Well City Oshkosh is part of a national movement to build healthier communities. This innovative program was created in 1991 by the Wellness Council of America (WELCOA), a national non-profit organization and leading resource for health and wellness promotion. To build healthier communities and earn the Well City designation, local businesses team up, pledging to earn Well Workplace designations within three years. It requires 20% of a community's population to be employed by Well Workplace Award-winning companies/organizations. Website: Well City Fox Cities <http://www.wellcityfoxcities.com/about-us.html> ; Well City Oshkosh <http://www.welloshkosh.com/Home>

Activate Fox Cities: Activate Fox Cities is a wide ranging group of Fox Cities organizations that have joined together to encourage people in our community to get moving and live healthier. Activate Fox Cities is part of a national effort led by the YMCA of the USA, known as Activate America: Pioneering Healthy Communities, a project that engages key community stakeholders to develop strategies that reduce barriers and increase support for healthy living in the Fox Cities. Our plan is to educate, motivate, and facilitate long-term collaboration with business, government, schools, communities, neighborhoods, social service agencies and the media toward making the Fox Cities a healthier place to live, work, and play. Website: <http://www.ymcafoxcities.org/activatefoxcities/INDEX.HTM>

Existing Policies

A few municipalities and school districts have adopted policies in support of bicycle and pedestrian facilities and programs. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

- Complete Streets Policies – Town of Grand Chute
- Safe Routes to School Policies – Town of Algoma & Oshkosh Area School District

Bicycle Friendly Communities

Bicycle Friendly Community Program provides a roadmap to improve conditions for bicycling and the guidance to make a better bikeable community. A community recognized by the League as Bicycle Friendly welcomes bicyclists by providing safe accommodations for cycling and encouraging people to bike for transportation and recreation. Communities are recognized by the League of American Bicyclists. Website: <http://bikeleague.org/content/communities>

- City of Appleton (Bronze – 2013)

- Town of Grand Chute (Honorable Mention – 2014)
- Town of Menasha (Honorable Mention – 2014)

Walk Friendly Communities

Walk Friendly Communities is a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. At this time there are no communities within the Appleton (Fox Cities) and Oshkosh MPO that have a Walk Friendly Community Award. Website:

<http://www.walkfriendly.org/>

¹ Alliance for Biking and Walking, Benchmarking 2010.0, 48.

² <http://www.endomondo.com/campaign/national/faqs> (3/26/2013)

³ <http://www.saferoutespartnership.org/resourcecenter/quick-facts> (3/26/2013)

⁴ Transportation Characteristics of School Children, Report no. 4. Washington, DC: Nationwide personal Transportation Study, Federal Highway Administration, July 1972. (August 2013)

⁵ McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press). (August 2013)

⁶ U.S. Centers for Disease Control and Prevention, Morbidity and Mortality Weekly Report September 30, 2005, "Barriers to Children Walking to or from School, United States 2004." Available at www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm. (August 2013)

⁷ Federal Highway Administration, National Household Travel Survey 2001; NHTS Brief on Travel to School, January 2008. (August 2013)

⁸ McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press). (August 2013)

⁹ Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). UC Berkeley Traffic Safety Center. Paper UCB-TSC-RR-2007-1. <http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1> (August 2013)

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Audit #1

College Ave (CTH CE) & Eisenhower Dr

- > Village of Kimberly
- > Town of Buchanan
- > City of Appleton
- > Outagamie County
- > Wisconsin Dept. of Transportation

Street type:	CTH CE: Principal Arterial Eisenhower Dr: Collector
Average daily traffic:	CTH CE: 27,400 vehicles per day Eisenhower Dr: 10,600 vehicles per day
Intersection type:	Traffic lights
One-way or two-way:	Two-way streets
Posted speed limit:	CTH CE: 45 mph Eisenhower Dr: 35 mph
Number of travel lanes:	CTH CE: Four, plus turn lanes Eisenhower Dr: Four, plus turn lanes
Sidewalks present:	No
Shared-use path present:	Yes
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Across one of four legs for trail
School zone adjacent:	No
On-street parking:	No
Along bus route:	Adjacent
Bike/ped count:	Bike: 3 Ped: 2

TOP CONCERNS

- Lack of bike/ped facilities in the area except for the CE Trail
- No marked crosswalk and several wide lanes to cross CTH CE using pedestrian signal — pedestrians not sure where to cross and vehicles unsure of where to stop
- Motorist speed/volume creates uncomfortable walking/biking environment
- No transit service to commercial development north of CTH CE

The CE Trail serves as the only major bicycle/pedestrian facility in this area and is used for recreation and daily commuting.





Audit #2

W College Ave (CTH CA) & Mall Dr

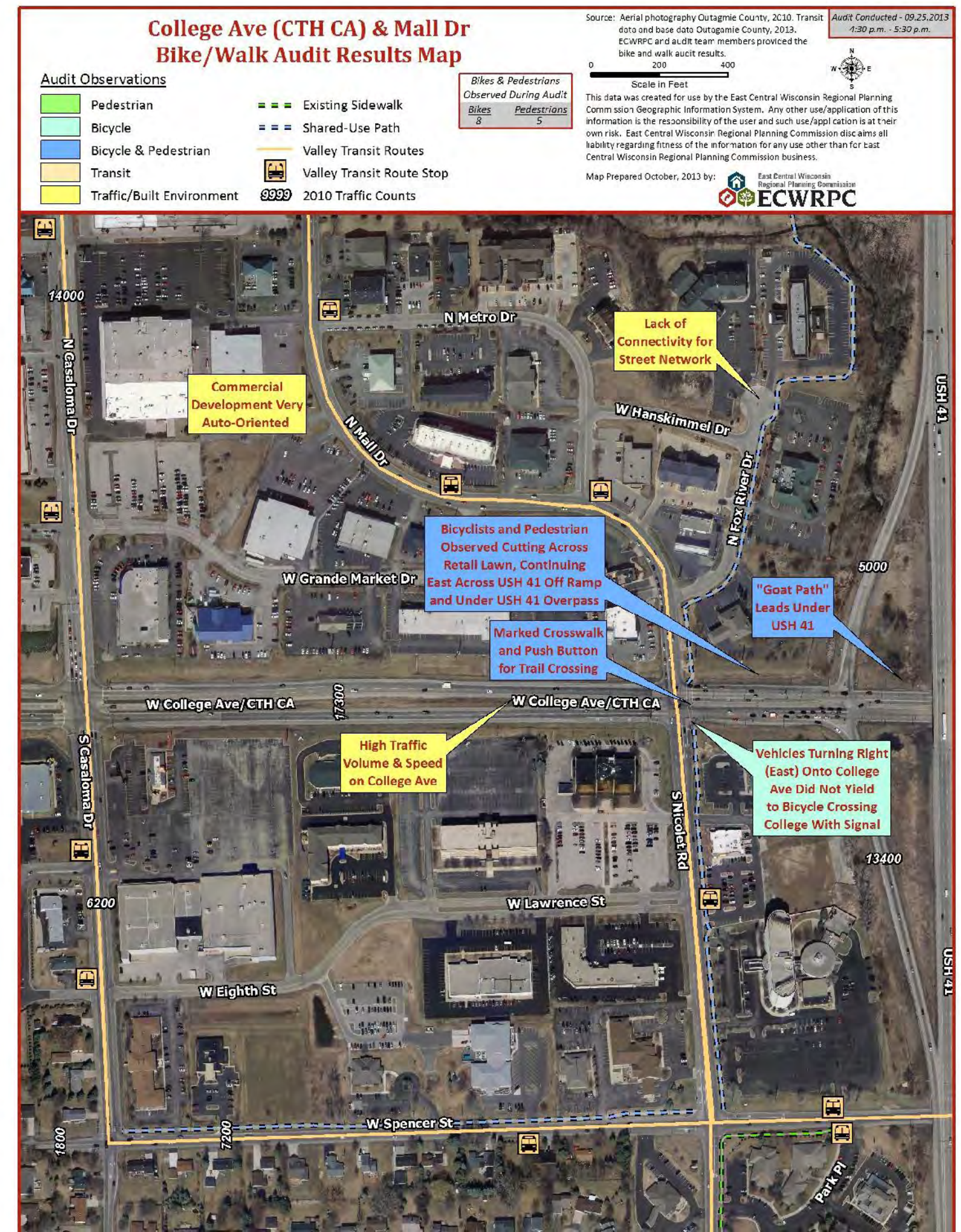
- > Town of Grand Chute
- > Outagamie County
- > Wisconsin Dept. of Transportation

Street type:	College Ave: Principal Arterial Mall Dr: Collector
Average daily traffic:	College Ave: 17,300 vehicles per day Mall Dr: Unknown
Intersection type:	Traffic lights
One-way or two-way:	Two-way streets
Posted speed limit:	College Ave: 40 mph Mall Dr: 25 mph
Number of travel lanes:	College Ave: Four, plus turn lanes Mall Dr: Four, plus turn lanes
Sidewalks present:	No
Shared-use path present:	Yes
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Across one of four legs
School zone adjacent:	No
On-street parking:	No
Along bus route:	Yes
Bike/ped count:	Bike: 8 Ped: 5

TOP CONCERNS

- Lack of bike/ped facilities except for shared-use path
- Auto-oriented commercial development including the Fox River Mall, a major retail destination
- “Goat Path” under USH 41 indicates bicycle/pedestrian usage even without facilities
- Motorist speed/volume creates uncomfortable walking/biking environment on College Ave

There are very limited bicycle/pedestrian facilities in this area and the commercial development including the Fox River Mall is very auto-oriented.





Audit #3

Northland Ave (CTH 00) & Lynndale Dr (CTH A)

- > Town of Grand Chute
- > Outagamie County

Street type:	Lynndale Dr: Minor Arterial Northland Ave: Principal Arterial
Average daily traffic:	Lynndale Dr: 9,800 vehicles per day Northland Ave: 22,400 vehicles per day
Intersection type:	Traffic lights
One-way or two-way:	Two-way streets
Posted speed limit:	Lynndale Dr: 35 mph Northland Ave: 45 mph
Number of travel lanes:	Lynndale Dr: Four, plus turn lanes Northland Dr: Four, plus turn lanes
Sidewalks present:	Almost none
Shared-use path present:	Yes
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	No
School zone adjacent:	Yes
On-street parking:	No
Along bus route:	Yes
Bike/ped count:	Bike: 0 Ped: 1

TOP CONCERNS

- No bike/ped accommodations at intersection with facilities very close to the north and south along Lynndale Dr
- Lack of bike/ped facilities along Northland Ave/CTH 00
- Motorist speed/volume creates uncomfortable walking/biking environment

A bicycle/pedestrian connection from the existing facilities on Lynndale Dr would fill in a crucial gap in the local and regional bicycle/pedestrian network.





Audit #4

Appleton Rd (STH 47) & Midway Rd (CTH AP)

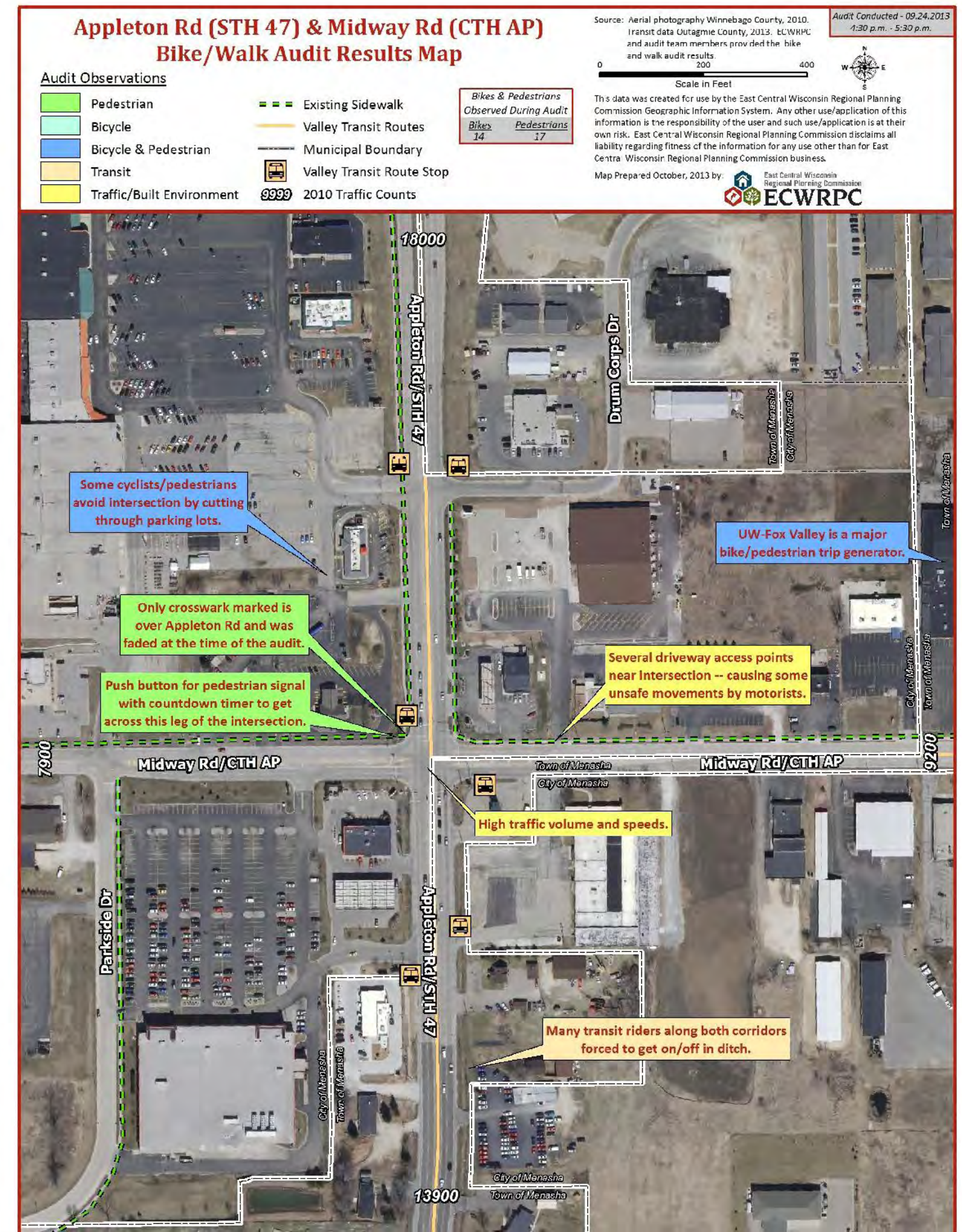
- > City of Menasha
- > Town of Menasha
- > City of Appleton
- > Winnebago County
- > Wisconsin Dept. of Transportation

Street type:	Appleton Rd: Principal Arterial Midway Rd: Minor Arterial
Average daily traffic:	Appleton Rd: 18,000 vehicles per day Midway Rd: 9,200 vehicles per day
Intersection type:	Traffic lights
One-way or two-way:	Two-way streets
Posted speed limit:	Appleton Rd: 35 mph Midway Rd: 35 mph
Number of travel lanes:	Appleton Rd: Four, plus turn lanes Midway Rd: Four, plus turn lanes
Sidewalks present:	Some, but gaps exist
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Across one of four legs
School zone adjacent:	No
On-street parking:	No
Along bus route:	Yes
Bike/ped count:	Bike: 14 Ped: 17

TOP CONCERNS

- No bike/ped facilities along Appleton Rd, south of intersection
- Long crossing distances — numerous wide lanes
- Transit riders must load/unload in ditch
- Motorist speed/volume creates uncomfortable walking/biking environment
- Auto-oriented development with many driveway access points

The Appleton Rd corridor could serve as a major connection between Appleton and Menasha.





Audit #5

- Racine St Bridge
- > City of Menasha
 - > Wisconsin Dept. of Transportation
 - > U.S. Coast Guard
 - > Wisconsin Dept. of Natural Resources

Street type:	Racine St: Minor Arterial Ahnaip St: Minor Arterial
Average daily traffic:	Racine St: 9,700 vehicles per day Ahnaip St: 7,100 vehicles per day
Intersection type:	Traffic lights on north side of bridge
One-way or two-way:	Two-way streets
Posted speed limit:	Racine St: 25 mph Ahnaip St: 25 mph
Number of travel lanes:	Two, Racine St north of bridge turns into four lanes
Sidewalks present:	Yes
Shared-use path present:	Yes - Riverwalk
Bike lanes present:	Yes - Ahnaip St
Bike route signs / sharrows present:	No
Crosswalks present:	Yes
School zone adjacent:	Yes
On-street parking:	On Main St and other local streets
Along bus route:	Yes
Bike/ped count:	Bike: 14 Ped: 9

TOP CONCERNS

- No bike accommodations over bridge and very narrow lanes
- No buffer between sidewalk and traffic over bridge creates uncomfortable walking environment
- Sidewalk obstructions on Northeast part of bridge
- Steel grid deck on bridge very slippery when wet
- Irregular intersection geometry for intersections on both sides of the bridge

The Racine St bridge is a vital bicycle & pedestrian connection on the local and regional level.





Audit #6

Third St (STH 114) & Racine St (CTH P)

- > City of Menasha
- > Winnebago County
- > Wisconsin Dept. of Transportation

Street type:	Third St: Principal Arterial Racine St: Principal Arterial north of Third St, Minor Arterial south of Third St
Average daily traffic:	Third St: 12,300 vehicles per day Racine St: 14,400 vehicle per day
Intersection type:	Traffic Lights
One-way or two-way:	Two-way streets
Posted speed limit:	25 mph
Number of travel lanes:	Four, plus turn lanes
Sidewalks present:	Yes
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Yes
School zone adjacent:	Yes
On-street parking:	No
Along bus route:	Yes
Bike/ped count:	Bike: 15 Ped: 20

TOP CONCERNS

- Insufficient or no buffer between sidewalk and curb
- Auto-oriented development
- Lack of bicycle facilities
- Several driveway access points near intersection
- High traffic volumes
- Long crossing distances at intersections

Mixed commercial/residential development and nearby schools generate a lot of bicycle/pedestrian trips through this congested intersection.





Audit #7a

CTH II From STH 76 to Clayton Ave

- > Town of Clayton
- > Town of Menasha
- > Town of Neenah
- > Winnebago County
- > Wisconsin Dept. of Transportation

Street type:	STH 76: Rural Minor Arterial CTH II: Rural Major Collector
Average daily traffic:	STH 76: 7,200 vehicles per day CTH II: 4,400 vehicles per day
Intersection type:	Traffic lights at STH 76 & CTH II
One-way or two-way:	Two-way streets
Posted speed limit:	STH 76: 45 mph CTH II: 45 mph
Number of travel lanes:	STH 76: Two, plus turn lanes at CTH II CTH II: Two, plus turn lanes at STH 76
Sidewalks present:	No
Shared-use path present:	Yes - Along CTH II east of Clayton Ave
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	No
School zone adjacent:	No
On-street parking:	No
Along bus route:	No

TOP CONCERNS

- Lack of bike/ped facilities along CTH II and surrounding neighborhoods
- High traffic speeds on STH 76 & CTH II
- Adjacent land use and existing shared-use path creates a need/opportunity for bike/ped facilities along this corridor

A number of businesses, residential development, and a nearby school create a need for bicycle/pedestrian facilities in this area.





Audit #7b

CTH II & CTH CB

- > Town of Menasha
- > Town of Neenah
- > Winnebago County

Street type:	CTH II: Urban Minor Arterial CTH CB: Urban Minor Arterial
Average daily traffic:	CTH II: 7,100 vehicles per day CTH CB: 5,000 vehicles per day
Intersection type:	Traffic lights
One-way or two-way:	Two-way streets
Posted speed limit:	CTH II: 45 mph CTH CB: 45 mph
Number of travel lanes:	CTH II: Four plus turn lanes at intersection CTH CB: Four plus turn lanes at intersection
Sidewalks present:	No
Shared-use path present:	Yes
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Across three of four legs for trail
School zone adjacent:	Adjacent
On-street parking:	No
Along bus route:	No
Bike/ped count:	Bike: 1 Ped: 1

TOP CONCERNS

- Bike/Ped accommodations throughout intersection including pedestrian beacons could use improvements
- Insufficient crossing time for vulnerable users allowed by pedestrian signals
- High traffic volume & speeds on CTH II & CTH CB
- Crosswalk not marked over CTH II on the east side of the intersection

This intersection includes the meeting of two shared-use paths which are used for recreation along with active transportation for adults and students.





Audit #7c

Winchester Rd (CTH II) & USH 41

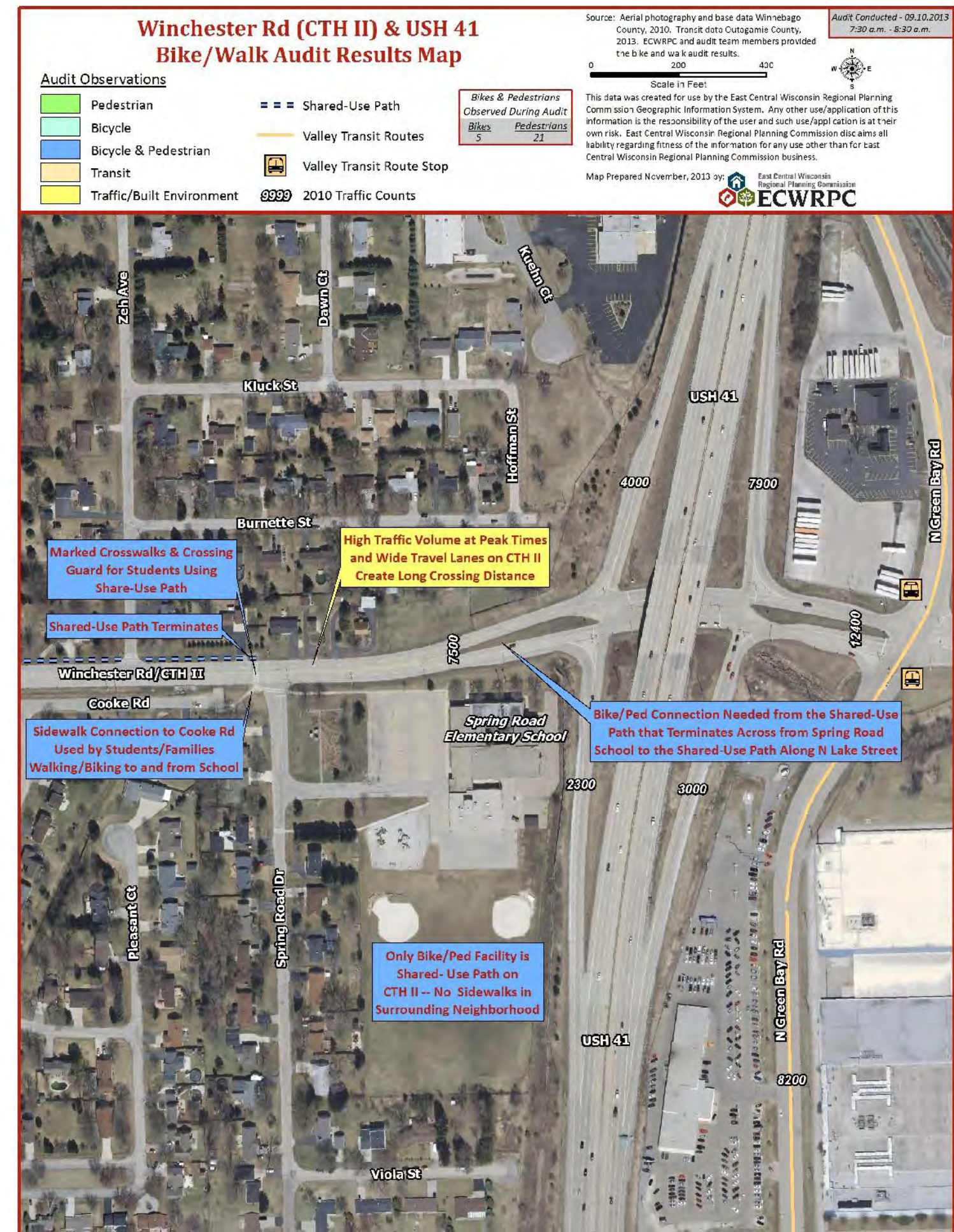
- > Town of Menasha
- > Winnebago County
- > Wisconsin Dept. of Transportation

Street type:	CTH II: Urban Minor Arterial
Average daily traffic:	CTH II: 7,500 vehicles per day
Intersection type:	Traffic lights at on/off ramps for USH 41. Stop sign on Spring Road Dr.
One-way or two-way:	Two-way streets
Posted speed limit:	CTH II: 35 mph (15 mph when children present)
Number of travel lanes:	CTH II: Four
Sidewalks present:	No
Shared-use path present:	Yes - Ends at Spring Road Dr.
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Across CTH II for shared-use path & across Spring Road Dr
School zone adjacent:	Yes
On-street parking:	No
Along bus route:	Adjacent
Bike/ped count:	Bike: 5 Ped: 21

TOP CONCERNS

- High traffic volume particularly at peak times
- Shared-use path terminates at Spring Road Dr. with no other bike/ped accommodations in the area
- Residential development and Spring Road School create a need for additional bike/ped facilities
- No sidewalks

The shared -use path along CTH II ends at Spring Road Dr. leaving a major gap in bike/ped facilities from there to the shared-use path to the east along N Lake St.





Audit #7d

Winchester Rd from USH 41 to N Lake St

- > Town of Menasha
- > Wisconsin Dept. of Transportation

Street type:	Winchester Rd: Minor Arterial
Average daily traffic:	Winchester Rd: 3,600 vehicles per day
Intersection type:	Traffic lights at on/off ramps for USH 41. Stop sign on Winchester Rd for N Lake St.
One-way or two-way:	Two-way streets
Posted speed limit:	Winchester Rd: 35 mph
Number of travel lanes:	Winchester Rd: Two, turns to four near N Green Bay Rd
Sidewalks present:	No
Shared-use path present:	Adjacent - Along N Lake St
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	No
School zone adjacent:	Yes
On-street parking:	No
Along bus route:	Adjacent
Bike/ped count:	Bike: 1 Ped: 0

TOP CONCERNS

- Lack of bike/ped facilities along Winchester Rd and under USH 41
- A large amount of industrial truck traffic and many access points on Winchester Rd
- Railroad crossing creates challenges for providing a bike/ped accommodation

Providing a bike/ped connection from the shared-use path along N Lake Street to the path that ends at Spring Road School would provide local active transportation opportunities along with a crucial regional connection.





Audit #8

Wisconsin Ave (STH 96) &
Richmond St (STH 47)

- > City of Appleton
- > Wisconsin Dept. of Transportation

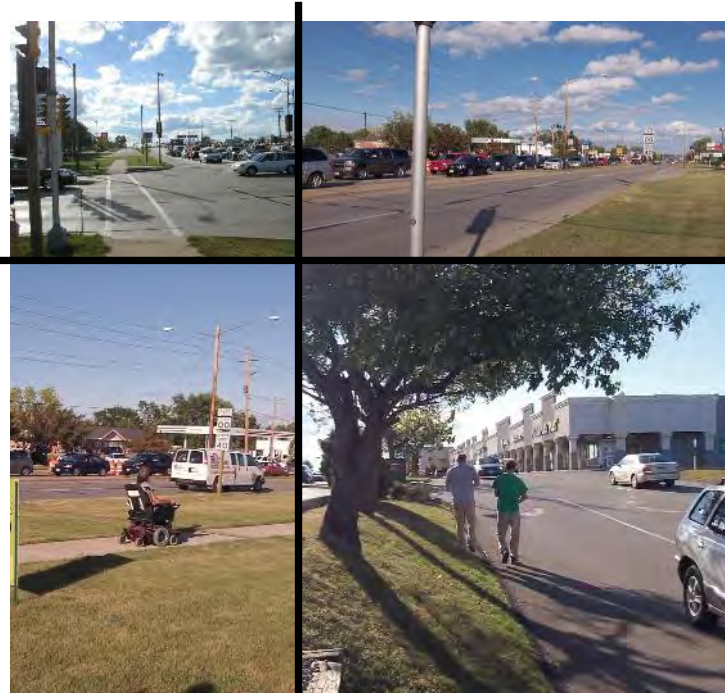
Street type:	Wisconsin Ave: Principal Arterial Richmond St: Minor Arterial
Average daily traffic:	Wisconsin Ave: 13,500 vehicles per day Richmond St: 17,800 vehicles per day
Intersection type:	Traffic lights
One-way or two-way:	Two-way streets
Posted speed limit:	30 mph
Number of travel lanes:	Four, plus turn lanes
Sidewalks present:	Yes
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Yes
School zone adjacent:	No
On-street parking:	No - Parking allowed on adjacent local streets
Along bus route:	Yes
Bike/ped count:	Bike: 2 Ped: 12

TOP CONCERNS

- High traffic volume
- Lack of bicycle facilities
- Lack of buffer between sidewalk and traffic
- Long crossing distances at intersection

Mixed commercial/residential land use creates a great opportunity for active transportation but very high traffic volumes and lack of bicycle accommodations creates a uncomfortable environment for walking/biking.





Audit #9

Northland Ave (CTH 00) & Richmond St (STH 47)

- > Town of Grand Chute
- > City of Appleton
- > Outagamie County
- > Wisconsin Dept. of Transportation

Street type:	Richmond St: Principal Arterial Northland Ave: Principal Arterial
Average daily traffic:	Richmond St:: 18,300 vehicles per day Northland Ave: 22,900 vehicles per day
Intersection type:	Traffic lights
One-way or two-way:	Two-way streets
Posted speed limit:	Richmond St: 35 mph Northland Ave: 40 mph
Number of travel lanes:	Richmond St: Four, plus turn lanes Northland Dr: Four, plus turn lanes
Sidewalks present:	Yes - some sections missing
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Yes
School zone adjacent:	No
On-street parking:	No
Along bus route:	Yes
Bike/ped count:	Bike: 3 Ped: 6

TOP CONCERNS

- Lack of bike/ped facilities connecting to commercial development which is very auto-oriented
- Lack of bicycle facilities
- High traffic volumes & speeds
- Long crossing distances at intersection

Commercial development including the Northland Mall is a potentially large trip generator for active transportation but high traffic volume & speeds create a very uncomfortable environment for bicyclists & pedestrians.





Audit #10

Prospect Ave (CTH BB) & Northern Rd/Bluemound Dr

- > Town of Grand Chute
- > Town of Menasha
- > Outagamie County
- > Winnebago County
- > Wisconsin Dept. of Transportation

Street type:	Prospect Ave: Minor Arterial Bluemound Dr: Minor Arterial Northern Rd: Collector
Average daily traffic:	Prospect Ave: 10,300 vehicles per day Bluemound Dr: 3,000 vehicles per day Northern Rd: 3,000 vehicles per day
Intersection type:	Traffic lights at Prospect Ave & Bluemound Dr Stop Sign on Northern for Prospect
One-way or two-way:	Two-way streets
Posted speed limit:	Prospect Ave: 35 mph Bluemound Dr: 25 mph Northern Rd: 35 mph
Number of travel lanes:	Two, plus turn lanes
Sidewalks present:	No
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	No
School zone adjacent:	No
On-street parking:	No
Along bus route:	No
Bike/ped count:	Bike: 12 Ped: 0

TOP CONCERNS

- Lack of bike/ped facilities
- High traffic volume which includes industrial truck traffic
- Heavily used by bicyclists even without any bicycle accommodations
- Inconsistent shoulder width on Prospect Ave
- No transit service

This corridor serves as a bicycle connection from Neenah/Menasha to Appleton and safety improvements are needed to make bicyclists safer and encourage more novice riders to use this route.





Audit #11

Lake Park Road (CTH LP) & Midway Road (CTH AP)

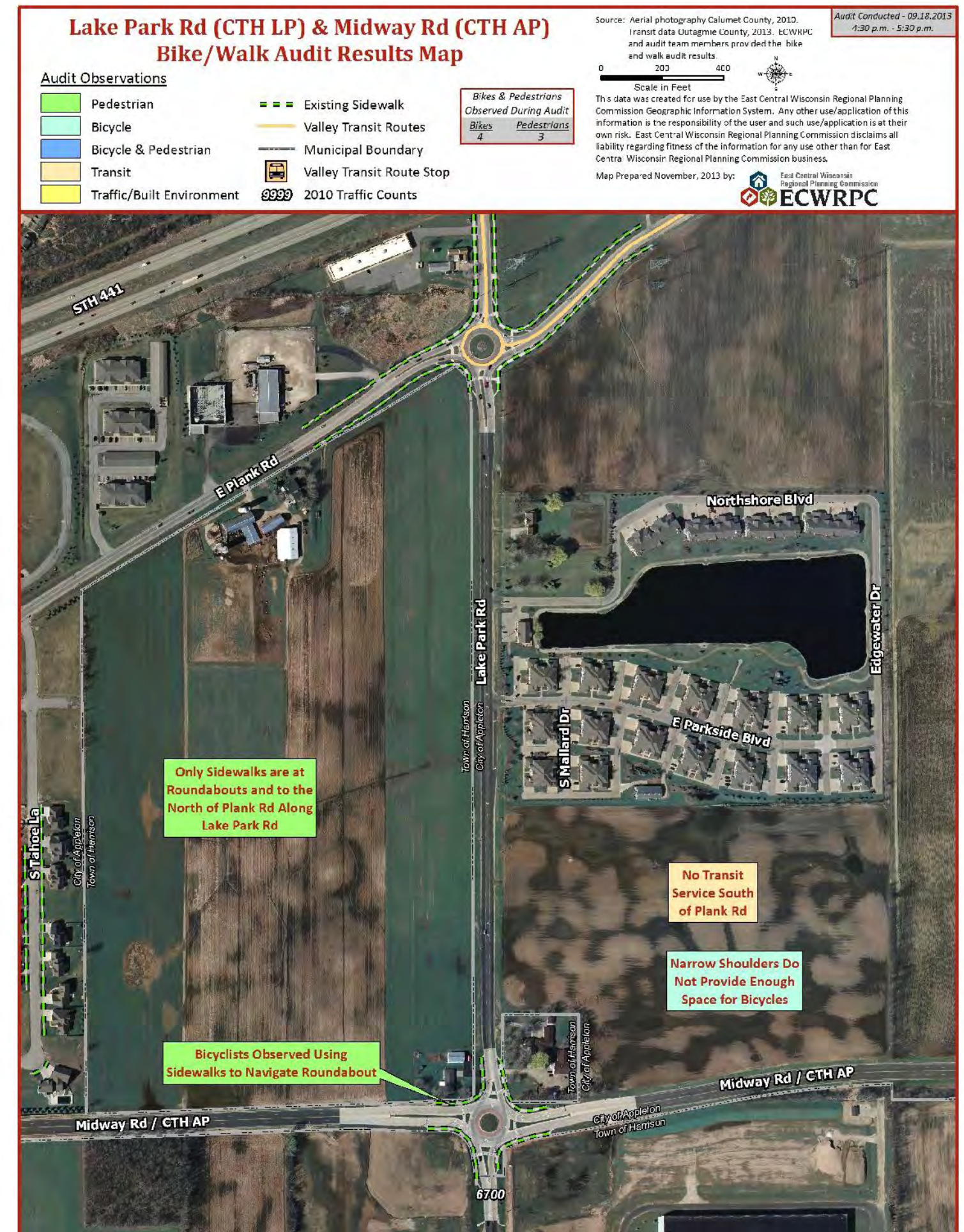
- > Town of Harrison
- > City of Appleton
- > Winnebago County

Street type:	Lake Park Road: Minor Arterial Midway Road: Minor Arterial
Average daily traffic:	Lake Park Road: 6,700 vehicles per day Midway Road: Unavailable
Intersection type:	Roundabout
One-way or two-way:	Two-way streets
Posted speed limit:	Lake Park Road: 45 mph south of intersection, 35 mph to the north Midway Road: 35 mph
Number of travel lanes:	Appleton Road: Two Midway Road: Four
Sidewalks present:	Only at roundabouts and to the north of E Plank Rd along Lake Park Rd
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Yes
School zone adjacent:	No
On-street parking:	No
Along bus route:	Adjacent
Bike/ped count:	Bike: 4 Ped: 3

TOP CONCERNS

- No bike/ped facilities along Midway Rd or Lake Park Rd except at roundabouts
- Narrow shoulders and high vehicle speeds create safety concerns for bicyclists
- Minimal transit service to this area

This corridor could serve as a major regional connection for the bike/ped network and provide more local recreational opportunities.





Audit #12

Wisconsin Ave (STH 96) &
Greenville Dr (CTH GV)

- > Town of Grand Chute
- > Outagamie County
- > Wisconsin Dept. of Transportation

Street type:	Wisconsin Ave Principal Arterial Greenville Dr: Collector
Average daily traffic:	Wisconsin Ave: 24,300 vehicles per day Greenville Dr: 7,400 vehicles per day
Intersection type:	Traffic lights
One-way or two-way:	Two-way streets
Posted speed limit:	Wisconsin Ave: 35 mph Greenville Dr: 45 mph
Number of travel lanes:	Wisconsin Ave: Four, plus turn lanes Greenville Dr: Four, plus turn lanes
Sidewalks present:	No
Shared-use path present:	Yes
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Across two of four legs
School zone adjacent:	No
On-street parking:	No
Along bus route:	Yes
Bike/ped count:	Bike: 3 Ped: 1

TOP CONCERNS

- Difficult crossings for shared-use path at the intersection of CTH GV & Wisconsin Ave and at GV & the Frontage Rd
- Lack of bike/ped facilities except for shared-use path
- Auto-oriented commercial development including the Fox River Mall, a major retail destination
- Motorist speed/volume creates uncomfortable walking/biking environment on Wisconsin Ave

There are very limited bicycle/pedestrian facilities in this area and the crossings for the shared use path are very challenging and intimidating for bikes/peds.





Audit #13

W College Avenue (CTH CA) & McCarthy Rd

- > Town of Greenville
- > Town of Grand Chute
- > Outagamie County

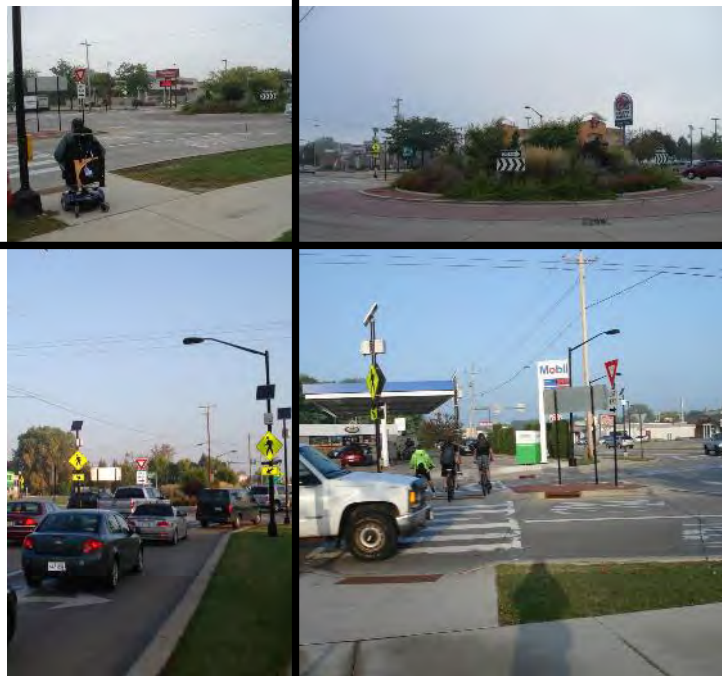
Street type:	College Ave: Principal Arterial McCarthy Rd: Collector
Average daily traffic:	College Ave: 11,300 vehicles per day McCarthy Rd: 4,200 vehicles per day
Intersection type:	2 - Way Stop
One-way or two-way:	Two-way streets
Posted speed limit:	College Ave: 55 mph McCarthy Rd: 35 mph
Number of travel lanes:	College Ave: Four, plus turn lanes McCarthy Rd: Four, plus turn lanes
Sidewalks present:	No
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	No
School zone adjacent:	No
On-street parking:	No
Along bus route:	No
Bike/ped count:	Bike: 2 Ped: 0

TOP CONCERNS

- Absence of bike/ped facilities
- Auto-oriented commercial/residential development
- Motorist speed/volume creates uncomfortable walking/biking environment on College Ave
- No transit service

There are no bicycle/pedestrian facilities in this area and College Ave is a barrier to walking/biking due to traffic volume and speed. College Ave has the potential to serve as an attractive "Gateway" into the Fox Cities from the airport if infrastructure improvements are made.





Audit #14

Jackson St (STH 76) & Murdock Ave (USH 45)

- > City of Oshkosh
- > Wisconsin Dept. of Transportation
- > U.S. Dept. of Transportation

Street type:	Jackson Street:: Principal Arterial Murdock Ave: Principal Arterial
Average daily traffic:	Jackson Street:: 12,500 vehicles per day Murdock Ave: 13,300 vehicles per day
Intersection type:	Multi-Lane Roundabout
One-way or two-way:	Two-way streets
Posted speed limit:	Jackson Street: 30 mph Murdock Ave: 30 mph
Number of travel lanes:	Jackson Street: : Four Murdock Ave: Four
Sidewalks present:	Yes
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Yes
School zone adjacent:	Yes
On-street parking:	No
Along bus route:	Yes
Bike/ped count:	Bike: 22 Ped: 19

TOP CONCERNS

- Many motorists do not yield to bikes/peds using crosswalks in roundabout, especially vehicles exiting the roundabout
- High traffic volume and little or no terraces creates an uncomfortable pedestrian environment
- No bicycle accommodations & high traffic volume cause most bicyclists to use sidewalks
- Auto-oriented commercial development

There is a high volume of bicyclists/ pedestrians using this intersection which is challenging to navigate due to the multi-lane roundabout.





