

Appleton (Fox Cities) Transportation Management Area and Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan - 2021



Adopted October 29, 2021

Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan

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Prepared by the
East Central Wisconsin Regional Planning Commission

ABSTRACT

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

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This document provides a comprehensive framework for bicycle and pedestrian planning through the Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) along with policy and program recommendations.

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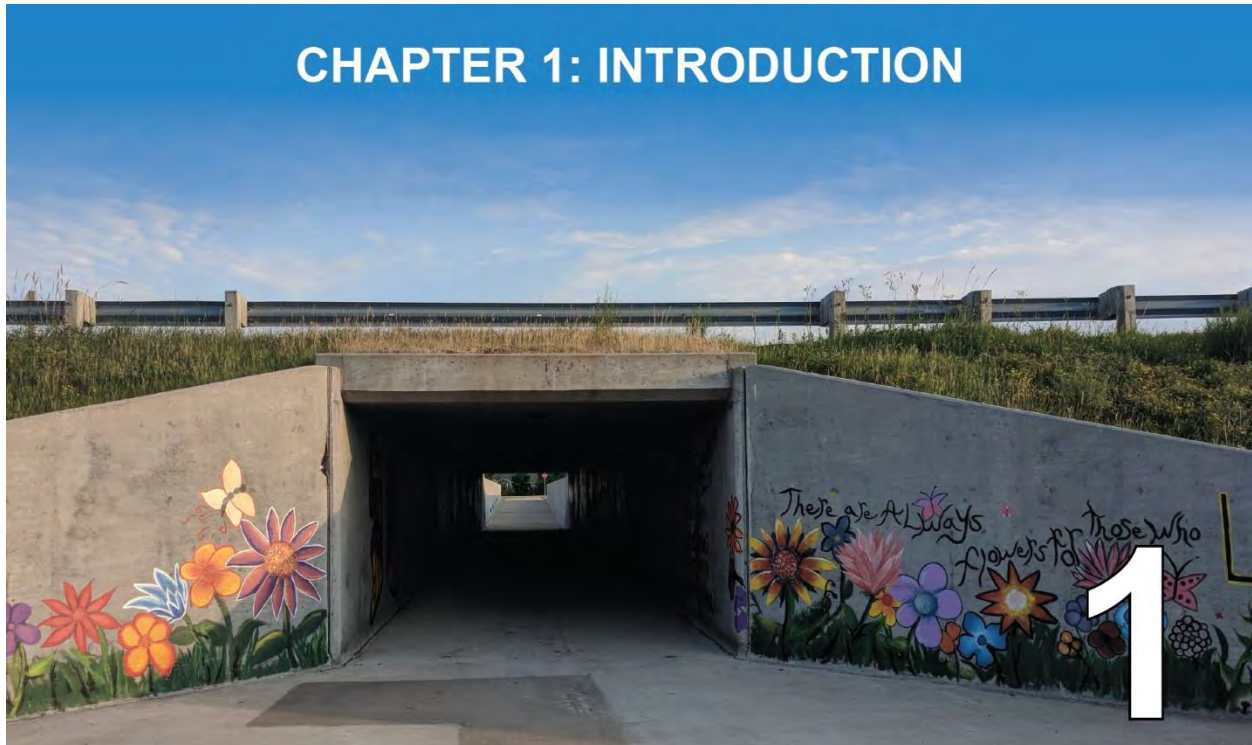
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CHAPTER 1

INTRODUCTION



CHAPTER 1: INTRODUCTION

BACKGROUND INFORMATION

The Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organizations (MPO) are comprised of three counties and thirty municipalities, including twenty school districts with over 134 schools. A total population of 331,285 is spread throughout a diverse region consisting of a combination of urban, suburban and rural development. Map 1-1 provides a regional overview of the Appleton (Fox Cities) TMA and the Oshkosh MPO. Maps 1-2 and 1-3 display the individual TMA and MPO areas. Maps 1-4 and 1-5 display all schools within the TMA and MPO.

In 2010, the Appleton Urbanized Area was designated as a Transportation Management Area as the population grew to over 200,000 people. The Appleton (Fox Cities) TMA works in cooperation and coordination with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Wisconsin Department of Transportation (WisDOT) to ensure that federal transportation planning requirements are met.

In 1994, ECWRPC adopted the *Fox Cities, Oshkosh, and Fond du Lac Bicycle and Pedestrian Plan*. In 2012, East Central Wisconsin Regional Planning Commission (ECWRPC), which serves as the Appleton (Fox Cities) TMA and Oshkosh MPO, applied for and received a Bicycle and Pedestrian Facilities Program (BPFP) Grant from WisDOT. Winnebago County was the project sponsor for the *Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Pedestrian and Bicycle Plan*, which was adopted in 2014. The purpose of the plan was 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 the ECWRPC staff, the Regional Bicycle and Pedestrian Plan Steering Committee, local municipalities, and advocacy groups located with the Appleton (Fox Cities) TMA and Oshkosh MPO. 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 examines the bicycle and pedestrian facility connections within each of the communities along with the regional network. It also examines ways to seamlessly connect communities to each other. The objective of the regional bicycle and pedestrian network is to create a balanced network for all transportation modes while also generating a culture shift from driving to active transportation.

Since the adoption of the 2014 plan, there has been considerable investment in bicycle and pedestrian infrastructure throughout the three-county region. This investment involved cooperation across jurisdictional boundaries, and it spurred new activities and programs to encourage active transportation and physical activity. Beginning in 2019, the Fox Cities and Oshkosh Bicycle and Pedestrian steering committee undertook efforts to update the 2014 plan and create a new action plan for the next five years. This became a multi-year process to overlay with other regional long-term plans, and it also experienced delays due to the COVID-19 pandemic.

The purpose of this Plan is to make the necessary updates to continue and expand upon the efforts of the 2014 plan.

BENEFITS OF BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS

There has been significant research regarding the benefits and impacts of bicycling and walking on communities—both as a whole and for individuals.

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 that have not only increased the health of those residents, but they have also benefitted the local economy.

In the fall of 2019, ECWRPC developed an economic impact analysis scoping study with the consultant Alta Planning + Design. Stakeholders identified a series of themes for bicycling and pedestrian activity benefits in the region. Some of them include monetary value, benefits to businesses for workforce attraction and retention, perceived or actual benefits to residential home prices near trails, and overall quality of life with livable communities for the workforce. Following this project, a full scale regional economic impact study (EIS) was recommended.

As of this Plan's writing, ECWRPC is contracting with a firm to further study the economic impacts of bicyclist and walking facilities. From this study, we anticipate identifying the economic impacts of current and future bicycle and pedestrian facilities at the state and local levels. This

study will identify the economic impacts of current and future bicycle and pedestrian facilities locally and statewide, and provide answers about how the entire community benefits.

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. Bicycling is a relatively inexpensive mode of transportation compared to operating a vehicle.

- In 2020, the average cost of owning and operating a small SUV and driving 10,000 miles per year, was \$7,188.¹ The average annual cost of operating a bicycle is approximately \$350 a year.²

Not only can bicycling and walking benefit a personal budget, it also can benefit a community's economy. Road projects are very material intensive and, therefore, the budget for a road project can be extremely high.

Bicycling continues to be extremely popular in Wisconsin and contributes greatly to the state's economy. Walking and hiking are Wisconsin residents' favorite outdoor activity and bicycling is the 4th favorite outdoor activity according to the 2019 WI Statewide Comprehensive Outdoor Recreation Plan (SCORP).³

In 2019, the Governor's Bicycling Coordinating Council released the *2019 Economic Impact of Bicycling in Wisconsin*. This study reported that \$1.42 billion was spent by consumers on bicycle-related expenses in Wisconsin in 2017. Table 1-1 breaks down the economic contributions of bicycling-related spending and salaries in Wisconsin.⁴

Table 1-1: Economic Contributions of Bicycling-Related Spending in Wisconsin

	Consumer Spending	Employment	Output/Sales	Salaries and Wages	State and Local Taxes
Road Biking	\$1.03B	9,791	\$444M	\$285M	\$60M
Mountain Biking	\$394M	3,714	\$170M	\$109M	\$23M
Total	\$1.42B	13,505	\$614M	\$394M	\$83M

Fox Cities and Oshkosh Tourism Statistics⁵

Tourism is an integral part of the Wisconsin economy. It generates millions in tax receipts, and its broad range of employment creation provides jobs that support the state's economic health. Tourism reached \$21.6 billion in 2018 in Wisconsin.

Direct visitor spending in the Tri-County Region, according to Travel Wisconsin 2018 data, reached over **\$647M** in 2018. Calumet County was ranked 54 at \$32.4M, Outagamie County, #8 at \$361.7M and Winnebago County was ranked #11 with \$254.2M overall. Milwaukee County was #1 with the most spending at \$2,105.3M.

In 2021, the Office of Outdoor Recreation was formed to unite the outdoor recreation industry with health economics for the state of Wisconsin. The hub is connected directly to the Department of Tourism⁶ and formulates the value that recreational tourism brings.

Real Estate Values

Trails can be associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy. Trails, like good schools or low crime, create an amenity that commands a higher price for nearby homes. Trails are often valued by those who live nearby as places to recreate, convenient opportunities for physical activity and improving health, and safe corridors for walking or bicycling to work or school. Legal, well-marked access eliminates problems with trail users trespassing. Research also shows that those who opposed a trail prior to construction generally find a trail to be a much better neighbor than they anticipated. When trails increase property value, local governments receive more property tax revenue. Depending on the trail, this revenue boost can help to partially offset the trail's construction and maintenance costs.⁷

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.*⁸
- *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.*⁹
- *A study of home values near the 27-mile 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 a Mixed-use trail would sell for an average of 11 percent more.*¹⁰

Health



The built environment can play a crucial role in a community's or person's health. Many studies have shown that simply being in the outdoors has a positive impact on the human body. Spending time in nature can help reduce stress, anxiety, depression, and allows for mental breaks to improve concentration. Biking and walking are great ways to encourage spending that time outdoors.¹¹ Only 1 in 4 adults meet the recommended physical activity guidelines by the CDC.¹² In 2019, 34.2% of Wisconsin residents self-reported obesity.¹³

- *Obesity-related conditions include heart diseases, stroke, type 2 diabetes, and certain types of cancer, which are some of the leading causes of preventable death.*¹⁴

- *Adults who are obese spend 42% more on direct healthcare costs compared to adults who are a healthy weight¹⁵*
- *Physical inactivity has harmful effects, including heart disease, Type 2 Diabetes, and cancer.¹⁶*

Not only are adult obesity rates on the rise, but also childhood obesity continues to be on the rise. Children today are not getting the recommended 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.

- *From 2017 and 2018, 19.3% of children and adolescents ages 2-19 were considered obese. The percentages were higher for children ages 6-11 at 20.3% and 21.2% for adolescents aged 12-19.¹⁷*
- *Walking one mile to and from school each day achieves two-thirds of the recommended sixty minutes of physical activity a day.¹⁸*



- *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.¹⁹*

Environmental



Bicycling and walking also reduce the number of vehicles on the roadways and improve the air quality of an area. Reduction in vehicular miles travelled reduces the pollutants from fuel use including CO₂, worn tire particles and debris from wear and tear on the vehicle.

- *One quarter of global CO₂ emissions is from the transportation sector.²⁰*
- *Asthma is the most common chronic disease in children and is more prevalent in metropolitan and industrialized areas.²¹*
- *A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.²²*
- *Reducing vehicle travel, such as implementation of a Safe Routes to School Program, could save \$2.19 million in environmentally-related cost savings over the next 10 years.²³*

Congestion Management



ECWRPC updated its Congestion Management Process Plan (CMP) at the time of this plan's adoption. The CMP provides accurate and up-to-date information and recommendations on a holistic approach to managing and monitoring congestion in the Region. One of the six goals outlined in the plan is Active Living, which can be obtained through transportation options. The objectives aim to provide an opportunity for people to participate in a range of active transportation and recreational activities year-round and promote equal opportunity for all modes of transportation. Alternative modes of transportation, such as bicycling or walking, can help mitigate traffic congestion and provide commuters with an opportunity for active transportation. Bicycle and pedestrian facility improvements, such as intersection enhancements, is one strategy for viable transportation alternatives.

- *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.²⁴*
- *While distance to school is the most commonly reported barrier to walking and bicycling²⁵, private vehicles represent 10-14% of traffic congestion on the road during the morning commute.²⁶*

Safety



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

- *Pedestrians are twice as likely to be struck by a vehicle in locations without sidewalks.²⁷*
- *In 2019, 1,460 crashes in Wisconsin involved pedestrians; 53 were killed and 1,372 were injured, while 759 crashes in Wisconsin involved a bicyclist; 14 were killed and 675 were injured.²⁸*

The impacts of safety have a greater burden to certain populations in the United States. 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.²⁹ Nationally, Black people were struck and killed by drivers at an 82% higher rate than White, non-Hispanic Americans. For American Indian and Alaska Native residents, that disparity climbs to 221%.³⁰

In addition to the presence of bicycle and pedestrian infrastructure, posted speed limits (along with the speed of actual travel), have a critical impact on survivability in cases where there are crashes. Figure 1-1 shows that as the speed of a vehicle increases the chance of a pedestrian surviving decreases. This is one of the reasons why school zones have a speed limit of 15 mph.³¹

Figure 1-1: Speed of Vehicles and Survival of Pedestrians

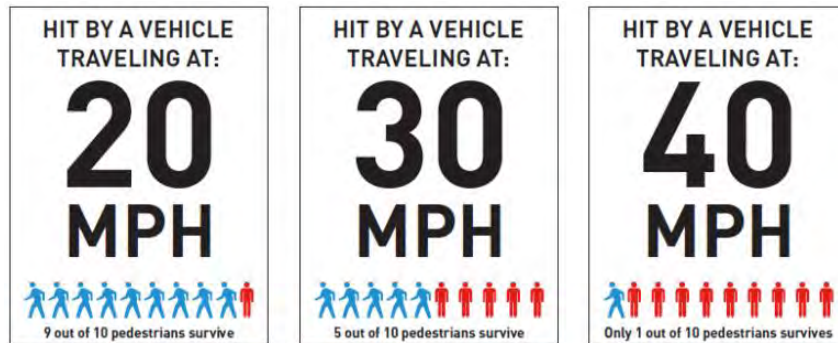


Image: Seattle Department of Transportation

Building infrastructure for bicyclists and pedestrians also has benefits for motorists. Features, like bike lanes narrower driving lanes calm and slow traffic, resulting in fewer fatalities. A study conducted by the University of Colorado examined twelve U.S. cities over 13 years and found that bicycling infrastructure is associated with fewer roadway-related fatalities and better overall safety outcomes.³²

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) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organizations (MPOs). This plan has been a coordinated regional effort for three counties (Calumet, Outagamie, and Winnebago), which include 30 municipalities and 134 schools. This plan focuses on regional bicycle and pedestrian connectivity; however, it also strives to keep individual characteristics of a community intact.

Although a multitude of municipal bicycle and pedestrian plans have been completed throughout the three-county area, it is important to have plan that focuses on the regional connectivity of bicycle and pedestrian networks to transcend municipal boundaries. This plan not only identifies existing, planned, and recommended facilities, but it 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 are equipped with bicycle racks, are also addressed in this plan.

KEY DEFINITIONS

The terms bicycling, walking, bicyclist, and pedestrian will be found throughout this plan. The use of bicyclist and pedestrian are intended to be all-encompassing terms rather than used in a literal or singular term. For the purposes of this Plan:

- Walking refers to any walking, jogging, running, or use of mobility-assist device. Skateboarding, rollerblading, and scooters are also included in this definition. These user groups are all considered to be pedestrians.
- Bicycling refers to any type of self-propelled or electric-assist bicycle, including e-bikes, recumbent bicycles, tricycles, and hand-crank bicycles. These user groups are all considered to be bicyclists.

As outlined above, while specific modes of transportation and recreation have their nuances, they are used more broadly in the context of this Plan. Communities are encouraged to consider all individual users and modes of travel along with the unique planning opportunities each mode presents.

CHAPTER WRAP UP

As with vehicles, bicyclists and pedestrians do not adhere to municipal boundaries. Comprehensively planning for active transportation at a regional level can bolster community connectivity, expand transportation options, create new opportunities for residents, and improve the overall health of communities. The remainder of this Plan will explore how to expand on the existing regional network. Subsequent chapters will outline the planning process, examine current conditions, outline bicycle and pedestrian facility types, provide recommendations to the current network, and discuss steps to ultimate plan implementation.

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³ WI Statewide Comprehensive Outdoor Recreation Plan 2019-2023.
<https://dnr.wisconsin.gov/topic/fl/PropertyPlanning/Scorp>.

⁴ https://outdoorrecreation.wi.gov/Documents/Research%20Library%20Page%20files/Wisconsin/Economic%20Impact%20of%20Cycling%20in%20WI_2019.pdf.

⁵ *ECWRPC Long Range Transportation Plans, Adopted 2020, Fox Cities TMA and Oshkosh MPO.*

⁶ <https://outdoorrecreation.wi.gov/Pages/home.aspx>.

⁷ <http://headwaterseconomics.org/wp-content/uploads/trails-library-property-value-overview.pdf>.

⁸ Resource Systems Group, Inc., Economic and Policy Resources, Inc., and Local Motion Economic Impact of Bicycling and Walking in Vermont, March 8, 2012.

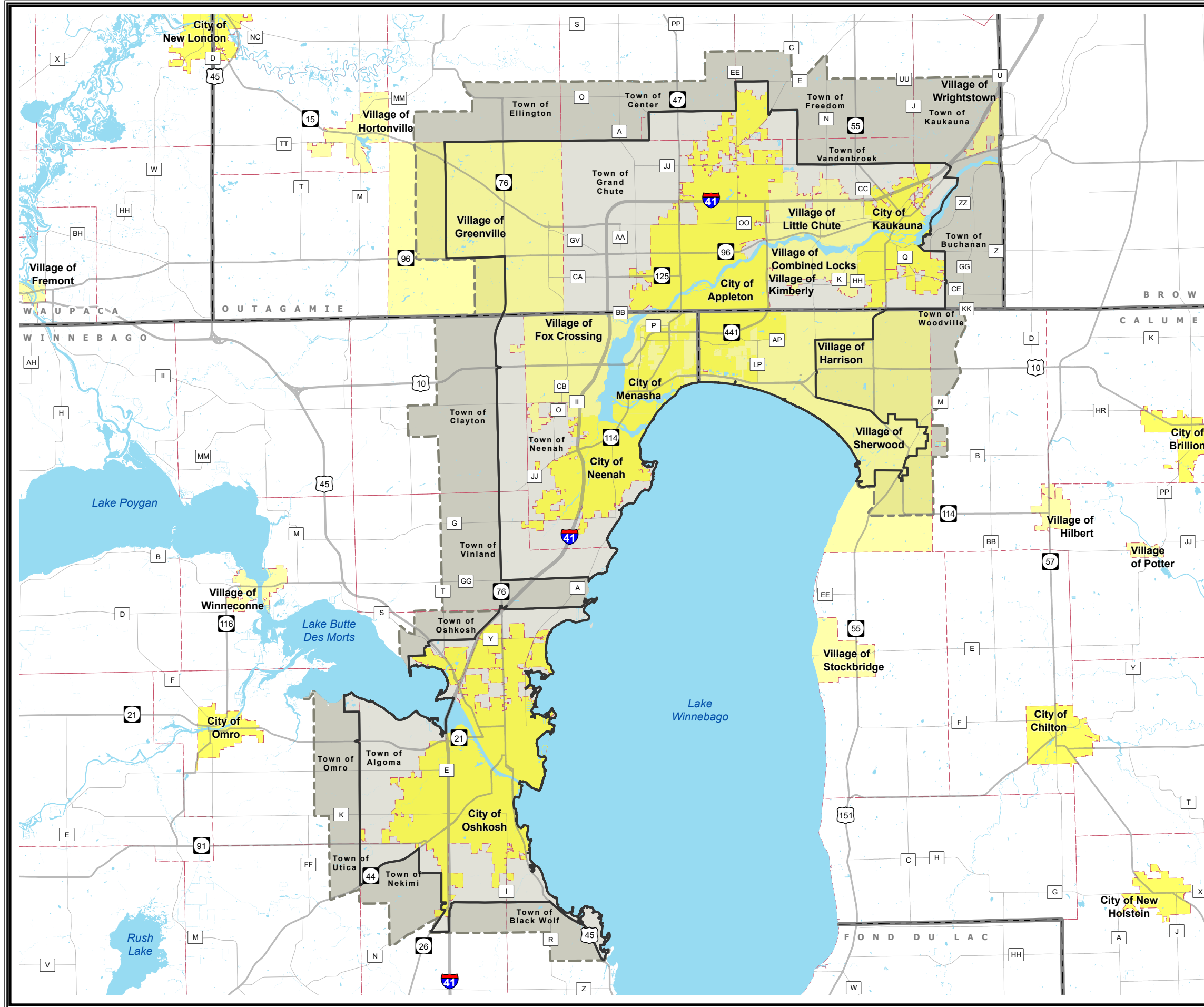
⁹ McNamara, Bob, Senior Policy Representative for the National Association of Realtors (NAR), National Bike Summit, Compete Streets panel discussion, March 11, 2009.

¹⁰ Lindsey et al, "Property Values, Recreation Values, and Urban Greenways," *Journal of Park and Recreation Administration*, V 22(3) pp. 69-90.