Audit #15

Congress Ave (STH 21) & Arboretum Dr

- > City of Oshkosh
- > Wisconsin Dept. of Transportation

Street type:	Congress Ave: Principal Arterial Arboretum Dr: Local
Average daily traffic:	Congress Ave: 20,000 vehicles per day Arboretum Dr: Unavailable
Intersection type:	Two-way stop (Arboretum Dr)
One-way or two-way:	Two-way streets
Posted speed limit:	Congress: 30 mph Arboretum Dr: 25 mph
Number of travel lanes:	Congress Ave: Four Arboretum Dr: Two
Sidewalks present:	Yes
Shared-use path present:	Yes
Bike lanes present:	Adjacent on High Ave
Bike route signs / sharrows present:	Wiouwash Trail has on-street connection which is signed
Crosswalks present:	Faded marked crosswalk on Congress, nothing on Arboretum
School zone adjacent:	No
On-street parking:	On Arboretum
Along bus route:	Yes
Bike/ped count:	Bike: 16 Ped: 18

TOP CONCERNS

- High traffic volume on Congress, especially at peak times and lack of separation between sidewalk & traffic creates an uncomfortable environment for pedestrians
- No pedestrian signals at Congress Ave and High Ave
- Irregular intersection geometry at Oshkosh Ave & Sawyer St creates long crossing distances for pedestrians

Mixed commercial/residential land use and proximity of UW-Oshkosh generates a high number of bike/ped trips for recreation and active transportation.





Audit #16

Witzel Ave (CTH E) & Koeller St

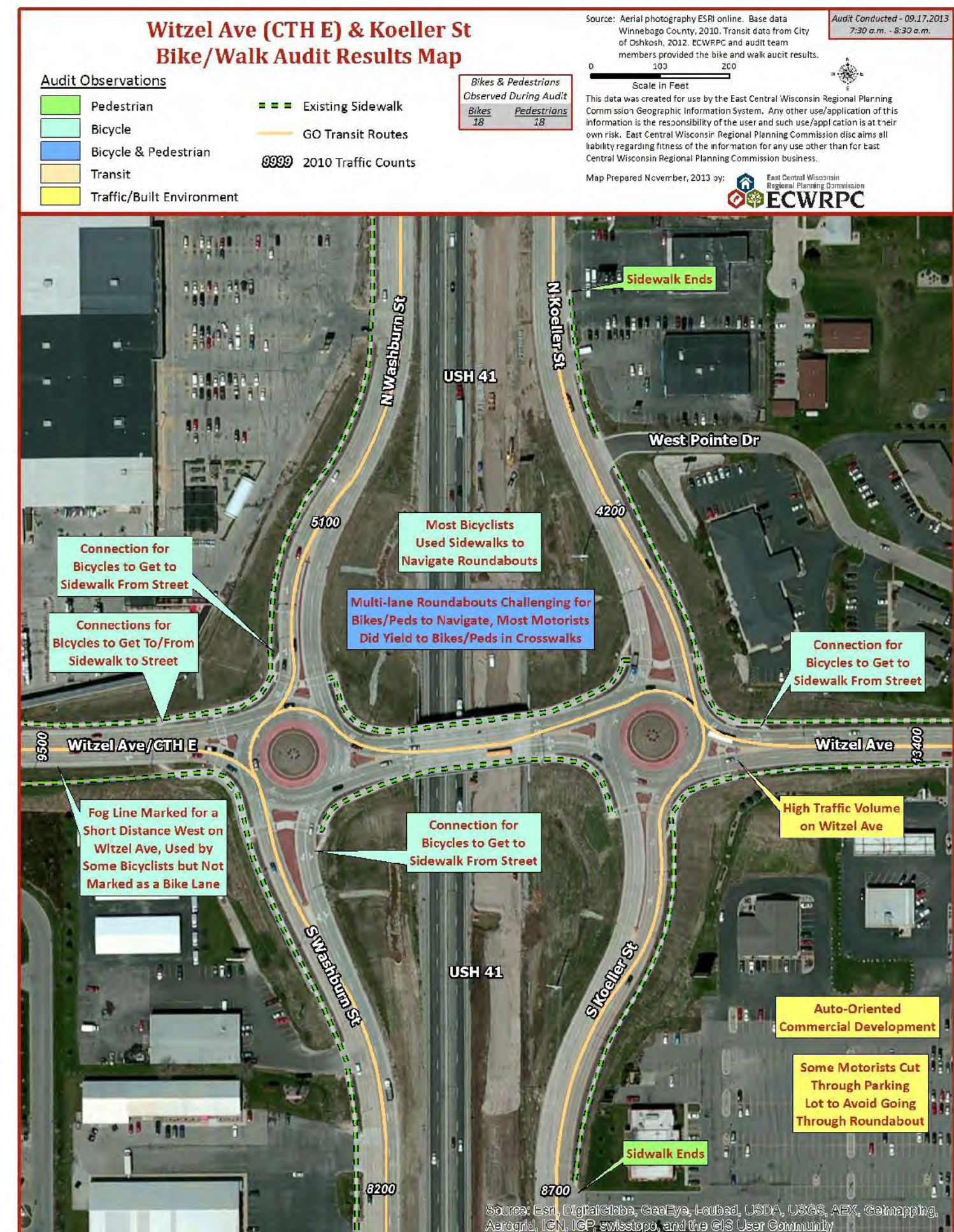
- > City of Oshkosh
- > Winnebago County
- > Wisconsin Dept. of Transportation
- > U.S. Dept. of Transportation

Street type:	Witzel Ave: Minor Arterial Koeller St: Minor Arterial
Average daily traffic:	Witzel Ave: 13,400 vehicles per day Koeller St: 8,700 vehicles per day
Intersection type:	Multi-lane roundabout
One-way or two-way:	Two-way streets
Posted speed limit:	Witzel Ave: 30 mph Koeller St: 30 mph
Number of travel lanes:	Witzel Ave: Four Koeller St: Four
Sidewalks present:	Yes
Shared-use path present:	No
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Yes
School zone adjacent:	No
On-street parking:	No
Along bus route:	Yes
Bike/ped count:	Bike: 18 Ped: 18

TOP CONCERNS

- Multi-lane roundabouts are challenging for bikes/peds to navigate
- Sidewalks end to the north and south along Koeller St
- High traffic volume on Witzel Ave
- Auto-oriented commercial development

Witzel Ave is heavily used by bikes/peds to cross USH 41 because there is no access to the freeway at this location.





Audit #17

South Park Ave (STH 44) & Ohio Street

- > City of Oshkosh
- > Wisconsin Dept. of Transportation

Street type:	South Park Ave: Principal Arterial Ohio Street: Principal Arterial
Average daily traffic:	South Park Ave: 8,800 vehicles per day Ohio Street: 6,300 vehicles per day
Intersection type:	Traffic light
One-way or two-way:	Two-way streets
Posted speed limit:	South Park Ave: 30 mph Ohio Street: 25 mph
Number of travel lanes:	South Park Ave: Four Ohio Street: Four
Sidewalks present:	Yes
Shared-use path present:	Recreational trails in South Park
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Yes
School zone adjacent:	Yes
On-street parking:	No - Parking allowed on adjacent local streets
Along bus route:	Yes
Bike/ped count:	Bike: 18 Ped: 31

TOP CONCERNS

- High traffic volume and wide lanes create challenges for bike/ped crossings
- Very narrow terraces create uncomfortable pedestrian environment
- No bicycle accommodations cause most bicyclists to use sidewalks creating conflicts with bikes/peds on narrow sidewalks

South Park and South Park Middle School are major trip generators for active transportation.





Audit #18

CTH A & CTH Y

- > Town of Oshkosh
- > Town of Vinland
- > City of Oshkosh
- > Winnebago County

Street type:	CTH A: Minor Arterial CTH Y: Collector
Average daily traffic:	CTH A: 6,200 vehicles per day CTH Y: Unavailable
Intersection type:	2-way stop for CTH Y & Sunnyview Rd
One-way or two-way:	Two-way streets
Posted speed limit:	CTH A: 45 mph CTH Y: 45 mph
Number of travel lanes:	CTH A: Four plus turns lanes at CTH Y, turns into two lanes north of Sherman Rd CTH Y: Four
Sidewalks present:	No
Shared-use path present:	Yes
Bike lanes present:	No
Bike route signs / sharrows present:	No
Crosswalks present:	Yes - only across CTH Y for shared-use path
School zone adjacent:	No
On-street parking:	No
Along bus route:	No
Bike/ped count:	Bike: 3 Ped: 3

TOP CONCERNS

- No bike/ped connection to Neenah or Oshkosh
- High traffic speeds on CTH A and narrow shoulder creates uncomfortable situation for novice/intermediate bicyclists
- High speeds create difficult turning movements for all modes of traffic from CTH Y eastbound onto CTH A

The CTH A corridor could serve as a major regional bike/ped connection by linking the communities of Neenah and Oshkosh.

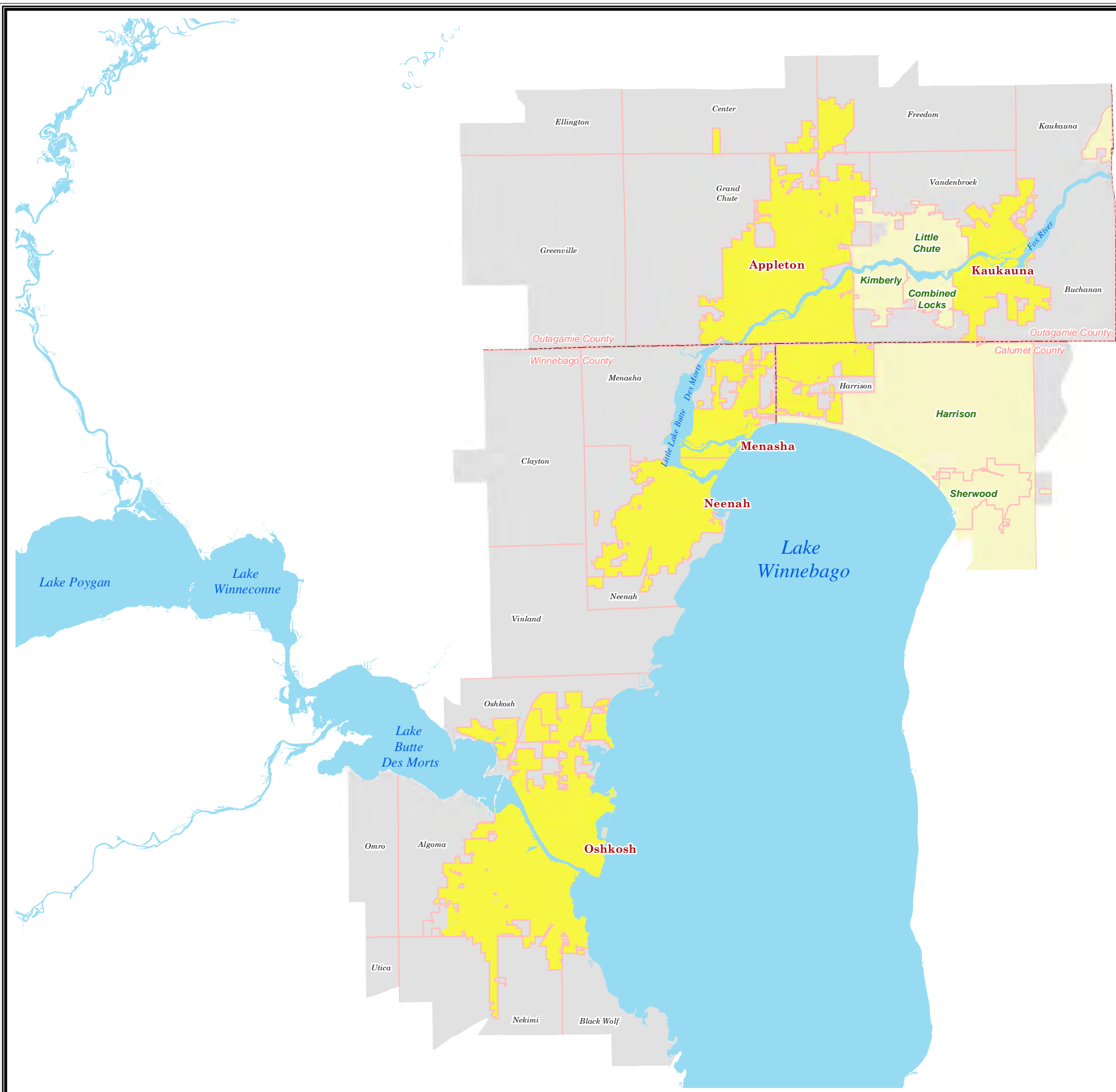


Map 1 Appleton & Oshkosh MPO Study Area

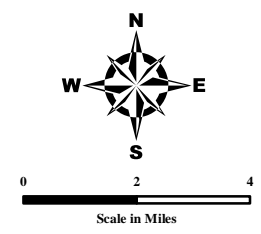
Legend

- City
- Village
- Appleton & Oshkosh Metropolitan Planning Organization

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Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT



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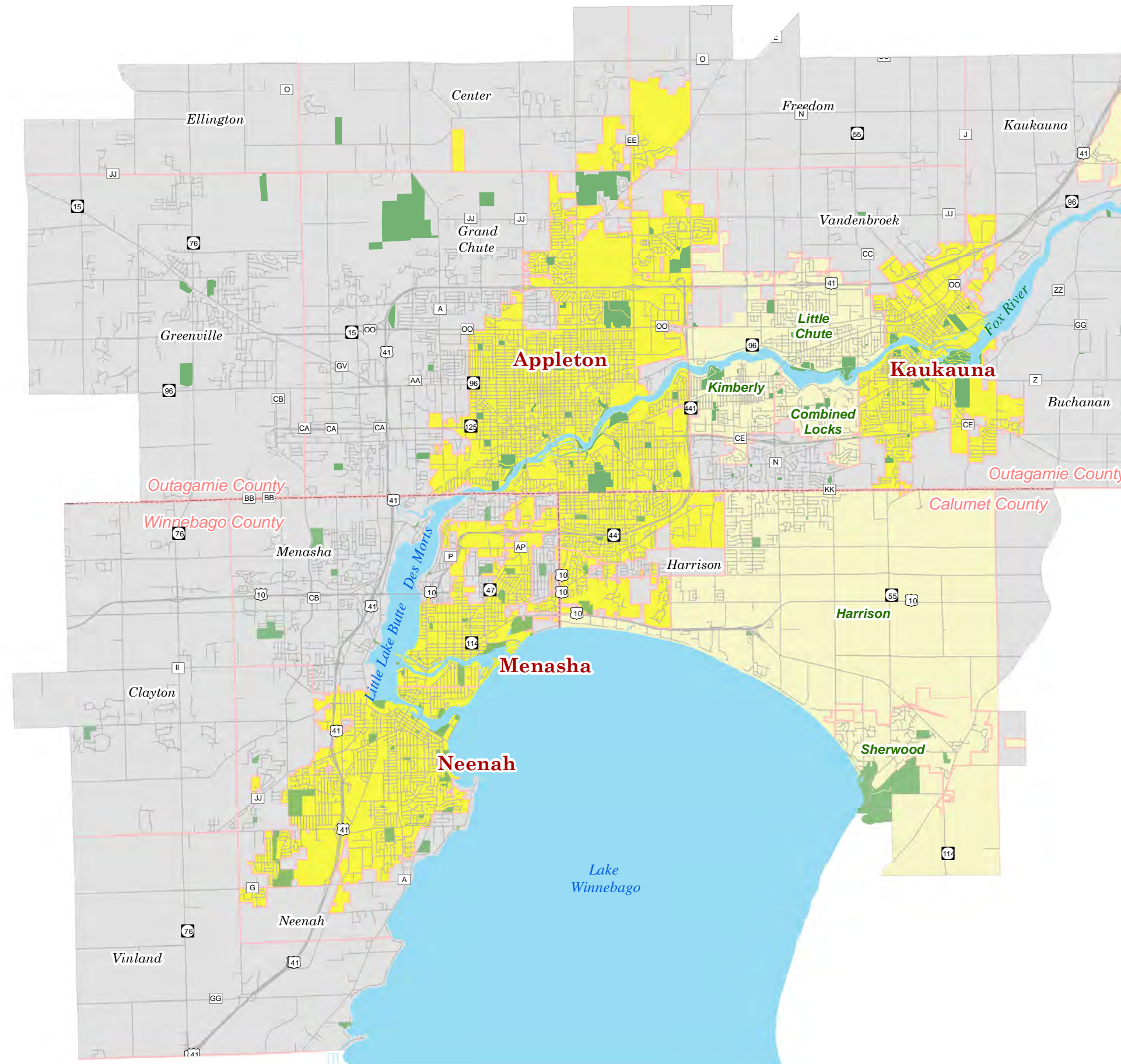
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Map 2 Appleton MPO Study Area

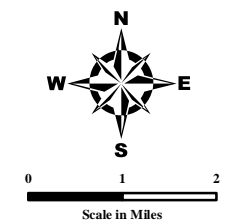
Legend

- Parks
- City
- Village
- Appleton Metropolitan Planning Organization

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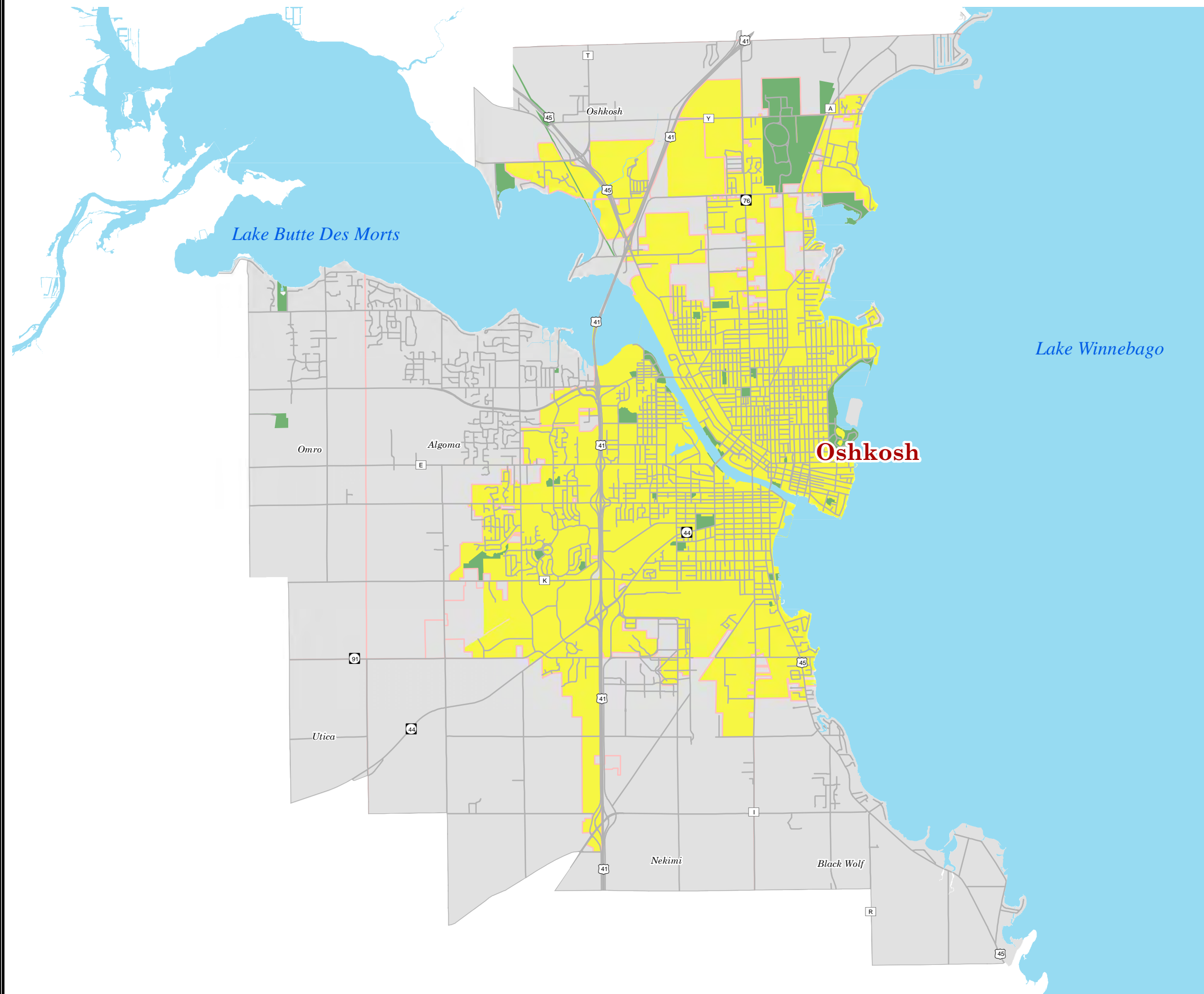
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Map 3 Oshkosh MPO Study Area

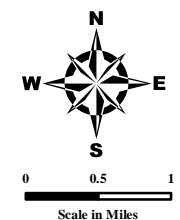
Legend

- Parks
- City
- Village
- Oshkosh Metropolitan Planning Organization

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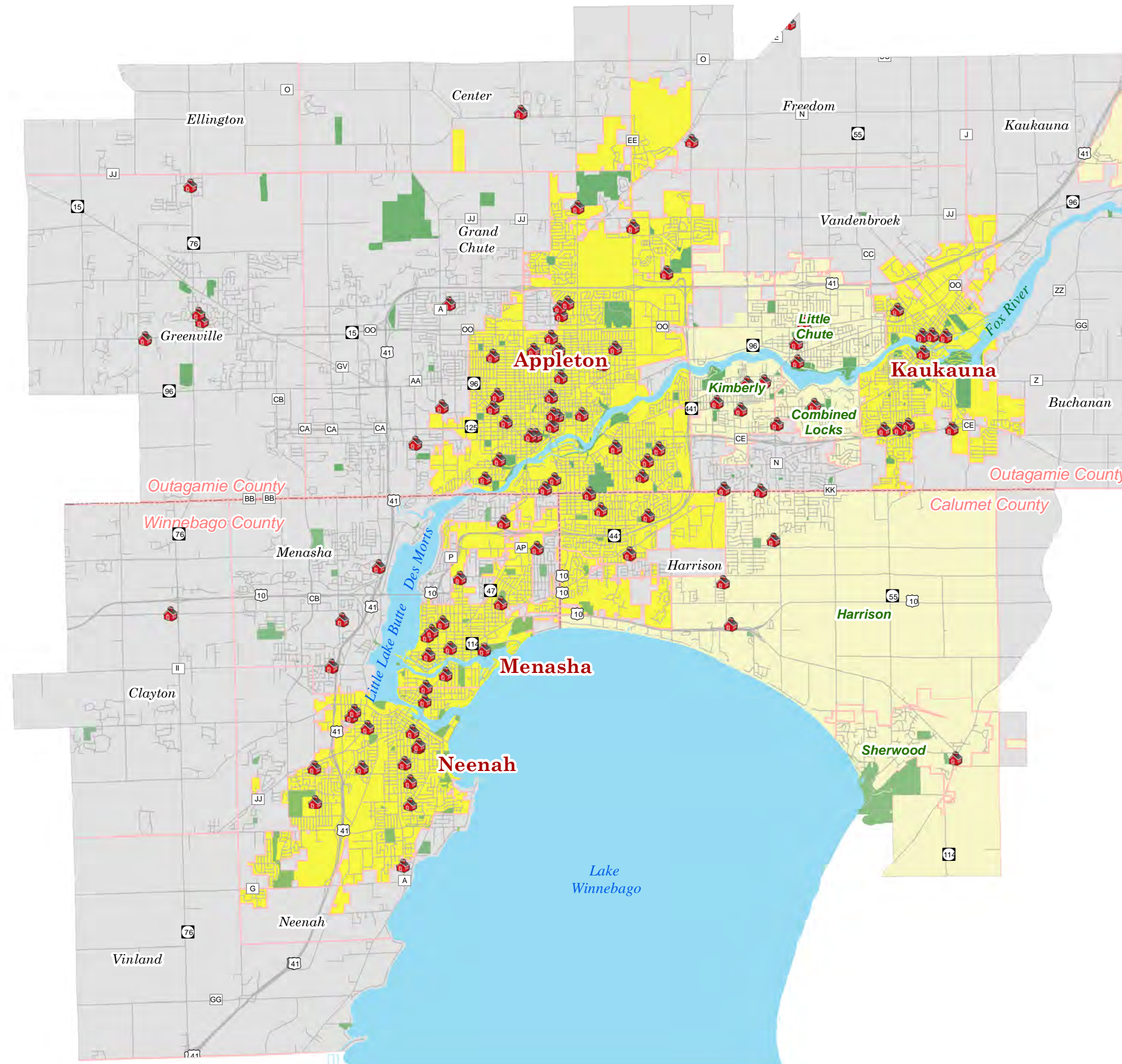


Map 4 Appleton MPO School Locations

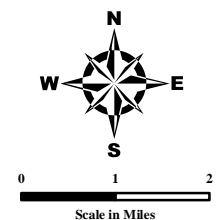
Legend

-  School
-  Parks
-  City
-  Village
-  Appleton Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
School data provided by Calumet, Outagamie, & Winnebago County







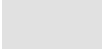
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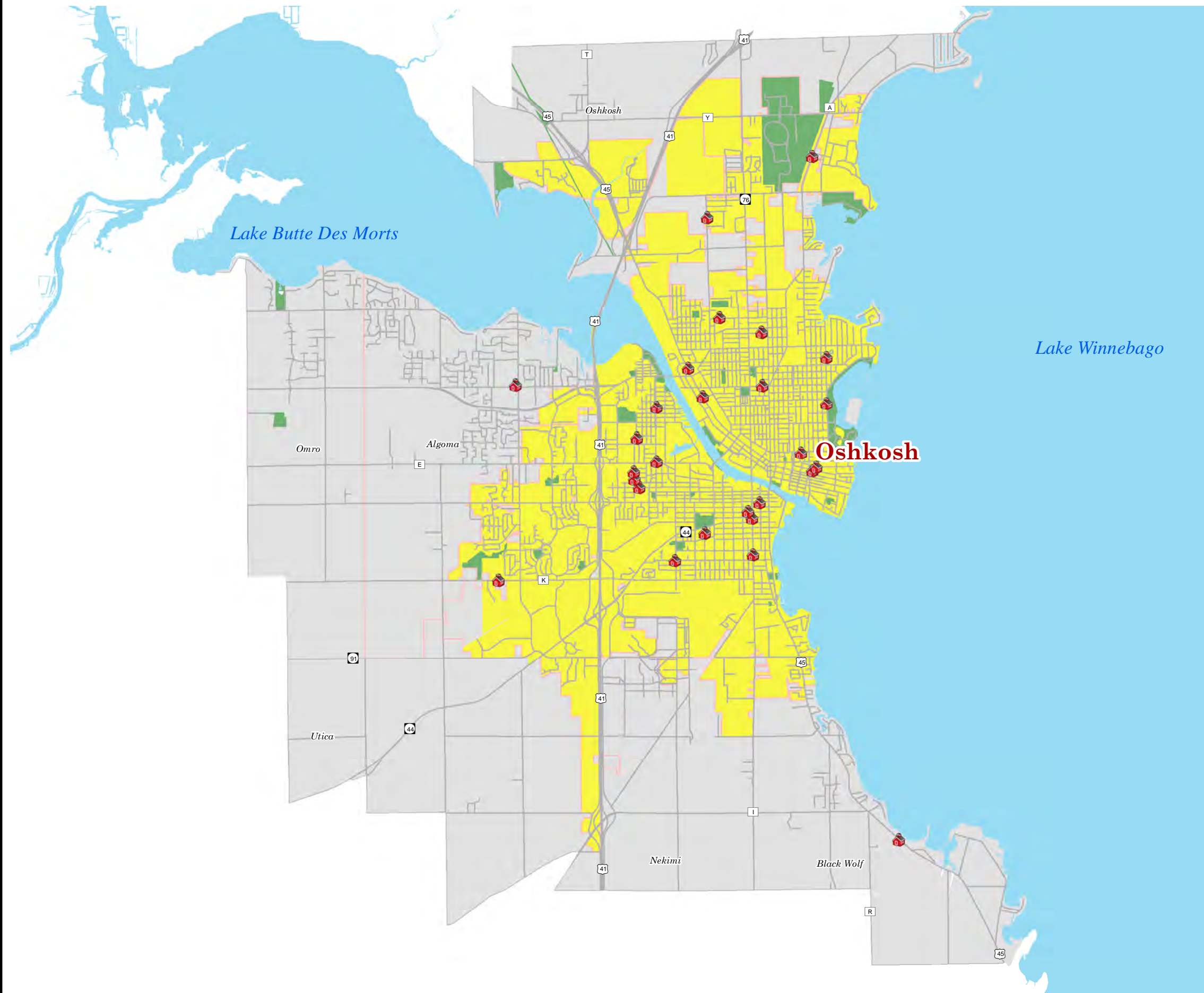


Map 5 Oshkosh MPO School Locations

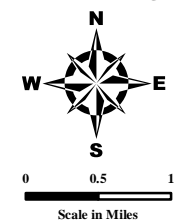
Legend

-  School
-  Parks
-  City
-  Village
-  Oshkosh Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
School data provided by Calumet, Outagamie, & Winnebago County

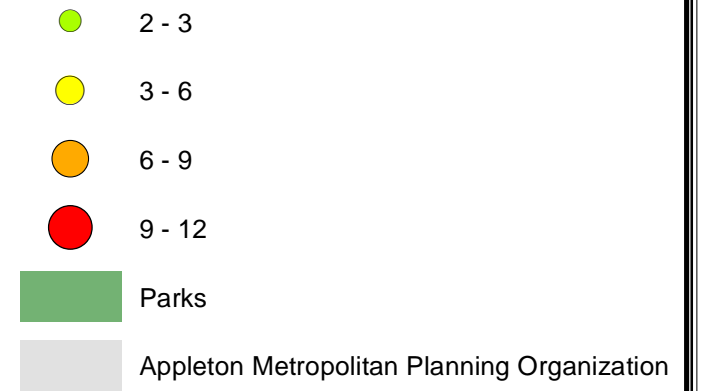


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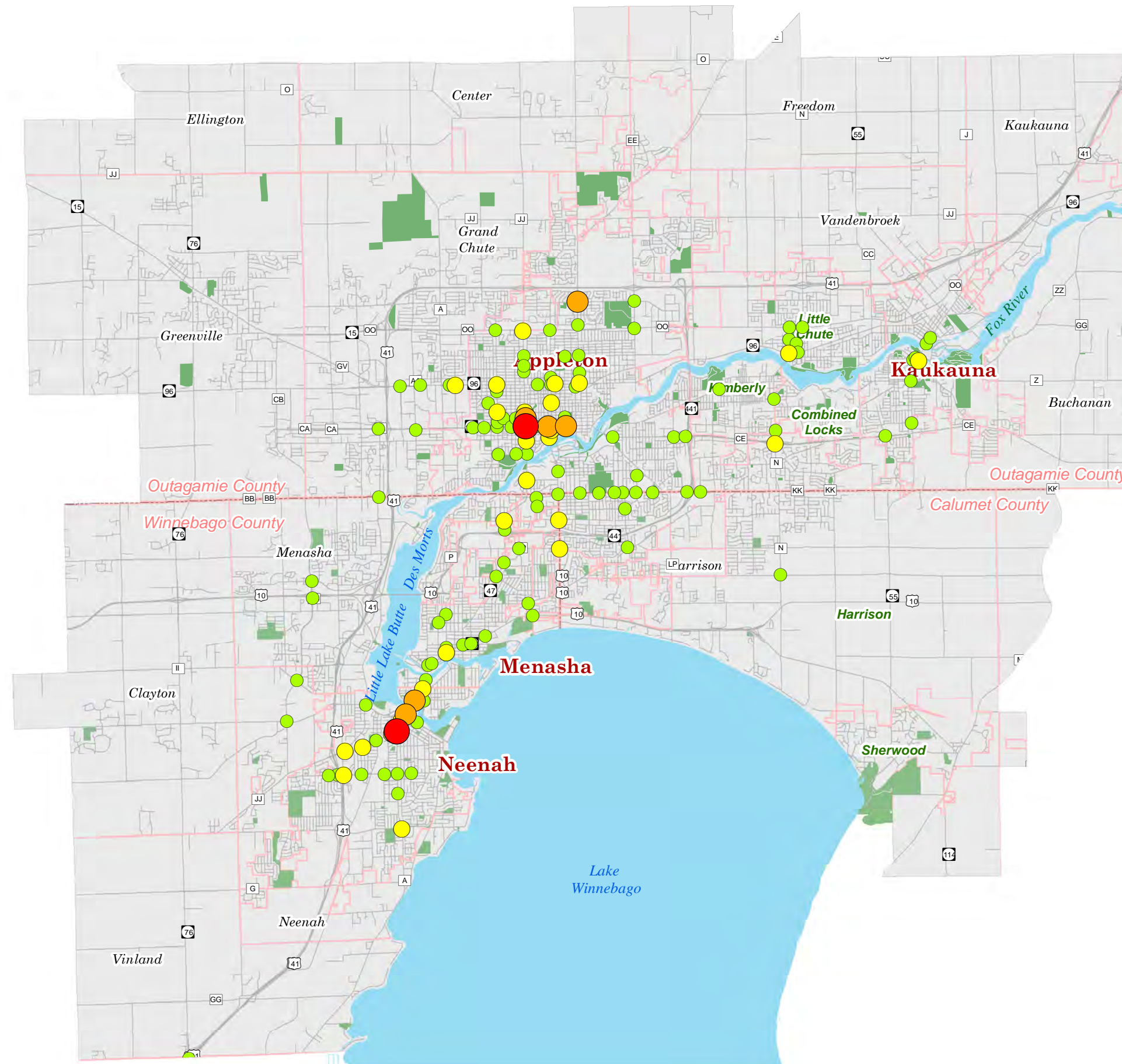
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 ECWRPC

Map 6 Appleton MPO Crash Data

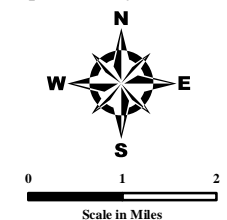
Legend



DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Crash data provided by WisDOT TOP's Lab

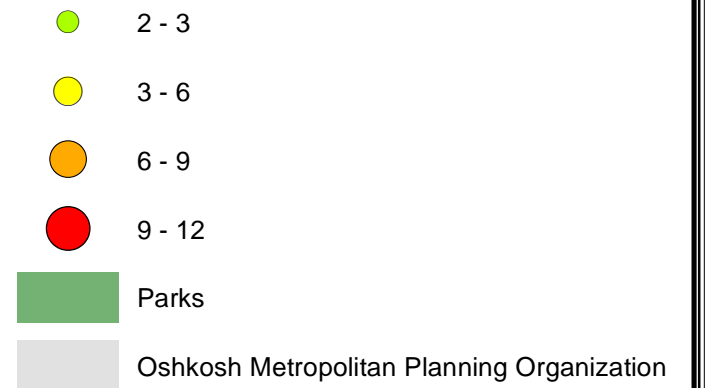


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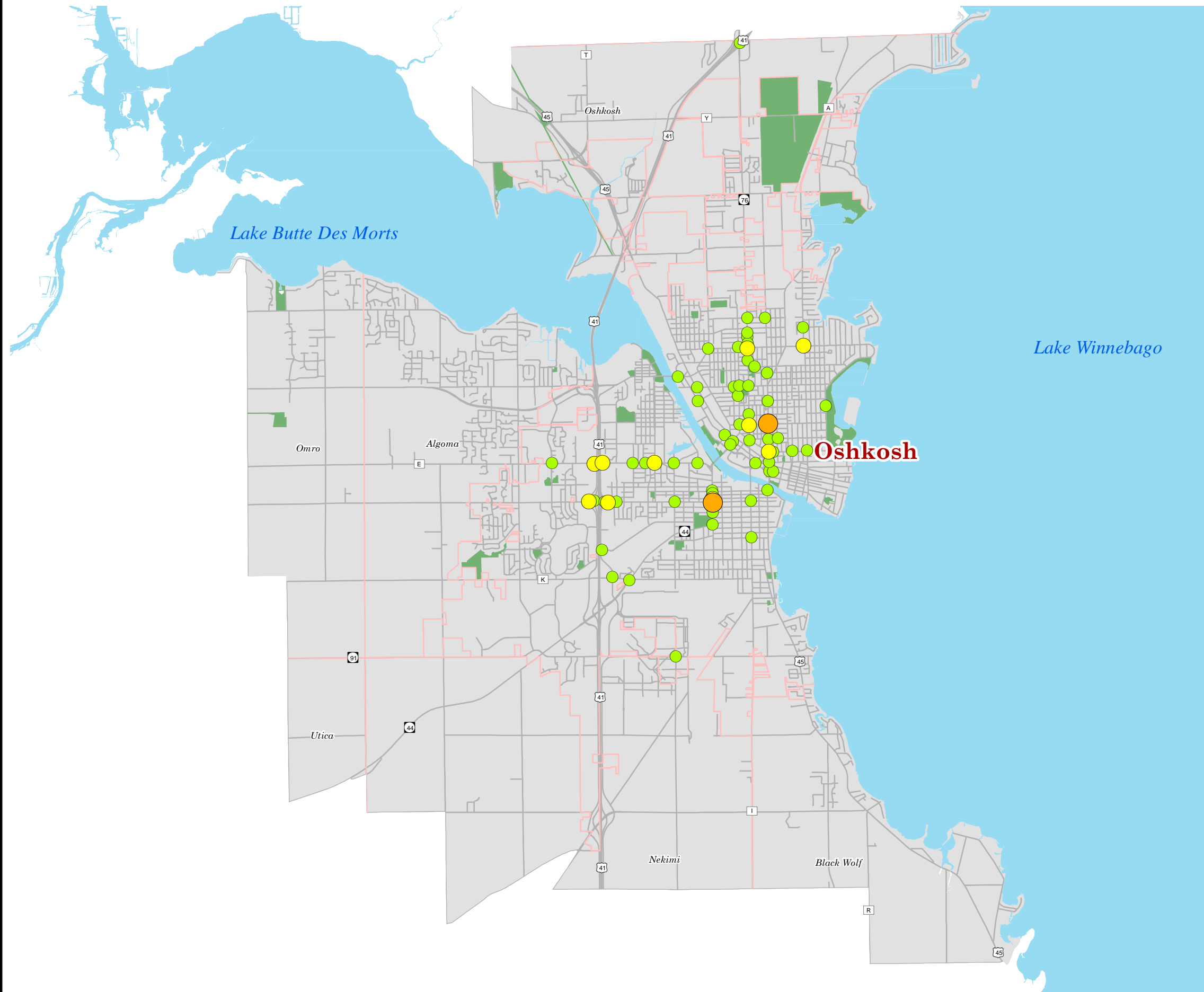
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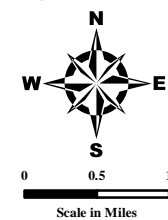
Map 7 Oshkosh MPO Crash Data *Legend*



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Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Crash data provided by _WisDOT TOP's lab & ECWRPC