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- ¹¹ <https://www.sharp.com/health-news/5-ways-being-outdoors-can-make-you-healthier-and-happier.cfm> (August 2021).
- ¹² <https://www.cdc.gov/physicalactivity/activepeoplehealthnation/why-should-people-be-active.html#:~:text=Only%201%20in%204%20adults,beyond%20that%20of%20daily%20living> (July 2021).
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- ¹⁴ Centers for Disease Control and Prevention: <http://www.cdc.gov/obesity/data/adult.html> (August 2019).
- ¹⁵ The State of Obesity: <https://www.stateofobesity.org/healthcare-costs-obesity/> (August 2019).
- ¹⁶ Centers for Disease Control and Prevent National Center for Chronic Disease Prevention and Health Promotion: cdc.gov/chronicdisease (August 2021).
- ¹⁷ Centers for Disease Control and Prevention: <https://www.cdc.gov/obesity/data/childhood.html> (July 2021).
- ¹⁸ Alexander et al., The broader impact of walking to school among adolescents. BMJonline.
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- ²⁰ <https://www.uci.org/news/2019/world-environment-day---cycling-to-beat-air-pollution> (July, 2021).
- ²¹ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6023992/>.
- ²² Lawrence D. Frank, James F. Sallis, et al. "Many Pathways from Land Use to Health" *Journal of the American Planning Association*, Volume 72, Issue 1, Winter 2006.
- ²³ https://choicesproject.org/wp-content/uploads/2021/05/CHOICES_LCP_WI_SRTS_IssueBrief_2021_05_05.pdf (July 2021).
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- ²⁷ R. Knoblach, B. Tustin, S. Smith, and M. Pietrucha. "Investigation of Exposure-Based Pedestrian Accident Areas: Crosswalks, Sidewalks, Local Streets, and Major Arterials." Washington DC: US Dept. of Transportation; 1987.
- ²⁸ <https://wisconsin.gov/Pages/about-wisdot/newsroom/statistics/final.aspx> (July, 2021).
- ²⁹ Bicycling and Walking in the United States: 2012 Benchmarking Report http://www.peoplepoweredmovement.org/site/index.php/site/memberservices/2012_benchmarking_report/.
- ³⁰ smarthgrowthamerica.org/dangerous-by-design (August 2021).
- ³¹ <https://visionzeronetwork.org/resources/speed-fatality-map/> (July 12, 2021).
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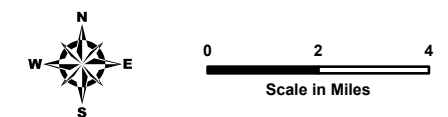
³² University of Colorado Denver. "Cycling lanes reduce fatalities for all road users, study shows: Roads are safer for motorists, pedestrians and cyclists in cities with robust bike facilities." ScienceDaily. ScienceDaily, 29 May 2019.

Map 1-1 Appleton Transportation Management Area (TMA) & Oshkosh Metropolitan Planning Organization (MPO)



- County Boundary
- City
- Village
- Town
- TMA/MPO Urbanized Area
- TMA/MPO Planning Area

Source:
TMA/MPO boundary provided by WisDOT/ECWRPC, 2010. Base data
provided by Regional Counties, 2021.

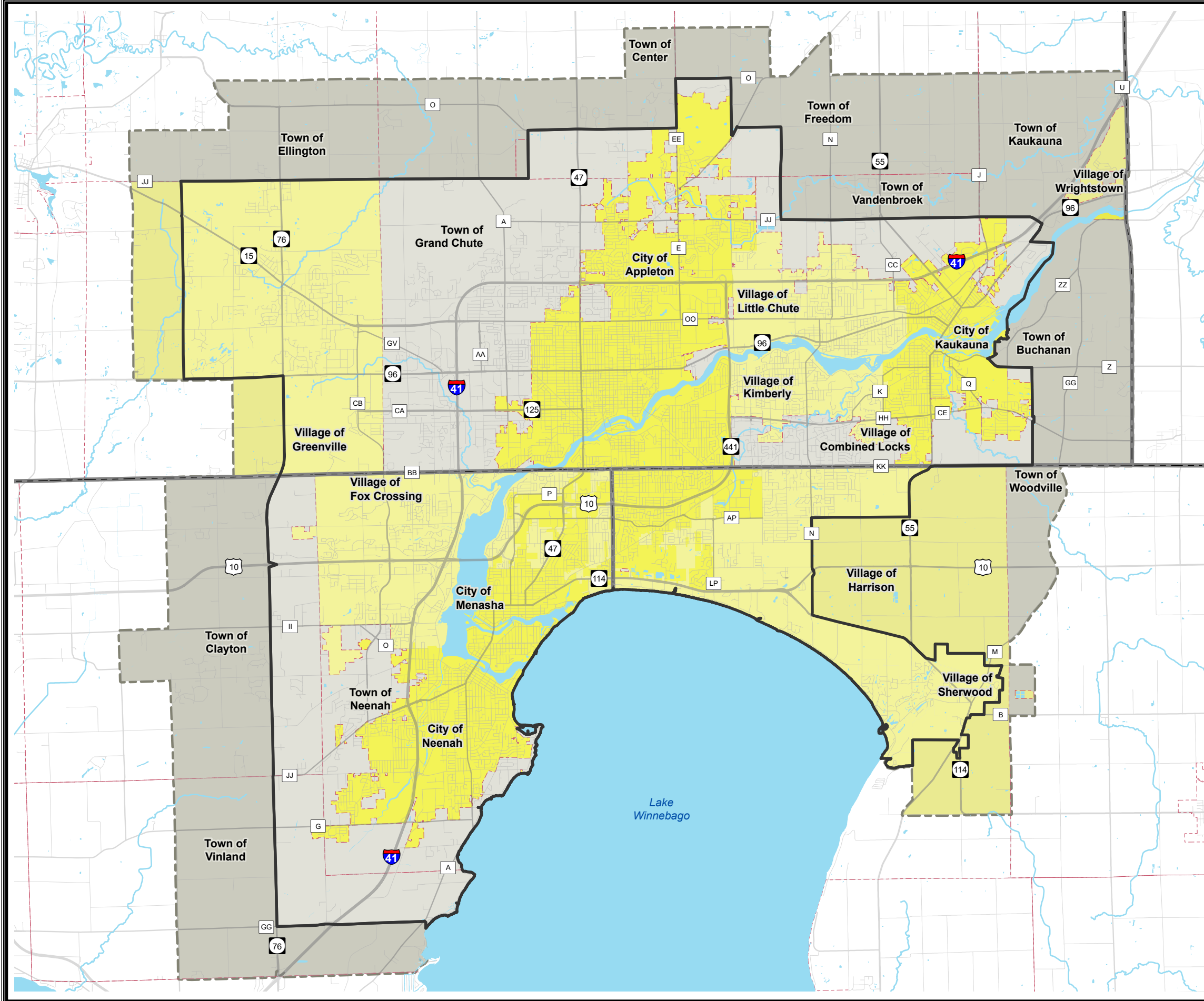


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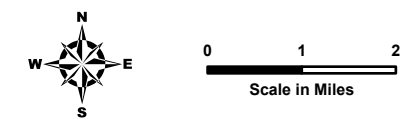


Map 1-2 Appleton Transportation Management Area (TMA) Study Area



- County Boundary
- City
- Village
- Town
- Appleton TMA Urbanized Area
- Appleton TMA Planning Area

Source:
TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.








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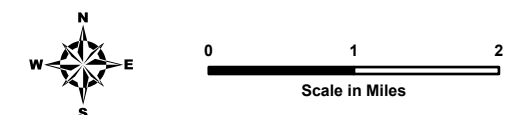
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Map 1-3 Oshkosh Metropolitan Planning Organization (MPO) Study Area

-  City
-  Village
-  Town
-  Oshkosh MPO Urbanized Area
-  Oshkosh MPO Planning Area

Source:
TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided
by Regional Counties, 2021.

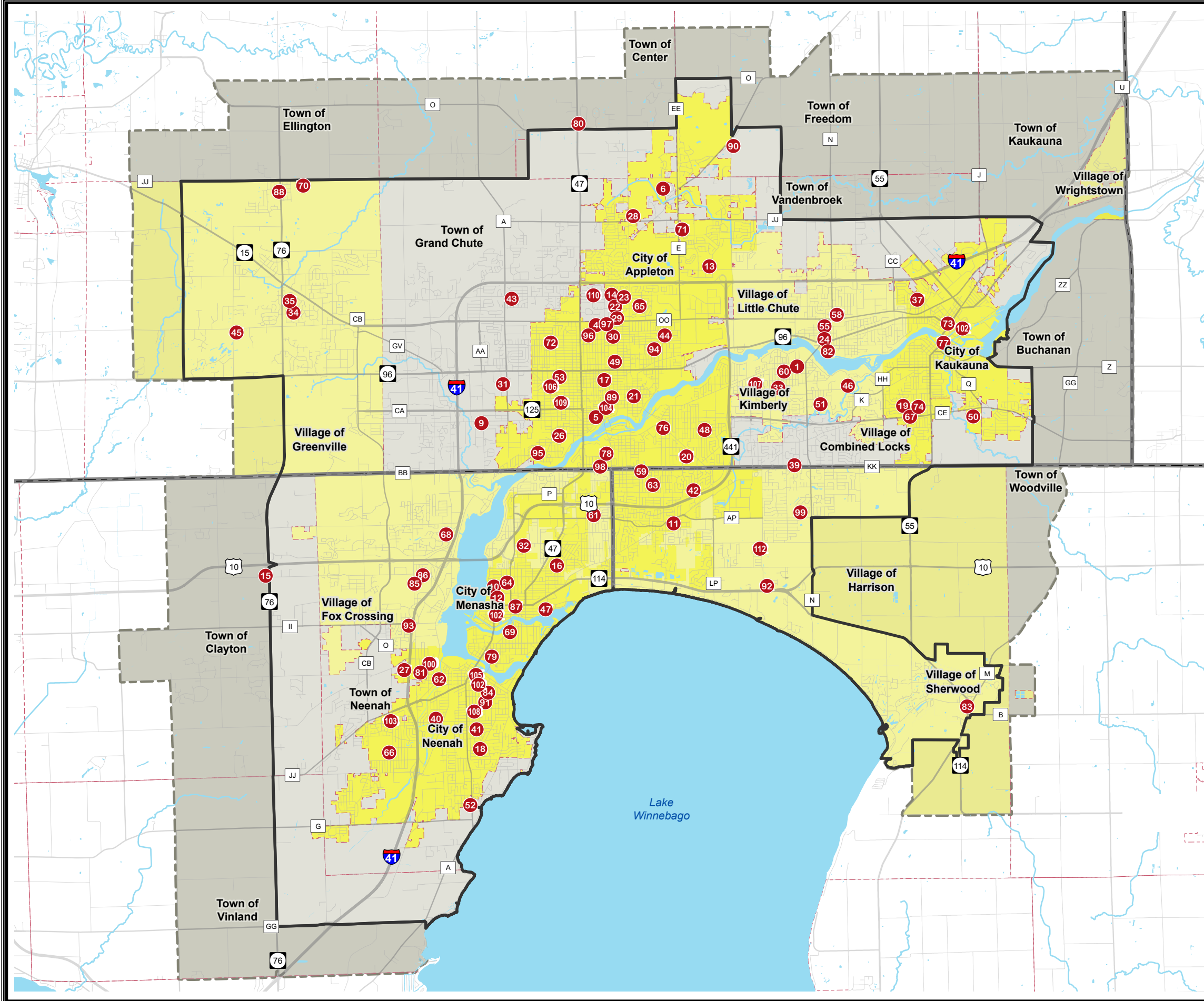


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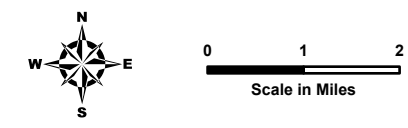


Map 1-4 Appleton Transportation Management Area (TMA) School Locations



- | | | | |
|---|---------------------------------|--|---|
| 1 4K Center for Literacy | 30 Franklin Elementary | 60 Mapleview Intermediate | 88 Saint Mary Grade School |
| 2 ACE Charter School | 31 Freedom Project Academy | 61 Maplewood Middle | 89 Saint Pauls Evangelical Lutheran School |
| 3 Appleton Bilingual School | 32 Gegan Elementary | 62 Martin Luther Evangelical Lutheran Grade School | 90 Saint Peter Lutheran School |
| 4 Appleton Community 4K | 33 Gerritts Middle | 63 McKinley Elementary | 91 Shattuck Middle |
| 5 Appleton Cooperative Educational Center | 34 Greenville Elementary | 64 Menasha High | 92 Shepherd of the Valley Lutheran School |
| 6 Appleton Public Montessori | 35 Greenville Middle | 65 Mount Olive Evangelical Lutheran School | 93 Spring Road Elementary |
| 7 Appleton Technical Academy | 37 Haen Elementary | 66 Neenah High | 94 St. Francis Xavier Elementary School - McDonald |
| 8 Appleton eSchool | 38 Highlands Elementary | 67 New Directions Learning Community | 95 St. Francis Xavier High School |
| 9 Badger Elementary | 39 Holy Spirit Catholic School | 68 New Hope Christian School | 96 St. Francis Xavier Elementary School - Marquette |
| 10 Banta School | 40 Hoover Elementary | 69 Nicolet Elementary | 97 St. Francis Xavier Middle School |
| 11 Berry Elementary | 41 Horace Mann Middle | 70 North Greenville Elementary | 98 Stephen Foster Elementary Charter |
| 12 Butte des Morts Elementary | 42 Horizons Elementary | 71 North High | 99 Sunrise Elementary |
| 13 Celebration Lutheran School | 43 Houdini Elementary | 72 Odyssey-Magellan | 100 Taft Elementary |
| 14 Classical School | 44 Huntley Elementary | 73 Park Community Charter School | 101 Tesla Engineering Charter School |
| 15 Clayton Elementary | 45 Immanuel Lutheran School | 74 Quinney Elementary | 102 Trinity Lutheran Grade School |
| 16 Clovis Grove Elementary | 46 Janssen Elementary | 75 Renaissance School | 103 Tuller Elementary |
| 17 Columbus Elementary | 47 Jefferson Elementary | 76 Richmond Elementary | 104 Valley New School |
| 18 Coolidge Elementary | 48 Johnston Elementary | 77 River View School | 105 Washington School of Early Learning |
| 19 Dr H B Tanner Elementary | 49 Kaleidoscope Academy | 78 Riverview Lutheran School | 106 West High |
| 20 East High | 50 Kaukauna High | 79 Roosevelt Elementary | 107 Westside Elementary |
| 21 Edison Elementary | 51 Kimberly High | 80 Saint Edward School | 108 Wilson Elementary |
| 22 Einstein Middle | 52 Lakeview Elementary | 81 Saint Gabriel Grade School | 109 Wilson Middle |
| 23 Ferber Elementary | 53 Lincoln Elementary | 82 Saint John Grade School | 110 Wis Connections Academy |
| 24 Flex Academy | 54 Little Chute Career Pathways | 83 Saint John- Sacred Heart School | 111 Woodland Intermediate |
| 25 Fox Cities Leadership Academy | 55 Little Chute Elementary | 84 Saint Margaret Marys Grade School | 112 Woodland School |
| 26 Fox River Academy | 56 Little Chute High | 85 Saint Mary Catholic High School | |
| 27 Fox Valley Christian Academy | 57 Little Chute Intermediate | 86 Saint Mary Catholic Middle School | |
| 28 Fox Valley Lutheran High School | 58 Little Chute Middle | 87 Saint Mary Elementary School SMCS | |
| 29 Fox Valley Montessori Academy | 59 Madison Middle | | |

Source:
School data provided by Regional Counties, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



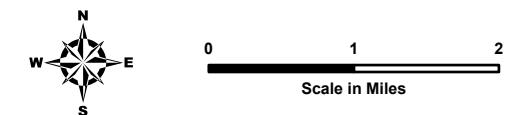
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East Central Wisconsin
Regional Planning Commission
ECWRPC
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago

Map 1-5 Oshkosh Metropolitan Planning Organization (MPO) School Locations

- | | |
|-------------------------------------|-------------------------------|
| 1 ALPS | 18 Ready 4 Learning School |
| 2 E Cook Elementary | 19 Roosevelt Elementary |
| 3 Franklin Elementary | 20 Smith Elementary |
| 4 Grace Lutheran School | 21 South Park Middle |
| 5 Jacob Shapiro Brain Based Inst | 22 Tipler Middle |
| 6 Jefferson Elementary | 23 Traeger Elementary |
| 7 Lourdes Academy High | 24 Traeger Middle |
| 8 Lourdes Academy Middle dle School | 25 Trinity Lutheran School |
| 9 Lourdes Academy-- Cabrini Site | 26 Valley Christian School |
| 10 Lourdes Academy-- Seton Site | 27 Washington Elementary |
| 11 Martin Luther School | 28 Webster Stanley Elementary |
| 12 Merrill Elementary | 29 Webster Stanley Middle |
| 13 Merrill Middle | 30 West High |
| 14 North High | 31 Wyldewood Christian School |
| 15 Oaklawn Elementary | 22 Lakeside Elementary |
| 16 Oakwood Elementary | |
| 17 Read Elementary | |
| | Oshkosh MPO Urbanized Area |
| | Oshkosh MPO Planning Area |

Source:
School data provided by Regional Counties, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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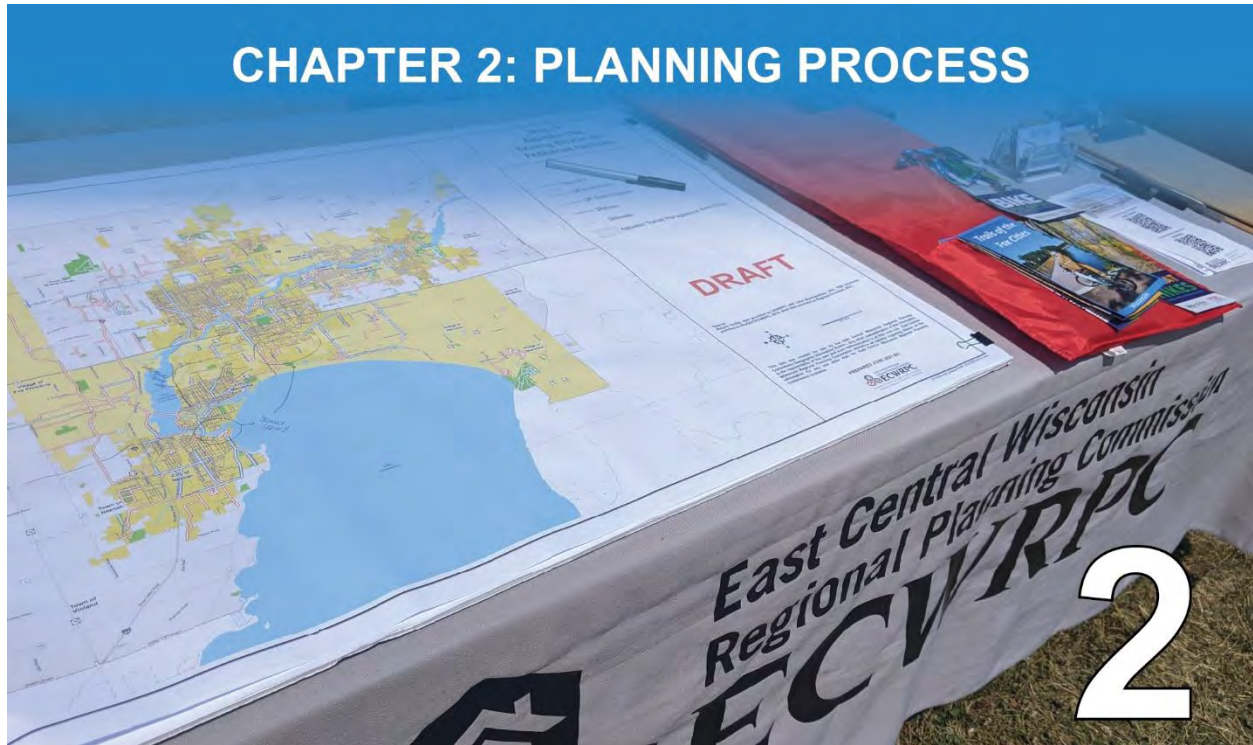
PREPARED NOVEMBER 2021 BY:





CHAPTER 2

PLAN DEVELOPMENT



The Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) encompass 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 plan was ultimately adopted by ECWRPC in October 2014.

With the plan looking out to a five-year horizon for many of its activities, ECWRPC and the Appleton TMA and Oshkosh MPO Bicycle and Pedestrian Steering Committee started the process of updating the Plan in 2019.

STEERING COMMITTEE

One outcome from the 2014 plan was the creation of a steering committee to oversee the plan's implementation, the Fox Cities/Oshkosh Bicycle and Pedestrian Advisory Committee (FCO BPAC). This committee is comprised of municipal representatives and community members from throughout the Fox Cities and Oshkosh.

Responsibilities of the FCO BPAC include the following:

- Setting an annual action plan based on the 2014 plan.
- Providing direction to ECWRPC on implementation of the plan.
- Providing information from this plan and its priorities back to their communities.

The FCO BPAC assisted in providing direction in the 2021 plan's update through revising the plan's goals, creating a new action plan, and providing insight on the regional bicycle and pedestrian network.

PLAN UPDATE PROCESS

Updating this plan involved six key tasks, which are outlined in Figure 2-1 and further described below.

Figure 2-1: The Planning Process



Current Conditions Inventory and Analysis

For the Plan update, the data collection phase involved the collection of data from the MPO and local municipalities. The data was compiled to create areawide maps of the existing conditions. Examples of the data that were collected included existing bicycle and pedestrian facilities, school locations, land uses, railroads, parks, crash data, and bicycle and pedestrian counts. Additionally, local bicycle and pedestrian plans, comprehensive plans, and open space recreation plans were reviewed during this planning process. Data and information provided were analyzed in preparation of updating the plan, including mapping, activities, and recommendations.

Update of Plan Goals, Activities, and 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.

Network Mapping and Big Ideas

From data provided by local communities, along with in-house datasets, ECWRPC staff identified the bicycle and pedestrian network. This network identified current facilities, planned facilities, and it examines gaps that must be addressed to create a cohesive bicycle and pedestrian network.

The network was further examined by incorporating the Big Ideas from the 2020 Trail Summit, described in Chapter 4, as separate maps. These Big Ideas outline community connections that would involve cross-community collaboration to be accomplished.

Public Participation Process

- Trail Summit
- Summer 2020 Survey
- Spring/Summer 2021 Survey

Community Outreach

- Farmers Market
- Input/feedback sessions

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, and other partner organizations. During these meetings 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.

Plan Adoption

After the 30-day public review, the Plan was updated to reflect public comment and feedback. On October 12, 2021, the Plan was approved by East Central's Transportation Committee, and it was adopted by the full Commission on October 29, 2021 under resolution number 27-21.

Vision: Residents within the Appleton (Fox Cities) and Oshkosh urbanized areas have equitable opportunities to safely and conveniently walk or bike between origins and destinations via a well-interconnected multimodal transportation network.

PLAN VISION

Having a solid vision statement for a plan helps to shape the planning process, guide recommendations, and provides the image of what the plan will achieve. The Appleton TMA and Oshkosh MPO Bicycle and Pedestrian Advisory Committee spent considerable time revisiting and revising the vision statement.

PLAN GOALS

Goals lay out the path for the future and assist in meeting the established vision. For this Plan's update, the goals follow the E's from the Safe Routes to School comprehensive framework: Equity, Education, Encouragement, Engagement, Engineering, and Evaluation. For the purpose of this plan, the Safe Routes to School framework provides a solid foundation to comprehensively plan bicycle and pedestrian infrastructure and programming throughout this Plan's area.