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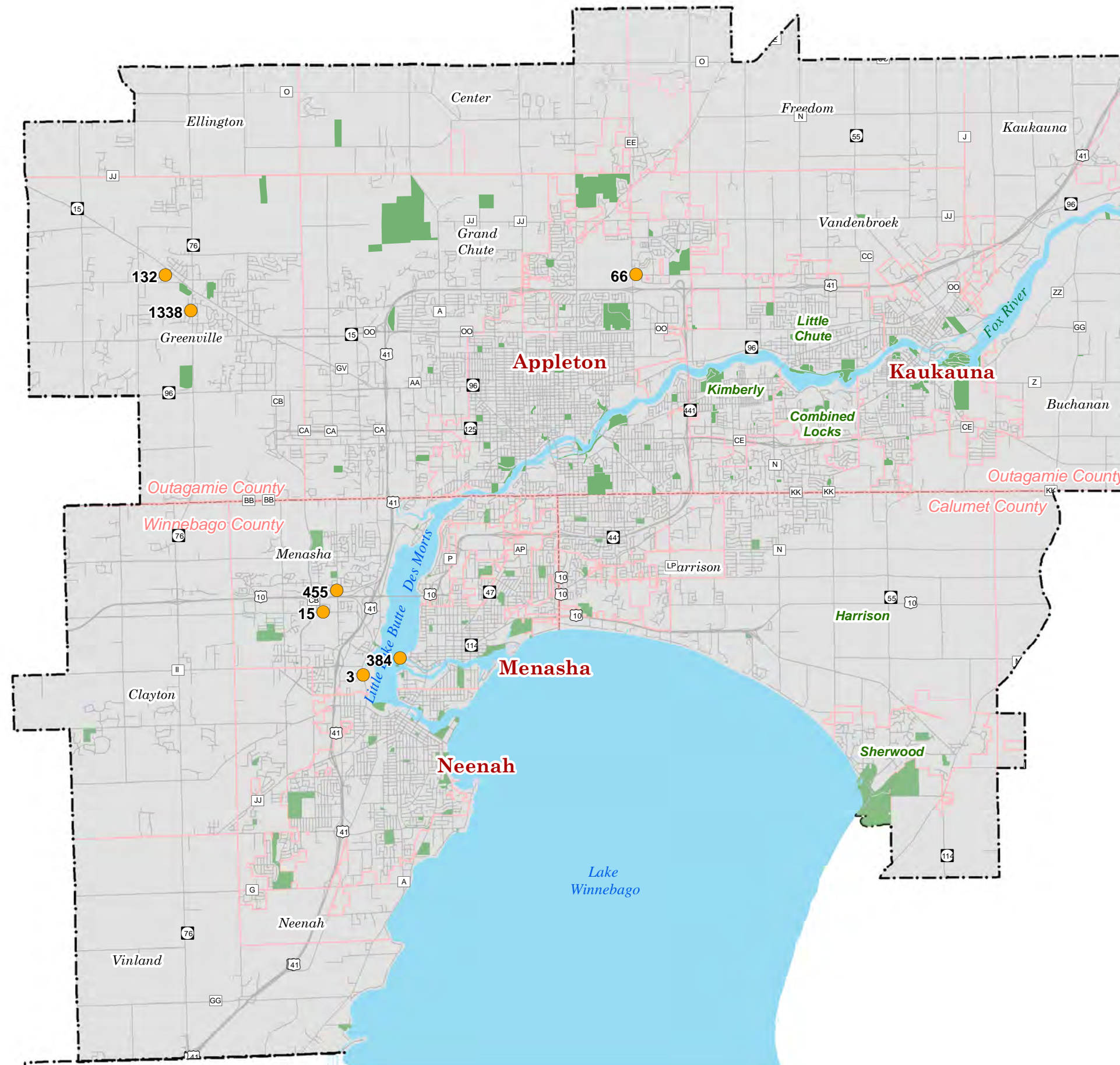
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Map8 Appleton MPO Trail Counts

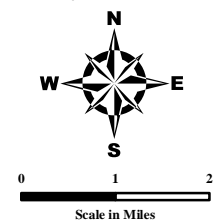
Legend

-  Count Location
-  Parks
-  Appleton Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Count data provided by WisDOT & local municipalities



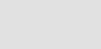


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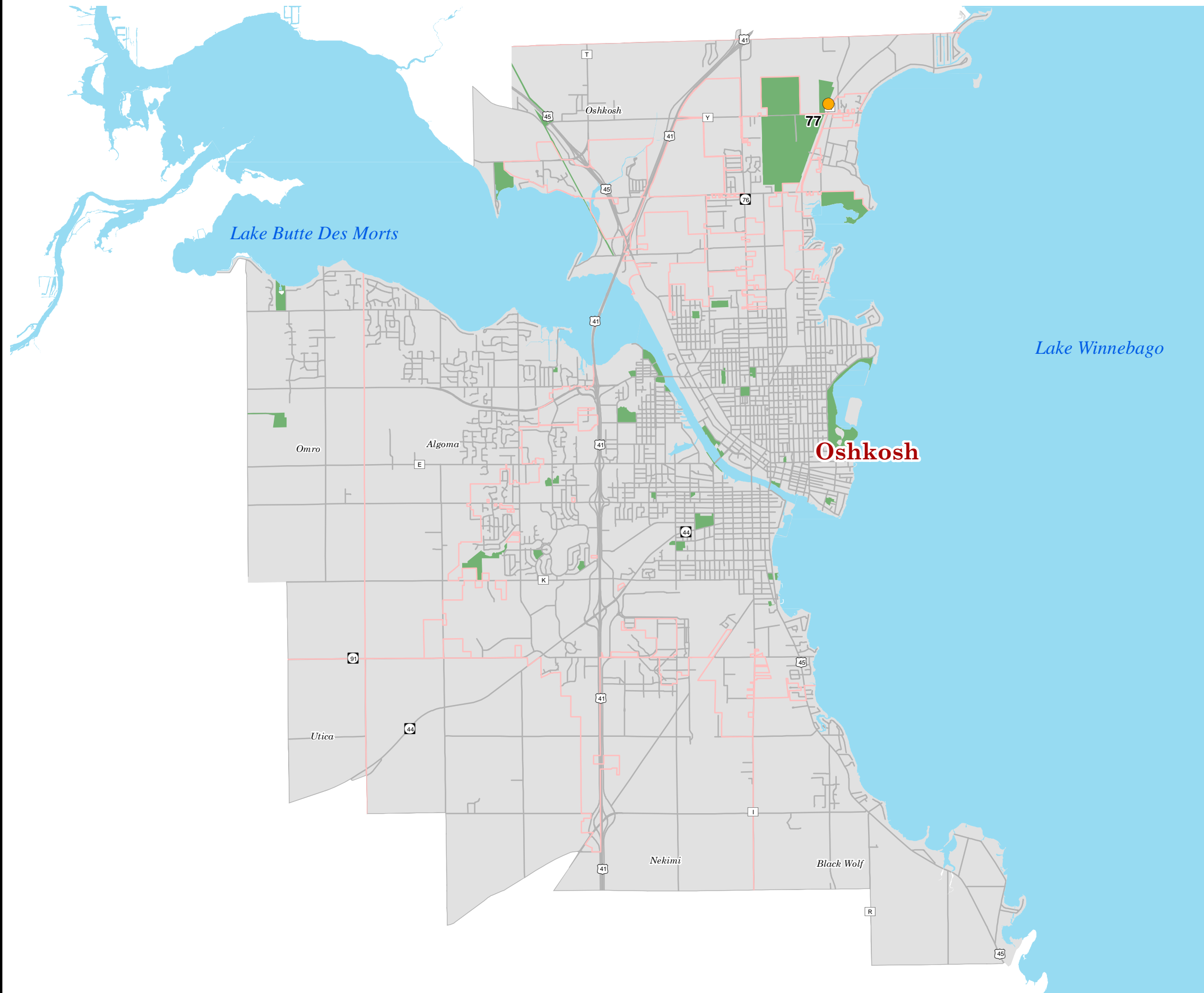
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Map 9 Oshkosh MPO Trail Counts

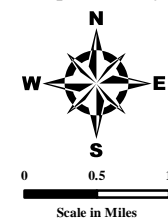
Legend

-  Count Location
-  Parks
-  Oshkosh Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Count data provided by WisDOT



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Map 10 Appleton MPO Transit Routes

Legend

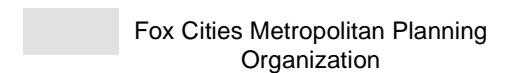


Transit Center

- | | |
|----------|----------|
| Route 12 | Route 1 |
| Route 15 | Route 2 |
| Route 16 | Route 3 |
| Route 19 | Route 4 |
| Route 20 | Route 5 |
| Route 30 | Route 6 |
| Route 31 | Route 8 |
| Route 32 | Route 9 |
| Route 41 | Route 11 |



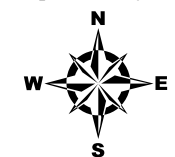
Parks



Fox Cities Metropolitan Planning Organization

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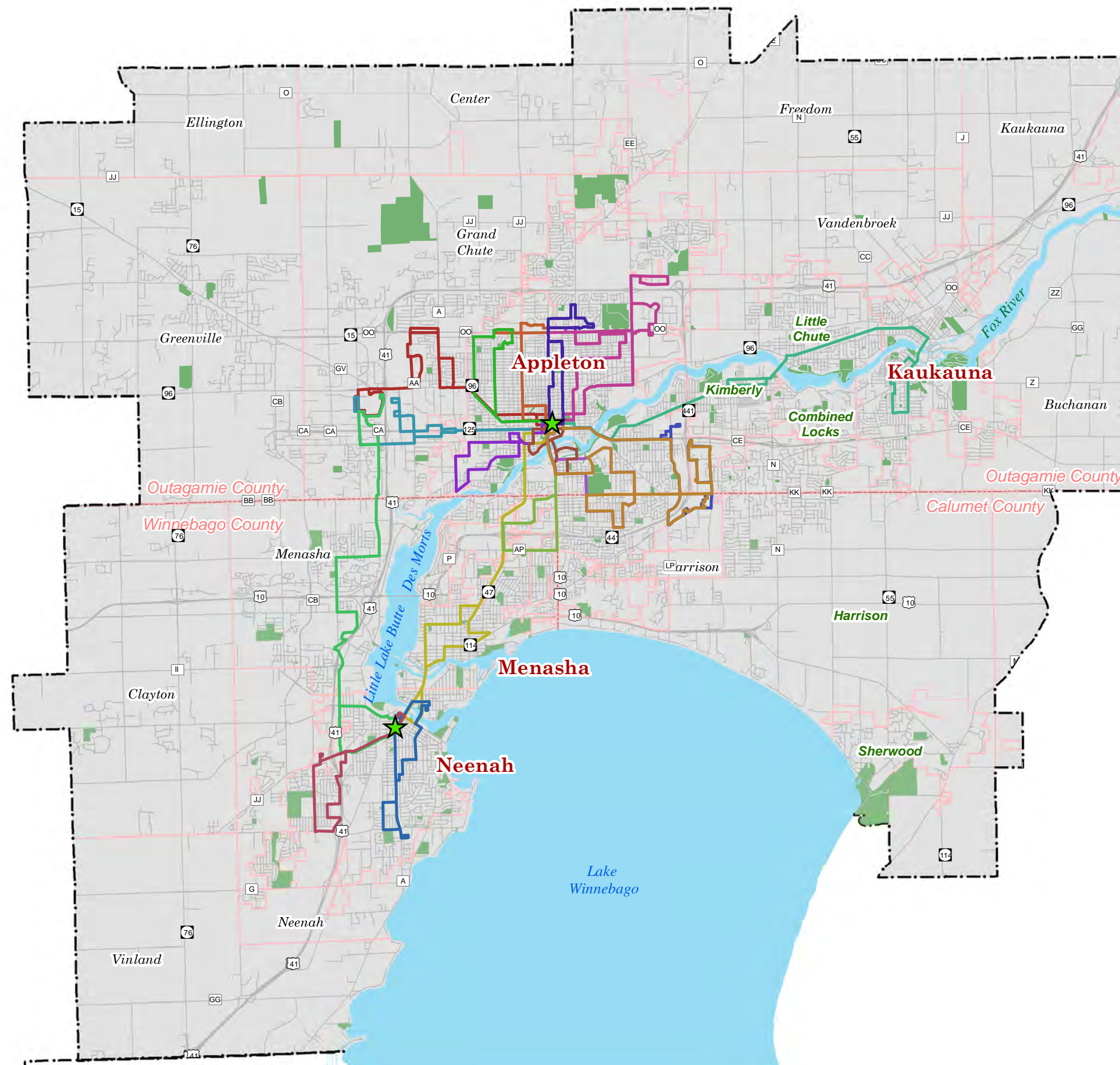
Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Transit data provided by Valley Transit



0 1 2
Scale in Miles

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Map 11 Oshkosh MPO Transit Routes

Legend

★ Transit Center

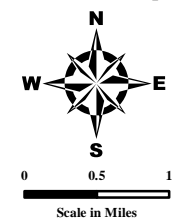
- | | |
|---------|----------|
| Route 1 | Route 6 |
| Route 2 | Route 7 |
| Route 3 | Route 8 |
| Route 4 | Route 9 |
| Route 5 | Route 10 |

Parks

Oshkosh Metropolitan Planning Organization

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Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Bicycle & pedestrian facilities data provided by Go Transit



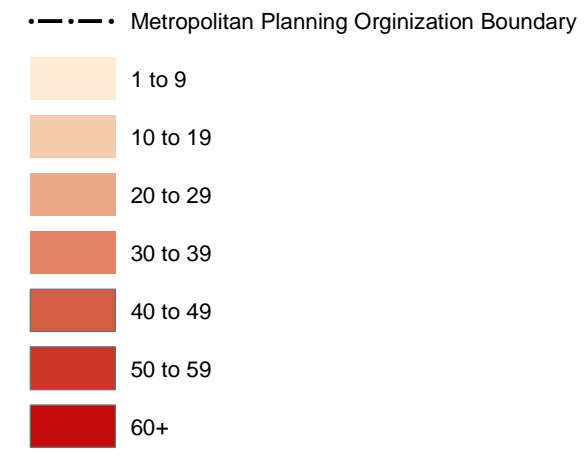
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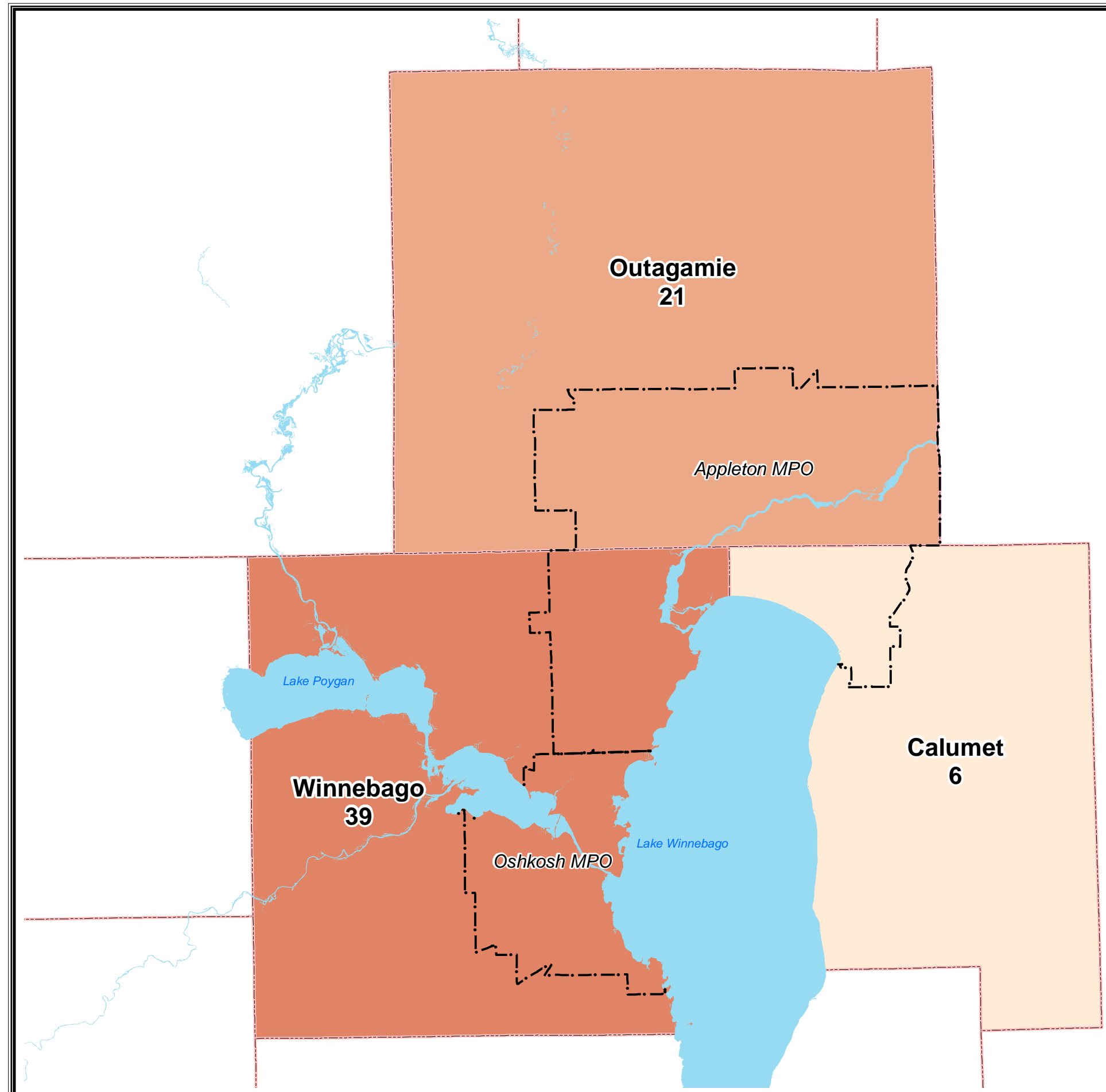


Map 12A Appleton & Oshkosh MPO Health Outcome Rankings

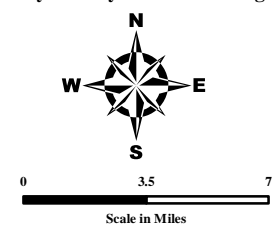
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DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Health data provided by County Health Rankings & Roadmaps, 2014

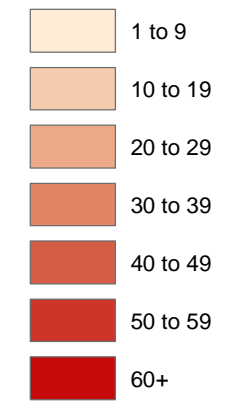


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Regional Planning Commission
ECWRPC

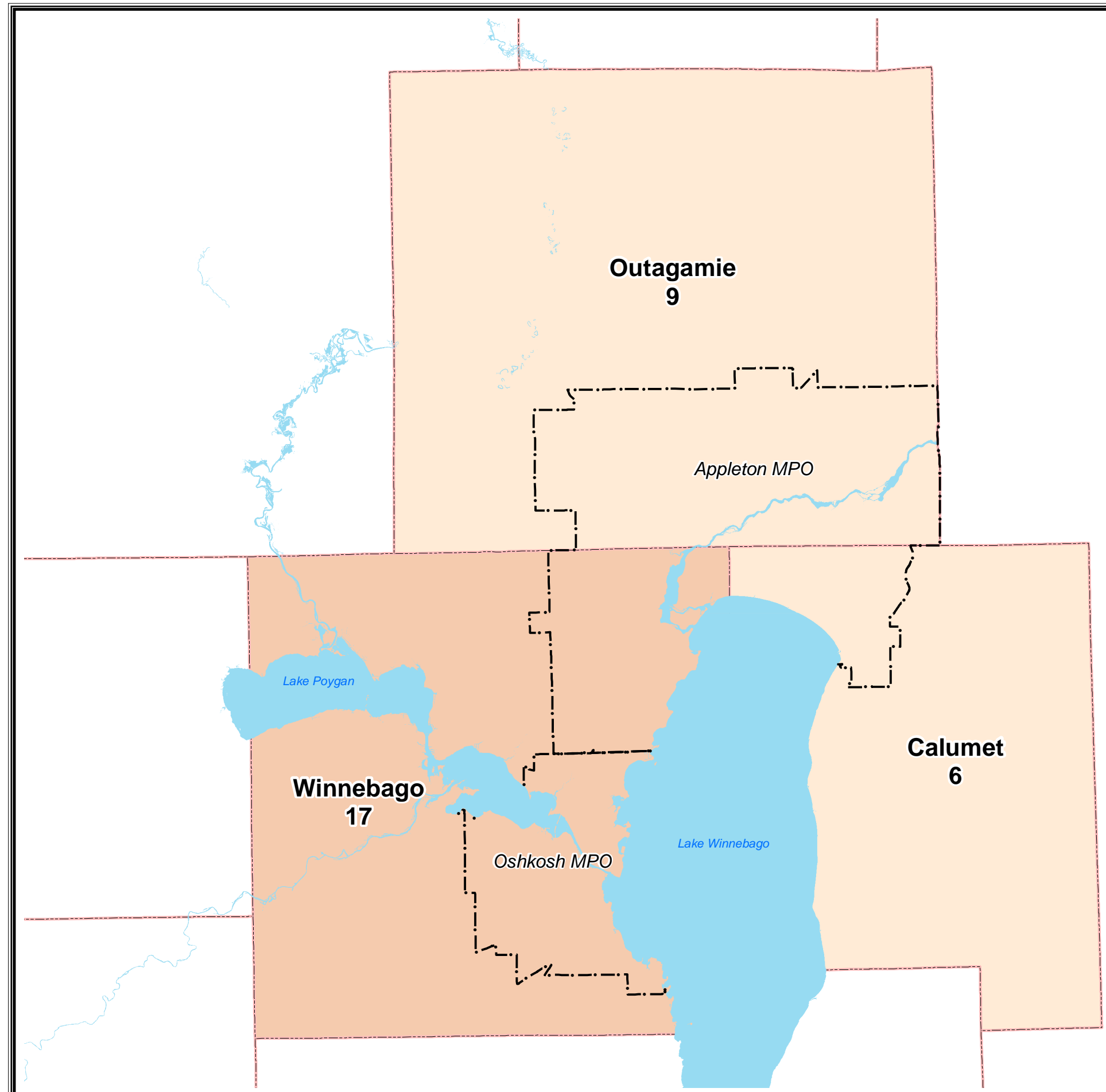
Map 12B Appleton & Oshkosh MPO Health Factor Rankings

Legend

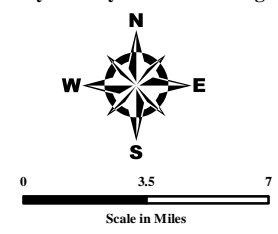


Metropolitan Planning Organization Boundary

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Health data provided by County Health Rankings & Roadmaps, 2014






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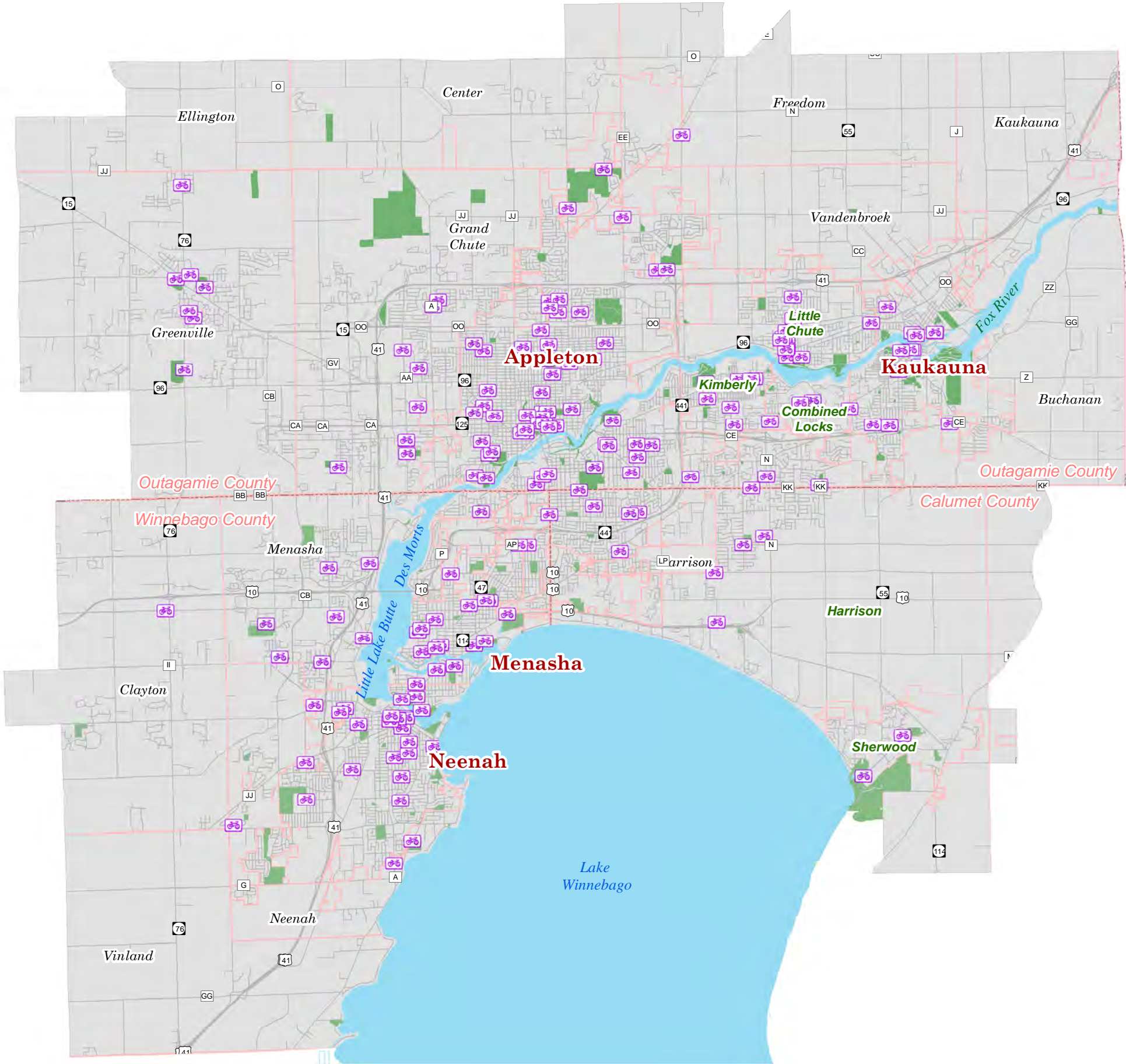
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ECWRPC

Map 13 Appleton MPO Bike Rack Inventory

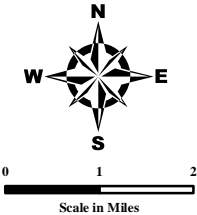
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-  Bike Racks
-  Parks
-  Appleton Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Bike rack data provided by ECWRPC & local municipalities



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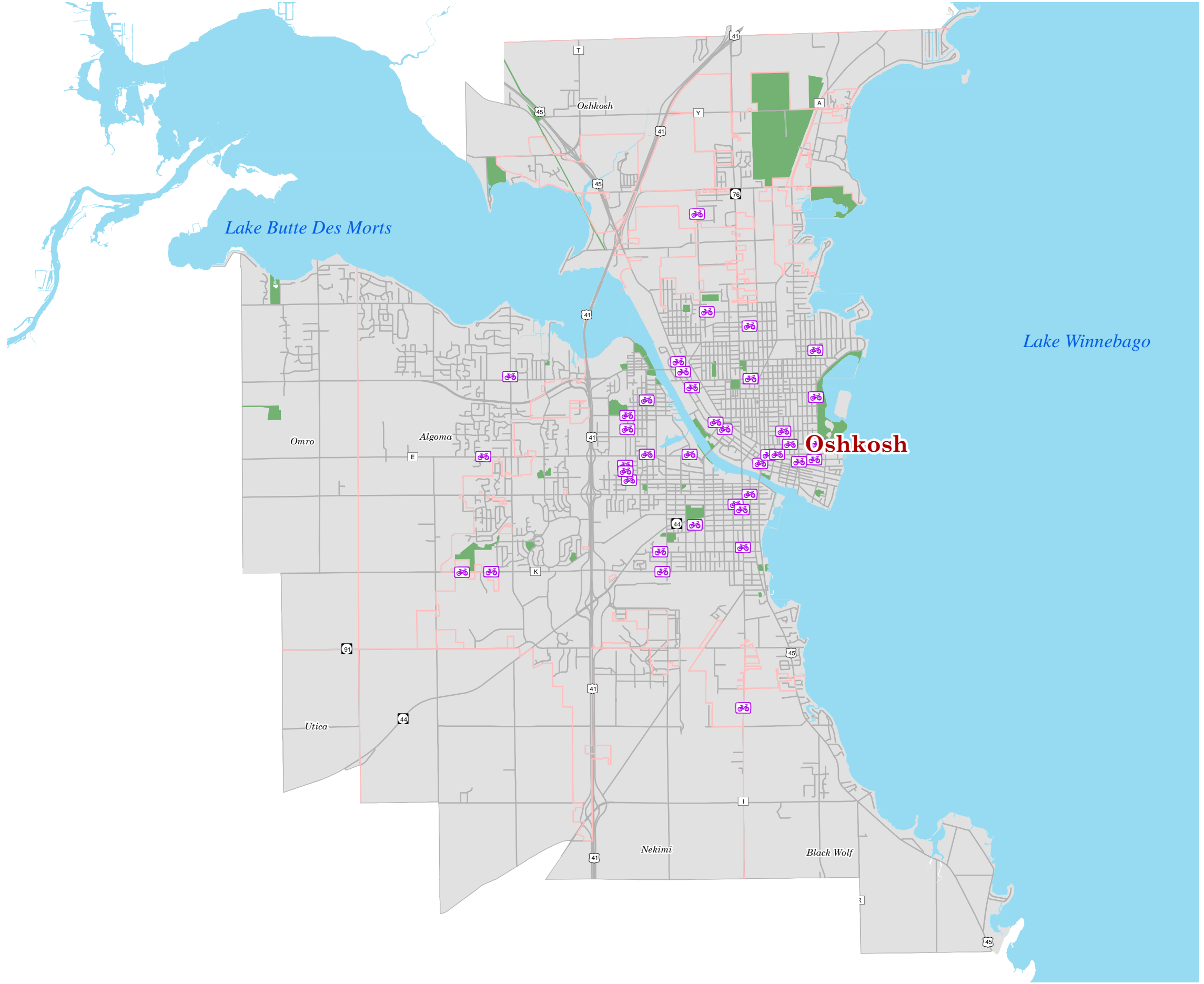
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Map 14 Oshkosh MPO Bike Rack Inventory

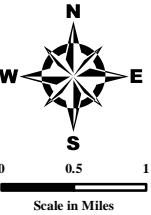
Legend

-  Bike Rack
-  Parks
-  Oshkosh Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Bike rack data provided by ECWRPC



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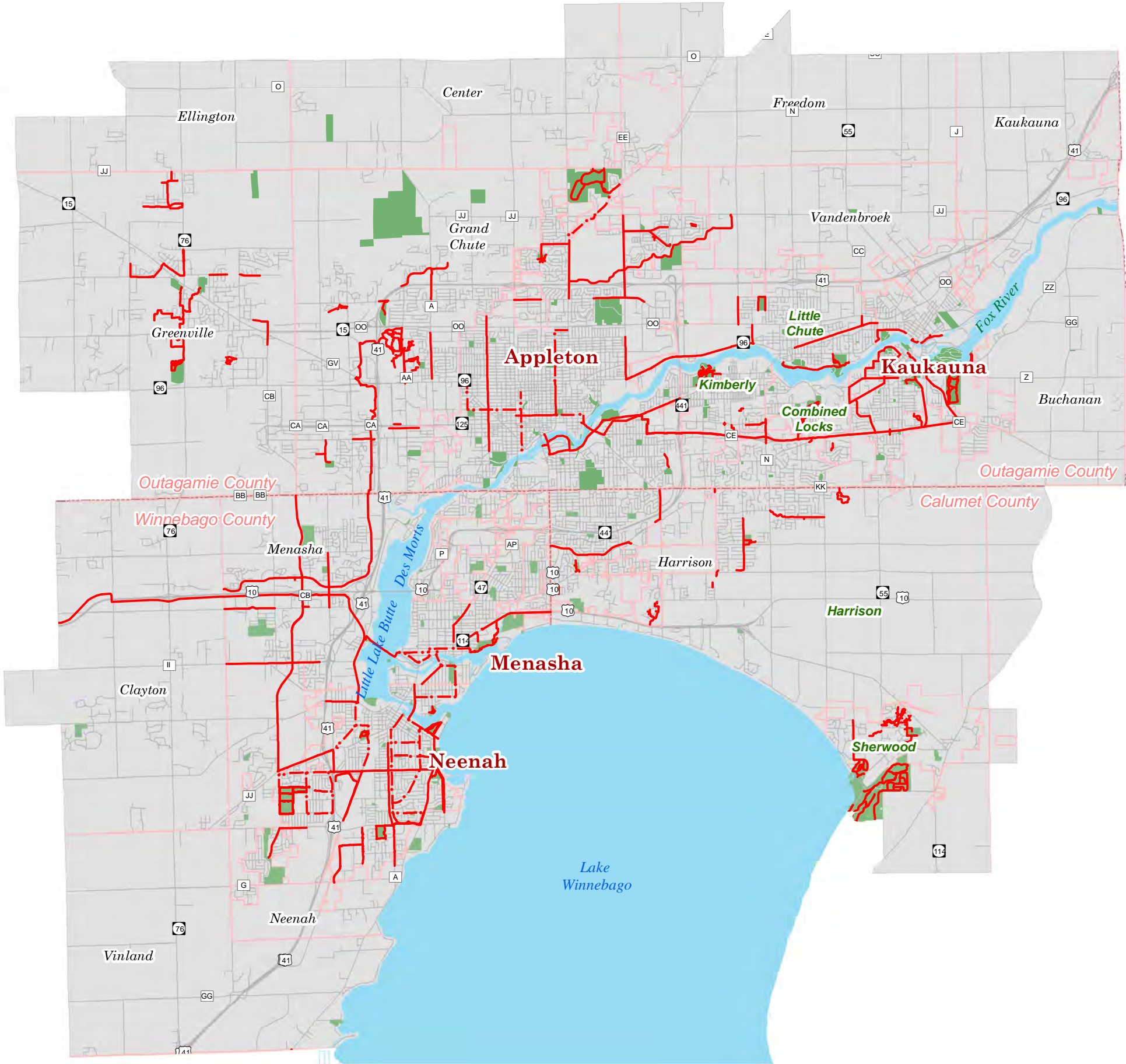


Map 15 Appleton MPO Existing Bicycle Facilities

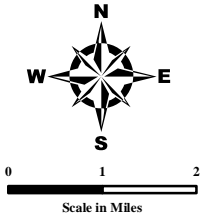
Legend

- Existing Bicycle Facility
- Signed Bike Route
- Parks
- Appleton Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Trail data provided by ECWRPC & local municipalities



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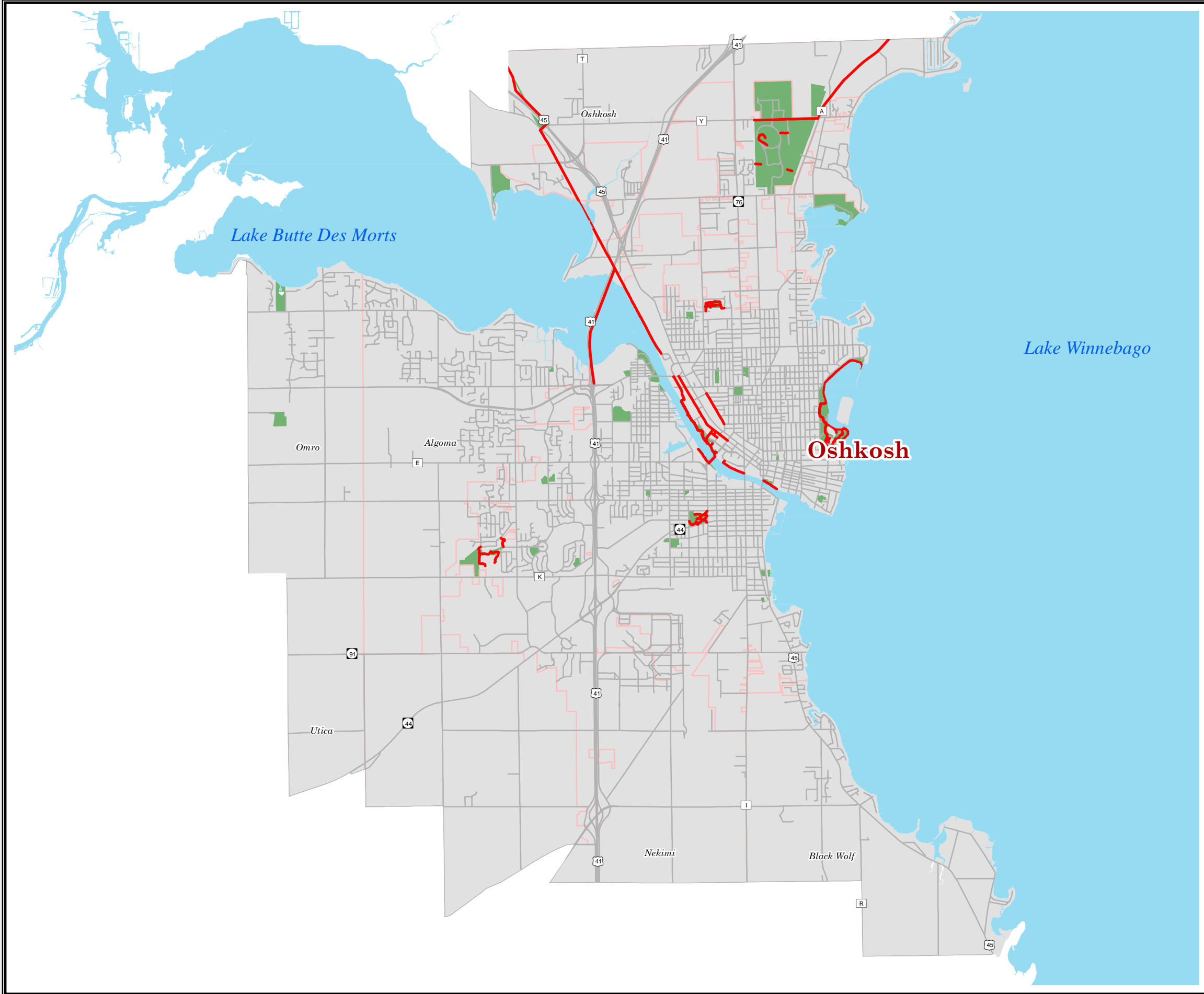


Map 16 Oshkosh MPO Existing Bicycle Facilities

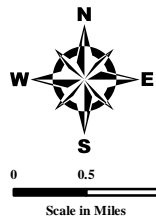
Legend

- Existing Bicycle Facility
- Signed Bike Route
- Parks
- Oshkosh Metropolitan Planning Organization

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Source:
Base data provided by Calumet, Outagamie, & Winnebago County
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Map 17

Appleton MPO

Existing Pedestrian

Facilities

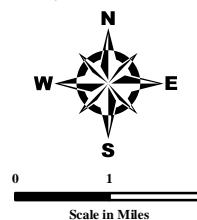
Legend

- Existing Off Road Shared Use Path
 Sidewalk
 Parks
 Appleton Metropolitan Planning Organization

DRAFT

Source:

Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Trail data provided by ECWRPC & local municipalities



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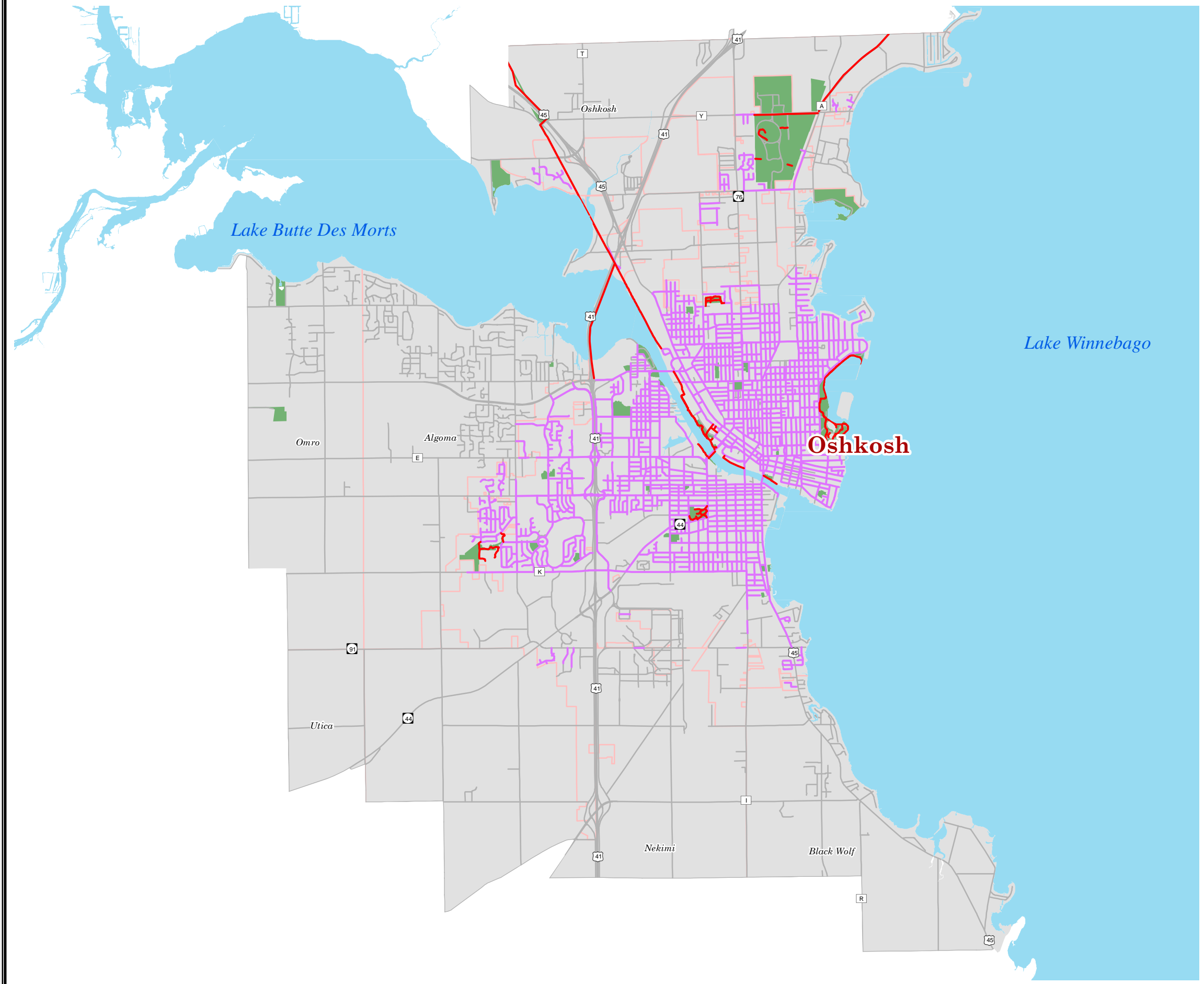


Map 18
Oshkosh MPO
Existing Pedestrian
Facilities

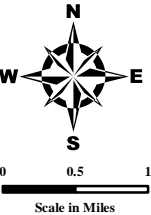
Legend

- Existing Off Road Shared Use Path
- Sidewalk
- Parks
- Oshkosh Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Trail data provided by ECWRPC & local Municipalities



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CHAPTER 4
BICYCLE AND PEDESTRIAN
FACILITY TYPES

CHAPTER 4: BICYCLE AND PEDESTRIAN FACILITY TYPES

Definitions and facility descriptions within this chapter are intended to provide useful technical information about bicycle and pedestrian facilities in order to create a consistent descriptive design standards. Consistent designs allow all road users to be prepared for the types of facilities that they will encounter, and allow cyclists, pedestrians, and motorists to operate predictably with each other. Consistency and predictability are essential to providing a safe and efficient multi-modal transportation system. One of the primary goals of this plan is to create a connected network of bicycle and pedestrian facilities across multiple municipalities throughout the Fox Valley.

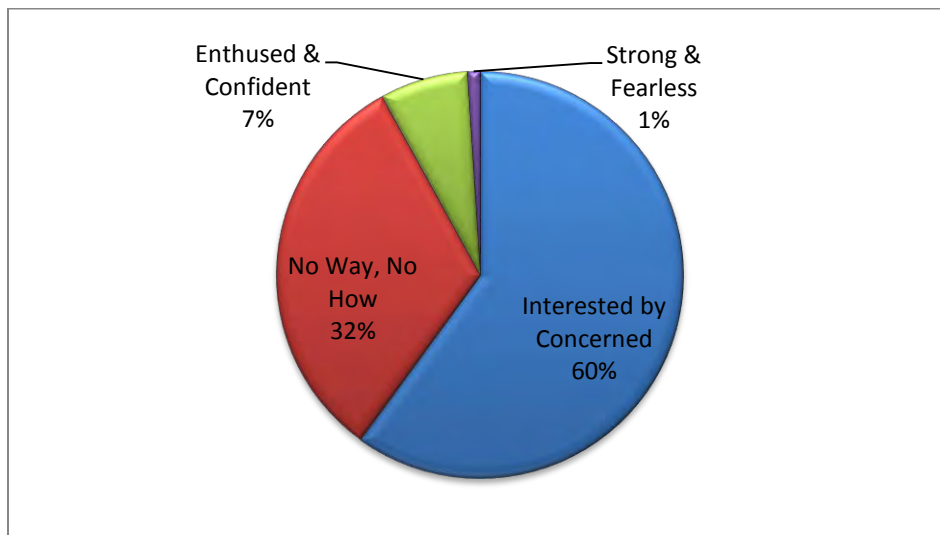
4.1 BICYCLE AND PEDESTRIAN USERS

For the Appleton (Fox Cities) and Oshkosh MPO, to obtain the goal of increasing the number of bicyclists and pedestrians using facilities within the Fox Valley, it is important to know who the target audience is. City of Portland is one of the bicycling friendly cities in the United States. Over the last decade the City of Portland, Oregon has begun to understand its population and their attitudes toward cycling. The City of Portland did a study to understand who the target audience is with regards to bicycling and if they aren't bicycling, why are they not bicycling.

There are four general categories of transportation cyclists in Portland:

- **The Strong and Fearless:** Represent less than 1% of the population and these are the people who will ride regardless of the roadway conditions.
- **The Enthused and the Confident:** This category represents approximately 7% of the population that have been attracted to cycling by significant advances that the city has made in developing its bikeway network and supporting infrastructure.
- **The Interested but Concerned:** This category has the largest population and 60% of the population has an interested in bicycling and may remember bicycling as a child, but safety is their biggest concern with bicycling.
- **No Way No How:** Approximately one-third of the City of Portland's population is not interested in bicycling at all.ⁱ

**Figure 9: Four Types of Transportation Cyclists in Portland
By Proportion of Population**



After determining these population groups, Portland built a bicycle network that would serve the greatest number of people – *The Interested but Concerned*. Portland’s bicycle commuters double between 1990-2000 and it is believed that bicycle network improvements have been the primary factor for this growth. The City of Portland’s analysis is now being used by communities across the United States and helping them to focus on bicycling improvements for the “Interested but Concerned”. This model can also be applied to communities throughout the Appleton (Fox Cities) and Oshkosh MPO.

Seniors and children are considered the most “vulnerable users” as it relates to bicycle and pedestrian facilities. As bicycle and pedestrian facilities were discussed throughout this planning process, these users were kept in mind when developing the regional bicycle and pedestrian network. By designing the network with these users in mind, the average user will find the bicycle and pedestrian facilities comfortable. Therefore the thought is if the bicycle and pedestrian facilities are geared to vulnerable users (i.e. children and older adults), all of the bicycle and pedestrian accommodations should meet the needs of the average user. The intent of this plan is to provide opportunities for average user (those that are interested but concerned) and the vulnerable users.

4.2 PEDESTRIAN FACILITIES

Pedestrian travel is a vital transportation mode and nearly everyone one can do it. Pedestrian facilities (i.e. sidewalks and multi-use trails) are an integral part of providing the necessary infrastructure for individuals to remain active and thriving citizens. According to the Federal Highway Administration (FHWA), “When sidewalks are not available, pedestrians are forced to

share the street with motorists, access to public transportation is restricted, and children might not have safe play areas” because Federal regulations do not require agencies to build sidewalks, the decision is left to States and local agencies.”ⁱⁱⁱ Although the FHWA cannot require states and municipalities to build sidewalks, it does provide basic standards for sidewalk dimensions and minimum slop requirements. The typical minimum width of a residential sidewalk is 60 inches (5 feet). For a typical ramp at an intersection or mid-block crossing, they recommend that the curb ramp not exceed 8.33 percent and that the cross slope of the ramp not exceed 2.0 percent.

Sidewalks

Sidewalks are “pedestrian lanes” that provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The main function of a sidewalk corridor is to accommodate pedestrian traffic. They are usually at least five feet wide and may be wider in areas that have high pedestrian volumes. Sidewalks serve both transportation and recreation users.

Another function of the sidewalk corridor is to provide a buffer zone between pedestrians and vehicular traffic. Typically, the buffer zone consists of a landscaped or paved buffer strip that separates the sidewalk from the back of the curb. Buffer strips provide space to accommodate utilities, signs, street furniture, and other amenities (i.e. street trees). Buffer strips should be at least four feet wide.

Care should be taken in the design and maintenance of sidewalks to ensure that utility infrastructure, signs, pedestrian amenities, and adjacent land use do not encroach upon or impede pedestrian travel. Special attention should be given to ensure accessibility to persons with disabilities.

Table 11: WisDOT Guidelines for Sidewalk Placement

Land-Use/Dwelling Unit/Functional Classification	New Urban & Suburban Streets	Existing Urban & Suburban Streets
Commercial & Industrial (All Streets)	Both sides	Both sides. Every effort should be made to add sidewalks where they do not exist and to complete missing links.
Residential (Arterials)	Both sides	Both sides
Residential (Collectors)	Both sides	Multifamily: Both sides Single family: Prefer both sides, require at least one side
Residential (Local Road) More than 4 units/acre	Both sides	Prefer both sides; Require at least one side
Residential (Local Road) 1 – 4 units/acre	Prefer both sides; At least one side required	One side preferred, at least 4 feet
Residential (Local Road) Fewer than 1 unit/acre	One side preferred; Shoulder on both sides	At least 4 feet shoulder on both sides required

Additional considerations: -

1. For any local street within two blocks of a school site that would be on a walking route to school a sidewalk is required at least one side.
2. Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and where there are not existing or anticipated uses that would generate pedestrian trips on that side.
3. Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road. ⁱⁱⁱ

Sidewalks are also a critical piece in the connection of other modes of transportation including transit stops. Transit stops should be in highly visible locations that are easily reached by way of accessible pedestrian travel routes. Therefore a complete sidewalk system with convenient crossings is essential to support the public transportation system. Transit stops should have paved connections to sidewalks and adequate room for an individual to operate a wheelchair lift.

Roadway Crossing Facilities

Pedestrian roadway crossing facilities should clearly indicate to pedestrian where and when they should cross the street. It is equally important that it is clearly indicated to motorists that they are entering a pedestrian area. These facilities must be well marked and maintained to preserve the intentions of these facilities, which is to alert motorists and pedestrians of the potential conflict between various users. There are several tools that can be used to enhance pedestrian safety at street crossings such as crosswalk markings and signage, curb ramps and extensions, pedestrian signals and refuge islands. These tools are outlined on Facility Sheets 1.1-1.5.

Table 12: Types of Pedestrian Facilities

Facility Type	Setting	Adjacent Land Use	Placement	Cost	Preferred Width
Sidewalks	Urban/Rural	Mixed	Parallel to Roadway	Medium	5 ft. +
Crosswalks	Urban/Rural	Mixed	Roadway Crossing	Low	8 ft. +
Curb Ramps	Urban/Rural	Mixed	Roadway Crossing	Low	5 ft. +
Overpass	Urban	Mixed	Over Roadway	High	10 ft. +
Transit Stop	Urban	Mixed	Parallel to Roadway	Low – Medium	N/A
Shared Use Path	Urban/Rural	Mixed	Parallel to Roadway	Medium-High	10 ft. +

Pedestrian facilities typically include crosswalk markings and signage, curb ramps and extensions, pedestrian signals, pedestrian refuge islands, sidewalks and shared use paths. These facilities are outlined in Facility Sheets 1.1 – 1.7.

Pedestrian Facility Design Guidance

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2004)
https://bookstore.transportation.org/item_details.aspx?id=119
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2009)
<http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Guide to Pedestrian Best Practices* (2010)
<http://www.dot.wisconsin.gov/projects/state/ped-guide.htm>
- The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013) <http://nacto.org/usdg/>

4.3 BICYCLE FACILITIES

Bicycle facilities can be both on-street or off-street facilities. The Appleton (Fox Cities) and Oshkosh MPO Bicycle and Pedestrian Steering Committee discussed the definition of bicycle fatalities and the value for municipalities to educate users on the benefits of both the on-street and off-street facilities.

There are a variety of bicycle facilities that can be included in a community's transportation network and it is important to understand the differences between the common terms such as bike lanes, signed shared roadway (sharrows/bike routes), and shared use paths. These facilities are defined below and outlined in Facility Sheets 1.7 – 2.5.

Table 13: Types of Bicycle Facilities

Facility Type	Traffic Volume	Traffic Speed	Setting	Cost	Preferred Width
Shared Lane	Low	Low	Urban/Rural	Low	11 ft. +
Marked Shared Lane	Low	Low	Urban	Medium	11 ft. +
Paved Shoulder	Low-High	Low-High	Rural	Medium	4-6 ft.
Bicycle Lane	Low-High	Low-High	Urban/Rural	Medium	5 ft.
Bicycle Boulevard	Low	Low	Urban	High	Varies
Cycle Track	Low-High	Low-High	Urban	High	6 ft. +
Shared Use Path	N/A	N/A	Urban/Rural	Medium-High	10 ft. +

A brief summary is included below as well as pictures to document each type:

Shared Use Path

Shared Use Path is an off-road facility that is strictly designed for bicyclists and pedestrians. Trails are separate from the road network, but are integrated into the overall transit system to connect neighborhoods to schools, places of employment, and retail districts.^{iv} Typically, widths of these facilities range from 10 – 14 feet. Successful shared use paths often have the following design characteristics:



Typical Shared Use Path

- Separation from traffic, preferably along scenic routes;
- Minimal at-grade street crossings;
- Frequent access to bicycle facilities on roadways;
- Shorter travel distances than roadways, including connections between cul-de-sac and cut-through routes;
- Connection to multiple destinations;
- Proximity to residential or business areas, thereby increasing visibility and safety;
- At-grade street crossings that provide bicycle and pedestrian facilities, as well as signage warning motorists of bicycle and pedestrian crossing;
- Termination points that provide safe access from roadways, preferably at streets that are equipped with bicycle facilities and;
- Shared use paths accommodate both cyclists and pedestrian, therefore they must meet all ADA design standards.

Bike Lane

By definition a bike lane is “a portion of the roadway which has been designated by striping, signing and pavement marking for the preferential or exclusive use by bicyclists.”^v Bicycle lanes are the appropriate and preferred bicycle facility for thoroughfares in both urban and suburban areas. Where desired, or where there is a high potential for bicycle use, bicycle lanes may be provided on rural roadways near urban areas.

Bicycle lanes are used to facilitate more predictable movements by bicyclists and motorists. Bicycle lanes enable bicyclists to ride at their preferred speed, even when adjacent traffic speeds up or slows down. Bicycle lanes also encourage bicyclists to ride on roadways in a position where they are more likely to be seen by motorists entering or existing the roadway than they would be riding on sidewalks or shared-use paths. Properly designed bicycle lanes encourage bicyclists to operate in a manner consistent with the legal and safe operation of all vehicles. As such, unlike paved shoulders, bicycle lanes are travel lanes and should not be used for parking.

Bicycles may be operated on all roadways except where prohibited by statute or regulation, shared roadways exist everywhere: on local neighborhood streets, on city streets, and on urban,

suburban, and rural highways. Shared roadways are open for travel by both bicycles and motor vehicles and can accommodate cyclists in the existing lanes or along adjacent paved shoulders.

Shared Lane Marking (Sharrows)

An alternative to the bike lane designation is the **shared lane marking (sharrow)**, which is designed to work as a bike lane, without the paint or markings of a bike lane. A sharrow notifies both bicyclists and motorists to share the roadway, but it notifies all transportation users that bicyclists are welcome on a road.

The shared lane marking or sharrow, is useful in locations where there is insufficient width to provide bicycle lanes. The marking also alerts road users to the lateral position bicyclists are likely to occupy within the traveled way, therefore encouraging safer passing practices (including changing lanes, if necessary).



Typical Bike Lane



Typical Sharrow

Signed shared roadway (bike route)

Signed shared roadway (bike route) is simply a street/road that has been identified as a preferred bicycle route.^{vi} Bicycles and motorists share the road and there is no permanent designated space for bicycles. Bike routes are often found in residential areas because they have low traffic volumes.



Typical Bike Route

Bicycle Facility Design Guidance

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, 4th Edition (2012) https://bookstore.transportation.org/item_details.aspx?id=1943
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2009) <http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Wisconsin's Bicycle Facility Design Handbook* (2004) <http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2012) <http://nacto.org/cities-for-cycling/design-guide/>

ⁱ Four Types of Transportation Cyclists in Portland. <http://www.portlandoregon.gov/transportation/article/158497>

ⁱⁱ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalks/chap4a.cfm (August 2013)

ⁱⁱⁱ WisDOT Guidelines for Sidewalk Placement <http://www.dot.wisconsin.gov/projects/state/docs/ped2020-plan.pdf>

^{iv} <http://www.bicyclinginfo.org/engineering/paths-principles.cfm> (August 2013)

^v <http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm> (August 2014)

^{vi} <http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm> (August 2013)

Facility Sheet 1.1 - Crosswalk Marking and Signage

Cost Rating: Low

Effectiveness Rating: Moderate

Description:

Crosswalks are an extension of the sidewalk into the street. Pavement markings and signage are used to increase the visibility of crosswalks.

Photo Courtesy of www.pedbikeimages.org

Benefits	<ul style="list-style-type: none"> Increases the visibility of crosswalks and encourages motorists to yield to pedestrians crossing Helps pedestrians know where to cross and can direct pedestrians to cross at the best location Serves as a visual reminder for motorists to expect pedestrians in the area
Considerations	<ul style="list-style-type: none"> Careful consideration should be given when marking a crosswalk, marking every crosswalk can desensitize motorists and minimize their effectiveness Marking crosswalks can give pedestrians a false sense of security Ladder style crosswalks are more visible to motorists than single lines
Application	<ul style="list-style-type: none"> Crosswalks are commonly marked at controlled intersections which are used by pedestrians Any high volume pedestrian crossings School zones where a high volume of students cross Areas where there are specific issues with motorists yielding to pedestrians crossing



Wisconsin Ave, Neenah - Photo Courtesy of the City of Neenah

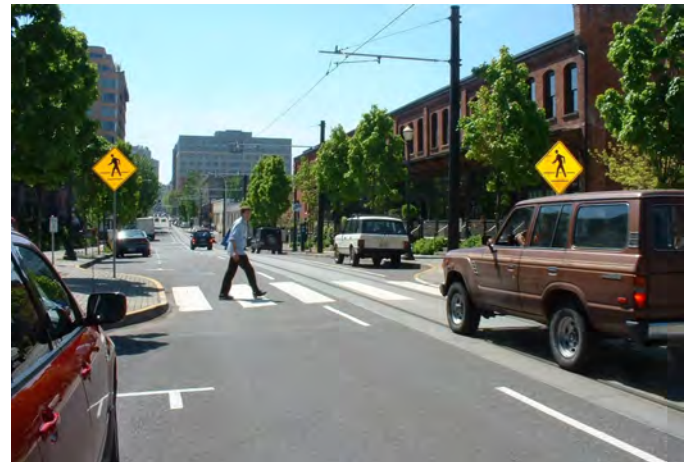


Photo Courtesy of www.pedbikeimages.org



Photo Courtesy of www.pedbikeimages.org



Wisconsin Ave, Neenah - Photo Courtesy of the City of Neenah

Facility Sheet 1.2 - Curb Ramps

Cost Rating: Low

Effectiveness Rating: Moderate/High

Description:

Curb ramps serve as the connection from the sidewalk to the street.

Photo Courtesy of www.charmeck.org

Benefits	<ul style="list-style-type: none"> • Provide a safe connection from the sidewalk to the street • Improve sidewalk accessibility for people with mobility restrictions
Considerations	<ul style="list-style-type: none"> • Separate curb ramps for each crosswalk at an intersection should be provided instead of one curb ramps that includes both crosswalks, these curb ramps tend to direct pedestrians into the center of the intersection rather than into the crosswalks • Curb ramps need to provide accommodations for all types of pedestrian and meet ADA requirements • Texture patterns should be implemented for visually impaired pedestrians
Application	<ul style="list-style-type: none"> • Appropriate curb ramps should be implemented at all crosswalks and intersections where sidewalks are present, priority locations include downtown business districts, and streets near transit , schools, medical facilities, and shopping destinations



Photo Courtesy of www.seattle.gov



Photo Courtesy of www.pedbikeimages.org



Photo Courtesy of www.la.sfdpw.org



Photo Courtesy of www.agsinc.com

Facility Sheet 1.3 - Curb Extensions

Cost Rating: Moderate/High
Effectiveness Rating: High

Description:

An extension of the curb line into the street.

Photo Courtesy of www.pedbikeimages.org

Benefits	<ul style="list-style-type: none"> • Reduces the crossing distance for pedestrians • Improves the visibility of pedestrians to motorists and the visibility of motorists to pedestrians • Improves the visibility of the crosswalk • Calms traffic speeds
Considerations	<ul style="list-style-type: none"> • Where on-street parking is available curb extensions will potentially take the place of multiple parking spaces • Forces bicyclists into vehicle travel lane which may be uncomfortable for novice riders
Application	<ul style="list-style-type: none"> • Commonly implemented where on-street parking is available, often in downtown business districts • Can be used at intersections to reduce the speeds of turning vehicles



Wisconsin Ave, Neenah - Photo Courtesy of the City of Neenah



Photo Courtesy of www.pedbikeimages.org



Photo Courtesy of www.pedbikeimages.org



Photo Courtesy of www.pedbikeimages.org

Facility Sheet 1.4 - Pedestrian Signals

Cost Rating: Moderate/High
Effectiveness Rating: High

Description:

Devices that communicate when to walk to pedestrians and also alert motorists that pedestrians are crossing.



Photo Courtesy of the City of Neenah

Benefits

- Informs pedestrians when they should begin crossing
- Countdown timers inform pedestrians how much time they have to cross
- Certain types of pedestrian signals also alert motorists that pedestrians are crossing which increases the percentage of vehicles that yield to pedestrians

Considerations

- If the pedestrian signal is user activated the "push button" should be easily accessible
- It is important to allow sufficient crossing time for vulnerable users
- Special considerations should be included for visually and hearing impaired pedestrians

Application

- Countdown timers are now the preferred pedestrian signal at signalized intersections
- Rapid Flash Beacons or Pedestrian Hybrid Signals can be very effective at high volume pedestrian crossings but installation of these treatments should be thoroughly evaluated to maximize their effectiveness



Photo Courtesy of www.mtc.ca.gov



Commercial St, Neenah - Photo Courtesy of the City of Neenah



Photo Courtesy of www.pedbikeimages.org



Murdock Ave/STH 45, Oshkosh

Facility Sheet 1.5 - Pedestrian Refuge Islands

Cost Rating: Moderate/High
Effectiveness Rating: High

Description:

A raised island placed in the roadway providing a physical barrier between pedestrians and vehicle traffic.

Photo Courtesy of the City of Neenah

Benefits	<ul style="list-style-type: none"> Allows pedestrians a place to stop before continuing to cross the remaining distance which allows pedestrians to focus on one direction of traffic flow at a time Improves the visibility of pedestrians to motorists, particularly at uncontrolled crossings Helps calm traffic speeds Reduces the rate of both pedestrian and vehicle crashes
Considerations	<ul style="list-style-type: none"> Refuge island should provide sufficient space for pedestrians to stop and be protected from traffic and must be ADA compliant Only painting refuge islands provides little to now benefit to pedestrians, they must provide a physical barrier from vehicle traffic
Application	<ul style="list-style-type: none"> Commonly implemented on multi-lane roadways with higher traffic speeds and other high volume pedestrian crossings Used for pedestrian crossings at single and multi-lane roundabouts



E Wisconsin Ave, Neenah - Photo Courtesy of the City of Neenah



Jackson St/STH 45, Oshkosh



*Photo Courtesy of www.pedbikeimages.org
East Central Wisconsin Regional Planning Commission*

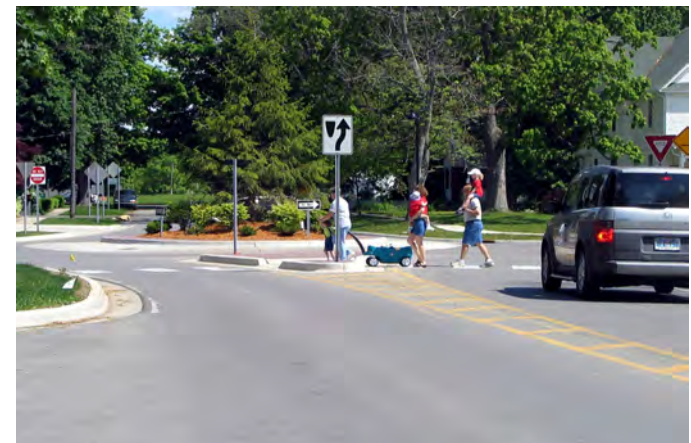


Photo Courtesy of www.pedbikeimages.org

Facility Sheet 1.6 — Sidewalks

Cost Rating: Moderate/High

Effectiveness Rating: High

Description:

Sidewalks create a separated space for pedestrians. Sidewalks should be designed to accommodate pedestrians of all ages and abilities and must comply with all ADA requirements.

Benefits

- Provides a safe space for pedestrians, separated from vehicular traffic
- Increases access to local businesses
- Increases mobility for non-drivers
- Creates healthier communities

Considerations

- Space requirements during reconstruction projects when adding sidewalks
- Buffer (terrace) width between sidewalk and street
- Maintenance/Snow Removal

Application

- Sidewalks are the preferred accommodation for pedestrians, the addition of sidewalks will increase pedestrian safety more than any other type of treatment



Richmond St/STH 47, Appleton



Jackson St/STH 45, Oshkosh



3rd St/STH 114, Menasha



Northland Ave/CTH 00, Appleton

Facility Sheet 1.7 — Shared-Use Path

Cost Rating: High
Effectiveness Rating : High

Description:

Shared-use paths are physically separated from vehicular traffic and can be used by both bicycles and pedestrians.

Benefits

- Shared-use paths can be used for recreation and active transportation
- Attract novice bicyclists and are ideal for families with young children
- Provide safer active transportation options along streets with very high traffic speeds/volume
- Provide accommodation for bicyclists and pedestrians

Considerations

- Driveways create conflict points with users of shared-use paths and should be taken into consideration during design, particularly for shared-us paths that are parallel to streets
- All users should be encouraged to stay right, in cases with very high volume it may be necessary to separate bicycle and pedestrian traffic on the path
- High costs

Application

- Shared-use paths can enhance active transportation in your community but should be used as an addition to, not a substitute for, bike/ped accommodations on streets



CE Trail, Kimberly



CB Trail, Town of Menasha



Shared-Use Path Along CTH Y, Oshkosh



Shared-Use Path Along Mall Dr, Town of Grand Chute

Facility Sheet 1.8 — Signed/Marked Shared Lanes (Sharrows)

Cost Rating: Low

Effectiveness Rating: Moderate

Description:

Pavement markings and signage alert motorists that bicycles may use that shared space on the street and give guidance to bicyclists.

Photo Courtesy of www.pedbikeimages.org

Benefits	<ul style="list-style-type: none"> • This treatment reinforces an existing law that bicycles have the same rights as motorists • Helps bicyclists take the appropriate position on a street • Can be used to connect other bicycle facilities and complete a larger network of facilities • Sharrows are a low cost treatment that can be implemented in a short time period
Considerations	<ul style="list-style-type: none"> • Adequate space should be given to bicyclists to safely interact with vehicle traffic • Novice/intermediate bicyclists may not feel comfortable using facility depending on traffic volume/speeds • Maintenance of signage and pavement markings along with snow removal
Application	<ul style="list-style-type: none"> • Sharrows are best implemented on low/moderate volume/speed streets that have a wider outside lane providing space for bicyclists

Photo Courtesy of www.pedbikeimages.orgPhoto Courtesy of www.pedbikeimages.orgPhoto Courtesy of www.pedbikeimages.orgPhoto Courtesy of www.pedbikeimages.org

Facility Sheet 1.9 - Bicycle Boulevard

Cost Rating: Low/Moderate
Effectiveness Rating: High

Description:

Streets with low volume/speed motor vehicle traffic that are modified to be optimized for bicycles and gives bicycles priority over motor vehicles.



Photo Courtesy of www.minneapolismn.gov

Benefits

- Create a very comfortable riding environment for bicyclists
- Can provide connections to other facilities
- Can be relatively low costs for a high benefit
- Provide alternatives to streets with high volume/speed motor vehicle traffic

Considerations

- Careful consideration and analysis should go into selecting streets and developing bicycle boulevards
- Creating connectivity and giving bicycles priority over motor vehicle traffic are key
- Signage, pavements markings, and other traffic calming treatments are all potential components of design included in bicycle boulevards

Application

- Bicycle boulevards are ideal on streets with low vehicle traffic volumes and speeds that provide connectivity to the bicycle network



Photo Courtesy of www.berkleyside.com



Photo Courtesy of www.bostonbiker.org



Photo Courtesy of www.la.streetsblog.org



Photo Courtesy of www.oregonlive.com

Facility Sheet 2.0 - Road Diet (Lane Reconfiguration)

Cost Rating: Low/Moderate
Effectiveness Rating: High

Description:

Changing the lanes on a street to increase the level of safety. Road diets can vary but a common application is changing a street from four travel lanes to two travel lanes with a center turn lane and often allows the addition of bicycle lanes.

Photo Courtesy of www.bikewalktwincities.org

Benefits	<ul style="list-style-type: none"> Improves the safety of the street for all users Reduces rear-end vehicle collisions by allowing left-turning vehicles to use the center turn lane Allows for the addition of bicycle lanes without large infrastructure changes Reduces excessive speeding by vehicles increasing safety for vulnerable users
Considerations	<ul style="list-style-type: none"> Traffic volume is one of the biggest factors for implementing a road diet, streets with an average daily traffic (ADT) of less than 20,000 vehicles are ideal candidates Streets with 20,000—30,000 ADT are potential candidates but further analysis is necessary Multiple access points may cause conflicts between left-turning vehicles and should be taken into consideration
Application	<ul style="list-style-type: none"> Ideally implemented in commercial/residential areas on four lane streets that have an ADT of less than 20,000 and a need for bicycle/pedestrian accommodations or safety improvements



Photo Courtesy of www.bikewalktwincities.org



Photo Courtesy of www.safety.fhwa.dot.gov

Facility Sheet 2.1 — Bicycle Lane

Cost Rating: Low/Moderate
Effectiveness Rating: High

Description:

A marked space along a length of street designated for use by bicyclists. Bike lanes create a separate space for bicycles and vehicles.

Benefits

- Provides bicycle access to streets with higher traffic volumes
- Designates space on the street for bicyclists and vehicles
- Increases bicyclist's comfort level and encourages novice/intermediate bicyclists to use facility
- Encourages bicycles to not use sidewalks

Considerations

- Space requirements for bike lanes may cause conflicts with parking and/or vehicle travel lanes or there may not be enough right-of-way available

Application

- Streets with a average daily traffic of 3,000 vehicles per day or more
- Any street with adequate or excessive width curb-to-curb



Ahnaip St, Menasha



Photo Courtesy of www.nextcity.org



Newberry St, Appleton
East Central Wisconsin Regional Planning Commission



Photo Courtesy of www.ci.minneapolis.mn.us

Facility Sheet 2.2 - Bicycle Box

Cost Rating: Low/Moderate
Effectiveness Rating: Moderate

Description:

A marked space at signalized intersections that allows bicyclists to get ahead of vehicles at red lights and gives them priority to get through the intersection first.



Photo Courtesy of www.sfstreetsblog.org

Benefits	<ul style="list-style-type: none"> • Reduces conflicts between bicyclists and vehicles at intersections • Improves the visibility of bicyclists • Gives bicyclists priority at the intersection and allows them a “head start” when the signal turns green • Make bicyclist’s movements more predictable
Considerations	<ul style="list-style-type: none"> • Left-turning bicyclists only get priority at the intersection when the signal is red and vehicles are cued behind the stop bar • Painting the colored bike lane straight through the intersection may be necessary to reduce the risk of “right hook” collisions with vehicles
Application	<ul style="list-style-type: none"> • Best implemented at intersections with a high volume of bicyclists • Most often used in conjunction with bike lanes



Photo Courtesy of www.bfw.org



Photo Courtesy of www.bikeportland.org



Photo Courtesy of www.bikingintheupstate.blogspot.com



Photo Courtesy of www.dcstreetsblog.org

Facility Sheet 2.3 — Protected Bicycle Lane (Cycle Track)

Cost Rating: Moderate
Effectiveness Rating: High

Description:

A marked space along a length of street designated for use by bicyclists which is protected from vehicular traffic by a physical barrier.

Photo Courtesy of www.huffingtonpost.com

Benefits	<ul style="list-style-type: none"> Provides bicycle access to streets with higher traffic volumes and/or traffic speeds Physically separates space on the street for bicyclists and vehicles Increases bicyclist's comfort level and encourages novice/intermediate bicyclists to use facility Encourages bicycles to not use sidewalks
Considerations	<ul style="list-style-type: none"> Space requirements and potential conflicts with on-street parking Extra considerations needed to protect bicyclists at intersections and driveway access points Snow removal should be considered when choosing type of barrier to be used
Application	<ul style="list-style-type: none"> Streets with a high volume of bicycle and vehicle traffic and/or high traffic speeds are ideal candidates for protected bicycle lanes The use of landscaping can add to street beautification and increase the appeal of protected bicycle lanes to non-bicyclists



Photo Courtesy of www.peopleforbikes.org



Photo Courtesy of www.peopleforbikes.org



Photo Courtesy of www.peopleforbikes.org
East Central Wisconsin Regional Planning Commission



Photo Courtesy of www.urbanmilwaukee.com

Facility Sheet 2.4 - Bicycle Parking

Cost Rating: Low
Effectiveness Rating: Moderate/High

Description:

Bicycle parking can include racks, lockers, and bicycle stations and provide a secure and convenient place to park your bicycle.

Photo Courtesy of www.porterathletic.com

Benefits	<ul style="list-style-type: none"> Can increase bicycle use by providing secure, convenient parking Helps keep pedestrian zones clear by designating areas for bicycle parking
Considerations	<ul style="list-style-type: none"> Bicycle parking should be provided in a convenient location for bicyclists Bicycle racks should support the bicycle at two points Long-term vs. short-term bicycle parking will have different requirements for design and security Covered bicycle parking should be considered where possible
Application	<ul style="list-style-type: none"> Bicycle parking should be provided at locations such as schools, public buildings, workplaces, and other buildings and should not be overlooked during the site design



Photo Courtesy of www.bikeportland.org



Photo Courtesy of www.bikeportland.org



Photo Courtesy of www.la.streetsblog.org



Photo Courtesy of www.bicyclefixation.com

Facility Sheet 2.5 - Bicycle Wayfinding

Cost Rating: Low

Effectiveness Rating: Moderate

Description:

A bicycle wayfinding network for bicyclists can include signage and pavement markings which are placed at decision points along bicycle routes.

Photo Courtesy of www.bicyclefixation.com

Benefits

- Direct bicyclists on the best routes
- Provide connections to destinations
- Relatively low cost and quick implementation

Considerations

- Careful consideration, analysis, and public input should go into selecting routes and developing a wayfinding system
- Confirmation signs, turn signs, and decision signs should all be a part of a wayfinding system to insure bicyclists can easily navigate the route
- Colors, logos, or symbols can be used by a local municipality to brand their bicycle network

Application

- Bicycle wayfinding systems should be implemented on bicycle friendly streets and involving the public to determine destinations is a key component in developing a successful network



Photo Courtesy of www.bicyclefixation.com



Photo Courtesy of www.ladotbikeblog.wordpress.com



Photo Courtesy of www.apbp.org



Photo Courtesy of www.bikearlington.com

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CHAPTER 5

RECOMMENDATIONS

CHAPTER 5: RECOMMENDATIONS

This bicycle and pedestrian plan is intended to serve as a comprehensive planning tool for the Appleton (Fox Cities) and Oshkosh MPOs, Wisconsin Department of Transportation (WisDOT), and local municipalities within the MPO boundaries to develop a connective network of bicycle facilities, a safe and comfortable walking environment, and an increase standard for livable communities. Coordination and collaboration with neighboring MPOs (Fond du Lac MPO) and municipalities outside of the MPOs are also essential to improving regional connectivity.

5.1 REGIONAL BICYCLE AND PEDESTRIAN NETWORK

Communities considered most friendly to cyclists and pedestrians have a wide range of accommodations for all skill-level of users – from signature trails and greenways to bicycle lanes and accessible walkways. The successful blend of every available facility type ultimately makes up a connected network of on-street and off-street options. A high percentage of arterial or main roads with bicycle lanes, parallel trails, and sidewalks good access to bridges, underpasses, and other barrier breaking roads, and using new techniques and technology are other key factors in making a community friendly to cyclists and pedestrians. Communities should consider the following elements when identifying possible infrastructure projects:

- **Limit abrupt transitions in the network** – Connecting neighborhoods to retail/commercial centers and linking multiple types of infrastructure is essential to establishing a network for a multitude of users.
- **Consider all types of road users** – The key for an urban area is to provide different types of facilities to suite the strengths and special needs of potential users regardless of age, gender, and physical activity.

Several individual communities within the Appleton (Fox Cities) and Oshkosh MPOs have created their own bicycle and pedestrian plan or have included bicycle and pedestrian accommodations within their Comprehensive Plan or Open Space and Recreation Plan (See Appendix C). This plan incorporated the individual communities bicycle and pedestrian infrastructure recommendations. The purpose of this plan is to ensure that those bicycle and pedestrian facilities that cross municipal boundaries are consistent and provide the average user with an opportunity to bike and walk to various destinations (i.e. to and from work, retail areas including grocery stores, and to and from school). It was also recommended that way finding signage be developed throughout the Fox Valley. Information to be included on the signs may include but are not limited to: locations to other destinations (i.e. commercial areas or communities), miles to next destination (i.e. grocery store, community, etc.), and the approximately amount of time to next destination. The presence of end-of-trip facilities, such as bicycle parking, lockers, showers, benches, water fountains, etc., have a great influence creating an environment conducive to bicycle and pedestrian trail. Additionally, increasing the frequency and effectiveness of maintenance programs is essential to ensure the long-term success of infrastructure investments.

Urban bicycling and walking networks are intricately connected to transit service. This includes safe routes to and from transit stops and stations. Recreational cycling, walking, jogging, and other form of manually propelled exercise are an integral part of creating and maintaining a culture that supports alternatives forms of transportation. Integrating facilities that encourage recreational bicycling, tourist activities, and social trips is a key component of supporting a larger transportation network for cyclists and pedestrians.

Several individual communities within the Appleton (Fox Cities) and Oshkosh MPOs have created their own bicycle and pedestrian plan or have included bicycle and pedestrian accommodations within their Comprehensive Plan or Open Space and Recreation Plan (See Appendix C). This plan incorporated the individual communities bicycle and pedestrian infrastructure recommendations from those plans. The purpose of this regional bicycle and pedestrian network is to ensure that those bicycle and pedestrian facilities that cross municipal boundaries are consistent and provide the average user with an opportunity to bike and walk to various destinations (i.e. to and from work, retail areas including grocery stores, and to and from school). It was also recommended that way finding signage be developed throughout the Fox Valley. Information to be included on the signs may include but are not limited to: locations to other destinations (i.e. commercial areas or communities), miles to next destination (i.e. grocery store, community, etc.), and the approximately amount of time to next destination.

As mentioned in Chapter 4: Bicycle and Pedestrian Facility Types, bicycles are vehicles and local municipalities and the MPOs should develop accommodations for bicycles to be within the roadway. These accommodations could include the addition of bike lanes and sharrows on local roadways (including local, collector, and arterial roadways), inclusion of bicycle boxes at intersections, parking facilities throughout the Fox Valley, and bike lanes to transit stops. Shared use paths may be developed where there is not an existing roadways with minimal conflicts (i.e. the Trestle Trail) or may run along a major roadway to be used as a transportation facility (i.e. State Friendship Trail along USH 10 or the Tribal Heritage Crossing of the WIOWASH State Trail on USH 41). Consideration should also be made as a bicyclist moves from an urban area, to a suburban area, to a rural area and how those transitions in bicycle facilities should look.

The Regional Bicycle and Pedestrian Network can be found on Maps 23 and 24. Definitions of the facility types are as follows.

- **Existing Facilities:** Existing facilities include sidewalks, shared use paths, bike lanes, and sharrows.
- **Planned Facilities:** Planned facilities are facilities that have funding committee to them or the facilities were included in a map document.
- **Recommended Facilities:** Recommended facilities are facilities that were identified as needed connections throughout the planning process.