Goal 1 | **Equity**

Engage people from all demographic groups who use walking and bicycling as transportation in the planning, designing, and decision-making processes. Ensure all groups will have the same access to the planning and decision-making process.

Goal 2 | **Education**

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

Goal 3 | **Encouragement**

Encourage residents to walk and/or bike as a means of transportation and recreationally, to reduce their dependence on automobiles and fossil fuels, and increase their physical activity.

Goal 4 | **Engagement**

Draw involvement from new community members and work with existing community partners to build intentional, ongoing engagement opportunities into bicycle and pedestrian planning efforts.

Goal 5 | **Engineering**

Improve connections 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 6 | **Evaluation**

Evaluate the equity, education, encouragement, engagement, and engineering components of existing and future bicycle and pedestrian planning efforts, programs, and facilities based on established evaluation criteria and performance measures.

CHAPTER WRAP UP

The process guiding this Plan's update involved community outreach, extensive input, and takes past, current, and future conditions into account. A vision statement was established early in the process to guide the development of this Plan.



CHAPTER 3

CURRENT CONDITIONS INVENTORY & ANALYSIS



OVERVIEW

Over the years, municipalities within the Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organizations (MPO) have continued to increase the amount of bicycle and pedestrian facilities, programs, and policies. Since the adoption of the 2014 Plan, communities throughout the Plan's region implemented over 150 miles of bicycle facilities and trails¹. A thorough analysis of the existing resources for bicycle and pedestrian facilities in both the Appleton (Fox Cities) TMA and Oshkosh MPO 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 thirty municipalities within the Appleton (Fox Cities) TMA and Oshkosh MPO. The Appleton TMA falls within portions of Calumet, Outagamie, and Winnebago counties; the Oshkosh MPO falls solely within Winnebago County.

¹ Sidewalks are not included in this calculation due to changes in calculating sidewalk mileage from the 2014 plan to this plan.

Appleton (Fox Cities) Transportation Management Area (TMA) Municipalities

City of Appleton	Village of Sherwood	Town of Woodville
City of Kaukauna	Village of Wrightstown	Town of Vandenbroek
City of Menasha	Town of Buchanan	Town of Vinland*
City of Neenah	Town of Center	
Village of Combined Locks	Town of Clayton	
Village of Fox Crossing	Town of Ellington	
Village of Greenville	Town of Freedom	
Village of Harrison	Town of Grand Chute	
Village of Kimberly	Town of Kaukauna	
Village of Little Chute	Town of Neenah	

Oshkosh Metropolitan Planning Organization (MPO) Municipalities

City of Oshkosh	Town of Nekimi	Town of Utica
Town of Algoma	Town of Omro	Town of Vinland*
Town of Black Wolf	Town of Oshkosh	

*Portions of the Town of Vinland are in both Oshkosh MPO and Appleton (Fox Cities) TMA.

ECWRPC Transportation Hub

All of the data, maps, and statistics within a written plan represents a “snapshot in time” when the plan was put together. To maintain updated information and track progress over time, East Central WI Regional Planning Commission has created the [ECWRPC Transportation Hub](https://www.ecwrpc.org/) online repository of regionally relevant reports, statistics, programs, and plans. Links to this and other useful contacts and information can be found at ECWRPC on the web at <https://www.ecwrpc.org/>.

CURRENT CONDITIONS

Population Demographics

According to ESRI Business Analyst 2020 data, the Appleton (Fox Cities) TMA has a population of 251,655, and the Oshkosh MPO has a population of 79,630. In the Appleton TMA, the highest percentage of the population falls within the age ranges of 20 - 44 years old and 45 - 65 years old. Approximately 25% of the population is under the age of 19, while 2% of the population is over the age of 85. In the Oshkosh MPO, the majority of the population is also in the 20 – 44 years old and 45 - 64 years old age ranges. Approximately 22% of the population is under the age of 19, while almost 3.0% of the population is over the age of 85. The Appleton TMA has slightly more youth growth, while the Oshkosh MPO has a slightly higher percentage of elderly. Table 3-1 displays the age distribution for both the TMA and MPO.

Table 3-1: Population Demographics by TMA and MPO

	Under 5 years	5 – 19 years	20 - 44 years	45 – 64 years	65 – 84 years	Over 85 years
Appleton (Fox Cities) TMA	6.2%	19.1%	33.1%	26.5%	13.1%	2.0%
Oshkosh MPO	4.9%	17.5%	37.2%	24.3%	13.6%	2.6%

Source: 2020 ESRI Business Analyst

Commute Mode Share

The Wisconsin Public Interest Research Group (WISPIRG) conducted a study of college students during the 2017-18 school year across 24 Wisconsin campuses. The survey results showed that 75% of students reported that it was “very important” or “somewhat important” for them to reside in a place where they are not required to have a car as a means of transportation for work, errands, or recreation. The survey also reported 55% of students would be more likely or somewhat more likely to stay in Wisconsin, if that opportunity existed. This survey supports the move toward a multimodal transportation system which would help attract and retain young people to live and work in-state.⁴⁸

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. Nationwide, the number of people bicycling and walking to work has remained relatively steady between 2007 and 2018.⁴⁹

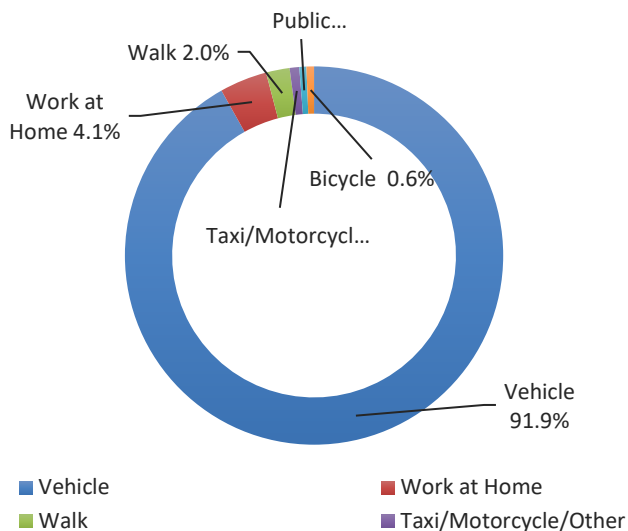
The Bureau of Transportation Statistics’ 2020 Annual Report notes that transit ridership reached a high of 9.9 billion nationwide in 2014 and then fell to 9.1 billion by 2018. The same report revealed that shared bicycles and scooters generated 84 million trips in 2018, which was more than double the trips taken in 2017. In fact, shared bicycles and scooters have seen a precipitous increase in use over a 10-year span, with 320,000 trips in 2010 increasing to 84 million trips in 2018.

The National Household Travel Survey, conducted by the Federal Highway Administration (FHWA) in 2001 and 2017 found there is an inverse relationship between car ownership and walking. Residents walked less when there were more cars in the household. Rates of Americans cycling from the year 2001 to 2017 increased the most among the employed, high income, highly educated, white men, between 16 to 44 years old.⁵⁰

American Community Survey Commute Mode Share information provides information on transportation modes for workers 16 years and older.⁵¹ It should be noted that this information applies solely to transportation to work, and it asks only about transportation to work over the past week. Across the TMA and MPO regions, over 91% of people reported traveling to work by a vehicle. In both regions, less than 1% bike to work; 2% are walking in the Appleton/Fox Cities

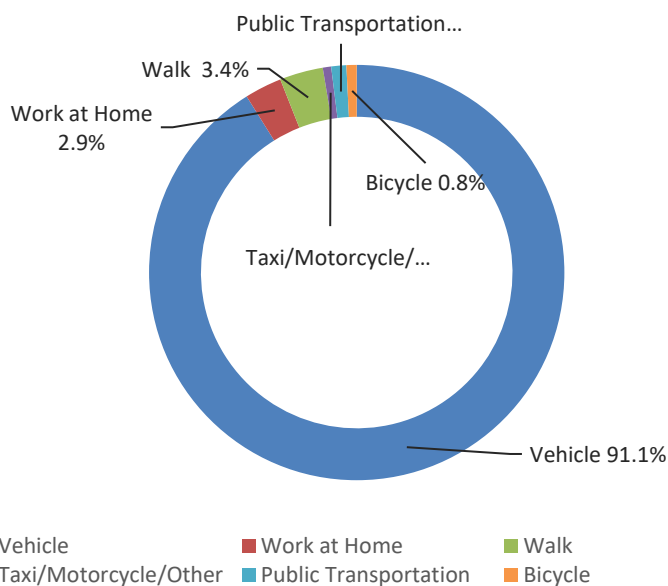
TMA while 3.4% are walking in the Oshkosh MPO. Figures 3-1 and 3-2 display a visual of the commute mode share for the Appleton TMA and Oshkosh MPO.

Figure 3-1: Commute Mode Share for the Appleton (Fox Cities) TMA



<https://www.census.gov/topics/employment/commuting.html>

Figure 3-2: Commute Mode Share for the Oshkosh MPO



<https://www.census.gov/topics/employment/commuting.html>

Crash Data

Nationally, pedestrian and bicyclist fatalities comprise about 16% of all traffic fatalities with approximately 5,000 pedestrian deaths and 800 bicyclist deaths. Another 65,000 pedestrians and 48,000 bicyclists are injured in roadway crashes annually⁵². Knowing and examining crash trends in a given area can provide information on safety improvements to reduce or eliminate bicycle and pedestrian crashes.

Tables 3-2 and 3-3 display the number of crashes for both the Appleton TMA and Oshkosh MPO. These crashes resulted in a total of 9 reported fatalities and 364 suspected minor or serious injuries from 2014-2020.

Table 3-2: Appleton (Fox Cities) TMA Bicycle and Pedestrian Crash Data

	2014	2015	2016	2017	2018	2019	2020	Total
Bicycle Crashes	57	59	41	56	41	51	49	354
Pedestrian Crashes	34	38	35	57	44	47	25	280

Table 3-3: Oshkosh MPO Bicycle and Pedestrian Crash Data

	2014	2015	2016	2017	2018	2019	2020	Total
Bicycle Crashes	24	25	22	7	25	18	12	133
Pedestrian Crashes	18	10	24	16	13	28	17	126

Source: Wisconsin TOPS Lab – 2014-2020

Maps 3-1 and 3-2 display the locations and frequency of crashes. Bicycle and pedestrian crash hotspots include the following locations or areas:

- Downtown Appleton;
- Winneconne Avenue in Neenah;
- County Highway KK east of Highway 441;
- County Highway 55/Crooks Avenue in Kaukauna;
- Downtown Oshkosh;
- 9th Avenue in Oshkosh east of I-41; and
- Jackson Street/Murdock Avenue in Oshkosh.

Not surprisingly, many of these crash hotspots are in locations with heavy bicyclist and pedestrian traffic and where there are potential conflicts with vehicular traffic. In these areas, and other areas where potential conflict exists between bicyclists/pedestrians and vehicles, it is imperative to examine where improvements could be made to reduce these conflicts. Such

improvements are explored later in this plan, and numerous resources outside of this plan exist to assist with determining the appropriate action(s) that could be taken.