Table 14: Appleton (Fox Cities MPO Regional Bicycle and Pedestrian Network

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
1st St	Nicolet Blvd	Fox River	0.47
Adams St	S Western Ave	Harrison St	0.41
Adella Beach Rd	S Park Ave	CTH A	0.46
American Dr	Cold Springs Rd	CTH BB	2.25
American Dr	Dead End	Jacobsen Rd	0.12
Appleton Rd	Broad St	USH 114	0.19
Breezewood Ln	USH 41	Armstrong St	1.41
Breezewood Ln	Romberg Rd	Woodenshoe Rd	3.01
Breezewood Ln	Armstrong St	Woodenshoe Rd	0.49
Broad St	Manitowoc St	Milwaukee St	0.60
Broad St	Kaukauna St	Dead End	0.11
Broadway Dr	Holland Rd	Municipal Boundary	1.69
Butte Des Morts Beach Rd	USH 10	CTH BB	1.40
Center Rd	Winnegamie Dr	CTH II	3.06
Center Rd	Dead End	Breezewood Ln	2.15
Church St	Vandenbroek St	Grand Ave	0.09
Cold Springs Rd	Westfield Ln	American Dr	0.16
CTH A	Municipal Boundary	Indian Point Rd	2.49
CTH A	CTH JJ	W Capitol Dr	2.60
CTH A	STH 114	Municipal Boundary	2.37
CTH A	Municipal Boundary	Municipal Boundary	1.64
CTH AP	USH 10	Compassion Way	1.39
CTH AP	CTH LP	STH 10	2.20
CTH AP	N Coop Rd	Lake Park Rd	0.99
CTH AP	CTH P	USH 10	0.13
CTH AP	Compassion Way	USH 10	0.50
CTH BB	CTH CB	STH 76	2.17
CTH BB	Municipal Boundary	CTH CB	2.66
CTH C	CTH E	Rock Rd	1.00
CTH CB	CTH II	CTH BB	3.15
CTH CB	STH 15	CTH BB	3.26
CTH CB	CTH II	CTH JJ	2.07
CTH CC	Future Trail	Municipal Boundary	0.75
CTH CC	Municipal Boundary	Municipal Boundary	0.28
CTH CC	E North Ave	Municipal Boundary	0.41
CTH CE	Municipal Boundary	Outagamie Rd	2.23
CTH CE	Municipal Boundary	Municipal Boundary	1.52
CTH CE	Municipal Boundary	Municipal Boundary	1.29

CTH CE	Municipal Boundary	CTH HH	1.34
CTH CE	Municipal Boundary	Municipal Boundary	0.29
CTH CE	Municipal Boundary	Municipal Boundary	0.44
CTH CE	Municipal Boundary	Municipal Boundary	1.20
CTH CE	Trail	Municipal Boundary	0.63
CTH E	N Ballard Rd	Municipal Boundary	0.23
CTH E	French Rd	CTH N	3.10
CTH E	Municipal Boundary	E Broadway Dr	0.22
CTH G	CTH A	Woodenshoe Rd	3.01
CTH G	Municipal Boundary	Woodenshoe Rd	3.04
CTH GG	CTH KK	CTH ZZ	4.06
CTH GG	CTH A	Kolb Rd	4.97
CTH GV	N Mayflower Dr	STH 96	1.41
CTH II	Municipal Boundary	Clayton Ave	4.04
CTH II	Clayton Ave	USH 41	1.88
CTH J	STH 55	CTH JJ	1.99
CTH J	CTH JJ	CTH UU	2.86
CTH JJ	CTH J	Municipal Boundary	4.51
CTH JJ	Municipal Boundary	USH 41	0.68
CTH JJ	Woodenshoe Rd	Municipal Boundary	1.35
CTH JJ	N Mayflower Dr	STH 15	5.01
CTH JJ	Municipal Boundary	Municipal Boundary	0.76
CTH JJ	CTH J	STH 96	1.30
CTH JJ	Municipal Boundary	Municipal Boundary	0.25
CTH JJ	Breezewood Ln	Municipal Boundary	0.48
CTH JJ	N Mayflower Dr	CTH A	2.03
CTH JJ	Municipal Boundary	Municipal Boundary	0.74
CTH JJ	Municipal Boundary	N Ballard Rd	0.74
CTH JJ	N Ballard Rd	N Lightning Dr	0.34
CTH JJ	N Lightning Dr	Municipal Boundary	0.25
CTH KK	Outagamie Rd	STH 55	4.37
CTH KK	STH 55	DeBruin Rd	0.79
CTH KK	DeBruin Rd	Municipal Boundary	3.12
CTH KK	Eisenhower Dr	S Oneida St	2.96
CTH LP	Manitowoc Rd	USH 10	1.01
CTH LP	Manitowoc Rd	CTH AP	0.48
CTH M	STH 55	Municipal Boundary	0.84
CTH M	N Harwood Rd	Kesler Rd	0.66
CTH M	N Harwood Rd	USH 10	1.83
CTH N	USH 10	USH 114	0.92
CTH N	USH 10	CTH KK	2.10

CTH N	Fox River	CTH CE	2.34
CTH N	Fox River	Karen Dr	2.40
CTH N	Municipal Boundary	CTH E	3.05
CTH N	Municipal Boundary	Municipal Boundary	1.52
CTH OO	STH 15	Municipal Boundary	1.33
CTH OO	Municipal Boundary	N Mason St	0.20
CTH P	Municipal Boundary	Theresa Ave	0.66
CTH P	Olde Midway Rd	Highridge Dr	0.44
CTH P	Highridge Dr	Municipal Boundary	0.10
CTH P	Theresa Ave	STH 47	0.27
CTH T	Brooks Rd	Breezewood Ln	4.04
CTH Z	CTH ZZ	Riverwalk	1.01
CTH Z	CTH ZZ	Outagamie Rd	2.98
CTH ZZ	Municipal Boundary	Outagamie Rd	4.15
CTH ZZ	Municipal Boundary	CTH Z	0.20
Del Rose Ln	Meade St	Dead End	0.54
Drew St	CTH OO	STH 96	1.01
E Bell St	S Park Ave	CTH A	0.51
E Broadway Dr	Municipal Boundary	N Ballard Rd	0.39
E Byrd St	N Meade St	N Meade Pl	0.06
E Capitol Dr	Municipal Boundary	CTH E	1.47
E College Ave	N Lilas Dr	N Mayflower Dr	2.26
E College Ave	N Lilas Dr	S Riverheath Way	3.28
E College Ave	N Mayflower Dr	CTH CB	0.51
E Evergreen Dr	Municipal Boundary	N French Rd	0.60
E Evergreen Dr	Municipal Boundary	CTH N	0.73
E Evergreen Dr	Municipal Boundary	CTH CC	0.52
E Kimberly Ave	S Railroad St	CTH N	0.74
E Lincoln Ave	Rosehill Rd	Vandenbroek St	1.30
E Marquette St	N Ballard Rd	N Oneida St	1.49
E Newberry St	Newberry Ct	Municipal Boundary	0.79
E Shady Ln	Clayton Ave	STH 76	1.02
E Shady Ln	American Dr	Clayton Ave	2.73
E Water St	S Drew St	S Appleton St	0.28
E Wisconsin Ave	S Park Ave	STH 114	0.82
Eisenhower Dr	CTH CE	CTH KK	1.01
Eisenhower Dr	CTH AP	CTH KK	1.04
Eisenhower Dr	CTH CE	W Kennedy Ave	0.21
Firelane 12 Rd	USH 114	Railroad	0.21
French Rd	Municipal Boundary	E Broadway Dr	0.88
French Rd	Municipal Boundary	Rock Rd	1.35

Frontage Rd	NA	NA	0.15
Grand Ave	Church St	W Lincoln Ave	0.03
Grandview Rd	Municipal Boundary	STH 76	3.01
Greenville Dr	N Mayflower Dr	CTH CB	0.55
Greiner Rd	CTH J	Holland Rd	4.00
Harrison St	Breezewood Ln	Adams St	2.03
Holland Rd	Broadway Dr	Greiner Rd	1.00
Idlewild St	W Wisconsin Ave	Riverside Dr	0.17
Jacobsen Rd	N Lake St	American Dr	0.69
Julius Dr	Spring Rd	STH 15	0.62
Kaukauna St	STH 114	Broad St	0.31
Kensington Dr	CTH LP	E Newberry St	1.99
Lakeshore Dr	Tayco Rd	Olde Midway Rd	0.56
Larsen Rd	CTH CB	Municipal Boundary	0.59
Main St	Milwaukee St	STH 114	0.23
Main St	N Lake St	USH 41	0.58
Manitowoc St	STH 114	Broad St	0.19
Marcella St	W Kennedy Ave	W Kimberly Ave	0.42
Mason St	W Prospect Ave	CTH OO	2.30
Mayflower Dr	CTH CB	CTH JJ	5.59
Mayflower Rd	CTH JJ	Wege Rd	2.01
Meade St	Rock Rd	E Broadway Dr	3.00
Military Rd	USH 10	CTH KK	2.19
Milwaukee St	Broad St	Main St	0.07
N Badger Ave	STH 96	STH 125	1.10
N Ballard Rd	E Broadway Dr	STH 96	3.87
N Bluemound Dr	W Capitol Dr	CTH BB	3.56
N Cloudview Dr	W Glenpark Dr	W Glendale Ave	0.24
N Drew St	E College Ave	STH 96	1.03
N French Rd	STH 96	CTH OO	0.60
N French Rd	E Aquamarine Ave	E Second Ave	2.07
N French Rd	Municipal Boundary	E Broadway Dr	0.37
N French Rd	Municipal Boundary	Municipal Boundary	0.79
N French Rd	CTH OO	Municipal Boundary	0.44
N Gillett St	CTH JJ	W Capitol Dr	1.53
N Lake St	Municipal Boundary	USH 10	1.88
N Lake St	E Main St	Municipal Boundary	0.24
N Meade Pl	E Byrd St	E Marquette St	0.05
N Meade St	Municipal Boundary	CTH OO	2.52
N Meade St	E Marquette St	E Byrd St	0.05
N Meade St	Municipal Boundary	E Broadway Dr	0.37

N Oneida St	W Marquette St	E Marquette St	0.01
Trail along Frontage Road	Frontage Rd	S Coop Rd	0.51
Future Connection	Old Highway Rd	Witz Ct	0.09
Future Connection	CTH N	Frontage Rd	0.51
State Friendship Trail	American Dr	Clayton Ave	2.33
Trestle Trail	Broad St	N Lake St	0.75
Arrowhead Park Trail	W Wisconsin Ave	N Lake St	0.61
Newberry Trail	CTH CE	E South River St	2.45
Future Connection	Municipal Boundary	E Broadway Dr	0.71
Apple Creek Trail	CTH JJ	Municipal Boundary	0.68
Future Connection	Municipal Boundary	CTH CC	2.99
Apple Creek Trail	N Meade St	N Cherryvale Ave	3.19
Future Connection	E Evergreen Dr	N Cherry Ave	1.08
Future Connection	Manitowoc Rd	CTH AP	0.51
Future Connection	CTH Z	Railroad	0.15
Future Connection	CTH II	Center Rd	0.89
Future Connection	Municipal Boundary	Pendleton Rd	0.31
Future Connection	Breezewood Ln	Municipal Boundary	0.25
Future Connection	Butte Des Morts Beach Rd	CTH BB	0.55
Future Connection	Spring Rd	STH 76	0.25
Future Connection	Municipal Boundary	W Spencer St	0.44
North Rd	STH 96	CTH JJ	4.01
North Rd	Grandview Rd	CTH JJ	1.01
North Shore Rd	Old Highway Rd	Railroad	0.45
Oak St	Fox River	E Wisconsin Ave	0.23
Oakridge Rd	USH 41	Municipal Boundary	0.38
Old Highway Rd	Firelane 8 Rd	North Shore Rd	1.52
Olde Midway Rd	Lakeshore Dr	Racine Rd	0.18
Pendelton Rd	Breezewood Ln	CTH G	1.18
Pendleton Rd	Whippoorwill Cir	W Cecil St	0.44
Railroad	Stommel Rd	North Shore Rd	2.63
Railroad	Municipal Boundary	Municipal Boundary	1.92
Railroad	Municipal Boundary	W Broadway Dr	4.43
Railroad	STH 55	Municipal Boundary	1.37
Railroad	Municipal Boundary	Wege Rd	2.05
Riverside Dr	Municipal Boundary	Rosehill Rd	0.25
Riverside Dr	Idlewild St	Municipal Boundary	0.12
Riverwalk	Sanitorium Rd	Washington St	1.47
Riverwalk	STH 55	W Wisconsin Ave	0.16
Rosehill Rd	Riverside Dr	E North Ave	0.66

S Coop Rd	Witz Ct	Woodland Rd	0.41
S Drew St	E College Ave	E Water St	0.14
S Lake Park Dr	E Plank Rd	S Kensington Dr	0.28
S Lake Park Rd	CTH AP	E Plank Rd	0.49
S Nicolet Rd	W Spencer St	CTH BB	1.00
S Olde Oneida St	S Oneida St	E South River St	0.10
S Oneida St	S Appleton St	USH 441	1.74
S Park Ave	E Wisconsin Ave	Municipal Boundary	1.69
S Park Ave	Municipal Boundary	Adella Beach Rd	0.79
S Western Ave	Main St	Adams St	0.45
Sanitorium Rd	Vandenbroek Ln	Riverside Dr	0.16
Schmidt Rd	N Coop Rd	STH 55	2.97
School Rd	STH 15	STH 76	1.49
Schultz Dr	W Bell St	CTH G	1.01
Spring Rd	Greendale Rd	Dead End	2.81
Spring Valley Rd	Manitowoc Rd	Woodland Rd	0.50
STH 114	USH 41	Municipal Boundary	2.30
STH 114	Manitowoc St	USH 10	1.80
STH 114	Municipal Boundary	Tayco St	0.76
STH 15	N Mayflower Dr	CTH JJ	5.88
STH 15	CTH AA	N Mayflower Dr	1.99
STH 441	E Newberry St	STH 96	0.81
STH 47	Ninth St	Airport Rd	0.57
STH 47	Municipal Boundary	W Seymour St	1.00
STH 47	CTH AP	Municipal Boundary	0.46
STH 47	STH 114	Ninth St	0.86
STH 47	Airport Rd	Municipal Boundary	0.30
STH 47	Municipal Boundary	CTH AP	0.27
STH 55	Stommel Rd	CTH KK	4.11
STH 55	STH 96	CTH KK	3.42
STH 55	Municipal Boundary	Municipal Boundary	2.16
STH 55	Faro Springs Rd	Municipal Boundary	1.69
STH 55	Municipal Boundary	Stommel Rd	0.55
STH 76	Breezewood Ln	CTH BB	6.12
STH 76	CTH BB	NA	0.02
STH 76	Wege Rd	CTH JJ	2.00
STH 76	CTH BB	CTH JJ	6.25
STH 76	USH 41	Breezewood Ln	4.10
STH 76	W Frances St	W Marquette St	0.05
STH 96	CTH N	Municipal Boundary	1.90
STH 96	CTH U	CTH JJ	1.84

STH 96	N Mayflower Dr	Greendale Rd	5.04
STH 96	Municipal Boundary	N Mayflower Dr	3.00
STH 96	N Leona St	Municipal Boundaries	3.09
STH 96	N Leona St	STH 441	0.99
Story St	W Prospect Ave	W Franklin St	0.67
Tayco Rd	Ninth St	Twin Oaks Ln	0.49
Tayco St	STH 114	Ninth St	0.77
USH 10	Municipal Boundary	Municipal Boundary	3.34
USH 10	N Hardwood Rd	CTH N	3.91
USH 10	Plank Rd	Midway Rd	1.18
USH 10	Oneida St	CTH LP	2.09
USH 10	Midway Rd	USH 441	0.34
USH 10	Micke Rd	N Harwood Rd	0.97
Vandenbroek St	Future Trail	Church St	0.02
W Bell St	CTH A	USH 41	1.17
W Capitol Dr	N Mayflower Dr	W Bent Oak Ln	3.89
W Capitol Dr	Municipal Boundary	Municipal Boundary	0.15
W Capitol Dr	Municipal Boundary	Municipal Boundary	0.52
W Edgewood Dr	CTH A	Municipal Boundary	2.07
W Evergreen Dr	Municipal Boundary	Municipal Boundary	1.15
W Evergreen Dr	CTH N	Municipal Boundary	0.27
W Frances St	N Mason St	STH 47	0.49
W Franklin St	Drew St	N Story St	1.01
W Glendale Ave	Municipal Boundary	N Cloudview Dr	0.68
W Glendale Ave	Municipal Boundary	N Mason St	0.50
W Glenpark Dr	CTH AA	N Cloudview Dr	0.43
W Kennedy Ave	Eisenhower Dr	Marcella St	0.41
W Kimberly Ave	Municipal Boundary	S Railroad St	0.84
W Lincoln Ave	Grand Ave	CTH N	0.14
W Marquette St	STH 76	N Onieda St	0.49
W Prospect Ave	Municipal Boundary	S Oneida St	2.30
W Seymour St	STH 47	S Oneida St	0.77
W Spencer St	S Mayflower Dr	S Whitman Ave	3.05
W Spencer St	S Story St	W Whitman Ave	0.77
W Wisconsin Ave	Riverwalk	Idlewild St	0.69
W Wisconsin Ave	STH 114	Main St	0.19
Winchester Rd	N Lake St	USH 41	0.48
Winnegamie Dr	STH 76	Pioneer Rd	2.30
Woodenshoe Rd	CTH GG	CTH G	2.03
Woodland Rd	S Coop Rd	Spring Valley Rd	0.20
Total Miles			392.66

Table 15: Oshkosh MPO Regional Bicycle and Pedestrian Network

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
9th St Rd	Linden Oaks Dr	Municipal Boundary	1.37
9th St Rd	Municipal Boundary	CTH F	1.52
Arboretum Dr	River Mill Rd	Congress Ave	0.18
Brooks Rd	USH 41	Nickels Dr	2.91
Clairville RD	STH 91	CTH E	2.52
Clairville Rd	STH 91	Fisk Ave	2.01
Congress Ave	Oshkosh Ave	Summit Ave	0.20
CTH A	CTH Y	Indian Point Rd	1.42
CTH A	Municipal Boundary	CTH Y	1.58
CTH A	Harrison St	Municipal Boundary	0.64
CTH I	Fisk Ave	W Waukau Ave	2.07
CTH I	W Waukau Ave	W 20th Ave	1.01
CTH K	Clairville Rd	Oregon St	4.04
CTH N	Oregon St	USH 41	2.04
CTH T	CTH S	Brooks Rd	1.73
CTH Y	CTH A	USH 41	1.95
CTH Y	USH 41	USH 45	1.66
E Fernau Ave	USH 76	Moser St	0.50
E Murdock Ave	USH 76	Chesnut St	1.59
E New York Ave	USH 45	Menominee Dr	1.05
E Snell Rd	USH 76	CTH A	0.72
Elmwood Ave	W Irving Ave	W New York Ave	0.57
Fisk Ave	Washburn St	James Rd	2.95
Fisk Ave	Oregon St	USH 45	1.48
Fox St	Oshkosh Ave	Alley	0.02
Green Valley Rd	W Snell Rd	Brooks Rd	2.52
Idaho St	W 6th St	W 5th St	0.06
Indian Point Rd	CTH A	STH 76	2.33
Jackson St	Fox River	High Ave	0.27
Knapp St	W 20th Ave	W 5th Ave	1.21
Koeller Rd	W South Park Ave	Oshkosh Ave	3.11
Lake Shore Dr	Washington Ave	Merritt Ave	0.14
Lilac St	W 7th St	W 5th St	0.13
N Oakwood Rd	Municipal Boundary	Omro Rd	1.26
Menominee Drive	E Murdock Ave	E New York Ave	0.97
Menominee Park Trail	E New York Ave	Merritt Ave	1.23
Future Clairville Extension	CTH E	STH 21	0.98

Murdock Ave	USH 45	River Mill Rd	0.08
E Fernau Ave	Municipal Boundary	Harrison St	0.14
Future Connection	Walter St	Westwind Rd	0.31
Omro Rd	STH 21	USH 41	2.01
Oregon St	Riverwalk	W 20th Ave	1.35
Osborn Ave	Knapp St	S Koeller St	1.07
Oshkosh Ave	N Sawyer St	Fox St	0.05
Oshkosh Ave	USH 41	Fox River	0.95
Planeview Dr	W Lone Elm Rd	Pickett Rd	0.50
Poberezhny Rd	W Waukau Ave	W Lone Elm Rd	3.14
Poberezhny Rd	STH 114	W Waukau Ave	0.80
Railroad	Riverwalk	Harrison St	2.77
River Mill Rd	Arboretum Dr	Wiouwash Trail	0.22
Riverwalk	Wisconsin St	Broad St	1.01
S Oakwood Rd	CTH K	Raddison Ave	1.34
Sand Pit Rd	9th St Rd	STH 21	1.51
Sawyer St	5th Ave	Oshkosh Ave	1.45
STH 21	Municipal Boundary	Leonard Point Rd	1.01
STH 21	Municipal Boundary	Municipal Boundary	1.52
STH 26	Planeview Dr	USH 41	0.19
STH 76	CTH Y	USH 45	3.55
STH 76	CTH Y	USH 41	1.15
Summit Ave & NA	Congress Ave	Wisconsin St	1.30
USH 41	Municipal Boundary	Wiouwash Trail	0.77
USH 41	Oshkosh Ave	Municipal Boundary	0.82
USH 45	Municipal Boundary	Riverwalk	2.92
USH 45	Lone Elm Ave	Municipal Boundary	4.44
USH 45	High Ave	W New York Ave	0.88
USH 45	USH 76	Algoma Blvd	0.68
W 5th St	Idaho St	Lilac St	1.00
W 6th Ave	USH 45	Idaho St	1.02
W 7th St	Lilac St	S Koeller St	0.08
W 9th St	S Koeller St	Linden Oaks Dr	1.84
W Fernau Ave	Vinland St	Walter St	0.86
W Fernau Ave	STH 76	Vinland St	0.50
W Irving Ave	Broad St	Elmwood Ave	0.80
W Murdock Ave	USH 45	USH 76	0.91
W New York Ave	USH 45	Summit Ave	0.16
W Snell Rd	Walter St	USH 76	1.24
Walter St	W Fernau Ave	Municipal Boundary	0.14

Walter St	Municipal Boundary	W Snell Rd	0.71
Washburn St	Omro Rd	Pickett Rd	6.57
Washington Ave	Railroad	Lake Shore Dr	0.74
Wiouwash Trail	River Mill Rd	Municipal Boundary	0.91
Wiouwash Trail	Ryf Rd	Brooks Rd	1.53
Wiouwash Trail	Municipal Boundary	Municipal Boundary	1.40
Wiouwash Trail	Municipal Boundary	Ryf Rd	0.57
Wiouwash Trail	Ryf Rd	Brooks Rd	0.27
Total Miles			111.12

5.2 NON-INFRASTRUCTURE RECOMMENDATIONS

The “5’Es”

The recommendations of this plan were divided into five main sections, referred to as the “5 Es” (Education, Encouragement, Enforcement, Engineering, and Evaluation).

- Education encompasses all efforts to teach, train, and facilitate discussion regarding safe driving, cycling, and walking skills and techniques and is an important role of raising the awareness of multiple road users.
- Encouragement activities are those that motivate people to choose walking or biking to make trips rather than driving a car. Often times, these activities are coordinated for broad impacts across municipal boundaries.
- Enforcement identifies the needed cooperation of law enforcement officials, legislative bodies, and judicial systems to insure equitable application of the law, respecting the right and responsibilities of motorists, cyclists, and pedestrians alike.
- Engineering refers to any physical improvement intended to enhance the safety of cyclists and pedestrians.
- Evaluation refers to data collection and methods of analysis used to identify proper use and provide justification for future developments and programs.

The non-infrastructure recommendations compliment the infrastructure recommendations and are essential to developing a bikable and walkable community. Specific non-infrastructure recommendations can be found on Tables 14-18. The implementation of recommendations will be updated annually to measure the success of the plan.

Table 16: Education Recommendations

Education Recommendations				
Goal - Increase public and political awareness of the need for and benefits of bicycle and pedestrian facilities and a well interconnected multimodal transportation network.				
Recommendations	Performance Measure/ Metric	Baseline Metric	Timeline	Partners
Establish an annual report on the state of walking and bicycling including but not limited to miles of facilities, number of programs, and policies in the region.	Completed Annual Report	N/A	1-3 years	ECWRPC, Bicycle and Pedestrian Steering Committee; local municipalities; local advocacy organizations
Educate drivers (including young drivers) about interacting/sharing the road with cyclists.	Number of driver's education classes presented to.	N/A	3-5 years	Local advocacy organizations
Calculate benefits of local projects (i.e. economic, health, etc.).	Economic Impact Study conducted	N/A	1-3 years	ECWRPC, Bicycle and Pedestrian Steering Committee; local municipalities
Partner with local parks and recreation departments and schools to offer summer bicycling classes.	Number of summer classes and bike rodeos offered	City of Appleton – 1 class; 2 bike rodeos City of Neenah – 1 bike rodeo	1-3 years	Local municipalities; Local advocacy organizations
Work with local municipalities to develop site visits for elected officials to experience walking or bicycling.	Number of elected officials that participate.	N/A	3-5 years	Local advocacy organizations
Partner with WI Bike Fed on the Share and Be Aware Campaign.	Number of outreach events with WI Bike Fed.	N/A	1-3 years	Local advocacy organizations
Develop an interactive map with bicycle and pedestrian facilities related to maintenance issues.	Interactive map and app.	City of Appleton Website	1-5 years	ECWRPC, Bicycle and Pedestrian Steering Committee; local municipalities
Work with local organizations and municipalities to provide bicycle and pedestrian safety training.	Number of Traffic Skills 101 classes and attendees; Number of LCIs* within the Fox Valley.	2014 -0 LCIs - 4	1-3 years	ECWRPC, Bicycle and Pedestrian Steering Committee; local municipalities; local advocacy organizations
Work with local businesses to provide opportunities for employees and their families to bike and/or walk	Number of local businesses	Unknown	1-3 years	ECWRPC, Bicycle and Pedestrian Steering Committee; local municipalities; Well City Fox Cities and Well City Oshkosh

*LCI refers to the League of American Bicyclists League Cycling Instructor Certification

Table 17: Enforcement Recommendations

Enforcement Recommendations <i>Goal - Encourage more residents to walk and/or bike as a means to reduce dependence on the automobile, conserve energy, and increase physical activity.</i>				
Recommendations	Performance Measure/Metric	Baseline Data	Timeline	Partners
Partner with local law enforcement in bicycle and pedestrian education efforts.	Number of local law enforcement agencies conducting bicycle and pedestrian education efforts.	Unknown	3-5 years	Local law enforcement agencies; Local Advocacy Organizations;
Work with local police departments and other organizations to develop a bicycle patrol.	Number of municipalities with bicycle patrol program.	1 community (Appleton – 2014)	1-3 years	Local law enforcement agencies; Local Advocacy Organizations; Neighborhood Associations
Work with local law enforcement to provide positive reinforcement of “Doing It Right” with residents and youth.	Number of police departments with positive reinforcement program.	Unknown	1-3 years	Local law enforcement agencies; Local Advocacy Organizations
Develop a Pedestrian Enforcement Campaign.	Number of municipalities that participate.	N/A	3-5 years	Local law enforcement agencies; Local Advocacy Organizations; Schools
Provide the Enforcement to Safe Routes to School (SRTS) Course to local law enforcement officers.	Number of local law enforcement officers that attend training.	N/A	1-3 years	ECWRPC; local law enforcement agencies;

Table 18: Encouragement Recommendations

Encouragement Recommendations				
<i>Goal – Improve safety, reduce conflicts and build mutual awareness and respect between motorists, bicyclists, and pedestrians by improving enforcement of all multimodal transportation laws.</i>				
Recommendations	Performance Measure/Metric	Baseline Data	Timeline	Partners
Continue to work with local organizations and municipalities to expand and promote the Fox Valley Bicycle Challenge.	Number of riders and amount of miles ridden in the Fox Valley Bicycle Challenge	2,500 riders; 1 million miles (2013)	1-3 years	Fox Cities Cycling Association; Kimberly Clark; ECWRPC
Provide bicycle parking at local businesses, employment centers, recreational facilities, etc.	Amount of bicycle parking at local businesses, employment centers, recreational facilities, etc.	# Bike Racks	1-3 years	Fox Cities Cycling Association; Fox Cities Greenways; Businesses through Well City Fox Cities and Well City Oshkosh.
Establish an informational website or app showing routes and locations of bicycling or walking facilities.	Use Google Analytics to analyze website for bicycle and pedestrian facilities	N/A	1-3 years	City of Appleton; ECWRPC;
Develop walking school bus programs and/or cycle trains with local schools.	Number of students and trips taken by students in the walking school bus or cycle train.	0	1-3 years	School districts; ECWRPC
Work with local organizations and municipalities to develop, expand, and promote Bike Week in May.	Number of organizations/businesses that participate in Bike Week. Businesses participating in bicycle benefits program.	21 businesses - Bicycle Benefits Program	1-3 years	Fox Cities Greenways; Fox Cities Cycling Association; Well City Fox Cities
Work with local organizations and municipalities to develop a cyclovia (an event that closes the street temporarily for bicycle and pedestrian use only – Ride the Drive in Madison).	Cyclovia Event; Est. number of participants and number of businesses that participate. Est. economic impact of event.	0	3-5 years	Advocacy organizations, Local Chamber of Commerce; Visitors and Convention Bureau;
Work with local schools to develop Youth Engagement Programs (including education, encouragement, and event activities).	Number of schools with a youth engagement program.	0	1-3 years	ECWRPC; Community Action for Healthy Living; Schools; re:THINK coalition
Conduct a study for the bicycle share program.	Completed study	N/A	3-5 years	ECWRPC; Bicycle and pedestrian steering committee
Develop a bike share program.	Bike share program in place.	N/A	3-5 years	ECWRPC; local municipalities; Bicycle and Pedestrian Steering Committee

Table 19: Engineering Recommendations

Engineering Recommendations Goal – Improve the connection between bicycle, pedestrian, and transit networks within the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations (MPOs) by identifying gaps, barriers, and needed multimodal facilities.				
Recommendations	Performance Measure/Metric	Baseline Data	Timeline	Partners
Work with local municipalities and the MPOs to develop the Regional Bicycle and Pedestrian Network.	Increase in pedestrian and bicycle facility mileages throughout the Appleton (Fox Cities) and Oshkosh MPO.			ECWRPC; local municipalities; Bicycle and Pedestrian Steering Committee
Develop Complete Streets policies for communities within and including the Appleton (Fox Cities) and Oshkosh Metropolitan Planning Organizations.	Number of communities with an adopted complete streets policy.	1 – Town of Grand Chute	1-3 years	ECWRPC; local municipalities; Bicycle and Pedestrian Steering Committee
Develop a dedicated funding source for implementing bicycle and pedestrian facilities and programs (both at the local and the MPO level).	Amount of funding available for bicycle and pedestrian facilities. Revise the STP-Urban process for the inclusion of bicycle and pedestrian projects	N/A	1-3 years	ECWRPC; Local municipalities; Bicycle and Pedestrian Steering Committee
Develop way finding signage (which is consistent throughout the Fox Valley) for bicycling and pedestrian facilities.	Implementation of way finding signage	N/A	1-3 years	ECWRPC; Visitors and convention bureaus; local Chamber of Commerce;
Develop public and private partnerships to develop bicycle and pedestrian facilities.	Number of bicycle and pedestrian projects with both public and private funding.	1 – CB Trail Extension	1-3 years	Municipalities, businesses, and advocacy organizations.
Develop consistent maintenance agreements with the municipalities throughout the Fox Valley.	Number of adopted maintenance agreements between municipalities.	N/A	3-5 years	Municipalities and advocacy organizations.
Ensure that bicycle and pedestrian facilities connect to transit routes and stops.	Mileage of bicycle and pedestrian facilities to transit stops.	See tables #	1-3 years	Valley Transit; GO Transit; ECWRPC; local municipalities
Work with local municipalities to revise land use and density based policies.	Number of municipalities with adopted land use and density based policies.	N/A	3-5 years	Local municipalities, ECWRPC
Work with local municipalities, partners, and businesses to develop bicycle tool stations.	Number of bicycle tool stations.	0	N/A	ECWRPC; local municipalities; local businesses; and advocacy organizations
Develop an active transportation model for the Appleton (Fox Cities) and Oshkosh MPOs.	Active transportation Model developed	N/A	3-5 years	ECWRPC; local municipalities; Bicycle and Pedestrian Steering Committee

Table 20: Evaluation Recommendations

Goal – Establish criteria to evaluate the education, encouragement, enforcement, and engineering components of existing and future bicycle and pedestrian planning efforts, programs, and facilities.				
Evaluation Recommendations				
Recommendations	Performance Measure/Metric	Baseline Data	Timeline	Partners
Work with local partners and municipalities to develop a bicycle and pedestrian count process and conduct bicycle and pedestrian counts on a regular basis.	Bicycle and pedestrian count procedure and conduct bicycle and pedestrian counts on a regular basis.	Local community data	1-3 years	Local municipalities; ECWRPC; Bicycle and Pedestrian Steering Committee
Develop a benchmarking report on the state of walking and bicycling within the Fox Valley	Completed report	N/A	Ongoing; every 2 years	ECWRPC; Bicycle and Pedestrian Steering Committee; Local Advocacy Organizations;
Develop a Local Economic Impact Study for the Appleton (Fox Cities) and Oshkosh MPOs.	Completed report.	N/A	1-3 years	ECWRPC; Bicycle and Pedestrian Steering Committee; Local Advocacy Organizations;
Update bicycle and pedestrian mileage annually.	Bicycle and pedestrian facility mileage by MPO.	Local community data	Every year	ECWRPC; local municipalities

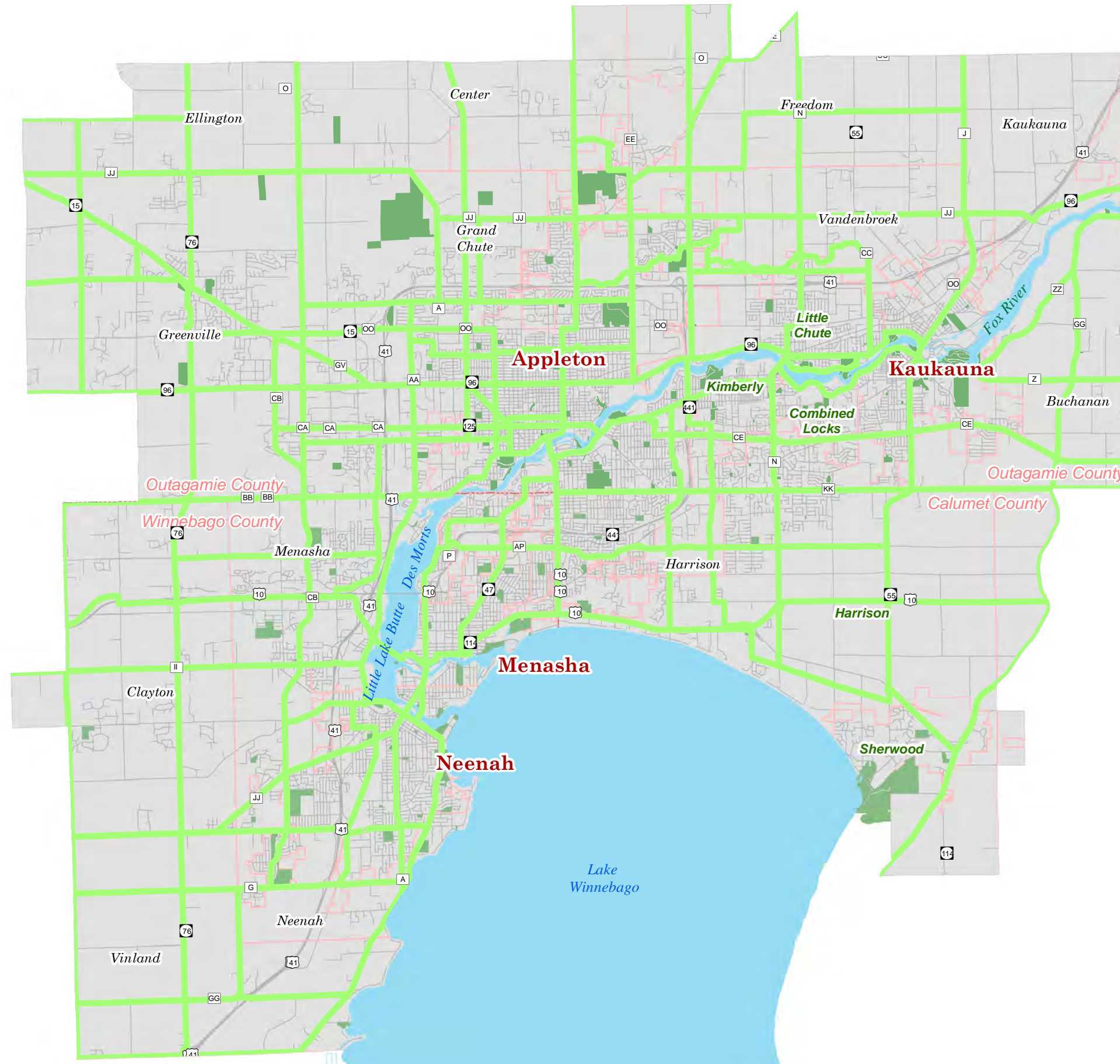
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Map 19 Appleton MPO Regional Bicycle & Pedestrian Network

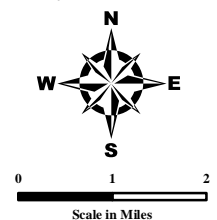
Legend

- Regional Network
- Parks
- Appleton Metropolitan Planning Organization

DRAFT



Source:
Base data provided by Calumet, Outagamie, & Winnebago County
MPO data provided by ECWRPC & WisDOT
Trail data provided by ECWRPC & local municipalities






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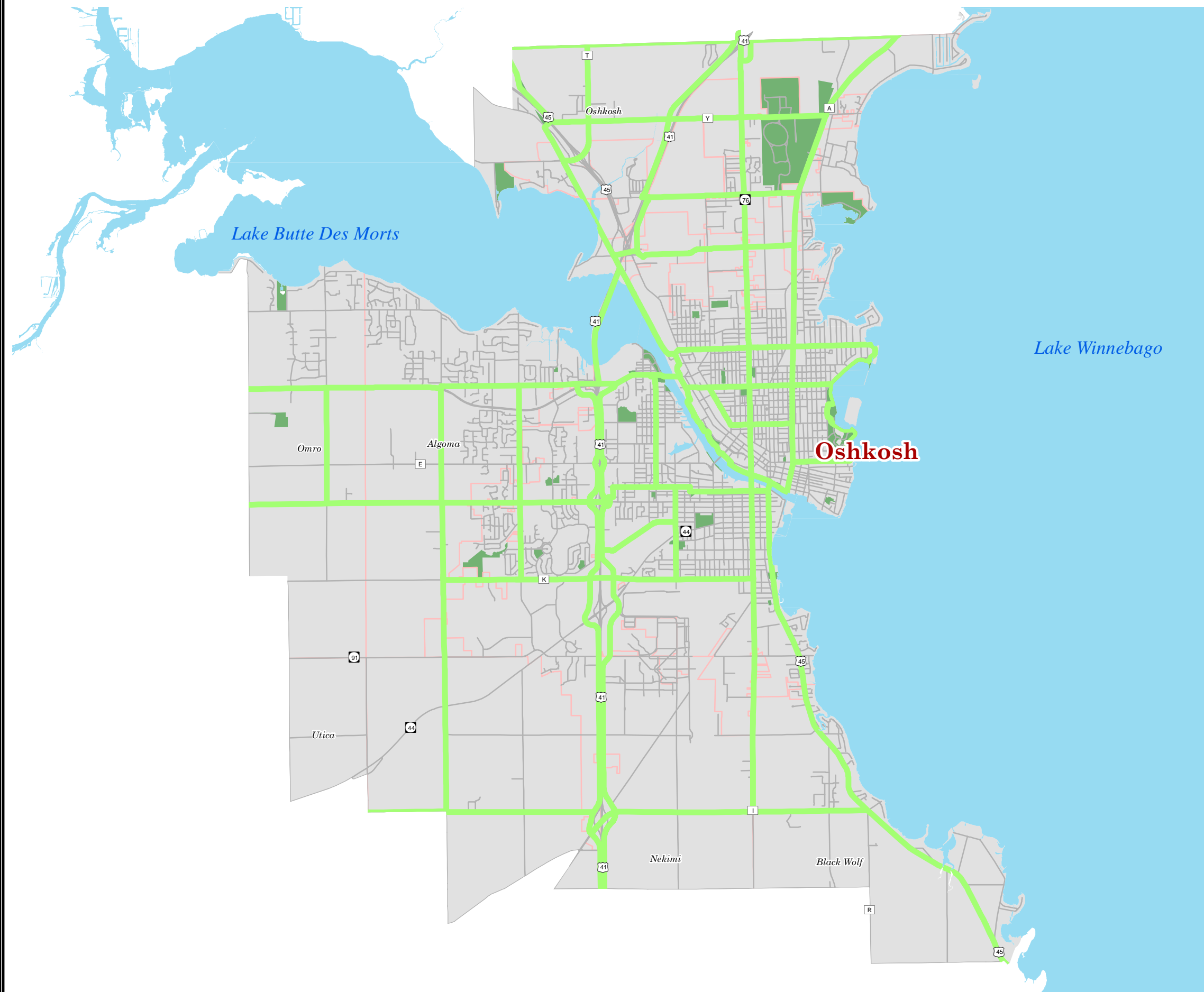


Exhibit 20 Oshkosh MPO Regional Bicycle & Pedestrian Network

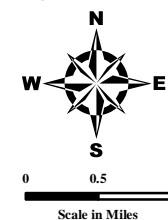
Legend

-  Regional Network
-  Parks
-  Oshkosh Metropolitan Planning Organization

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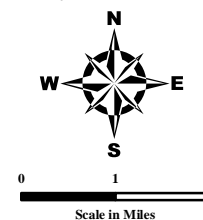
Map 21 Appleton MPO Existing, Planned & Recommended Bicycle Facilities

Legend

- Existing Bicycle Facility
- . - . Signed Bike Route
- Planned Facility
- Recommended Facility
- Regional Network
- Parks
- Appleton Metropolitan Planning Organization