Count Data

ECWRPC has a bicycle and pedestrian count program, with a number of counters available to be set up in communities throughout the region. All of ECWRPC's counters are currently available to communities on a short-term basis, with counters being set up for typically up to a two-week period of time. The purpose of these counts is to understand the number of people using various facilities, as this data provides valuable information on a facility's use, trends in the use, and can help communities make important decisions on bicycle and pedestrian investments. In addition to bicycle and pedestrian counters, ECWRPC also has Miovision cameras. These cameras, mounted to a pole to provide a bird's-eye view of a particular area of study, can be utilized for a variety of traffic-related studies. In addition to ECWRPC's counters, some communities in the TMA and MPO have their own counters, which are set up on a permanent basis.



Maps 3-3 and 3-4 display ECWRPC's count locations over the past six years. It should be noted that AADT is based off the short-term counts, and seasonal variation is currently not considered. At the time of this Plan's writing, ECWRPC has contracted with a consultant to assist with data factoring, which will provide ECWRPC with guidance on how to factor in seasonality with the bicycle and pedestrian counts program.

Links to Parks and Promoting Safe Routes

Typically, parks provide a destination along a trail to promote bicycling and walking. Having trails link to parks and connect throughout the parks provides a complete recreational system. This is equally important when looking at access to the park via walking, bicycling, or by other means of travel, such as a scooter or skateboard.

Safe Routes to Parks is an initiative of the National Recreation and Park Association to increase access to local parks. Developed in collaboration with the [Safe Routes to School National Partnership](#), the *Safe Routes to Parks Action Framework* provides local governments with evidence- and practice-based guidance on creating safe and equitable access to parks for all people. More information on Safe Routes can be found later in this chapter and in Chapter 4.

Links to Transit

Transit is inextricably linked to bicycle and pedestrian facilities, as most people accessing transit do so via walking or bicycling. Features such as curb ramps, marked crosswalks, and dedicated bus stops with concrete pads along trails or sidewalks can make it safer and more convenient for transit users to access transit. Additionally, bike racks placed at or near bus stops and/or on-bus bicycle racks provide additional security for bicyclists using transit.

Valley Transit is the service provider in the Fox Cities, and GO Transit is the service provider in the Oshkosh area. These two services are currently connected via Route 10, and both providers have on-bus bicycle racks. Maps 3-5 and 3-6 display transit as it relates to bicycling and walking facilities.

Health

The *County Health Rankings and Roadmaps* program 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.

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.

These two rankings comprise the overall County Health Rankings and are shown in Table 3-4.

Table 3-4: County Health Rankings

	Wisconsin	Calumet	Outagamie	Winnebago
Overall Ranking – Health Outcomes		Top range of counties in WI (Highest 75%-100%)	Top range of counties in WI (Highest 75%-100%)	Lower middle range of counties in WI (Lower 25%- 50%)
Overall Ranking – Health Factors		Top range of counties in WI (Highest 75%-100%)	Top range of counties in WI (Highest 75%-100%)	Top range of counties in WI (Highest 75%-100%)
Health Behaviors				
% Adult Obesity (20 yrs.+) (BMI greater than 30kg/m ²)	32%	28%	33%	37%
% Physically Inactive	20%	16%	18%	20%
Access to exercise opportunities	85%	79%	89%	87%
Physical Environment				
Air pollution - particulate matter (Avg. daily density in PM2.5)	7.0	8.4	6.7	8.5
% Driving alone to work	81%	87%	85%	85%
Long commute (more than 30 minutes)– driving alone	28%	24%	20%	17%

Source: *County Health Rankings & Roadmaps*, 2020

Community Health Impact

Planning for the built environment has implications on overall public health of the communities across the regional planning area. The American Planning Association (APA) published their *Metrics for Planning Healthy Communities* report (May 2017)² which outlines five areas where planners can positively impact health outcomes. These five areas include Active Living, Healthy Food System, Environmental Exposures, Emergency Preparedness, and Social Cohesion.

Active Living is an important concept for this Plan, and areas of concern include:

- Active Transportation
- Recreation
- Traffic Safety

Additionally, planning policies to advocate for active living involve:

- Active Transportation
 - Transportation demand management policies
 - Legislation prioritizing funding for pedestrian/bike facilities
 - Complete Streets policies
- Recreation
 - Policies prioritizing equitable investments in parks and open space
 - Shared use policies between local governments, school districts, faith-based organizations, etc.

Existing Bicycle and Pedestrian Network

The Appleton (Fox Cities) TMA and Oshkosh MPO have over thirty municipalities. During the 2014 planning process, it was identified that each municipality has their own definition of bicycle and pedestrian facilities. With the assistance of the Fox Cities/Oshkosh Urbanized Areas Bicycle and Pedestrian Plan Steering Committee, the planning team developed the following bicycle and pedestrian definitions, and these definitions were utilized for the Plan's update:

- **Pedestrian Facilities:** Pedestrian facilities are defined as a sidewalk and shared use path (both paved and unpaved). The majority of pedestrian facilities are located within the cities and villages within the Appleton (Fox Cities) TMA and Oshkosh MPO. Chapter 5 covers these facilities in more detail.
- **Bicycle Facilities:** For the purposes of this Plan, bicycle facilities are defined as paved or unpaved shared-use paths, sharrows, and marked bicycle lanes. A few communities within the Fox Valley also have bike routes, some of which are signed. For consistency through this planning process, the planning team did not include signed or unsigned bike routes or paved shoulder in the existing bicycle facility data. However, ECWRPC acknowledges the role that signed bicycle routes and paved shoulders play in both the local and broader bicycle and pedestrian network. Chapter 5 covers these facilities in more detail.

² <https://planning-org-uploaded-media.s3.amazonaws.com/document/Metrics-Planning-Healthy-Communities.pdf>.

Facility Miles

Tables 3-5 and 3-6 below displays the number of bicycle and pedestrian facility miles by each community with the Appleton TMA and Oshkosh MPO. Over the course of this Plan's inception and update, the Appleton TMA has seen a 59.3% increase in bicycle facility miles and the Oshkosh MPO has seen an increase of 159% in bicycle facility miles. Sharrows were excluded from these calculations as they were not initially inventoried in 2014. For the current facility miles, most facilities were calculated based on centerline miles, with the exception of bicycle lanes. Details of the existing facilities can be found on Maps 3-7 and 3-8.

Table 3-5: Appleton (Fox Cities) TMA Existing Bicycle and Pedestrian Facility Miles

Community	Population	Off-Road Paved (Miles)	Off-Road Not Paved (Miles)	Sidewalks (Miles)	Bike Lanes x2 (Miles)	Sharrows (Miles)	Total Miles of Facilities	Miles Per 1000 Capita
Cities								
Appleton	76,484	34.91	10.98	260.60	40.50	1.39	348.38	4.55
Menasha	18,266	9.22	0.43	43.03	5.14	1.24	59.06	3.23
Neenah	26,761	18.21	2.28	74.30	17.43	0.00	112.22	4.19
Kaukauna	16,297	5.05	8.69	68.43	1.26	0.00	85.45	5.12
Villages								
Combined Locks	3,392	1.49	1.95	12.42	0.19	0.00	16.05	4.73
Fox Crossing	19,248	19.18	2.83	2.61	2.75	0.00	27.37	1.42
Greenville	12,121	15.82	1.66	0.00	2.20	0.00	19.68	1.62
Harrison	11,438	4.63	5.90	4.45	9.07	0.00	24.06	2.10
Little Chute	11,473	3.00	0.89	40.07	10.24	0.00	54.20	4.72
Kimberly	7,135	7.15	0.25	28.09	2.85	0.00	38.33	5.37
Sherwood	3,112	7.70	1.46	1.76	0.00	0.00	10.92	3.51
Wrightstown	270	0.00	0.00	0.90	0.00	0.00	0.90	3.34
Towns								
Buchanan	7,372	3.34	1.14	0.34	0.00	0.00	4.82	0.65
Center	1,881	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Clayton	3,549	0.00	3.10	0.00	0.00	0.00	3.10	0.87
Ellington	863	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Freedom	1,496	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grand Chute	23,290	20.90	8.47	7.11	13.16	0.20	49.84	2.14
Kaukauna	1,228	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Community	Population	Off-Road Paved (Miles)	Off-Road Not Paved (Miles)	Sidewalks (Miles)	Bike Lanes x2 (Miles)	Sharrows (Miles)	Total Miles of Facilities	Miles Per 1000 Capita
Neenah	3,729	2.85	0.07	0.26	0.26	0.00	3.45	0.92
Vandenbroek	1,453	0.67	0.00	0.00	0.00	0.00	0.67	0.46
Vinland	1,369	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Woodville	136	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Appleton TMA Total	252,227	154.11	50.12	544.37	105.05	2.83	856.48	3.40

Source: Population data provided by ESRI Business Analyst 2020; Pedestrian and bicycle data provided by local municipalities in 2021

Table 3-6: Oshkosh MPO Existing Bicycle and Pedestrian Facility Miles

Community	Population	Off-Road Paved (Miles)	Off-Road Not Paved (Miles)	Sidewalks (Miles)	Bike Lanes x2 (Miles)	Sharrows (Miles)	Total Miles of Facilities	Miles Per 1000 Capita
Cities								
Oshkosh	67,446	19.69	2.66	207.30	19.93	10.82	260.40	3.86
Towns								
Algoma	6,896	0.51	0.80	0.14	2.97	0.00	4.42	0.64
Black Wolf	1,419	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Nekimi	748	0.23	0.00	0.48	0.00	0.00	0.71	0.94
Omro	1,090	0.00	0.88	0.00	0.00	0.00	0.88	0.81
Oshkosh	1,946	2.53	2.30	0.61	0.00	0.00	5.44	2.79
Vinland	42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Utica	43	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Oshkosh MPO Total	79,630	22.96	6.64	208.53	22.90	10.82	271.84	3.41

Source: Population data provided by ESRI Business Analyst 2020; Pedestrian and bicycle data provided by local municipalities in 2021

Table 3-7 displays the percentage of roadways with complete streets facilities (e.g. a street with sidewalks, bike lanes, and a transit stop) within the Appleton TMA and Oshkosh MPO. For consistency with the roadway network, all mileage was based off centerline mileage. While both the Appleton TMA and Oshkosh MPO only have 1% of their streets containing complete streets facilities, it should be noted that it is not realistic for all streets in any community to be a complete street with sidewalks, bike lanes, and transit stops. Each street should be examined in

its own context and in relation to the broader bicycle and pedestrian network to determine the appropriate bicycle and pedestrian facilities.

Table 3-7: Existing Roadways with Pedestrian and Bicycle Facilities

	Appleton (Fox Cities) TMA		Oshkosh MPO	
	Miles	Percentage	Miles	Percentage
Roadway	1,942		568	
Roadway with Sidewalk	537	28%	208	37%
Roadway with Bicycle Facilities	63	3%	15	3%
Roadways with Sidewalk, Bicycle Facilities, and Transit Routes (i.e. Complete Streets)	21.5	1%	8.7	1%

**It is noted that bicycles are considered vehicles based on Wisconsin State Statute [340.01(5)]⁵³ and they can be used on roadways however, consideration should be given to provide space for bicyclists on the roadways as it relates to safety.*

User Survey Results

User surveys were developed to assist in the planning process. The surveys were distributed predominately online, and ECWRPC engaged local communities and stakeholders to also share the surveys on their social media sites and webpages. Two communitywide surveys were distributed throughout this Plan's update: 1. A summer 2020 survey aimed at understanding walking and bicycling trends during the COVID-19 pandemic, which also asked respondents about facility preferences; and 2. A summer 2021 survey aimed at understanding overall walking and bicycling habits and preferences. The 2020 survey gathered 278 responses, while 77 responses were gathered through the 2021 survey.