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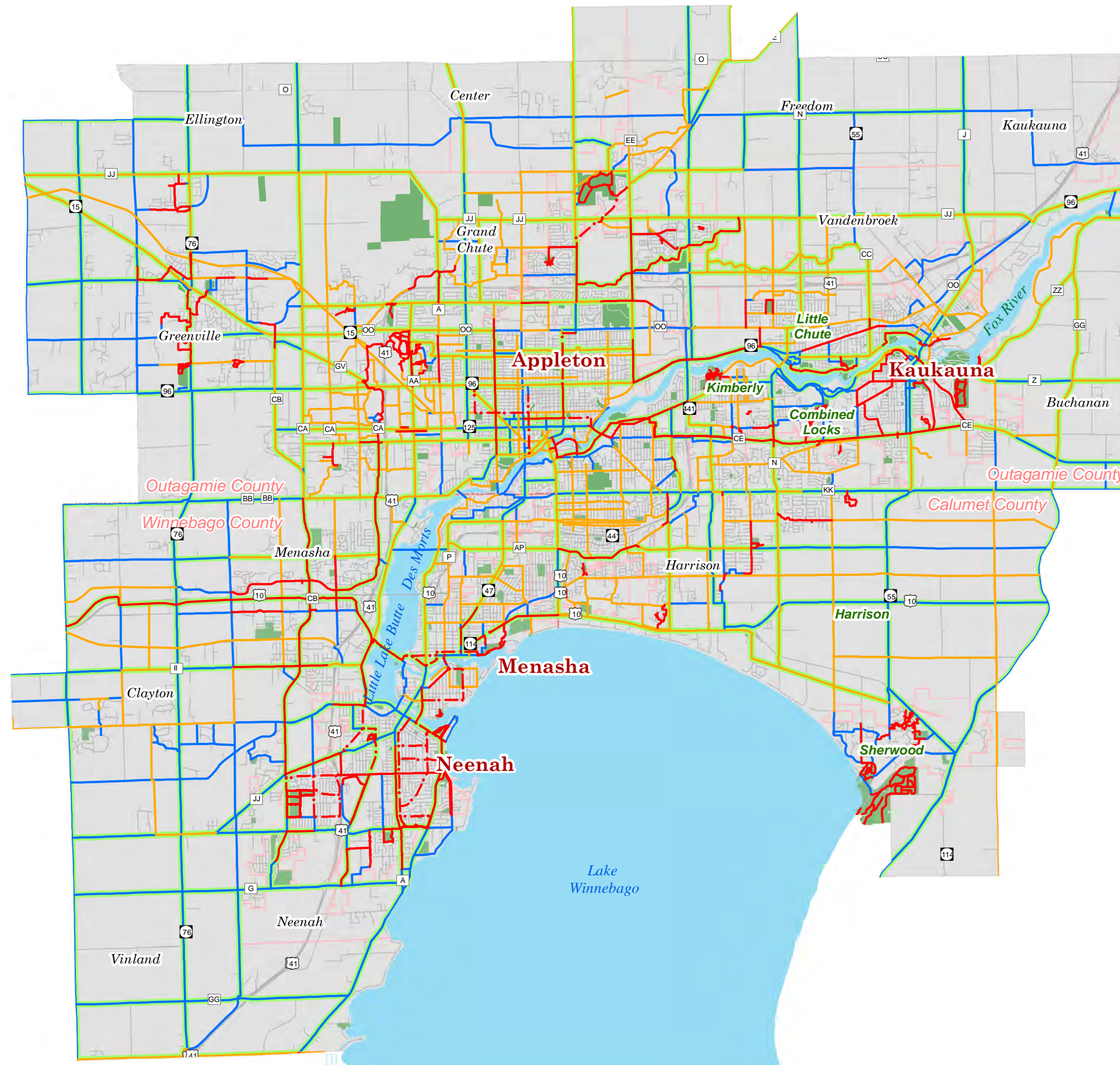


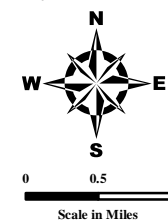
Exhibit 22 Oshkosh MPO Existing, Planned, & Recommended Bicycle Facilities

Legend

- Existing Bicycle Facility
- - - Signed Bike Route
- Planned Facility
- Recommended Facility
- Regional Network
- Parks
- Oshkosh Metropolitan Planning Organization

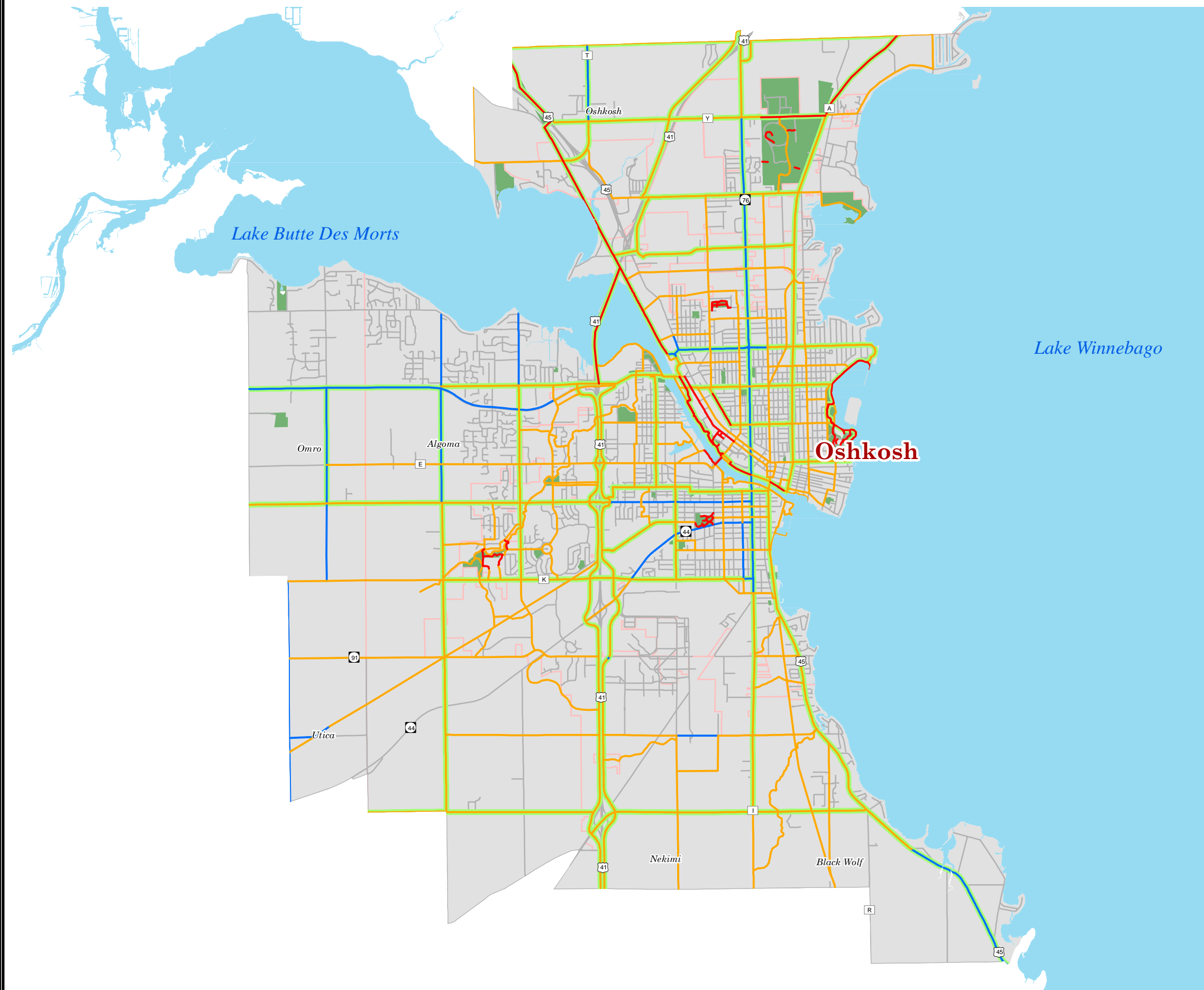
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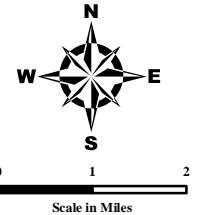
Map 23
Appleton MPO
Existing, Planned, &
Recommended
Pedestrian Facilities

Legend

- Existing Off Road Shared Use Path
- Sidewalk
- Planned Facility
- Recommended Facility
- Regional Network
- Parks
- Appleton Metropolitan Planning Organization

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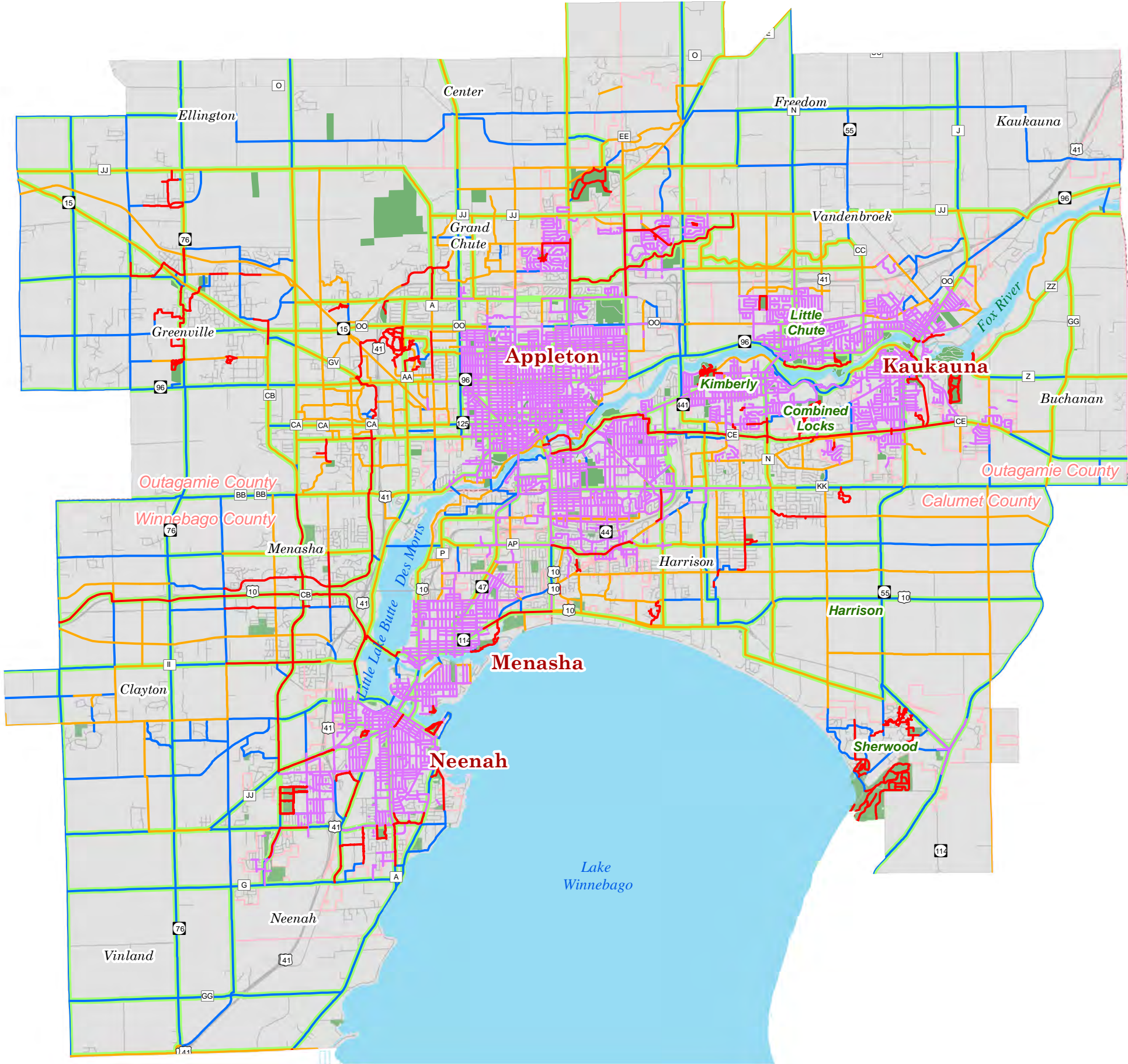


Exhibit 24

Oshkosh MPO

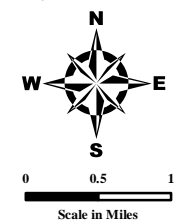
Existing, Planned, & Recommended Pedestian Facilities

Legend

- Existing Off Road Shared Use Path
- Sidewalk
- Planned Facility
- Recommended Facility
- Regional Network
- Parks
- Oshkosh Metropolitan Planning Organization

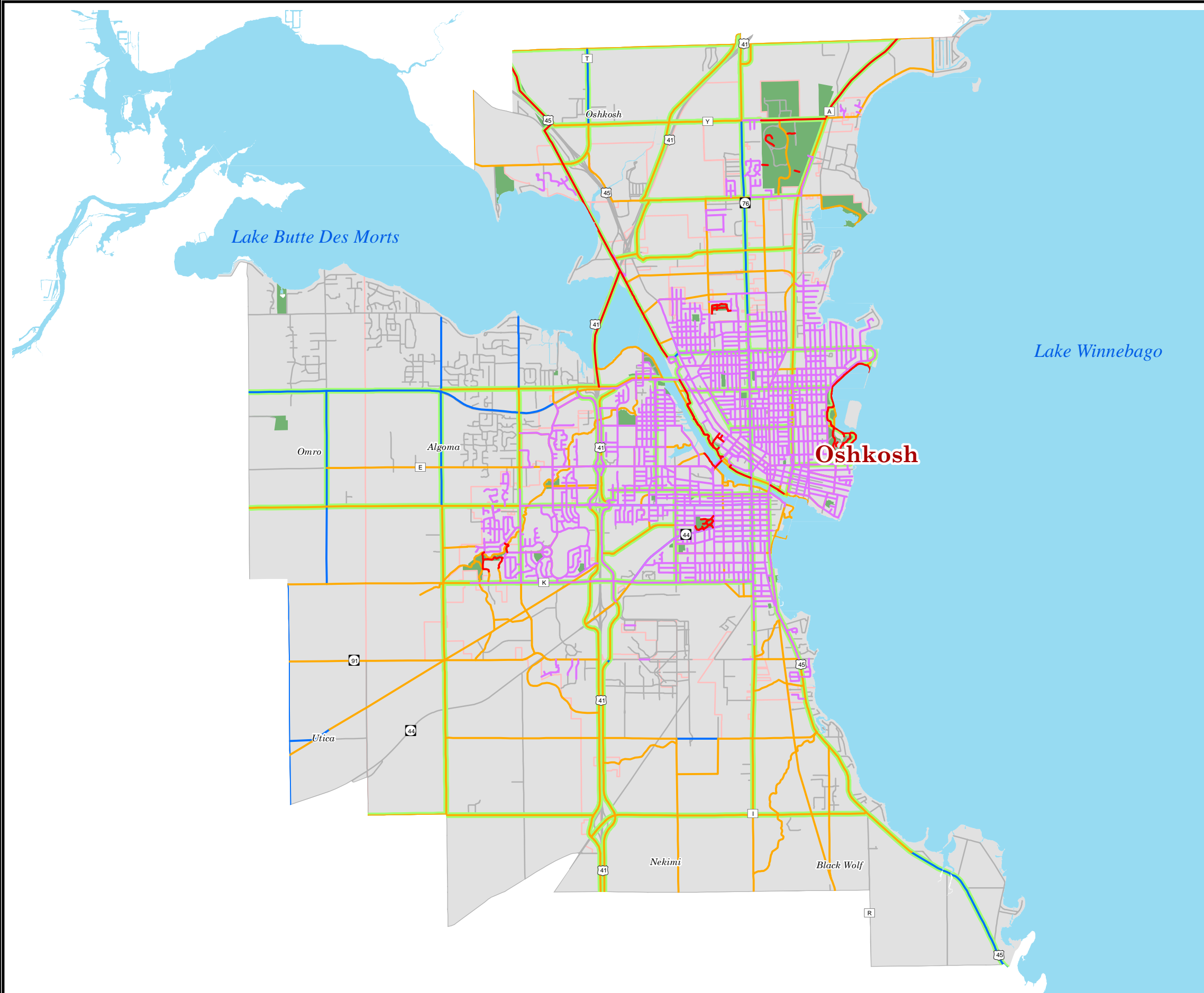
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PREPARED JULY 2014 BY:





CHAPTER 6

IMPLEMENTATION AND FINANCING

CHAPTER 6: IMPLEMENTATION AND FINANCING

6.1 IMPLEMENTATION

Role of Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Steering Committee

The Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Steering Committee discussed not only their role as a committee, but also how the recommendations and the bicycle and pedestrian network outlined in this plan will be completed. After the plan is complete, the Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Steering Committee will continue to meet as necessary and they will select recommendations and projects from the plan to implement. The steering committee will continue to provide guidance and feedback to East Central staff as it relates to the bicycle and pedestrian programs, issues, and the bicycle and pedestrian network. The steering committee stated that it is crucial to engage a variety of partners and stakeholders with similar goals and objects throughout the implementation process to reduce duplication. The Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Steering Committee will communicate with the Appleton and Oshkosh Technical Advisory Committee (TAC) and the Technical Policy Advisory Committee (TPAC) regarding implementation activities related to the bicycle and pedestrian plan. These may include but are not limited to policies, funding opportunities, and updates on implementation activities.

Projects that the steering committee may develop within the next 1-3 years include:

- Development and adoption of complete streets policies for the Appleton (Fox Cities) and Oshkosh MPOs,
- Development of an Economic Impact Study,
- Development of a count procedure and manual for bicyclists and pedestrians, and
- Development of an Active Transportation Model.

Role of East Central WI Regional Planning Commission as the MPOs

The Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Steering Committee stated that it was crucial for East Central as the MPOs for Appleton and Oshkosh to lead implementation of the plan. This may include but is not limited to the following:

- monitoring and analyzing performance measures,
- assisting communities with implementation of bicycle and pedestrian facilities and programs,
- developing an annual benchmarking report to measure progress,
- develop a consistent marketing message regarding bicycle and pedestrian education,
- engage partners and stakeholders during the implementation process,
- update the regional bicycle and pedestrian network (i.e. GIS data) as it is implemented,
- provide progress updates to local municipalities, East Central's Transportation Committee and Commission board, and local advocacy organizations periodically, and

- provide staff resources/time as a resource to local municipalities in the development of the bicycle and pedestrian network and programs.

Measuring Progress

The recommendation presented in this plan will provide the Appleton (Fox Cities) and Oshkosh MPO and the local municipalities with the tools needed to develop an effective regional bicycle and pedestrian network. After a plan is completed and approved, it is important to measure the progress of implementation. This may include updating baseline data (i.e. existing bicycle and pedestrian facility mileage, crash data, etc.) on an annual basis. Recommendations and actions for the 5 E's (Education, Encouragement, Enforcement, Engineering, and Evaluation) are outlined in Tables xx- xx. Within each recommendation/action there is a performance measure/metric that will be evaluated on an annual basis.

6.2 FINANCING

Financing the recommendations in this plan should be a joint effort between stakeholders outlined in the recommendations chapter.

Funding and financing of a bicycle and pedestrian infrastructure project depends on the individual project and if it coincides with a reconstruction or resurfacing project. Typically it is more efficient at a local level to build in the cost of bicycle and pedestrian accommodations into a reconstruction project. While state and federal programs can help finance bicycle and pedestrian accommodations, the administration of state and federal grants may increase the cost of the entire project; therefore it is recommended that local municipalities work with WisDOT or ECWRPC staff to ensure that the state or federal grant is appropriate for the project. It is recommended that local municipalities fund bicycle and pedestrian facilities through their local capital improvement program and build the cost into the cost of the highway project.

Local Capital Improvement Programs (CIP)

As local streets are scheduled reconstruction or resurfacing, bicycle and pedestrian accommodations should be considered by the local municipality. It is much more cost efficient to include bicycle and pedestrian accommodations as part of the project versus trying to retrofit once the project is completed. The costs of the bicycle and pedestrian accommodations can then be built into the cost of the project.

Surface Transportation Program – Urban (STP-Urban)

The Surface Transportation Program – Urban (STP-Urban) allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. All projects must meet federal and state requirements. Communities are eligible for funding on roads that are functionally classified as a major collector or higher.ⁱ Metropolitan Planning Organizations (MPOs) and the Wisconsin Department of Transportation (WisDOT) coordinate with local municipalities to select projects that are eligible for STP-Urban funds. The Appleton (Fox Cities)

and Oshkosh MPO have worked with the Technical Advisory Committee (TAC) to develop selection criteria for projects that are eligible (see the Appleton (Fox Cities) Transportation Improvement Program and the Oshkosh Transportation Improvement Program for more information). In the past STP-Urban Infrastructure Projects that have been awarded funds have included bicycle and pedestrian accommodations. In the future it is recommended that the Appleton (Fox Cities) and Oshkosh MPO also consider funding non-infrastructure projects (i.e. education, encouragement, enforcement, and evaluation projects) through STP-Urban funds. The federal funding ration for STP-Urban projects is usually 80% federal funds, 20% local funds.

Website: <http://www.dot.wisconsin.gov/localgov/highways/stp-urban.htm>

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a new legislative program that was authorized in 2012 by federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21). Projects that meet eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle and Pedestrian Facilities Program will be eligible TAP projects. The funding ratio is usually 80% federal funds, 20% local matching funds.

In MAP-21, MPOs with populations over 200,000 (or Transportation Management Areas – TMAs) will now have the ability to select and award TAP projects at the local level.ⁱⁱ The Appleton (Fox Cities) MPO has an annual federal allocation of \$314,140 annually to award to TAP projects. WisDOT also coordinates a statewide TAP grant cycle for projects that are not located within the TMAs.

With the changes in the Transportation Alternatives Program, the Safe Routes to School projects now require a 20% local match. This local match may be difficult for smaller local municipalities to obtain and it is recommended that local municipalities work with private entities or a variety of municipality departments to help fund the 20% match.

Website: <http://www.dot.state.wi.us/localgov/aid/tap.htm>

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is to develop and implement, on a continuing basis, stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (both state and local). The federal funding ratio for the HSIP funds is usually 90% federal and a 10% match of state and/or local funds. The HSIP Program currently prioritizes sites that have experienced a high crash history with an emphasis on low-cost options that can be implemented quickly.ⁱⁱⁱ

Website: <http://www.dot.wisconsin.gov/localgov/highways/hsip.htm>

Recreational Trails Aids Program (RTA)

The Recreation Trails Program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized the Recreational Trails

Program through Federal fiscal years 2013 and 2014 as a set-aside from the Transportation Alternatives Program.

Website: FHWA - http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm

WDNR - <http://dnr.wi.gov/aid/rta.html>

Metropolitan Planning (PL) Funds

Metropolitan Planning (PL) Funds provides federal funding under MAP-21 to metropolitan planning organization to carry out the federal transportation planning activities within a MPO area. The primary purpose of these funds is for the administration of the MPO process including the development of a regional multi-modal long range transportation plan and the transportation improvement program. MPOs over 200,000 in population will also administer the Transportation Alternatives Program and Congestion Management Process. Funding can be used for sub-regional and other modal planning activities including plans, studies, and programs for bicycle and pedestrian accommodations.

EPA “Climate Showcase Communities” Grants – The Environmental Protection Agency (EPA) announced the availability of up to \$10 million in first-of-its-kind, “Climate Showcase Communities” grants to local and tribal governments to establish and implement climate change initiatives that will help reduce greenhouse gas emissions. The agency awards cooperative agreements, each one ranging from \$100,000 to \$500,000. Approximately 5 percent of the funds are set-aside for tribal governments. EPA requests proposals from local governments, federally recognized Indian tribal governments, and inter-tribal consortia to create replica models of sustainable community action generate cost effective greenhouse gas reductions, and improvement the environmental, economic, public health, and social conditions in the community.

Website: <http://www.epa.gov/statelocalclimate/local/showcase/index.html>

U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG)

The CDBG program provided eligible metropolitan cities and urban counties (called “entitlement communities”) with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve communities facilities and services, typically to benefit underserved communities (low- and moderate-income communities). Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities.^{iv}

Website:

http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

The Robert Wood Johnson Foundation – The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to “promote healthy communities and lifestyles.” Specifically, the Foundation has ongoing “Active Living by Design” grant programs that promotes the principles of active living including non-motorized transportation. Other related calls for grant proposals are issues as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

Website: <http://www.rwjf.org/en/grants.html#g/maptype/grants/ll/37.91,-96.38/z/4>

Fox Cities Visitors Bureau and Convention Center – Tourism Development Grant Fund

Since its inception, the Fox Cities Convention & Visitors Bureau has allocated a percentage of its room tax revenue for the development or expansion of visitor attractions and amenities through a grant program previously called the *Capital Development Grant Program*. Since 2011, the grant program is referred to as the *Fox Cities Tourism Development Grant Program*. During the Bureau’s 25 year history it has made nearly \$7.0 million in grants through the program. Grants have ranged between \$2,500 and \$1,000,000. As a general rule the Tourism Development Grant Committee does not fund elements of trail construction projects. There are, however, rare exceptions where a trail project will be considered under the capital project category. Most often these will be unique or unusual crossings or bridges that are key to the success of a particular trail project. This includes a grant for the Herb & Dottie Smith Park Trail Trestle Bridge Project of \$50,000 and the Friendship Trestle Trail.

Public Private Partnerships

As federal and state funds become more competitive for local communities, it is recommended that local municipalities work with the private sector to help secure funds for various types of bicycle and pedestrian projects. The private sector could help to provide the 20% local match for state grant programs, making the local grant application more competitive for funding. Additionally, local businesses have a vested interest in bicycle and pedestrian accommodations, as healthy active employees help to reduce the businesses health insurance costs and the employees are also more productive. Local health insurance companies are interested in having healthy residents, as it reduces the health insurance claims related to chronic diseases. Private and public partnerships should be explored by local municipalities as the built environment as a direct correlation with the health of local residents.

ⁱ Wisconsin Department of Transportation (WisDOT) Surface Transportation Program:
<http://www.dot.wisconsin.gov/localgov/highways/stp-urban.htm>

ⁱⁱ Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program:
<http://www.dot.state.wi.us/localgov/aid/tap.htm>

ⁱⁱⁱ Wisconsin Department of Transportation (WisDOT) Highway Safety Improvement Program (HSIP):
<http://www.dot.state.wi.us/localgov/highways/hsip.htm>

^{iv} U.S. Department of Housing and Urban Development:

http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

Table 21: Quick Reference Funding Source Summary Table

Funding Program	Source	Agency	Primary Purpose	Eligibility	Match Requirements
Surface Transportation Program (STP)	Federal	MPO/ WisDOT	Construction, resurfacing, and operational improvements for highways and bridges, including transit and other modes.	Construction of pedestrian/bicycle transportation facilities; Non-construction projects for safe bicycle use; Upgrade public sidewalks to comply with ADA standards.	80% Federal / 20% Local
Transportation Alternatives Program (TAP)	Federal	MPO – Appleton / WisDOT			80% Federal / 20% Local
Recreational Trails Aids Program (RTA)	Federal	WDNR	Develop and maintain recreational trails and trail related facilities for non-motorized and motorized recreational trail uses.	Motorized and non-motorized trails. Eligible categories are trail maintenance and rehabilitations, trailside or trailhead facilities, construction and maintenance equipment, trail construction, trail assessments, and trail safety and environmental protection education.	80% Federal / 20% Local
Highway Safety Improvement Program (HISP)	Federal	WisDOT	Reduction in traffic fatalities and serious injuries on public roads	Improvements for pedestrian/bicyclist safety; Construction of yellow-green signs at pedestrian/bicycle crossings and in school zones. Correction of hazardous locations including roadside obstacles, railway-highway crossing needs, and poorly marked roads that constitute a danger to bicyclists/pedestrians. Highway safety improvement projects on bicycle/pedestrian pathways or trails.	90% Federal / 10% Local
Metropolitan Planning (PL) Funds	Federal	MPO	Funds are for MPOs to carry out federal transportation planning activities within the MPO area. Activities include administering the MPO process, development of a regional multimodal long range transportation plan, and maintaining a multiyear transportation improvement program.	Funding can be used for region, sub-regional, and other modal planning activities including plans, studies, and programs for bicycle and pedestrian improvements.	80% Federal / 20% Local
EPA “Climate Showcase Communities” Grants	Federal	EPA	Assist local governments in developing plans, conducting demonstration projects, and implement projects that reduce greenhouse gas (GHG).	Activities must achieve reductions in GHG emissions by addressing one of ten priority areas including land use, transportation, and community planning and include reductions in vehicle miles traveled.	50% Federal / 50% Non-Federal
Community Development Block Grant (CDBG)	Federal	City/HUD	Directly provides funds to cities and towns for projects with community-wide benefits. Activities must benefit low to moderate income communities.	Sidewalks, greenways, trails, and bicycle facilities that provide increased safety, access, and transportation options.	100% Federal
Bikes Belong Coalition	Private	Bikes Belong Coalition	Bikes Belong will accept requests for funding of up to \$10,000 for facility and advocacy projects.	Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	None, but encouraged.
Robert Wood Johnson Foundation (RWJF)	Private	RWJF	Active Living Research – supports research to identify promising policy and environmental strategies for increasing physical activity, decreasing sedentary behaviors and preventing obesity among children and adolescents.	Active Living Research supports research examining how environments and policies impact physical activity, especially among ethnic minorities and children living in low-income communities. Findings are expected to inform environmental and policy changes that will promote active living among children and families.	Varies

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APPENDICES



APPENDIX A

QUICK FACTS ON BICYCLING AND WALKING

Bicycle and Pedestrian Quick Facts (Revised 4/3/14)

Economic:

- *Studies have shown that bicyclists and pedestrian shop more often and spend more money in their communities than people who drive.ⁱ*
- *The cost of operating a sedan for one year in 2013 was approximately \$10,374. The annual cost of operating a bicycle is approximately \$308 a year.ⁱⁱ*
- *Fuel and transportation savings allow residents to spend more in their local economies. Studies have shown that the total savings across metropolitan areas can be in the billions.ⁱⁱⁱ*
- *Wisconsin accounts for 20 percent of the bicycling manufacturing in the U.S. According to a 2005 study, the bicycling industry which includes manufacturing, distribution, retail and other services – contributes \$556 million and 3,418 jobs to the Wisconsin economy.^{iv}*
- *In 2010, a study found that bicycle recreation and tourism contribute \$924 million annually to the state's economy and estimates that "the potential value of health benefits from reducing short car trips and increasing the bicycling total to \$409 million."^v*
- *Lancaster, CA added pedestrian safety features as part of a downtown revitalization effort, including a pedestrian only plaza, wider sidewalks, landscaping and traffic calming. The project spurred \$130 million in private investment, 50 new businesses, a 9.5 percent increase in property values, a 96 percent increase in revenue, 800 permanent new jobs, and a decrease in traffic collisions by 85 percent, after a public investment of \$10.6 million.^{vi}*

Not only can bicycling and walking benefit a personal budget but it also can benefit a communities' economy. Road projects are very materials intensive and therefore, the budget for a road project can be extremely high. By contrast, bicycling and walking infrastructure projects are more labor intensive and can create more jobs than a road projects.

- *Investments in bicycle and pedestrian infrastructure create more jobs per million dollars spent than highway projects. Bicycle and pedestrian projects produce 9.6-11.4 jobs per million dollars spent compared to only 7.8 jobs created by road only projects.^{vii}*
- *Bicycling and walking projects create 11-14 jobs per \$1 million spent, compared to just 7 jobs created per \$1 million spent on highway projects.^{viii}*
- *Cost benefit analysis show that up to \$11.80 in benefits can be gained for every \$1 invested in bicycling and walking.^{ix}*
- *The Brown County, WI Highway Department built a three-lane street with two bike lanes on the existing four-lane roadway, and replaced expensive traffic signals with roundabouts. These changes saved the County \$347,515 – 16.5 percent below the original project estimate.^x*

Real Estate Values:

Bicycle and pedestrian facilities can positively impact the value of a home.

- *Studies have shown that neighborhoods that invest in trails and bicycle and pedestrian infrastructure have higher property values and increased sales tax revenues.^{xi}*
- *In Vermont, property values of homes in walkable neighborhoods were \$6,500 higher than those in car-dependent areas. Add all of those homes together and walkability added more than \$350 million to the local economy.^{xii}*
- *Bob McNamara, a Senior Policy Representative for the National Association of Realtors (NAR), a 1.2 million member professional organization, emphasized the importation of transportation*

choice at the 2009 National Bike Summit. Realtors sell not just houses, he said, they sell communities. Increasing transportation choice increases livability.^{xiii}

- A study of home values near the Monon Trail in Indianapolis, Ind. measured the impact of the trail on property values. Given two identical houses, with the same number of square feet, bathrooms, bedrooms, and comparable garages and porches – one within a half mile of the Monon Trail would sell for an average of 11 percent more.^{xiv}

Health:

The built environment can play a crucial role in a community's or person's health. Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.^{xv} It has been noted that not only are adult obesity rates on the rise, but also childhood obesity continues to be on the rise. Over the past 40 years, rates of obesity have soared among children of all ages within the United States, and approximately 25 million children and adolescents – more than 33% - are now overweight or obese or at risk of becoming so.^{xvi}

- More than one-third of U.S. adults (35.7%) are obese and another third are overweight.^{xvii}
- Obesity—related conditions include heart diseases, stroke, type 2 diabetes, and certain types of cancer, some of the leading causes of preventable death.^{xviii}
- The estimated annual medical costs obesity in the U.S. was \$147 billion in 2008 U.S.dollars; the medical costs for people who are obese were \$1,429 higher than those of normal weight.^{xix}
- The costs of obesity account for approximately nine percent of total U.S. health care spending,^{xx} and add an estimated additional \$395 per year per person to health care expenses.^{xxi}
- Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.^{xxii}
- Between 1966 and 2009, the number of children who bicycled or walked to school fell 75% while the percentage of obese children rose 276%.^{xxiii}
- In general, states with the highest levels of bicycling and walking have the lowest levels of obesity, hypertension (high blood pressure), and diabetes and have the greatest percentage of adults who meet the recommended 30-plus minutes per day of physical activity.^{xxiv}
- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.^{xxv}

Children today are not getting the recommend amount of physical activity and this has contributed to the increase in chronic diseases in children. Safe Routes to School Programs work with schools and communities to enable and encourage students to walk and bike to school. Chronic diseases in children have increased significantly. Over the last 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents – more than 33% - are now overweight or obese or at risk of becoming so.^{xxvi}

- Obesity is so prevalent in today's children, that this maybe the first generation of children in over 200 years that may not outlive their parents.^{xxvii}
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity^{xxviii} and health care costs just for childhood obesity are estimated at approximately \$14 billion per year.^{xxix}
- Walking one mile to and from school each day is the two-thirds of the recommended sixty minutes of physical activity a day. Children who walk to school have higher levels of physical activity throughout the day.^{xxx xxxi}

Environmental:

Bicycling and walking also reduces the number of vehicles on the roadways but it also improves the air quality of an area.

- Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults.^{xxxii}
- Over the last 25 years, among children ages 5 to 14, there has been a 74 percent increase in asthma cases.^{xxxiii}
- A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.^{xxxiv}
- Returning to 1969 levels of walking and bicycling to school^{xxxv} would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants^{xxxvi} – equal to keeping more than 250,000 cars off the road for a year.

Congestion Management:

In 2009, 40% of trips in the United States were shorter than two miles, a distance easily covered by bicycle or foot. However, Americans use their cars for 87% of trips that are 1-2 miles in length.^{xxxvii} Bicycling or walking can help mitigate traffic congestion and provide commuters with an opportunity for active transportation.

- Currently 12% of all trips are made by bicycle (1.0%) or foot (10.5%) in the United States.^{xxxviii}
- From 2000 to 2009, the number of commuters who bicycle to work increased by 57% nationally.^{xxxix}
- In urban areas, where cars and bicyclists travel at similar speeds, bike lanes can accommodate **7 to 12 times as many people** per meter of lane per hour than car lanes and bicycles cause less wear on the pavement.^{xl}

In the recent years, the trend for transporting children to school has been primarily by personal vehicle. Within the span of one generation, the percentage of children walking or bicycling to school has dropped dramatically from approximately 50% in 1969^{xli} to just 13% in 2009.^{xlii}

- While distance to school is the most commonly reported barrier to walking and bicycling^{xliii}, private vehicles still account for half of school trips between $\frac{1}{4}$ and $\frac{1}{2}$ mile^{xliv} – a distance easily covered on foot or bike.
- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.^{xlv}
- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.^{xlvi}

Bicycle and Pedestrian Safety:

Bicycle and pedestrian facilities can help to reduce the number of injuries and fatalities by those that bicycle or walk. Bicycle and pedestrian infrastructure is crucial in providing accommodations to users.

- Pedestrians are twice as likely to be struck by a vehicle in locations without sidewalks.^{xlvii}
- Fourteen percent of all traffic fatalities in the U.S. are bicyclists (1.8%) or pedestrians (11.7%).^{xlviii}

ⁱ Examining Consumer Behavior and Travel Choices <http://ppms.otrec.us/media/1361999891512e7813bfa6d.pdf>

ⁱⁱ Bicycling and Walking in the United States: 2012 Benchmarking Report
http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/

ⁱⁱⁱ CEOs for Cities – The Green Dividend <http://www.ceosforcities.org/city-dividends/green/>

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- ^v Valuing Bicycling's Economic and Health Impacts in Wisconsin http://www.sage.wisc.edu/igert/download/bicycling_final_report.pdf.
- ^{vi} Lancaster Boulevard Transformation <http://www.mparchitects.com/site/projects/lancaster-boulevard-transformation>
- ^{vii} Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts <http://www.peri.umass.edu/236/hash/64a34bab6a183a2fc06fdc212875a3ad/publication/467/>
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- ^x Smart Growth America – National Complete Streets Coalition <http://www.smartgrowthamerica.org/complete-streets/implementation/factsheets/costs>
- ^{xi} Protected Bike Lanes Mean Business – How the 21st Century Transportation Networks Help to New Urban Economies Boom http://www.peoplepoweredmovement.org/site/images/uploads/Protected_Bike_Lanes_Mean_Business.pdf
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WHAT IS SAFE ROUTES TO SCHOOL?

Background and Statistics

Safe Routes to School (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 program has been designed to reverse the decline in children walking and bicycling to schools. Safe Routes to School can also play a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity.

In 1969, approximately 50% of children walked or bicycled to school, with approximately 87% of children living within one mile of school walking or bicycling. Today, fewer than 15% of schoolchildren walk or bicycle to school. As a result, kids today are less active, less independent, and less healthy. As much as 10 to 14% of morning traffic can be generated by parents driving their children to schools, and traffic-related crashes are the top cause of death and major injury for children in the U.S. ages 1 to 17.

Concerned by the long-term health and traffic consequences of this trend, in 2005, the U.S. Congress approved \$612 million in funding for five years of state implementation of SRTS programs in all 50 states and the District of Columbia. Communities are using this funding to construct new bike lanes, pathways, and sidewalks, as well as to launch Safe Routes to School education, promotion and enforcement campaigns in K-8 schools.

Safe Routes to School programs are built on collaborative partnerships among many stakeholders that include educators, parents, students, elected officials, engineers, city planners, business and community leaders, health officials, and bicycle and pedestrian advocates. The most successful SRTS programs incorporate the five E's—evaluation, education, encouragement, engineering, and enforcement. The goal of Safe Routes to School is to get more children bicycling and walking to schools safely every day.

Helpful Statistics on Safe Routes to School

Traffic Congestion: Neighborhoods are becoming increasingly clogged by traffic. By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion.

- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969¹ to just 13% in 2009.²
- While distance to school is the most commonly reported barrier to walking and bicycling³, private vehicles still account for half of school trips between 1/4 and 1/2 mile⁴—a distance easily covered on foot or bike.
- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.⁵
- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.⁶

Safety: Safe Routes to School projects focus on infrastructure improvements, student traffic education, and driver enforcement that improve safety for children, many of whom already walk or bicycle in unsafe conditions.

- Pedestrians are more than twice as likely to be struck by a vehicle in locations without sidewalks.⁷
- In 2009, approximately 23,000 children ages 5-15 were injured and more than 250 were killed while walking or bicycling in the United States.⁸
- From 2000-2006, 30% of traffic deaths for children ages 5-15 occurred while walking or bicycling.⁹
- The medical costs for treating children's bicycle and pedestrian fatalities cost \$839 million in 2005 and another \$2.2 billion in lifetime lost wage costs.¹⁰
- A safety analysis by the California Department of Transportation estimated that the safety benefit of the SRTS was up to a 49 percent decrease in the childhood bicycle and pedestrian collision rates.¹¹

Health and Obesity: Children today are simply not getting enough physical activity, contributing to growing rates of obesity and obesity-related health problems, such as diabetes. Safe Routes to School projects make it safer for more children to walk and bicycle to school, which will help address this obesity crisis among children by creating increases in physical activity.

- Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents—more than 33%—are now overweight or obese or at risk of becoming so.¹²
- Kids are less active today, and 23% of children get no free time physical activity at all.¹³
- The prevalence of obesity is so great that today's generation of children may be the first in over 200 years to live less healthy and have a shorter lifespan than their parents.¹⁴
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity,¹⁵ and health care costs just for childhood obesity are estimated at approximately \$14 billion per year.¹⁶
- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.¹⁷
- Walking one mile to and from school each day is two-thirds of the recommended sixty minutes of physical activity a day. Children who walk to school have higher levels of physical activity throughout the day.^{18 19}

Environment: Safe Routes to School projects increase the number of children walking and bicycling to school, which also cuts down on the number of cars. As cars emit pollutants for each mile traveled, reducing traffic can improve the quality of air that children breathe in and around their schools.

- Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults.²⁰
- Over the last 25 years, among children ages 5 to 14, there has been a 74 percent increase in asthma cases.²¹ In addition, 14 million days of school are missed every year due to asthma.²²
- One-third of schools in "air pollution danger zones."²³
- Schools that are designed so children can walk and bicycle have measurably better air quality.²⁴
- A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.²⁵
- Returning to 1969 levels of walking and bicycling to school²⁶ would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants²⁷—equal to keeping more than 250,000 cars off the road for a year.

Bus Transportation Costs: Schools often make cutbacks in bus routes to save money—meaning that more children will be walking and bicycling in potentially unsafe conditions, or more parents will drive their children, which increases traffic congestion and air quality concerns.

- Approximately 55% of children are bused, and we spend \$21.5 billion nationally each year on school bus transportation, an average of \$854 per child transported per year.²⁸
- Eliminating one bus route, based on average per-pupil expenditure and average number of pupils per bus, would save a school district approximately \$45,000 per year.²⁹
- Nationwide, approximately 22 percent of school districts made busing reductions during the 2010-2011 school year due to fuel price increases.³⁰

About the Safe Routes to School National Partnership

Launched in August 2005, the Safe Routes to School National Partnership is a fast-growing network of hundreds of organizations, government agencies and groups working to set goals, share best practices, secure funding, and provide educational materials to agencies that implement Safe Routes to School programs. The Safe Routes to School National Partnership's mission is to serve a diverse national community of organizations that advocates for safe bicycling and walking to and from schools throughout the United States. www.saferoutespartnership.org

End Notes

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APPENDIX B

PUBLIC PARTICIPATION PLAN SUMMARY

APPENDIX B: PUBLIC PARTICIPATION PROCESS SUMMARY

Public Input

As in any plan or planning process, the inclusion of public input is a critical component in ensuring the successful implementation of the plan/process' goals and objectives. Therefore, it was imperative that public input be included throughout the duration of the planning process to include the identification of gaps and barriers, thoughts and ideas regarding needed regional connections/facility improvements, as well as policy-based recommendations to include the regional bicycle/pedestrian network as a whole and ensure there is consistency amongst communities in implementing and addressing policy on a regional scale. This section highlights the public input processes that took place throughout the duration of the planning process.

Public Participation Plan (PPP)

First, a public participation plan or PPP was put together to outline strategies as to how the public could become active in the planning process. The PPP was adopted by the Appleton (Fox Cities) and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee on September 10, 2012.

Purpose

The purpose of the PPP is to establish procedures that allow for, encourage, and monitor participation of all citizens in the Appleton (Fox Cities) and Oshkosh Urbanized Areas, including but not limited to low income and minority individuals, and those with limited English proficiency. While traditional means of soliciting public involvement may not reach such individuals, or might not allow for meaningful avenues of input, the intent of this effort is to take reasonable actions throughout the planning process to provide opportunities for historically under-served populations to participate.

Goals and Objectives for the Public Participation Plan

Goal: *The goal of the PPP is to offer real opportunities for the engagement of all citizens in the Fox Cities and Oshkosh Urbanized Areas to participate in the development of a bicycle and pedestrian plan.*

Objectives:

- To determine what non-English languages and other cultural barriers exist to public participation within the Fox Cities and Oshkosh Urbanized Areas.
- To provide a general notification of meetings, particularly forums for public input, in a manner that is understandable to all populations in the area.
- To hold meetings in locations which are accessible and reasonably welcoming to all area residents, including, but not limited to, low-income and minority members of the public.
- To provide avenues for two-way flow of information and input from populations which are not likely to attend meetings.
- To provide a framework of actions appropriate to various types of plans and programs, as well as amendments or alterations to any such plan or program.

- To use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps and the internet.

Distribution and Outreach Efforts

Notices were posted in the local newspapers, noting the existence of the public participation plan and a copy of the public participation plan was also sent to a comprehensive list of stakeholders identified in Appendix A of the PPP as identified by staff and adopted by the plan's Steering Committee.

Stakeholders are those who are either directly, or indirectly, affected by a plan, or the recommendations of that plan. Those who may be adversely affected, or who may be denied benefit of a plan's recommendation(s), are of particular interest in the identification of specific stakeholders. Stakeholders are broken down into several groups: general citizens, minority and low-income persons, public agencies, and private organizations and businesses.

In addition to distribution amongst stakeholders and the posting of newspaper ads and on the project's website, staff also promoted the existence of the PPP also through the following efforts:

- Presentations to professional, citizen, and student organizations.
- Articles in community newsletters.
- Press releases and meetings with local media representatives.
- Informal conversations with individuals and small groups.
- Interviews with people who are or could be affected by study recommendations.
- Presentations by experts on related subjects.
- Surveys
- Social media (Facebook, Twitter, etc.)
- Use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps, transportation model simulations, and the internet.

Centering Public Input Around the 5 E's

Plan Vision

Ensure that residents within the Appleton (Fox Cities) and Oshkosh Urbanized Areas have the ability to safely and conveniently walk or bike between origins and destinations via a well interconnected multimodal transportation network.

Plan Goals and Measureable Objectives

Education - Increase public and political awareness of the need for and benefits of bicycle and pedestrian facilities and a well interconnected multimodal transportation network.

Encouragement - Encourage more residents to walk and/or bike as a means to reduce dependence on the automobile, conserve energy, and increase physical activity.

Enforcement - Improve safety, reduce conflicts, and build mutual awareness and respect between motorists, bicyclists, and pedestrians by improving enforcement of all multimodal transportation laws.

Engineering - Improve the connection between bicycle, pedestrian, and transit networks within the Fox Cities and Oshkosh Urbanized Areas by identifying gaps and barriers and needed multimodal facilities.

Evaluation – Establish criteria to evaluate the education, encouragement, enforcement, and engineering components of existing and future bicycle and pedestrian planning efforts, programs, and facilities.

User Surveys

With the assistance of the plan's steering committee, two surveys were developed to obtain user characteristics and trip pattern data amongst both cyclists and pedestrians. These two surveys were available at in both hard copy format and in an electronic format available online. Hard copy surveys were made available at numerous public outreach events such public information meetings, presentations to stakeholders groups, etc. The link to the electronic versions of the survey were also marketed at these events, in addition to being posted in newsletters, shared with stakeholders via e-mail, etc.

Both surveys ask questions pertaining to: trip frequency and patterns, destination locations, facility preferences of the user, limitations of the user that prevent certain trips, regional facilities most often used, socio-economic information of the user, and open-ended questions on comments and general feelings of the existing regional bicycle/pedestrian network and their ideas on future improvements.

The survey response was not as successful as hoped for; however with the overwhelming success of other public outreach efforts and strategies, one could assume a substantially better response still wouldn't unveil any themes/trends that were not already exposed for further analysis or as a consideration for a recommendation in this final plan.

Public Information Meetings

East Central held a series of three public information meetings in November and December of 2012 to receive feedback on gaps, barriers, and needed bicycle and pedestrian connections throughout the study area. The first of the three meetings was held at UW-Fox Valley, followed by one at Oshkosh City Hall, and the last at the Little Chute Village Hall. Each meeting averaged roughly 30 attendees in which participants reviewed existing facilities and crash data/location mapping. Participants were also given the opportunity to fill out biking and pedestrian surveys, comment sheets, and identify gaps, barriers, and needed connections on the posters.

These three public information meetings received great media coverage by grasping the attention of WFRV channel 5, WLUK channel 11, in addition to WHBY, WOSH, and the Appleton Post Crescent all doing stories on the development of the plan and how the public can get involved.

A wide variety of comments were received via returned comment sheets and comments written on the various posters. These comments fell into two major categories, facility-based comments and policy-based comments.

Facility-Based Comments

In summary, a large array of public comment was received on needed facilities, facility connections, and barriers. These comments also ranged from small scale neighborhood facility connections to multi-county/multi-jurisdictional facility improvements/connections to further enhance regional connectivity. Although all of the comments in their entirety cannot be easily displayed in this chapter, a summary of the most popular reoccurring comments included the following facility-based comments for improving the regional bicycle/pedestrian network:

- Connectivity between the Fox Cities and Oshkosh Urbanized Areas/improvements to CTH A between the Cities of Oshkosh and Neenah
- Better access to High Cliff State Park
- A designated east-west corridor throughout the Fox Cities Urbanized Area
- Improve crossings of the Fox River
- Improve crossings under/over USH 41
- Make the College Avenue corridor more bike/pedestrian friendly
- Improve bike/pedestrian connectivity throughout the STH 47/114 corridor

Policy-Based Comments

Although policy-based comments were not as frequent as facility-based comments, there were some common themes that transpired from these meetings. Such themes included:

- Consistency in signage on a regional scale
- Consistency in maintenance of facilities especially in inclement weather (i.e. snow removal)
- Education and enforcement of traffic laws for all modes
- Examination of local and regional Complete Streets policies

Fox Cities Greenways Trails for Tomorrow Planners Workshop

On May 16, 2013, staff facilitated a half-day trail planning workshop as part of Fox Cities Greenways Annual Trail Planners Workshop for planners throughout the Fox Cities and Oshkosh region. The intent of the workshop was to provide planners within the Fox Cities with an update on the progress of the regional bicycle/pedestrian plan and to give those that had not had an opportunity to provide comment in the planning process to date the opportunity in doing so.

The workshop had a good turnout with over 30 attendees and the vast majority of comments confirmed the core public comment received to date. The workshop also created means for additional stakeholders to continue to spread the word about the nature of the plan. Implementation of the final plan was also a primary discussion topic at the workshop in which the vast majority of attendees could play a vital role in the implementation of the plan at the local and regional level.

Community Outreach

The Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Committee recommended that East Central staff attend local municipal committee meetings, providing local committee members and elected officials an opportunity to provide feedback and input on the regional bicycle and pedestrian network along with the non-infrastructure recommendations. East Central staff also discussed the regional bicycle and pedestrian network with advocacy organizations. Local corporations also expressed an interest in the regional bicycle and pedestrian network as they would like to see additional bicycle and pedestrian facilities near their locations. These facilities would provide their employees with an opportunity to bicycle and walk to, from, and at work.

Local Government Committee Meetings

The Steering Committee recommended that East Central staff present the Regional Bicycle and Pedestrian Network and the plan to local government committee meetings. These presentations provided an opportunity to local elected officials and staff to be informed of the plan and it also allowed them to provide feedback regarding bicycle and pedestrian network recommendations. East Central staff presented to local government committee meetings. Those municipalities that are in the fringe of the Metropolitan Planning Organization boundary were sent a memo, a map of their municipality, a summary document, and a quick fact sheets. These municipalities were asked to provide input and attend the second set of public information meetings.

Public Information Meetings – Update after last set of public info meetings

A second set of public information meetings was completed in July, 2014. The purpose of the public information meetings was to present the regional bicycle and pedestrian network and the plan recommendations. The following comments were received from the public information meeting:

Summary of Public Comment

Throughout the entire public comment process, the same core themes/trends continue to arise and in the end address the public the plan's core facility and policy-based recommendations. Again these core areas included:

- Connectivity between the Appleton (Fox Cities) and Oshkosh Urbanized Areas/improvements to CTH A between the Cities of Oshkosh and Neenah
- Better access to High Cliff State Park
- A designated east-west corridor throughout the Appleton (Fox Cities) Urbanized Area

- Improve crossings of the Fox River
- Improve crossings under/over USH 41
- Make the College Avenue corridor more bike/pedestrian friendly
- Improve bike/pedestrian connectivity throughout the STH 47/114 corridor
- Consistency in signage on a regional scale
- Consistency in maintenance of facilities especially in inclement weather i.e. snow removal
- Education and enforcement of traffic laws for all modes



APPENDIX C

LOCAL PLANS REVIEWED

LOCAL PLANS REVIEWED

1. City of Appleton On Street Bike Lane Plan – July 2010
2. City of Menasha Open Space and Recreation Facilities Plan – 2012
3. City of Fond du Lac Bike & Pedestrian Plan – 2013
4. Greenville Comprehensive Outdoor Recreation Plan – 2009
5. Town of Harrison Comprehensive Park and Outdoor Recreation Plan – 2007
6. Village of Kimberly Open Space and Recreation Plan – 2013
7. Little Chute Comprehensive Park and Outdoor Recreation Plan – 2009
8. City of Oshkosh Pedestrian and Bicycle Circulation Plan – 2011
9. Outagamie County Comprehensive Plan Outdoor Recreation and Open Space Plan – 2013
10. Grand Chute Pedestrian and Bicycle Strategy – 2013
11. Town of Buchanan Comprehensive Plan – 2009
12. Town of Clayton Park and Open Space Plan – 2009
13. Wisconsin DNR Trails Network Plan – 2003
14. Department of Transportation Bikeways and Sidewalks Highway Projects – 2010
15. Appleton GIS Planning File (Not Published Plan) – 2013
16. Kaukauna Open Space and Recreation Plan – 2010
17. Rails For Trails – 2013
18. Town of Menasha Five Year Park and Open Space Plan – 2004



APPENDIX D

REGIONAL PROJECT LIST AND MAPS BY COMMUNITY



APPENDIX E

RESOURCES

APPENDIX E: RESOURCES

8.1 NATIONAL RESOURCES

Active Living by Design: <http://www.activelivingbydesign.org/>

Active Living Research: <http://activelivingresearch.org/>

Alliance for Biking and Walking: <http://www.peoplepoweredmovement.org/site/>

America Bikes: <http://www.americabikes.org/>

America Walks: <http://americawalks.org/>

American Trails: <http://www.americantrails.org/>

AASHTO: Green book https://bookstore.transportation.org/collection_detail.aspx?ID=110

AASHTO: Guide for the Planning, Design and Operation of Pedestrian Facilities
https://bookstore.transportation.org/item_details.aspx?id=119

AASHTO: Guide for the Development of Bicycle Facilities:
https://bookstore.transportation.org/item_details.aspx?id=1943

Bicycle Friendly Program: <http://www.bikeleague.org/bfa>

Centers for Disease Control and Prevention: Designing and Building Healthy Places:
<http://www.cdc.gov/healthyplaces/default.htm>

Centers for Disease Control and Prevention Healthy Community Design Toolkit:
<http://www.cdc.gov/healthyplaces/toolkit/>

Centers for Disease Control and Prevention Data Statistics (WISQARS): Cost of Injury Reports:
<http://wisqars.cdc.gov:8080/costT/>

FHWA's Safe Routes to School Program:
http://www.fhwa.dot.gov/environment/safe_routes_to_school/

Institute of Transportation Engineers (ITE): Designing Urban Walkable Thoroughfares

Leadership for Healthy Communities through Robert Wood Johnston Foundation:
<http://www.leadershipforhealthycommunities.org/partner-organizations-mainmenu-13/related-rwif-programs-mainmenu-28>

League of American Bicyclists: <http://www.bikeleague.org/>

Manual on Uniform Traffic Control Devices (MUTCD): <http://mutcd.fhwa.dot.gov/>

NACTO Urban Bikeway Design Guide: <http://nacto.org/cities-for-cycling/design-guide/>

NACTO Urban Street Design Guide: <http://nacto.org/usdg/about-the-guide/>

National Bicycle Safety Network: <http://www.bicyclinginfo.org/network/>

National Center for Bicycling and Walking: <http://www.bikewalk.org/>

National Center for Safe Routes to School: <http://www.saferoutesinfo.org/>

National Complete Streets Coalition: <http://www.smartgrowthamerica.org/complete-streets>

National Transportation Alternatives Clearinghouse (NTAC):
<http://www.enhancements.org/index>

Partnership for Active Transportation: <http://www.partnership4at.org/>

Ped/Bike Images: <http://www.pedbikeimages.org/>

Pedestrian and Bicycle Information Center (Bicycle Website): <http://www.bicyclinginfo.org/>

Pedestrian and Bicycle Information Center (Pedestrian Website): <http://www.walkinginfo.org/>

Rails-to-Trails Conservancy: <http://www.railstotrails.org/index.html>

Rails with Trails: <http://www.railstotrails.org/ourWork/reports/railwithtrail/report.html>

Safe Routes to School National Partnership: <http://www.saferoutespartnership.org/>

Streetmix: <http://streetmix.net/-/101720>

Walk Friendly Program: <http://www.walkfriendly.org/>

8.2 STATE RESOURCES

WI Bike Federation: <http://wisconsinbikefed.org/>

WisDOT Facilities Development Manual: <http://roadwaystandards.dot.wi.gov/standards/fdm/>

WisDOT Bicycle Transportation Plan 2020:
<http://www.dot.state.wi.us/projects/state/bike2020.htm>

WDHS Physical Activity and Nutrition Resources: <http://www.dhs.wisconsin.gov/physical-activity/>

Wisconsin Clearinghouse for Prevention: <http://www.wiclearinghouse.org/>

Wisconsin Nutrition, Physical Activity and Obesity State Plan:
<http://www.dhs.wisconsin.gov/physical-activity/2013StatePlan/index.htm>

National Center for Walking and Biking: <http://www.bikewalk.org/links.php>



APPENDIX F

STEERING COMMITTEE AGENDAS & SUMMARY OF PROCEEDINGS

MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREA BICYCLE AND PEDESTRIAN PLAN KICK-OFF SUMMIT

DATE: **Thursday, July 19, 2012**
TIME: Presentation – 9:00 am – 10:30 am
Open House – 10:30 am - Noon
PLACE: Holiday Inn Neenah Riverwalk – Ballroom B
123 E. Wisconsin Avenue, Neenah

AGENDA

1. Registration and Networking – Begins at 8:30 am
2. Welcome and Introductions – Eric Fowle, Executive Director – 9:00 am
3. Plan Purpose and Timeline – Jason Kakatsch, Principal Transportation Planner – 9:15 am
4. Regional Safe Routes to Schools Program – Melissa Kraemer-Badtke, Safe Routes to Schools Coordinator – 9:45 am
5. Mapping Inventory – Trish Nau, GIS Coordinator – 10:00 am
6. Next Steps/Q&A – 10:15 am
7. Open House – 10:30 am to Noon
 - Inventory of Existing and Planned Bicycle and Pedestrian Facilities
 - Networking

MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Monday, September 10, 2012

TIME: 10:00 A.M.

PLACE: East Central Wisconsin Regional Planning Commission - Conference Room
400 Ahnaip Street, Suite 100, Menasha

AGENDA

1. Introductions
2. Plan Purpose and Timeline
3. Plan Vision and Goals
4. Draft Public Participation Plan (PPP)
5. Inventory of Existing and Planned Facilities
6. Bicycle Rack Inventory
7. Bicycle and Pedestrian Crash Data
8. Bicycle and Pedestrian Counts/Surveys
9. Public Information Meetings
10. Next Meeting Date
11. Adjourn

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee
Prepared By: Jason Kakatsch, Principal Transportation Planner, ECWRPC
ECWRPC Conference Room
Monday, September 10, 2012
10:00 AM

Committee Members Present

Chris StrongCity of Oshkosh/Oshkosh Transit
Kurt Eggebrecht..... City of Appleton Health Dept.
Kevin Vonck Town of Grand Chute
Bill LeckerCity of Appleton Parks and Recreation Dept.
Sal LaPumaValley Transit
Tom Walsh Fox Cities Greenways
Mike Kading Town of Menasha Parks and Recreation Dept.
Jim Michelson City of Oshkosh Parks Advisory Board
Rob GuskyKimberly Clark Corporation/Get Up and Ride
Michaela Neitzel..... Spring Road Elementary School
Tom Flick Village of Little Chute Parks and Recreation Dept.
Matt Halada WisDOT Northeast Region

Staff Present

Jason Kakatsch ECWRPC, Principal Transportation Planner
Nick Musson ECWRPC, Transportation Planner
Trish Nau ECWRPC, GIS Coordinator
David Kress ECWRPC, Safe Routes to Schools Planner
Mike Zuege ECWRPC, GIS/Planning Specialist

1. Introductions

Mr. Kakatsch called the meeting to order at 10:00 AM and began introductions.

2. Plan Purpose and Timeline

Mr. Kakatsch went through the plan purpose and proposed timeline with the committee members. This information was also covered at the stakeholders summit that was held on July 19th in which the vast majority of committee members were in attendance. At that stakeholders summit, maps **displaying East Central's inventory of existing and planned facilities** were also reviewed by stakeholders for accuracy. He emphasized that the plan purpose is to focus on regional connectivity of bicycle and pedestrian facilities between communities within and between the Fox Cities and Oshkosh Urbanized Areas. He anticipates the committee meeting once every two to three months until the plan is completed in early 2014. Tasks including bicycle/pedestrian counts and surveys, public information/input meetings, data collection and analysis, and development of policy and facility based recommendations were also discussed.

3. Plan Vision and Goals

Mr. Kakatsch continued by discussing draft vision and goal statements that were developed as a starting point by East Central staff. These vision and goal statements center around the **"5 E's"** of bicycle/pedestrian planning: education, encouragement, engineering, enforcement, and evaluation. Mr. Kakatsch asked the committee for feedback on these statements. Mr. Gusky noted that there are

cyclists that don't know and/or follow the rules and suggested that the language for both the "enforcement" and "education" goal statements be expanded to address this. Mr. Kading agreed and would expand that further to also include elected officials. Mr. Eggebrecht also suggested adding language regarding maintaining healthy weights and increasing physical activity. Mr. Kakatsch noted that a focus of the plan is to also show the health and economic development benefits of walking and biking, as outlined at the July 19th stakeholders summit. As of late, there have been more and more interactions between the transportation and public health industries to combat obesity. Mr. Walsh noted that the Appleton Post Crescent has brought quite a bit of attention to walking and biking and its ties to healthy lifestyles as of late. Mr. Vonck emphasized that the key focus of this planning process should be regional and identifying/addressing challenges that communities have difficulty with on their own. Mr. Kakatsch agreed and noted that the final plan should offer a framework that communities can use together to further coordinate and implement regional connections.

The adopted vision and goal statements are as follows:

Plan Vision

Ensure that residents within the Fox Cities and Oshkosh Urbanized Areas have the ability to safely and conveniently walk or bike between origins and destinations via a well interconnected regional multimodal transportation network.

Plan Goals (centered around "the 5 E's")

Education - Increase public and political awareness of the need for and benefits of bicycle and pedestrian facilities and a well interconnected multimodal transportation network, as well as recognition of all multimodal transportation laws amongst motorists, bicyclists, and pedestrians to improve safety and reduce conflicts.

Encouragement - Encourage more residents to walk and/or bike as a means to reduce dependence on the automobile, conserve energy, and increase physical activity to reduce obesity rates and maintain healthy weights.

Enforcement - Improve safety, reduce conflicts, and build mutual awareness and respect between motorists, bicyclists, and pedestrians by improving enforcement of all multimodal transportation laws.

Engineering - Improve the connection between bicycle, pedestrian, and transit networks within the Fox Cities and Oshkosh Urbanized Areas by identifying gaps and barriers and needed multimodal facilities.

Evaluation - Establish criteria to evaluate the education, encouragement, enforcement, and engineering components of existing and future bicycle and pedestrian planning efforts, programs, and facilities.

4. Draft Public Participation Plan (PPP)

Mr. Kakatsch noted that East Central prepares public participation plans for many of the projects they manage which identify strategies to get the public involved in the planning process. Mr. Kakatsch noted that the main resource to distribute information throughout the planning process will be the project website: www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning. Mr. Kakatsch continued by walking the committee through a draft of the PPP which includes demographic information, a copy of the aforementioned timeline, and discusses how to get involved in the planning process. Mr. Strong noted that he has a few stakeholders that he would like to see added to the stakeholders list. Mr. Eggebrecht asked how East Central intends to distribute information to minority communities that may not speak English. Mr. Kakatsch noted that they have participated in

the Hispanic Interagency Committee and Hmong American Partnership meetings for quite some time now on various projects and have begun to get the word out. Mr. Vonck emphasized that two major groups that should be heavily targeted throughout the planning process are young cyclists/pedestrians and transit users. Mr. Kakatsch agreed and noted that the recently completed transit development plans (TDPs) completed by East Central will be a great resource to plan **connectivity between bike/ped facilities and transit**. He also discussed East Central's regional Safe Routes to Schools program and their successes and how we can use that to reach out to young pedestrians and cyclists. Mr. Kress confirmed that East Central Safe Routes to Schools staff continue to share information with their committees and counterparts on the upcoming bike/ped plan. Mr. Kress also briefly discussed a youth engagement campaign that will begin soon as part of the program.

Mr. Lecker questioned if and how any attention would be drawn on this planning effort amongst elected officials and other decision makers. Mr. Kakatsch noted that they intend to distribute as much information as they can on planning efforts to as many people as possible. This may require presentations to various community groups, committees, and decision making bodies. He noted that he hopes the steering committee and other stakeholders can play a major role in distributing information to these groups and individuals. Mr. Gusky agreed and noted that implementation is going to be the biggest hurdle. Mr. Halada noted that the challenge of implementation and coordination with adjacent municipalities is what initiated this planning process and hopes the plan offers strategies that communities can use to make things happen. Mr. Walsh noted that this component has also been a major challenge of Fox Cities Greenways. Mr. Kakatsch noted that East Central is in prime position to help facilitate discussions and implementation of the final plan as a regional body and the Metropolitan Planning Organization (MPO) for both the Fox Cities and Oshkosh urbanized areas. Mr. Kakatsch noted that have done everything they can to get the word out about this planning process so far to the communities and it will continue to take more work and updates in the future. Mr. Eggebrecht thought it would be beneficial to do a community/local leadership survey, as done in the local L.I.F.E. studies, not only to help create awareness but get feedback as well. Mr. Kakatsch agreed and noted that he has had quite a bit of success with similar efforts when doing transit development plans in the region. He also noted that a transportation plunge is currently being planned in Oshkosh for early 2014 in which community leaders will participate in a one day exercise which will draw attention to various transportation challenges. Mr. Kakatsch also extended an offer to come speak about the project at any future committee, council, board meetings, etc.

Mr. Kakatsch asked for a motion to adopt the proposed draft public participation plan with the aforementioned modifications and edits. Mr. Eggebrecht made that motion, which was seconded by Mr. Walsh and passed unanimously.

5. Inventory of Existing and Planned Facilities

Mr. Kakatsch turned things over to Ms. Nau to discuss how facility data was requested and collected. She also discussed some of the modifications that have been made recently and some of the gaps in data that are still missing. Ms. Nau noted that much of the data is also derived from local bike/ped plans, and park and recreation plans as well. Much of the sidewalk data was not available and therefore had to be coded in manually. These revised maps will be made available at the upcoming public information/input meetings as a starting point for participants to identify needed connections. Ms. Nau noted that a major challenge is that area communities are coding their facilities differently and East Central took some liberty to consolidate the classifications used. One recommendation in the final plan could be to identify standards for coding and mapping to further improve regional planning efforts.

6. Bicycle Rack Inventory

Mr. Kakatsch noted that they have an intern that is focusing his efforts on doing an inventory of all of the bicycle racks located at public facilities throughout the study area (schools, parks, libraries, etc.) using Google maps, making phone calls to school districts, etc. Mr. Kading felt the numbers for bike racks located at area parks is low. Mr. Kakatsch noted that the data displayed is in progress and will be double checked and in some cases fielded checked if needed.

7. Bicycle and Pedestrian Crash Data

Mr. Kakatsch noted that East Central has been coordinating with the Wisconsin Traffic Operations Safety (TOPS) Lab at UW-Madison in analyzing bicycle/pedestrian crashes through the Fox Cities and Oshkosh Urbanized Areas. He turned things over to Mr. Zuege for further review and discussion. Mr. Zuege walked the committee through the maps displaying **"hot spot" crash areas for bike and peds** throughout the study area. Further analysis was also conducted using speed limit data, traffic volumes, etc. to determine probability of an area to experience a bike/ped crash. Mr. Kakatsch noted that the data displayed is extract from police reports submit to the TOPS Lab between 1994 and 2010. Further analysis will be conducted to identify problem areas and East Central intends to do some bike/ped safety audits in the spring and summer of 2013 to identify what may be causing problems in these areas. East Central also intends to meet with area law enforcement to verify that these are many of the problem areas that they tend to respond to. Mr. Kakatsch noted that all of the **mapping is available on the project's webpage.**

8. Bicycle and Pedestrian Counts/Surveys

Mr. Kakatsch noted that as identified in the timeline, East Central intends to conduct a batch of bicycle/pedestrian counts using electronic counters from WisDOT and surveys at key regionally significant hot spots and corridors this fall, in addition to next spring and summer. Mr. Kakatsch noted that a number of communities/organizations have existing count/survey data available including the Get Up and Ride Program/National Bike Challenge coordinated by Mr. Gusky, as well as the Town of Menasha which conducts counts on the Trestle Trail, Friendship Trail, CB Trail, and on Jacobsen Road. Mr. Gusky and Mr. Kading briefly discussed the data that they currently collect and offered to share that data with Mr. Kakatsch for the benefit of this planning process. Mr. Flick also noted that the Village of Little Chute recently purchased a counter to conduct counts on the Heritage Parkway Trail. Mr. Gusky noted that they intend to continue the National Bike Challenge again next year and that the steering committee is welcome to play a role in identifying other essential data that could be collected through the program.

The committee continued by discussing areas where they would like to see future counts conducted. These areas included: WIOUWASH Trail, University north of Main Street in Oshkosh, underpasses on 41, river crossings, College Avenue Bridge in Appleton, CTH A between Neenah and Oshkosh, and major connections leading into or out of the study area.

The committee also reviewed and discussed two draft surveys, one biking and one walking survey, put together by East Central staff. Mr. Kakatsch noted that he intends to have an electronic version made available online, as well as a hard copy version for meetings and when out in the field. Mr. Kakatsch asked for reactions and suggestions on the survey questions. Mr. LaPuma noted that he would like to be able to assign the number of trips and the mileages of those trips to each trip purpose. Mr. Eggebrecht added that he would like to see a question asking about height and weight as a means to calculate the body mass index (BMI) of pedestrians and cyclists. Mr. Vonck suggested putting the open-ended questions regarding ideas/thoughts on barriers and needed connections towards the front of the survey rather than towards the end as these questions are the primary focus of the survey.

9. Public Information Meetings

Mr. Kakatsch noted that he intends to schedule three public information/input meetings throughout the study area in late November and early December. He noted that once the dates and locations for those meetings are scheduled, he would share them with the group for distribution and that he also intends to do a press release and advertise the meetings in the newspapers.

10. Next Meeting Date

Mr. Kakatsch noted that he would send out a Doodle survey to schedule the next meeting. Based on staff and steering committee availability, it has since been scheduled for Tuesday, January 29, 2013 at 1pm at the East Central Wisconsin Regional Planning Commission.

11. Adjourn

Motion made by Mr. Halada to adjourn and seconded by Mr. Walsh at 11:46 AM.



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

400 Ahnaip Street, Suite 100 Menasha Wisconsin 54952 (920) 751-4770 Fax (920) 751-4771
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MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Tuesday, January 29, 2013
TIME: 1:00 P.M.
PLACE: East Central Wisconsin Regional Planning Commission - Conference Room
400 Ahnaip Street, Suite 100, Menasha

AGENDA

1. Introductions
2. Review and action on the summary of proceedings from September 10, 2012
3. Bicycle and pedestrian counts to date
4. Public information/input meetings held in November and December
 - Attendance
 - Media attention
 - Poster comments
 - Comment sheets
 - Surveys
5. Additional public input
6. Identification of additional gaps, barriers, and needed connections
7. Next steps
 - Additional counts and surveys
 - Bike/ped safety audits
8. Next meeting date
9. Adjourn

www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Tuesday, January 29, 2013

Committee Members Present

Chris Strong City of Oshkosh/GO Transit
Kurt Eggebrecht City of Appleton Health Department
Kevin Vonck Town of Grand Chute
Bill Lecker.. City of Appleton Parks and Recreation Department
Tom Walsh.. Fox Cities Greenways
Mike Kading..... Town of Menasha Parks and Recreation Department
Jim Michelson.. City of Oshkosh Parks Advisory Board
Rob Gusky..... Kimberly Clark Corporation/Get Up and Ride
Michaelene Urban... Wheel and Sprocket Oshkosh
Tom Flick..... Village of Little Chute Parks and Recreation Department
Matt Halada..... WisDOT Northeast Region

Staff Members Present

Jason KakatschECWRPC
Eric Fowle....ECWRPC
Trish Nau.....ECWRPC
Melissa Kraemer Badtke.....ECWRPC
Dave Kress.....ECWRPC
Nick MussonECWRPC

1. Mr. Kakatsch called the meeting to order at 1:00 P.M. and began introductions.
2. Discussion and action on the September 10, 2012 Summary of Proceedings.

Mr. Kakatsch stated the summary of proceedings from the September 10, 2012 meeting was enclosed in the meeting materials. Mr. Kakatsch asked the committee if there was any discussion or comments on the summary of proceedings.

Mr. Gusky asked if Mr. Kakatsch has bike rack locations for Appleton. Mr. Kakatsch stated that he does and also noted an error at the last meeting referring to the discussion on bike racks. He explained that the bike rack locations on the map represent the location not the number of bike racks. These locations may include multiple racks. Mr. Kakatsch asked the committee if there was any more discussion. Hearing none, Mr. Kakatsch asked the committee for a motion.

Mr. Eggebrecht made a motion to approve the summary of proceedings, Mr. Walsh seconded the motion and the motion passed unanimously.

3. Bicycle and Pedestrian Counts to Date

Mr. Kakatsch went over the bicycle and Pedestrian count data packet with the Steering Committee. The counts took place in areas that this group decided was important. Many of these counts were compiled by WisDOT Northeast Region staff using electronic counters. He noted that the other count data within the packet was also submitted by other municipalities that currently collect counts at

various locations including the Friendship, Trestle and Jacobson trail facilities in the Town of Menasha and the Heritage Parkway Trail in the Village of Little Chute. Mr. Kakatsch encouraged the committee to take a look at the data. The count data will continue to be added too throughout winter, spring and summer.

4. Public Information/Input Meetings held in November and December

Mr. Kakatsch explained to the committee that they recently had three public information meetings; where about 20 to 30 people participated in each. He is currently compiling all the comments, but is still collecting online and hard copy surveys. Mr. Kakatsch explained that they will continue to collect data and hope to have some kind of summary by summer. He noted that the data will show people the usage of the trails. He hopes to have a map and summary of the counts sometime in summer for the committee.

Mr. Gusky stated that the 2012 National Bike Challenge data is broke out by statistical area and separated by month. He noted that the 2013 data will be further broken down by community. He stated to Mr. Kakatsch that he could help him download the data from the website.

Mr. Kakatsch stated that there is a steering committee that was formed to help kick-off the bike challenge and asked Mr. Eggebrecht to update the **committee on the committee's progress**. Mr. Eggebrecht announced that they put together a postcard for the event that you can use your smart phone to register for. He passed out a mockup for the committee to view. He also noted that they have been working to have a simpler look and feel to the campaign. He announced another initiative focused on obesity and overweight that all the committee members will get invited to. The event will be held at the Bridgewood in Neenah on March 1st and March 8th. It will be all day on March 1st and until 1 pm on March 8th. **They will be bringing in some groups that worked on a film series "Weight of a Nation" which will localize the issues to this area of the state.** He noted that they will be able to build on obesity awareness.

Mr. Gusky noted that the Bike Challenge will have a warm-up period this March 1st to allow people to register early. The actual challenge will begin May 1st and run through the end of September. It is completely free and open to everyone. He explained that there will be a kick-off meeting March 13th at Kimberly Park. There will also be another event at Fox Valley Technical College on April 20th and one in Oshkosh on the same day. He noted that Saturday May 4th there will be a kick-off ride.

Mr. Eggebrecht passed around a sign-up sheet for the postcards and asked committee members to write down the number of cards they would like for distribution. Mr. Kakatsch stated that this event is a good opportunity to inform the public of this planning process and direct them to the website.

Mr. Walsh asked if there is any data being collected on bicyclists using transit. Mr. Kakatsch **explained that the transit agencies count the riders that use the bike racks, but don't track where the rider is going.** Mr. Strong explained that Oshkosh Transit tracks where the bikers get on, but not where they get off. He noted that Valley Transit might be able to do that right now. Mr. Kakatsch explained that they have origin and destination data from the Transit Development Plan done in 2008.

Mr. Vonck asked how this data will be used. Mr. Kakatsch stated that he envisions using the data to show that bicycle and pedestrian movement continues to go up, as well as using the data as bench marks, and take to the data to communities to justify facilities. Connectivity between biking and public transportation is on the rise and more and more individuals are using multimodal transportation options to make various transportation trips. Mr. Vonck also asked if there are any communities that show a before and after effects of an installation of a bicycle and pedestrian facility. **Is there anything that can show "if you build it they will come". Mrs. Kraemer Badtke explained that**

we might be able to do something similar with the Noe **Road Project**. **She doesn't know if they have** any counts prior to the project being constructed.

Mr. Walsh asked Mr. Flick if there were any counts on 96 in Little Chute. Mr. Flick did not know of any. Mr. Walsh thought the 96 project in Little Chute might be a good project to show before and after counts.

Mr. Kakatsch explained that at the next meeting in April, the committee will focus on continuation of identifying areas that the committee members would like count data for, in addition to the count data that has already been collected. Mr. Michelson asked Mr. Kakatsch if there were any historical counts. **Mr. Kakatsch explained that there really isn't very much** historical data. Mike Kading was a real leader in the area in taking counts. Mr. Michelson explained that it is really good to have data to make comparisons. Mr. Kading noted that the counts he has been taking are fairly consistent year after year.

5. Additional Public Input

Mr. Kakatsch stated that the attendance at the three public information/input meetings in November and December averaged around 25 to 30 people. He noted that a number of news agencies covered the meetings. The meetings had comment sheets and posters available for members of the public to fill out and comment on. He stated that the biggest challenge was to compile all the comments and surveys. **He noted that all the comments collected thus far are in the committee member's packet.** Mr. Kakatsch handed it over to Trish Nau to go over poster comments.

Mrs. Nau went over all of the comments that were displayed on the posters. She explained that the barriers are in red, the green represents needed bike lanes and yellow represents possible connections. She went over the Appleton and Oshkosh map comments with the committee. Mrs. Kraemer Badtke noted that we need to take into account road riders versus mountain bike riders. Mr. Kress asked if there is a way to note comments that were stated more than once. Mrs. Nau said she would look into it. She also stated that bike boxes were popular in the Oshkosh area. Mr. Michelson stated that it was really nice to get fresh input. Mr. Kakatsch stated that there are pdf copies available on the **project's** webpage.

Mr. Eggebrecht asked how we are going to use this information; can we get it to the local chamber of commerce. Mr. Kakatsch explained that he also wants to look at the economic benefits of bicycle and pedestrian facilities and activity. Mr. Eggebrecht stated they could use the comments to justify facility improvements. Mrs. Kraemer Badtke stated there are some national studies of areas that added bike lanes and business grew. Mr. Kading suggested the CB trail north of the Prospect area as an example.

Mr. Vonck suggested the committee get visual evidence such as "goat paths" or "foot paths" and winter "snow paths" to show the story. Mr. Kakatsch said that they are aware of numerous "goat paths" throughout the study area, but it is often hard to identify the "snow paths" as the presence of snow can sometimes change quickly. Mrs. Kraemer Badtke suggested keeping a camera in the car to document people walking or biking. Mr. Walsh **referred to Al Ott's discussion at East Central's mini-conference** where he explained that people used to move where the businesses are and now they move where they want to live.

6. Identification of Additional Gaps, Barriers and Needed Connections

Mr. Kakatsch stated that he would like the committees input on additional gaps, barriers and needed connections. He explained that most committee members know the system very well. He encouraged them to go to the website and look at all the posters and comments and email any

additional comments directly to him. **A portion of April's meeting will be to pinpoint any major gaps, barriers, or needed connections that may not have been identified through public comment to date.**

Mrs. Urban asked if there was any way to show lower traffic alternative routes for people to use instead of busier routes. Mr. Michelson noted that they do that in their local plans in Oshkosh.

Mr. Vonck stated that Highway 41 and the railroad line are barriers in the Town of Grand Chute. There are only so many places you can cross those barriers. He asked Mrs. Nau if you can identify those points that you can cross those barriers. Mr. Michelson stated that Highway 21 is a huge barrier in his community. He also said when he asked the DOT to put in a sidewalk under Highway **41; they wouldn't because both communities on either side wouldn't agree. Mr. Michelson explained** that drivers approaching roundabouts need to watch for pedestrians and bicyclists; there needs to be education. Mr. Walsh explained that you need to have room for cars to stack up at the roundabout. Mr. Kakatsch noted **that's** why they received so many comments on bike boxes. Mrs. Kraemer Badtke stated that if you teach a kid to navigate a roundabout they will go home and teach their parents.

7. Next Steps

Mr. Kakatsch stated that they want to do additional counts and continue the survey this spring and summer. He noted that there is a copy of both survey results in the meeting packet. He explained that in spring they were planning on performing bicycle and pedestrian safety audits of high risk intersections or hot spots, which was identified based off of crash data. He hopes to have another update for the committee members at the next meeting with updated crash data for 2011 and 2012.