During 2020, a survey was sent out to residents of the Fox Cities and Oshkosh. Of the 278 responses, 97% reported that they had engaged in a physical activity since March of 2020. 67% reported that their physical activity had increased because of the pandemic, and the top two reasons were a *desire to exercise* and a *need to relieve stress*. While these results are heavily influenced by the pandemic, the results are still useful for future planning.

Of the 77 respondents to the survey in 2021, over 70% indicated that they had ridden a bicycle in the past 6 – 12 months, and 95% reported that they had walked in that last 6 months, in both the TMA and MPO regions. (with the definition described as running, jogging, or walking for at least 5 minutes at a time). Survey results in 2020 showed 48% of bikers and 49% of walkers reported their perceived frequency of biking and walking had increased since the previous year. This is relatively consistent with a 2021 Survey sent out to the Appleton/Fox Cities TMA and Oshkosh MPO. Taken about a year after the onset of the pandemic, it was roughly the same for people who walked across both the Fox Cities TMA and Oshkosh MPO; about 50% said they are walking more, and 50% said they are walking the same amount.

In the Appleton/Fox Cities TMA, 75% of people reported they are bicycling about the same amount since the onset of the pandemic, with 22% bicycling more. In the Oshkosh MPO, about 50% reported they are bicycling more since the onset of the pandemic and only a small percentage of people cycling less frequently. This data tells us that people are either getting out walking and biking either the same or more since the onset of the pandemic. A very small percentage both in 2020 and in 2021 reported getting out less. This demonstrates the potential need to increase facilities over time.

Survey results from both regions indicate 67% of bikers and 64% of walkers biked or walked from home to get to their biking and walking route, while one-third of both bikers and walkers drove in a vehicle to get to their biking and walking route. With over half the people using facilities to access their bike route, it is imperative that safe and continuous facilities connecting larger routes and paths need to be constructed and maintained.

The top three reasons survey responders selected as their reason for biking and walking were for exercise, recreation, and for a family/social activity. This data was the same in both the 2020 and 2021 surveys, and across both the TMA and MPO regions.

Respondents reported the top bicycle facilities they use are paved bike trails/paths, bike lanes on roads, and paved roads (not on the shoulder). [in Oshkosh, shoulders of paved roads were equal to bike lanes on roads] The top walking facilities reported were sidewalks, paved trails/paths, and unpaved trails/paths (i.e. dirt, gravel, sand).

The top choices walkers selected for what they want to see changed in their community were more walking trails, better connections between trails/sidewalks, and safer street crossings. The top choices that bikers selected to change in their community were more paved bike trails/paths, more bike lanes, and buffered or protected bike lanes. In the TMA, a high percentage of bicycle respondents also selected that they wanted better connections between trails/sidewalks.

Overall, only 8% of bikers were very satisfied with their community's safe biking, while 26% of walkers were very satisfied with safe walking in their community. Meanwhile, 26% of bikers were somewhat to very dissatisfied with safe biking in their community compared to 14% of walkers who were somewhat to very dissatisfied with safe walking in their community.

Comments from the survey varied. However, similar sentiments could be seen throughout. People cited concerns for biking included lack of connections to destinations, crossing busy streets, and riding on busy roads with narrow, unpaved shoulders, or bikes lanes too close to traffic. There also concerns with distracted drivers and drivers not knowing the rules of the road for a bicyclist. Safety concerns lead bicyclists to ride on the sidewalk which is not the preferred facility.

3.4 EXISTING PLANS, PROGRAMS, PARTNERS, POLICIES, AND RECOGNITION

Existing Plans

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

Existing Programs

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 school. The East Central Wisconsin Regional SRTS Program started in 2009 and is funded through WisDOT. The goal of the program is to enable and encourage children of any ability grades Kindergarten-8th, to walk and bike to school. The program is based on the principles of the 6-E's: Engineering, Encouragement, Education, Engagement, Evaluation and Equity.

Local Action Plans:

Local action plans are completed for school districts every five years with the assistance of East Central staff and local SRTS task forces. These plans include student and parent surveys, inventory of event and program participation, bike and walk audits, current and recommended walking and bicycling facilities, an equity analysis, and safety recommendations.

***School Districts within
Appleton (Fox Cities) TMA***

& Oshkosh MPO*

Appleton School District:	16,081 students
Freedom School District:	1,577 students
Hortonville School District:	4,146 students
Kaukauna School District:	3,936 students
Kimberly School District:	5,231 students
Little Chute School District:	1,611 students
Menasha School District:	3,349 students
Neenah School District:	6,702 students
Oshkosh School District:	9,747 students

Source: WI Department of Public Instruction

Local Events and Programs:

East Central staff partners with local SRTS champions and task forces to implement SRTS programming including: International Walk to School Day, Winter Walk to School Month, Bike to School Day, Walking School Bus Programs, Frequent Walker Programs, Youth Engagement Programs, and Project RADAR (Reminding All Drivers About Responsibility). One day walking and biking events can introduce walking and biking to students who do not typically walk or bike to school. Sustainable programs promote consistent walking and biking to, from, and at school. To learn more about events and programs, or to access local action plans visit the Safe Routes to School website at: <http://eastcentralsrts.org/>.

Participating School Districts within the Appleton TMA: Appleton, Hortonville, Kaukauna, Kimberly, Little Chute Area School District, Menasha Joint School District, Neenah Joint School District.

*Hilbert School District, Oshkosh School District, Winneconne Community School District and Wrightstown Community School District boundaries are located within the Appleton urbanized area. These school districts do not have schools located within the Appleton urbanized area.

Participating School Districts within the Oshkosh MPO: Oshkosh Area School District

* Although the Omro School District and Winneconne Community School District boundaries are located within the Oshkosh urbanized area, these school districts do not have schools located within the Oshkosh urbanized area.

**Table 3-8: Schools Participating in the Regional Safe Routes to School Program
2018-2019 School Year**

	Appleton (Fox Cities) TMA	Oshkosh MPO	Total
Public Schools (K-12)	84	22	106
Private Schools (K-12)	30	7	37
Total Schools	114	29	143
Regional SRTS Program:			
Participating Schools (K-8)	42	18	60
Participating Schools %			42%
Events:			
International Walk to School Day	26	11	37
Winter Walk to School Month	12	7	19
Bike to School Day	24	7	31
Project RADAR	0	2	2
Frequent Walker Program	3	2	4
Walking School Bus Programs	1	2	3
Youth Engagement	1	0	1

Source: Regional Safe Routes to School Program, 2018-2019. Data from the 2019-2020 and 2020-2021 School years are skewed due to the effects from the COVID-19 pandemic.

Bicycle Benefits Program



The Bicycle Benefits program encourages people to ride their bikes to local businesses. When cyclists arrive to a local business with their bicycle benefits sticker on their helmet they are given a discount or reward for arriving by bicycle. The benefits can be used at any participating business, even if it transcends city and state boundaries. The cost to participate is \$5 for a sticker, and they never expire. Website: <https://bicyclebenefits.org/#/cities/18>.

Cycling Without Age



Cycling Without Age is an international program aimed at giving elderly individuals who are no longer able to bicycle the experience of safely riding a bike with the assistance of a trained “pilot.” The movement started in Copenhagen, Denmark, in 2012 by Ole Kassow who wanted to help get elders back on their bicycles but needed to find a solution to those with limited mobility. The answer was the trishaw, a small light vehicle with three wheels, powered by a cyclist, to carrying people or goods.

The Fox Cities and Oshkosh are seeing a rapid increase in this program, offering rides to both the elderly and disabled. There are local chapters located in Appleton, the Fox Cities Greenways, Inc., Kaukauna, St. Paul Elder Services, Inc., Neenah, Valley NNA Senior Services, and Oshkosh at the Park View Health Center. To learn more visit <https://cyclingwithoutage.org/>.



Trainings

Organizations and communities offer a variety of trainings on how to safely ride a bicycle including Smart Cycling, which is offered through the League of American Bicyclists. Local parks and recreation departments offer bicycling programs such as Bike Rodeos, aimed at teaching youth the essentials of safely using their bikes.



Train the trainer programs are also offered. The Wisconsin Bike Fed offers Teaching Safe Bicycling, which teaches participants how to safely organize a bike training event that is geared toward youth. The League of American Bicyclists offers a League Certified Instructor program, which is an intensive bicycling program geared toward training participants how to teach safe bicycling to community members, including teaching the Smart Cycling course.

Organizations and Partners

	<p>Be Well Fox Valley envisions a Fox Valley where all people have the opportunity to live longer, healthier, and happier. They engage a broad spectrum of people from the community, health systems, public health, business, non-profits, education, philanthropy, and the faith community working together to advance a culture of health and well-being for all in the Fox Valley.</p>
	<p>The Fearless Ladies of Cycling, Inc. group exhibits women cyclists who aim to help, encourage, and grow a community of women cyclists who are strong, confident, and knowledgeable. The organization hosts group rides, social events, and education events to get ladies more active. The group encourages women to bicycle together in a fun and safe way.</p>
	<p>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://foxcitiesgreenways.org</p>
	<p>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 works with partner organizations to organize community rides (i.e. Moonlight Rides, Community Bike Rides, Bike Week, Bike Across Bago, etc.), provides bike valet at the Appleton Farmers Market, educates local residents on the benefits of bicycling, provides advocacy for bicycling, and serves as a clearinghouse of information for events on Bike Week. Website: http://www.foxcitiescycling.org/</p>
	<p>North East Wisconsin Trails (NEWT) is a 501(c)3 non-profit representing trails across northeast Wisconsin. Established in the spring of 2013, NEWT currently supports trail systems in Kewaunee County, Brown County, Outagamie County, and Waushara County. They are an IMBA- affiliated group (International Mountain Biking Association), and they are dedicated to multiuse single-track trails that accommodate many different types of users, including bikers, hikers, trail runners, and snowshoers.⁵⁴</p>

	Website: https://newtrailswi.org/
	The Oshkosh Cycling Club was incorporated in 2005, is a group of cycling enthusiasts in the Oshkosh Area. The mission of the club is <i>to support and promote safe cycling in the community for all levels of community</i> . The OCC promotes special events and trail cleanups in and around the Oshkosh area. They host night group rides and provide route maps in miles for riders of all experience levels. Website: http://oshkoshcyclingclub.com/
	The PaceSetters of the Fox Cities is a 501(c)(3) dedicated to increasing activity, improving nutrition, and enhancing the community's and members' enjoyment of running, jogging, and walking. Website: pacesetters-run.org
	Well City Fox Cities and Oshkosh Area Businesses Focused on Health, Inc. are 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 at least 20 employers employing 20% of a community's population by Well Workplace Award-winning companies/organizations. Website: Well City Fox Cities https://www.facebook.com/wellcityfoxcities/ ; Oshkosh Area Businesses Focused on Health, Inc. http://www.welloshkosh.com/Home
	The Wisconsin Bike Fed is a member-based statewide advocacy-based 501(c)(3) that offers an array of programming, education, training, and events throughout the state. With main offices in Madison and Milwaukee, they also have a dedicated staff person for Northeast Wisconsin, who is based out of Appleton. Website: https://wisconsinbikefed.org/

Existing Policies and Guidance

Complete Streets Policies (CSP)

The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible

public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

ECWRPC developed a policy that can be a cornerstone for other communities in the region to follow. Performance measures have been built in to help measure the success and implementation of the program. These measures are covered in Chapter 6: Implementation.