Mr. Gusky asked if Mr. Kakatsch could review the overall process for the development of this plan. Mr. Kakatsch explained that there is a timeline of the process on the website and he can email it out to everyone. There are also key bullet points on the fact sheet. Mr. Gusky asked if the plan will be tied to available funding. Mr. Kakatsch explained that we will take the plan out to the public and communities and assist those communities in seeking funding to implement recommended projects from the plan. He noted that MPOs can apply for funding. Mrs. Kraemer Badtke stated that transform Wisconsin dollars could help pay for some of these projects. Mrs. Urban asked if we are going to have fundraisers. Mr. Kakatsch explained that private sources of funding may be an option as well.

8. Next Meeting Date

Mr. Kakatsch announced that he will send out another doodle survey to select the next meeting date in April.

9. Adjourn

Mr. Kakatsch asked if there was any other business. Hearing none, Mr. Kakatsch adjourned the meeting at 2:25 P.M.

Prepared by:
Nick Musson, ECWRPC, Transportation Planner



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Thursday, April 18, 2013

TIME: 1:00 P.M.

PLACE: East Central Wisconsin Regional Planning Commission - Conference Room
400 Ahnaip Street, Suite 100, Menasha

AGENDA

1. Introductions
2. Review and action on the summary of proceedings from January 29, 2013
3. Continued discussion of gaps, barriers, and needed connections identified through public comment
4. Updated crash data/mapping
5. Bicycle/pedestrian safety audits
6. Additional bicycle/pedestrian counts
7. Fox Cities Greenways Trail Planners Workshop
8. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts
9. Next meeting – Begin discussion on policy-based recommendations
10. Next meeting date (July)
11. Adjourn

www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Thursday, April 18, 2013

Committee Members Present

Chris StrongCity of Oshkosh/Oshkosh Transit
Sal LaPumaValley Transit
Kevin Vonck.....Town of Grand Chute
Bill Lechker.....City of Appleton Parks and Recreation Department
Tom Walsh.....Fox Cities Greenways
Mike Kading.....Town of Menasha Parks and Recreation Department
Michaelene Urban.....Wheel and Sprocket Oshkosh
Derek Weyer.....WisDOT Northeast Region

Staff Members Present

Jason KakatschECWRPC
Mike Zuege.....ECWRPC
Tyler DeBruin.....ECWRPC
Dave Kress.....ECWRPC
Nick MussonECWRPC

1. Mr. Kakatsch called the meeting to order at 1:01 P.M. and began introductions.
2. Discussion and action on January 29, 2013 Summary of Proceedings.

Mr. Kakatsch stated the summary of proceedings from the January 29, 2013 meeting was enclosed in the meeting materials. Mr. Kakatsch asked the committee if there was any discussion or comments on the summary of proceedings. Hearing none, Mr. Kakatsch asked the committee for a motion.

Mr. Kading made a motion to approve the summary of proceedings, Mr. Walsh seconded the motion and the motion passed unanimously.

3. Continued discussion of gaps, barriers, and needed connections identified through public comment.

Mr. Kakatsch explained that they have been continuing to update public comments as they receive it. Mr. DeBruin summarized the additional public comments added to the posters. He noted roundabouts created gaps between trails and sidewalks and they were difficult to cross. He felt the concerns were due to lack of understanding on how to use them. Some of the comments wanted to get rid of the roundabouts altogether and the others had problems using them. The highway access roundabouts were also a problem for crossing. There were comments on the difficulties of crossing USH 41/441 and CTH A connection. Mr. Kakatsch noted the updated posters are online. He stated that they have a pretty good handle on what the needs are throughout the area. Mr. Kading asked how much of this plan is based on education. Mr. Weyer noted that the DOT has done extensive educational work on roundabouts and to expect increased outreach with the USH 41/441 reconstruct. Mr. Kress added that activated beacons at roundabouts help. Mr. Strong noted that the City of

Oshkosh installed rectangular rapid flashing beacons at the Jackson/Murdoch roundabout and initially no one has been using them. He explained that lack of use could be due to weather or lack of public education. He also noted that there will be a behavioral study by the feds at this multilane roundabout. Mrs. Urban asked why Jackson. Mr. Strong stated that it was because of the pedestrian traffic and that the council wanted it there. Mr. Kakatsch explained that a major part of the plan will contain an education component. He noted that recently the CTH A was submitted for STP-Urban funding and is on the radar.

4. Updated crash data/mapping

Mr. Zuege explained that the last set of maps displayed data up to 2010 and now has been updated to include up to November 2012. The density maps represent overall crashes. He went over the breakdown of the crash data. He pointed out the number crashes spike during peak hours. The data was separated out by day, week, month, and age. He was able to create an animation of crashes over time. Mr. Kakatsch showed some of the density maps.

Mr. Vonck asked how the numbers of lanes or traffic speeds affect crash totals. He noted it would be interesting to see the correlation. Mr. Zuege stated that information is included within the data.

Mr. Kress explained that it is a numbers game with crash data; the more people the more crashes. He thought it would be interesting to overlay the crash data with the public comments to get a true sense of the problem areas.

5. Bicycle and Pedestrian Safety Audits

Mr. Kakatsch explained that they will perform a safety audit at the major problem areas. Mr. Musson stated that a bicycle and pedestrian audit is designed to identify bicycle and pedestrian safety issues and recommendations for improvements. He explained that they combined the road safety audit questions with the Safe Routes to School audit questionnaire to get a comprehensive audit to address all safety issues no matter the mode of transportation. He noted that audit teams are made up of individuals with different backgrounds to provide different perspectives. Mr. Musson handed out an example of the audit form to the committee and went through the process with them.

6. Additional Bicycle and Pedestrian Counts

Mr. Kakatsch stated that he compiled a lot of bicycle and pedestrian data and they are going to continue to count. He noted that they will also use the data in the congestion management process plan. He will be coordinating with Matt Halada and Dereck Weyer to set up additional counters.

7. Fox Cities Greenways Trail Planners Workshop

Mr. Kading announced that on May 16, 2013 Fox Cities Greenways will be hosting trail workshop. He noted that they have hosted a workshop for the last few years. He encouraged everyone to attend. He noted the workshop will focus on the regional bicycle and pedestrian plan.

8. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts.

Mr. Kakatsch went over Rob Gusky's handout on the status of the Fox Cities bike challenge that is set to kick off on May 1st. There is an Oshkosh transportation plunge on May 3rd.

Mr. Kading stated the Oshkosh Rethink drive your bike event is in the morning and the Heart of the Valley YMCA Kid event is in the afternoon. He noted that everyone is working very well together and there is a lot of synergy between the two groups.

Mr. Walsh stated that there will be a Greenways booth at the green market in Appleton, which starts in June. The booth would be a great place to information out about the plan to the public.

Mrs. Urban stated that there is a farmers market in Oshkosh as well.

9. Next Meeting – begin discussion on policy-based recommendations

Mr. Kakatsch stated that at the next meeting they will begin discussing policy based recommendations.

10. Next Meeting Date

Mr. Kakatsch announced that he will send out another doodle survey to pick the next meeting date.

11. Adjourn

Mr. Kakatsch asked if there was any other business. Hearing none, Mr. Kakatsch adjourned the meeting at 2:00 P.M.

MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Wednesday, July 17th, 2013
TIME: 1:30 P.M.
PLACE: East Central Wisconsin Regional Planning Commission – Conference Room
400 Ahnaip Street, Suite 100; Menasha

AGENDA

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings
2. Review and action on the summary of proceedings from April 18th, 2013 (enclosed)
3. Update on bicycle and pedestrian mapping
4. Update on bicycle/pedestrian safety audits (see enclosed list)
5. Discussion on policy based recommendations (Education, Encouragement, Enforcement, and Evaluation recommendations)
6. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts
7. Next meeting date (September)
8. Adjourn

www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee
East Central Wisconsin Regional Planning Commission
ECWRPC Offices
Wednesday, July 17, 2013

Committee Members Present

Chris Strong City of Oshkosh/GO Transit
Kurt Eggebrecht City of Appleton Health Department
Kevin Vonck Town of Grand Chute
Tom Walsh Fox Cities Greenways
Mike Kading Town of Menasha Parks and Recreation Department/Fox Cities Greenways
Tom Flick Village of Little Chute Parks and Recreation Department
Matt Halada WisDOT Northeast Region

Staff Members Present

Melissa Kraemer Badtke ECWRPC
Mike Patza ECWRPC
Dave Kress ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

Ms. Kraemer Badtke called the meeting to order at 1:30 P.M. and began introductions.

2. Discussion and action on the April 18th, 2013 Summary of Proceedings

Ms. Kraemer Badtke stated the summary of proceedings from the April 18th, 2013 meeting were enclosed in the meeting materials. Ms. Kraemer Badtke asked the committee if there was any discussion or comments on the summary of proceedings.

Hearing none, Ms. Kraemer Badtke asked the committee for a motion.

Mr. Kading made a motion to approve the summary of proceedings, Mr. Walsh seconded the motion and the motion passed unanimously.

3. Update on bicycle and pedestrian mapping

Ms. Kraemer Badtke provided an update on the bicycle and pedestrian mapping. Ms. Kraemer Badtke mentioned that copies of the current bicycle and pedestrian facilities have been displayed at public information meetings along with the Trails for Tomorrow Workshop. Participants were asked to draw **on the maps any gaps, barriers, or any data that wasn't displayed on them**. Ms. Kraemer Badtke mentioned that there are two maps available: one for pedestrian facilities (sidewalk data and off road paved trail) and one for bicycle facilities (bike lanes, sharrows, bike lanes, and off road paved trails). On the bicycle map, the steering committee will notice that some of the data for bicycle facilities needs to be field verified and staff will be looking to do that within the next few weeks. Ms. Kraemer Badtke mentioned that within the bike/pedestrian plan, there needs to be some baseline data (i.e. miles of sidewalk, bike facilities, and off-road paved trails) and have that documented so as facilities are added throughout the communities, the mileage numbers could be updated. Ms. Kraemer Badtke asked the steering committee members to review the maps and edit them as necessary. Mr. Vonck

asked what the criteria is for on-street bicycle facilities. CTH 00 was added because there is a 10 ft. wide shoulder however, the speed limit is 55 mph. Ms. Kraemer Badtke mentioned that maybe this is something that the steering committee should discuss what the criteria should be define for bicycle facilities. Ms. Kraemer Badtke mentioned that the criteria staff was using was a bike lane, a sharrow, a bike route (but some of those are not signed), and off-road trails. Ms. Kraemer Badtke asked what the steering committee thought regarding the bicycle criteria. Mr. Walsh asked what WisDOT uses for criteria. Mr. Halada stated that a paved shoulder is considered a bicycle accommodation. Mr. Halada referred to Trans 75 as to what WisDOT considered as criteria. The steering committee discussed what should be defined as on-street bicycle facilities. Currently some of the communities have their own definition and some are modeled off of Trans 75. Some communities struggled with urban and rural sections. There may need to be definitions for rural, suburban, and urban possibly using the adjusted urbanized area boundary and the metropolitan planning boundary to define urban and suburban respectively. Mr. Patza mentioned that a lot of the data that comes from the communities is just classified as an on-street bicycle facilities. East Central staff could look at what the communities (i.e. including communities within the Fox Valley and across the country) have for their definition and the Trans 75. The steering committee discussed possibly looking at a level of service or a bicycle compatibility index that could be used for a variety of users. Possibly have different routes for different users. Staff will take a look at the City of Austin, City of Appleton, City of Oshkosh, Town of Grand Chute and WisDOT and bring back the information to the committee for the next meeting.

Mr. Eggebrecht asked EC staff to look into possibly population based mapping (i.e. using data from the census) as to where the committee may want to recommend bicycle and pedestrian facilities. Mr. Flick stated that they are doing counts the Heritage Parkway Trail in the Village of Little Chute and that they would be able to provide GIS data for the plan.

4. Update on bicycle/pedestrian safety audits

Enclosed with the meeting materials was a schedule of the bicycle/pedestrian safety audits. EC staff looked at the comments from the public information meeting comments, possible proposed facilities where we want, conflict points. The audits will be conducted over the next few weeks. Staff will provide materials for the audits. Ms. Kraemer Badtke stated that the purpose of the audits is to document the conflicts between vehicles and bicyclists/pedestrians.

Ms. Kraemer Badtke mentioned that the area near Ferber and Einstein Schools will need to be added to the list of audit locations. She asked the committee if there are any additions. Mr. Strong stated that if East Central staff could let them know when the audits will be taking place, staff or elected officials may want to attend. Mr. Vonck asked why College Avenue and McCarthy Avenue were added. Ms. Kraemer Badtke stated that one was added partially by staff and partially by the public. One possibly future project would be to make College Avenue from the airport into downtown Appleton the Gateway of the Fox Cities. Ms. Kraemer Badtke mentioned that the reason why staff looked primarily at intersections because if there are conflicts between vehicles, bicyclists, and pedestrians, there are Highway Safety Improvement Funds available to make the improvements.

Additions to the Audit:

- College Avenue and Nicolet/Mall Dr. (Town of Grand Chute)
- Lynndale and Northland Ave. (Town of Grand Chute)
- College Ave. and Eisenhower (Village of Kimberly)
- Appleton Rd. Corridor/Midway Rd. (City of Appleton, Village of Harrison)

Audits will be completed at peak hour in the morning and in the afternoon. Ms. Kraemer Badtke stated that once the schedule is finalized, staff will send it out and if the committee could let us know if there are any elected officials or if anyone would like to join us.

5. Discussion on policy based recommendations (Education, Encouragement, Enforcement and Evaluation Recommendations)

Ms. Kraemer Badtke handed out the vision and goal statements for the 5 E's for the plan. Ms. Kraemer mentioned that at the next meeting the committee will discuss the infrastructure meeting. At the Trails for Tomorrow workshop, there were a few recommendations to kick off the discussion. They included ongoing data collection, complete streets policy, bike share, and unified sidewalk policies. The committee brainstormed and discussed program and policy based recommendations.

6. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts

Ms. Kraemer Badtke spoke about the Transportation Alternatives Program, Metropolitan Planning Organization activities, and the committee discussed potential opportunities to partner with various programs.

7. Next Steps

Ms. Kraemer Badtke stated that the next steps for the plan will be to complete the bicycle and pedestrian audits, continue to work on the mapping, do some research regarding the on street bicycle facilities, and continue to develop the plan.

8. Next Meeting Date

Ms. Kraemer Badtke stated that she would send out a doodle scheduler for the next meeting which would likely occur in October.

9. Adjourn

Ms. Kraemer Badtke asked if there was any other business. Hearing none, Ms. Kraemer Badtke adjourned the meeting at 3:00 P.M.

Motion to adjourn Mr. Flick, second Mr. Kading

Prepared by:

Melissa Kraemer Badtke, ECWRPC, Associate Transportation Planner

MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Tuesday, October 29th, 2013
TIME: 10:00 A.M.
PLACE: East Central Wisconsin Regional Planning Commission – Conference Room
400 Ahnaip Street, Suite 100; Menasha

AGENDA

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings
2. Review and action on the summary of proceedings from July 17th, 2013 (enclosed)
3. Discussion regarding definition of On Street Bicycle Facilities
4. Update on bicycle and pedestrian mapping
5. Update on bicycle/pedestrian safety audit form and results (enclosed)
6. Prioritization of Policy/Program Based Recommendations (Education, Encouragement, Enforcement and Evaluations recommendations)
7. Discussion on infrastructure recommendations (Engineering recommendations)
8. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts
9. Next meeting date (December/January)
10. Adjourn

www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee

East Central Wisconsin Regional Planning Commission

10:00 a.m. – ECWRPC Offices, Menasha, WI

Tuesday, October 29, 2013

Committee Members Present

Chris Strong	City of Oshkosh/GO Transit
Jim Michelson	City of Oshkosh, Parks Board and Bike/Pedestrian Committee
Sal LaPuma	Valley Transit
Kevin Vonck	Town of Grand Chute
Tom Flick	Village of Little Chute
Gwen Sargeant	Appleton Bicycle Shop/Fox Cities Cycling Association
Bill Lecker	City of Appleton, Parks and Recreation Department
Mike Kading	Town of Menasha, Parks and Recreation Department
Emily Dieringer	Winnebago County Health Department, re: THINK
Derek Weyer	Wisconsin Department of Transportation, Northeast Region

Staff Members Present

Melissa Kraemer Badtke	ECWRPC
Eric Fowle	ECWRPC
Mike Patza	ECWRPC
Dave Kress	ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

Ms. Kraemer Badtke began introductions and stated that the meeting was in compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

2. Review and action on the summary of proceedings from July 17, 2013

A motion was made by Mr. Kading and seconded by Mr. Lecker to approve the July 17, 2013 summary of proceedings. Motion passed unanimously.

3. Discussion regarding definition of On-Street Bicycle Facilities

Ms. Kraemer Badtke described several different types of on-street bicycle facilities, including bike lanes, wide paved shoulders, and sharrows. She explained that defining these in the plan may help determine where each is appropriate. Mr. Flick mentioned that this may be particularly useful for roadways that transition from an urban to suburban/rural cross section, such as those that cross USH 41 near Little Chute. Mr. Vonck felt that the goal is to get pavement space allotted for cyclists. In some cases, paved shoulders may be the starting point, and bike lanes could be added when possible. He also suggested including criteria for use, such as traffic counts and travel speed, in the facility definitions section. Mr. Kading and Mr. Lecker recommended establishing certain standards that must be met in order for existing facilities to be mapped, as this would help promote consistency across the region. Mr. Kress explained that the regional plan will complement existing facilities and those already included in local plans, and where gaps still exist, propose additional accommodations. Ms. Dieringer stated that the role of the plan is to connect the dots and enhance the overall network in the region.

4. Update on the bicycle and pedestrian mapping

Ms. Kraemer Badtke explained that mapping for the plan continues to be updated and developed.

5. Update on the bicycle and pedestrian safety audit form and results

Mr. Patza and Mr. Kress described an example bicycle and pedestrian safety audit results sheet, which was provided as a handout. The same template will be used to summarize the results of each audit conducted during late summer / early fall. Mr. Kading stated that these will be helpful resources and suggested keeping the information up-to-date moving forward. Ms. Dieringer and Mr. Lecker thought that college students and/or municipal staff could assist with future updates. Mr. Fowle recommended incorporating crash data in each map. Mr. Strong discussed ways to utilize the audit results, such as presenting the sheets to local staff and elected/appointed officials. Mr. Michelson and Mr. Vonck emphasized the importance of promoting proposed improvements to county representatives, since they have jurisdiction over some major roadways.

6. Prioritization of Policy/Program Based Recommendations (Education, Encouragement, Enforcement, and Evaluation Recommendations)

Ms. Kraemer Badtke asked the Committee to push this item to the next meeting, so they could focus on infrastructure recommendations at this one. The group found this approach reasonable.

7. Discussion on infrastructure recommendations (Engineering Recommendations)

Ms. Kraemer Badtke asked the Committee to split into two groups to take part in an exercise focused developing infrastructure recommendations and the regional bicycle/pedestrian network. After a brief explanation on the process, each group identified gaps in the network and high-priority corridors by sketching over a map of existing facilities and those already included in local plans. ECWRPC staff will compile the exercise results and share them with the Committee at a future meeting.

8. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts

Ms. Kraemer Badtke mentioned that pre-scoping applications for the Transportation Alternatives Program (TAP) will be made available through the Wisconsin Department of Transportation within the next few days.

9. Next Meeting Date

Ms. Kraemer Badtke will send Committee members a link to a Doodle schedule. This will be used to determine availability and select a date to meet in December or January.

10. Adjourn

A motion was made by Mr. Flick and seconded by Mr. LaPuma to adjourn. Motion passed unanimously. Meeting adjourned at 11:45 a.m.

MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Tuesday, December 3rd, 2013
TIME: 1:30 P.M.
PLACE: East Central Wisconsin Regional Planning Commission – Conference Room
400 Ahnaip Street, Suite 100; Menasha

AGENDA

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings
2. Review and action on the summary of proceedings from October 29th, 2013 (enclosed)
3. Discussion regarding Bicycle and Pedestrian Facility Sheets
4. Update and discussion on bicycle/pedestrian safety audit form and results
5. Discussion on infrastructure recommendations (Engineering recommendations)
6. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts
7. Next meeting date (January/February)
8. Adjourn

www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee

East Central Wisconsin Regional Planning Commission

1:30 p.m. – ECWRPC Offices, Menasha, WI

Tuesday, December 3, 2013

Committee Members Present

Bill Lecker City of Appleton, Parks and Recreation Department
Chris Strong City of Oshkosh/GO Transit
Kevin Vonck Town of Grand Chute
Mike Kading Town of Menasha, Parks and Recreation Department
Rob Gusky Fox Cities Cycling Association
Gwen Sargeant Appleton Bicycle Shop/Fox Cities Cycling Association
Emily Dieringer Winnebago County Health Department, re:THINK
Matt Halada Wisconsin Department of Transportation, Northeast Region

Staff Members Present

Melissa Kraemer Badtke ECWRPC
Trish Nau ECWRPC
Mike Patza ECWRPC
Dave Kress ECWRPC
Tyler DeBruin ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

Ms. Kraemer Badtke began introductions and stated that the meeting was in compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings.

2. Review and Action on the Summary of Proceedings from October 29, 2013

A motion was made by Mr. Kading and seconded by Mr. Lecker to approve the October 29, 2013 summary of proceedings. Motion passed unanimously.

3. Discussion Regarding Bicycle and Pedestrian Facility Sheets

Ms. Kraemer Badtke explained that staff will begin creating the bicycle and pedestrian facility sheets soon and share them with the Committee at an upcoming meeting.

4. Update and Discussion on Bicycle/Pedestrian Safety Audit Form and Results

Mr. Patza summarized the process for the bicycle/pedestrian safety audits, which were conducted in August and September 2013. Mr. Patza and Mr. Kress described an example audit results sheet, which was used as a template for documenting the findings at each location. Mr. Patza pointed out that the results from all 18 audits were now complete and encouraged Committee members to take along copies for their location(s) of interest. If needed, individual audit results sheets can be discussed further at the next meeting.

5. Discussion on Infrastructure Recommendations

Ms. Kraemer Badtke summarized an exercise completed at the last meeting, where Committee members were asked to identify gaps in the network and high-priority corridors

by sketching over a map of existing facilities and those already included in local plans. ECWRPC staff mapped the results of the initial exercise and brought them back to the Committee. To help review and revise these maps, the Committee was asked to split into two groups to take part in a follow-up exercise. After a brief explanation on the process, each group worked to identify remaining gaps, remove or redraw connections to align with right-of-ways, and distinguish between **the "backbone network"** and local connections. ECWRPC staff will compile the follow-up exercise results and share them with the Committee at a future meeting. Eventually, this information will help shape the infrastructure recommendations and regional bicycle/pedestrian network to be included in the plan.

6. Update on Ongoing/Upcoming Bicycle and Pedestrian Events and Programs

Ms. Kraemer Badtke explained that there is a group meeting during the winter to coordinate the 2014 Fox Valley Bike Challenge, which is a program that promotes bicycling throughout the area. She also mentioned that the Fox Cities Greenways Annual Meeting will be held on **January 30, 2014 at Pullman's in Appleton.** Mr. Gusky stated that he was considering submitting a presentation proposal on the Fox Valley Bike Challenge for the upcoming National Bike Summit. Mr. Lecker shared an idea for future events – **to hold "open streets"** celebrations after street (re)construction is finished, but before motor vehicles are allowed access.

7. Next Meeting Date

Ms. Kraemer Badtke will send Committee members a link to a Doodle schedule. This will be used to determine availability and select a date to meet in January or February.

8. Adjourn

A motion was made by Ms. Dieringer and seconded by Mr. Kading to adjourn. Motion passed unanimously. Meeting adjourned at approximately 3:30 p.m.

MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Wednesday, February 12th, 2014
TIME: 1:30 P.M.
PLACE: East Central Wisconsin Regional Planning Commission – Conference Room
400 Ahnaip Street, Suite 100; Menasha

AGENDA

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings
2. Review and action on the summary of proceedings from December 3rd, 2013 (enclosed)
3. Review and Discussion regarding Bicycle and Pedestrian Facility Sheets
4. Discussion on the bicycle and pedestrian network and recommendations (Engineering recommendations)
5. Discussion on non-infrastructure recommendations
6. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts
7. Discussion on Community Workshop
8. Next meeting date (March)
9. Adjourn

www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee

East Central Wisconsin Regional Planning Commission

1:30 p.m. – ECWRPC Offices, Menasha, WI

Tuesday, December 3, 2013

Committee Members Present

Bill Lecker City of Appleton, Parks and Recreation Department
Chris Strong City of Oshkosh/GO Transit
Kevin Vonck Town of Grand Chute
Mike Kading Town of Menasha, Parks and Recreation Department
Rob Gusk Fox Cities Cycling Association
Gwen Sargeant Appleton Bicycle Shop/Fox Cities Cycling Association
Emily Dieringer Winnebago County Health Department, re:THINK
Matt Halada Wisconsin Department of Transportation, Northeast Region

Staff Members Present

Melissa Kraemer Badtke ECWRPC
Trish Nau ECWRPC
Mike Patza ECWRPC
Dave Kress ECWRPC
Tyler DeBruin ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

Ms. Kraemer Badtke began introductions and stated that the meeting was in compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings.

2. Review and Action on the Summary of Proceedings from October 29, 2013

A motion was made by Mr. Kading and seconded by Mr. Lecker to approve the October 29, 2013 summary of proceedings. Motion passed unanimously.

3. Discussion Regarding Bicycle and Pedestrian Facility Sheets

Ms. Kraemer Badtke explained that staff will begin creating the bicycle and pedestrian facility sheets soon and share them with the Committee at an upcoming meeting.

4. Update and Discussion on Bicycle/Pedestrian Safety Audit Form and Results

Mr. Patza summarized the process for the bicycle/pedestrian safety audits, which were conducted in August and September 2013. Mr. Patza and Mr. Kress described an example audit results sheet, which was used as a template for documenting the findings at each location. Mr. Patza pointed out that the results from all 18 audits were now complete and encouraged Committee members to take along copies for their location(s) of interest. If needed, individual audit results sheets can be discussed further at the next meeting.

5. Discussion on Infrastructure Recommendations

Ms. Kraemer Badtke summarized an exercise completed at the last meeting, where Committee members were asked to identify gaps in the network and high-priority corridors

by sketching over a map of existing facilities and those already included in local plans. ECWRPC staff mapped the results of the initial exercise and brought them back to the Committee. To help review and revise these maps, the Committee was asked to split into two groups to take part in a follow-up exercise. After a brief explanation on the process, each group worked to identify remaining gaps, remove or redraw connections to align with right-of-ways, and distinguish between **the "backbone network"** and local connections. ECWRPC staff will compile the follow-up exercise results and share them with the Committee at a future meeting. Eventually, this information will help shape the infrastructure recommendations and regional bicycle/pedestrian network to be included in the plan.

6. Update on Ongoing/Upcoming Bicycle and Pedestrian Events and Programs

Ms. Kraemer Badtke explained that there is a group meeting during the winter to coordinate the 2014 Fox Valley Bike Challenge, which is a program that promotes bicycling throughout the area. She also mentioned that the Fox Cities Greenways Annual Meeting will be held on **January 30, 2014 at Pullman's in Appleton.** Mr. Gusky stated that he was considering submitting a presentation proposal on the Fox Valley Bike Challenge for the upcoming National Bike Summit. Mr. Lecker shared an idea for future events – **to hold "open streets"** celebrations after street (re)construction is finished, but before motor vehicles are allowed access.

7. Next Meeting Date

Ms. Kraemer Badtke will send Committee members a link to a Doodle schedule. This will be used to determine availability and select a date to meet in January or February.

8. Adjourn

A motion was made by Ms. Dieringer and seconded by Mr. Kading to adjourn. Motion passed unanimously. Meeting adjourned at approximately 3:30 p.m.

MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Wednesday, March 26th, 2014
TIME: 10:00 A.M.
PLACE: East Central Wisconsin Regional Planning Commission – Conference Room
400 Ahnaip Street, Suite 100; Menasha

AGENDA

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings
2. Review and action on the summary of proceedings from February 12th, 2014 (enclosed)
3. Review and discussion regarding draft chapters of the bicycle and pedestrian plan
4. Discussion on the bicycle and pedestrian network and recommendations (Engineering recommendations)
5. Discussion on performance measures for infrastructure and non-infrastructure recommendations
6. Review and discussion regarding upcoming local committee meeting schedule and presentations
7. Discussion on public information meetings (potentially in June)
8. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts
 - Teaching Safety Bicycling – April 17
 - Designing for Pedestrian Safety Course – May
9. Next meeting date (June)
10. Adjourn

www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee

East Central Wisconsin Regional Planning Commission

1:30 p.m. – ECWRPC Offices, Menasha, WI

Wednesday, February 12, 2014

Committee Members Present

Kurt Eggebrecht..... City of Appleton, Health Department
Benjamin Krumenauer..... City of Oshkosh, Community Development Department
Tom Flick Village of Little Chute, Parks and Recreation Department
Kevin Vonck..... Town of Grand Chute
Mike Kading..... Town of Menasha, Parks and Recreation Department
Rob Gusky..... Fox Cities Cycling Association
Emily Dieringer Winnebago County Health Department, re:TH!NK
Matt Halada..... Wisconsin Department of Transportation, Northeast Region
Derek Weyer Wisconsin Department of Transportation, Northeast Region

Staff Members Present

Melissa Kraemer BadtkeECWRPC
Mike Patza.....ECWRPC
Dave KressECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

Ms. Kraemer Badtke began introductions and stated that the meeting was in compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings.

2. Review and Action on the Summary of Proceedings from December 3, 2013

A motion was made by Mr. Kading and seconded by Mr. Halada to approve the December 3, 2013 summary of proceedings. Motion passed unanimously.

3. Review and Discussion Regarding Bicycle and Pedestrian Facility Sheets

Mr. Patza provided an overview on the draft bicycle and pedestrian facility sheets, which were distributed as a handout. Each sheet includes a description and lists typical benefits, considerations, and applications for various bicycle/pedestrian accommodations. Mr. Kress reminded the Committee that the facility sheets will be incorporated in the final plan to be used as a resource for infrastructure recommendations. Mr. Krumenauer mentioned that the rapid flash beacons at the intersection of Jackson Street and W. Murdock Avenue (Oshkosh) could be used as a local example for Facility Sheet 9.1 – Pedestrian Signals. Mr. Halada pointed out that two of the example photos on Facility Sheet 12.1 – Curb Ramps should be replaced, since one is missing the truncated domes and the other enters the street at a 45-degree angle. Mr. Gusky suggested replacing the photo of the “wheel bender” bike rack shown on Facility Sheet 11.1 – Bicycle Parking.

4. Discussion on the Bicycle and Pedestrian Network and Recommendations

Ms. Kraemer Badtke described and displayed two maps. The first was an updated version of the “backbone network” map, which was developed and refined by the Steering Committee at previous meetings. It identifies high-priority corridors and other significant connections

throughout the region. The second map includes existing facilities, planned facilities (in an adopted document), and facilities recommended by the Steering Committee. After some review and discussion, the group proposed several additions/revisions to the maps. Mr. Vonck suggested that population density be used to prioritize different segments of the overall network.

5. Discussion on Non-Infrastructure Recommendations

Ms. Kraemer Badtke asked the Committee to take part in an exercise focused on developing and prioritizing non-infrastructure recommendations. After a brief explanation on the process, Committee members visited each of the five stations – engineering, education, encouragement, enforcement, and evaluation – to individually write in and identify their high-priority recommendations. ECWRPC staff will compile the exercise results and share them with the Committee at a future meeting.

6. Update on Ongoing/Upcoming Bicycle and Pedestrian Events and Programs

Ms. Kraemer Badtke made mention of several upcoming training opportunities, including “Teaching Safe Bicycling” and “Designing for Pedestrian Safety.” She also pointed out that Bike to School Day will be held on May 7th and Bike to Work Week will be held May 12-16th. Mr. Guský mentioned that the 2014 Fox Valley Bike Challenge will run from May 1st to September 30th. Mr. Eggebrecht provided the group with a brief update on the Weight of the Fox Valley initiative.

7. Discussion on Community Workshop

Ms. Kraemer Badtke described a potential timeline for soliciting feedback on the draft *Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan*. As proposed, input would be provided through sharing draft chapters with the Steering Committee electronically, coordinating a “community workshop” for elected officials and staff from each municipality, and hosting several public information meetings. She explained that this approach could allow for approval of the plan at ECWRPC’s Quarterly Commission meeting in July 2014. Mr. Halada suggested including a cushion in the timeline and perhaps targeting an October approval, in case there is a delay during the review process. Mr. Eggebrecht and Mr. Flick stated that presenting the draft plan to municipal boards and committees may be more effective than hoping folks attend a “community workshop.” Mr. Krumenauer pointed out that the appropriate group to present to may vary in each community. ECWRPC staff will create a list/calendar of the likely draft plan presentations.

8. Next Meeting Date

Ms. Kraemer Badtke will send Committee members a link to a Doodle schedule. This will be used to determine availability and select a date to meet in March.

9. Adjourn

A motion was made by Mr. Kading and seconded by Mr. Halada to adjourn. Motion passed unanimously. Meeting adjourned at approximately 3:10 p.m.

MEETING NOTICE

FOX CITIES/OSHKOSH URBANIZED AREAS BICYCLE AND PEDESTRIAN PLAN STEERING COMMITTEE

DATE: Wednesday, May 28th, 2014
TIME: 10:00 A.M.
PLACE: East Central Wisconsin Regional Planning Commission – Conference Room
400 Ahnaip Street, Suite 100; Menasha

AGENDA

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings
2. Review and action on the summary of proceedings from March 26th, 2014 (enclosed)
3. Discussion on the bicycle and pedestrian network and recommendations (Engineering recommendations)
4. Discussion on regarding the feedback from the committee meetings
5. Review and discussion regarding the draft bicycle and pedestrian plan
6. Discussion on implementation of the bicycle and pedestrian plan
7. Discussion on public information meetings (June/July)
8. Update on ongoing/upcoming bicycle and pedestrian events and programs to highlight planning efforts
 - *Bike to the Ballpark Event – Timber Rattlers – Sunday, July 13th*
9. Next meeting date (June)
10. Adjourn

www.fcompo.org/planning-activities/bicycle-and-pedestrian-planning

SUMMARY OF PROCEEDINGS

Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan Steering Committee

East Central Wisconsin Regional Planning Commission

10:00 a.m. – ECWRPC Offices, Menasha, WI

Wednesday, March 26, 2014

Committee Members Present

Bill Lecker City of Appleton, Parks and Recreation Department
Jim Michelson City of Oshkosh, Pedestrian & Bicycling Advisory Committee
Benjamin Krumenauer City of Oshkosh, Community Development Department
Tom Flick Village of Little Chute, Parks and Recreation Department
Kevin Vonck Town of Grand Chute
Mike Kading Town of Menasha, Parks and Recreation Department
Sal LaPuma Valley Transit
Gwen Sargeant Appleton Bicycle Shop/Fox Cities Cycling Association
Matt Halada Wisconsin Department of Transportation, Northeast Region

Staff Members Present

Melissa Kraemer Badtke ECWRPC
Mike Patza ECWRPC
Dave Kress ECWRPC

1. Introductions, Statement of compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings

Ms. Kraemer Badtke began introductions and stated that the meeting was in compliance with Wis. Stats. Ch. 19, Subchapter V, Sec. 19.84 regarding Open Meetings.

2. Review and Action on the Summary of Proceedings from February 12, 2014

A motion was made by Mr. Kading and seconded by Mr. Flick to approve the February 12, 2014 summary of proceedings. Motion passed unanimously.

3. Review and Discussion Regarding Draft Chapters of the Bicycle and Pedestrian Plan

Ms. Kraemer Badtke provided an explanation on several draft chapters of the Fox Cities and Oshkosh Urbanized Areas Bicycle/Pedestrian Plan, which were sent to Committee members prior to the meeting. The Committee reviewed and discussed the following draft chapters – Chapter 1: Plan Overview; Chapter 3: Bicycle and Pedestrian Facility Types; Chapter 4: Plan Development Process; and Chapter 5: Plan Vision, Goals, Strategies, and Actions. Mr. Michelson questioned whether the comparison between jobs created for bicycle/pedestrian projects and jobs created for highway projects (in Chapter 1) **was an “apples-to-apples”** evaluation. Mr. Kading mentioned that in some recent Town of Menasha projects, bicycle/pedestrian facilities accounted for approximately 10-12% of the total cost. Mr. Vonck pointed out that it is important to emphasize the value added that accompanies project costs. **Mr. Lecker suggested adding “visitors”** to the Regional Vision found in Chapter 5. Mr. Vonck recommended including some information on demographic and market shifts (older generation and mobility needs, younger generation and real estate preferences, etc.). Mr. Flick pointed out that other funding opportunities, such as the federal Recreational Trails Act and Knowles-Nelson Stewardship Program, could be included in Chapter 7. Mr. Kading also suggested adding the Oshkosh Convention & Visitors Bureau and Oshkosh Area Community Foundation to Chapter 7. Mr. Vonck stated that the plan should emphasize the importance of

integrating bicycle/pedestrian projects in local Capital Improvement Programs, as they are reliable and present less administrative challenges. Mr. Krumenauer mentioned that a common issue with implementation is the cost to taxpayers, such as costs assessed back to property-owners. Ms. Kraemer Badtke explained that additional draft chapters are forthcoming, and she encouraged Committee members to send her additional feedback as things move forward.

4. Discussion on the Bicycle and Pedestrian Network and Recommendations

Ms. Kraemer Badtke presented an updated bicycle/pedestrian crash data map and explained the changes from earlier versions. Mr. Michelson stated that it would be helpful to see the locations where fatalities have occurred. Mr. Halada suggested revising the map to display crash density, which would help distinguish between isolated and recurring crashes. Mr. Patza discussed data capabilities and limitations, and he explained that further analysis will be done.

5. Discussion on Performance Measures for Infrastructure and Non-Infrastructure Recommendations

Ms. Kraemer Badtke provided an example 4-page document as a handout. She explained that this template will be used in upcoming presentations to municipal boards/committees and tailored slightly for each community. The Committee reviewed and discussed this document, especially the second and third pages which cover current conditions data and performance measures. Mr. Kading mentioned that Fox Valley Bike Challenge data could potentially be used to demonstrate a change in miles ridden over time. Mr. Lecker explained that information on local facility usage would be beneficial. Mr. Vonck suggested calculating the percentage of streets with bicycle/pedestrian facilities and the percentage of the population within a 1/2 mile of a facility. Mr. Lecker recommended creating a visual of existing statistics and desired future statistics, which could assist with benchmarking. Mr. Flick stated that, if included, more detail should be provided on the county health rankings (is a low number good or bad, etc.).

6. Review and Discussion Regarding Upcoming Local Committee Meeting Schedule and Presentations

Ms. Kraemer Badtke explained that staff members are in the process of refining the bicycle and pedestrian network map, which will be presented at upcoming municipal board/committee meetings. Mr. Kress pointed out that the purpose of these presentations is to give municipal elected/appointed officials and staff a chance to provide feedback on the draft plan and network map prior to the public meetings. Mr. Halada asked that Steering Committee members receive a copy of the municipal meeting schedule, once it is determined. He also suggested crafting an explanation memo and providing all materials to municipal boards/committees at least one week in advance.

7. Discussion on Public Information Meetings

Ms. Kraemer Badtke mentioned that the public information meetings will be impacted by the outcome of municipal board/committee meetings, so the timing remains to be determined.

8. Update on Ongoing/Upcoming Bicycle and Pedestrian Events and Programs

Ms. Kraemer Badtke provided an overview on several upcoming events and encouraged Committee members to attend. These include **"Teaching Safe Bicycling" (April 17th in Green**

Bay), **"Designing for Pedestrian Safety"** (May 5-6th in Madison or May 7-8th in Wausau), and **"Trails for Tomorrow"** (May 15th in Neenah).

9. Next Meeting Date

Ms. Kraemer Badtke will send Committee members a link to a Doodle schedule. This will be used to determine availability and select a date to meet in late May or June.

10. Adjourn

A motion was made by Mr. Halada and seconded by Mr. Kading to adjourn. Motion passed unanimously. Meeting adjourned at approximately 11:40 a.m.



APPENDIX G

GLOSSARY OF TERMS AND ACRONYMS



APPENDIX H
MPO APPROVED
RESOLUTIONS

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Donna Kalata, Chair
Michael Thomas, Vice-Chair
Eric Fowle, Secretary-Treasurer

COMMISSION MEMBERS

CALUMET COUNTY

Alice Connors
(Bill Barribeau, Alt.)
Patrick Laughrin
Merlin Gentz

MENOMINEE COUNTY

Muriel Bzdawka
(Jeremy Johnson, Alt.)
Ruth Winter
Robert Hermes

OUTAGAMIE COUNTY

Tom Nelson
Helen Nagler
(Joy Hagen, Alt.)
Daniel Rettler
Tim Hanna
Jeff Nooyen
Michael Thomas

SHAWANO COUNTY

Jerry Erdmann
Tom Kautza
Marshal Giese

WAUPACA COUNTY

Dick Koeppen
Gary Barrington
Brian Smith
DuWayne Federwitz

WAUSHARA COUNTY

Donna Kalata, Chair
Larry Timm
Neal Strehlow

WINNEBAGO COUNTY

Mark Harris
David Albrecht
Ernie Bellin
Burk Tower
(Mark Rohloff, Alt)
Ken Robl