Some municipalities have adopted complete streets policies in support of bicycle and pedestrian facilities and programs. The Town of Grand Chute adopted a CSP in May of 2013, and the City of Appleton adopted a CSP in 2016.

Wayfinding Guidebook

In 2017, ECWRPC worked with a consultant to create a Trail Wayfinding Guidebook to provide the tools for municipalities to produced wayfinding sings such as placement, design, and site location. Wayfinding helps to unify the region and promote active transportation. Designing wayfinding to have a consistent appearance region-wide allows users to better understand and predict the signage across a variety of contexts as they move through their route.

Community Recognition and Designations

Bicycle Friendly Communities and Businesses

The 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 of American Bicyclists 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. The award status lasts for four years. Website: <http://bikeleague.org/content/communities>

- City of Appleton (Bronze – 2013, Silver - Spring 2017)
- Thrivent Financial, Appleton (Silver)

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) TMA or Oshkosh MPO that have a Walk Friendly Community Award.

Age-Friendly Community



In 2020, Oshkosh became an AARP Age-Friendly Community. Age-Friendly communities are inclusive and considerate of the perspectives of all residents, of all ages, and all persuasions. Recognized communities encourage and benefit from diverse citizen engagement by including residents in a process to identify needs, develop an action plan and implement that plan to make it a great place to live for people of all ages.

ECWRPC Designations



The **Wisconsin Healthy Communities Designation** 2019-2021, is a new initiative offered by the Mobilizing Action Toward Community Health (MATCH) group of the UW Population Health Institute (UWPHI), in collaboration with diverse statewide groups. The program, funded by the Wisconsin Partnership Program, is designed to celebrate and encourage achievements in health improvement in Wisconsin, and to serve as a guide for communities to expand and enhance their health improvement efforts. Thirty-one Wisconsin communities have been recognized to improve health in their work. The East Central Wisconsin RPC (Silver) has earned this designation along with Fond du Lac County, (Silver) and Appleton (Bronze) for their health initiatives.

The designation program recognizes communities that focus efforts across the multiple factors that influence health – including health behaviors, clinical care, social and economic factors, and the physical environment – with a focus on equity, multisector partnerships and sustainable solutions.



Wisconsin Active Together (WAT) encourages local communities and groups working on active transportation projects to join a statewide effort, to work together and share experiences and resources. The program recognizes communities that have worked to make it easier for their residents to walk, bike and be active and that have made a commitment to continue that work. Communities are represented by local public health departments, nonprofits, local government, parks departments etc. ECWRPC is also a part of this designation as well as Appleton, Fond du Lac, the Fox Valley, and New Holstein.

Conducting an inventory of the current conditions throughout the Appleton (Fox Cities) TMA and Oshkosh MPO provides a clear picture of where the region stands. An analysis of the current conditions helps the region to better understand where we are now, and provides evidence for the increased need for bicycle and pedestrian facilities. The above partners and organizations can work together and utilize the existing policies and designations to promote and support the bicycle and pedestrian network and safety improvements.

CHAPTER WRAP UP

There has been progress in the built infrastructure and culture for bicycling and walking since the 2014 Plan's adoption; however, areas of concern still exist. Based on survey results, there is a desire for increased connections to destinations, an increase in facilities (for bicyclists, this includes an increase in buffered bike lanes), and safer street crossings. In addition to the built environment, survey respondents indicated a need for more education on how drivers, bicyclists, and pedestrians can all safely interact.

⁴⁸ <https://wispirg.org/reports/wip/millennials-move> (7/28/2021).

⁴⁹ Bicycling and Walking in the United States: Benchmarking Report, League of American Bicyclists. <https://data.bikeleague.org/chapter-1/states/> (2/17/2021).

⁵⁰ <https://www.minnpost.com/second-opinion/2020/01/little-change-seen-in-walking-and-cycling-in-the-u-s-since-2000/> (7/22/2021).

⁵¹ Esri Business Analyst 10.8.1. 2014-2018 ACS Commute data.

⁵² [Safety.fhwa.dot.gov/ped_bike](https://safety.fhwa.dot.gov/ped_bike) (8/4/2021).

⁵³ Wisconsin State Statute [340.01(5)] <http://docs.legis.wisconsin.gov/statutes/statutes/340/01/5> (9/19/14).

⁵⁴ <http://www.newtrailswi.org/> (2/18/2021).

Map 3-1 Appleton Transportation Management Area (TMA) Crash Data

Bicycle or pedestrian crash location

Number of crashes

- 1
- 2 - 3
- 4 - 5
- 6 - 7

Appleton TMA Urbanized Area

Appleton TMA Planning Area

Source:
Crash data provided by WisDOT TOPs lab, 2017-2020. TMA boundary
provided by WisDOT/ECWRPC, 2010. Base data provided by Regional
Counties, 2021.



0 1 2
Scale in Miles

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Map 3-2 Oshkosh Metropolitan Planning Organization (MPO) Crash Data

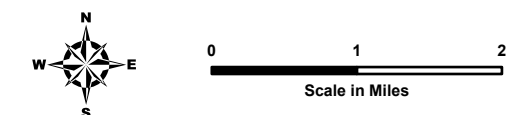
Bicycle or pedestrian crash location

Number of crashes

- 1
- 2 - 3
- 4 - 5
- 6

- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

Source:
Crash data provided by WisDOT TOPs lab, 2017-2020. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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Map 3-3
Appleton Transportation
Management Area (TMA)
Bicycle & Pedestrian Counts

Counter Type

- Infrared Counter (Bicycle & Pedestrian)
- Pneumatic Counter (Bicycle only)

Average Annual Daily Traffic

- 7 - 250
- 251 - 500
- 501 - 750
- 751 - 1009

- Paved or Unpaved Trail
- Appleton TMA Urbanized Area
- Appleton TMA Planning Area

Source:
Bicycle facility data provided by ECWRPC and Local Municipalities, 2021.
Count data provided by ECWRPC, 2015-2019. TMA boundary provided by
WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



0 1 2
Scale in Miles

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Map 3-4 Oshkosh Metropolitan Planning Organization (MPO) Bicycle & Pedestrian Counts

Counter Type

- Infrared Counter (Bicycle & Pedestrian)
- Pneumatic Counter (Bicycle only)

Average Annual Daily Traffic

- 0-100
- 101-200
- 201-300

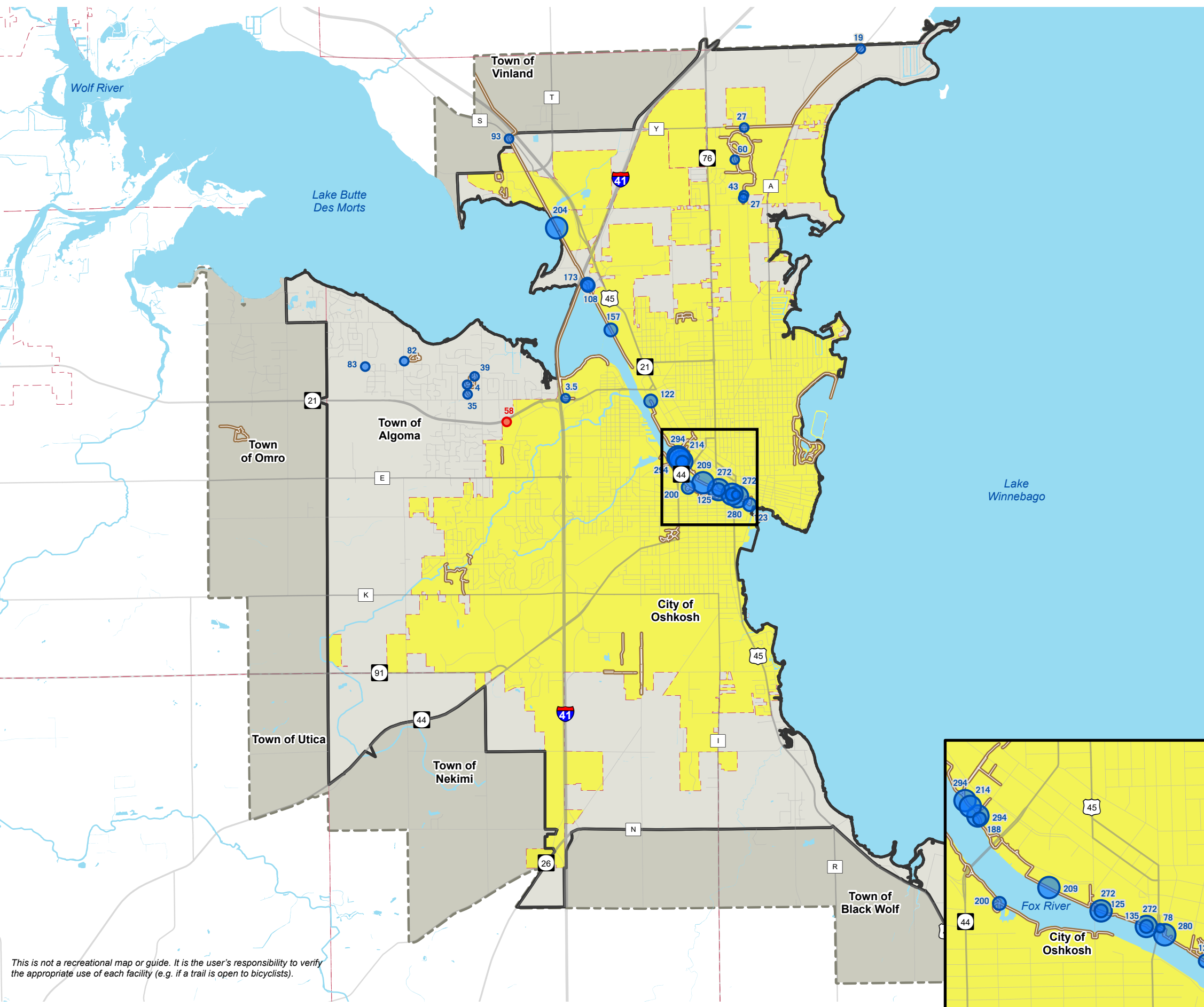
- Paved or Unpaved Trail
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

Source:
Bicycle facility data provided by ECWRPC and Local Municipalities, 2021.
Count data provided by ECWRPC, 2015-2019. TMA boundary provided by
WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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This is not a recreational map or guide. It is the user's responsibility to verify the appropriate use of each facility (e.g. if a trail is open to bicyclists).

Map 3-5 Appleton Transportation Management Area (TMA) Transit Routes

- Route 1

Route 2

Route 3

Route 4

Route 5

Route 6

Route 8

Route 9

Route 11

Route 12

Route 15

Route 16

Route 19


Route 20


Route 30


Route 31


Route 32


Route 41
- Transit Stop


 Transit Center

 Bike Lane

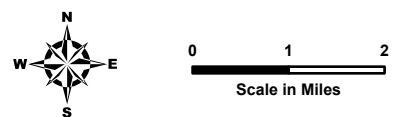
 Off Road Paved

 Off Road Unpaved

 Appleton TMA Urbanized Area

 Appleton TMA Planning Area

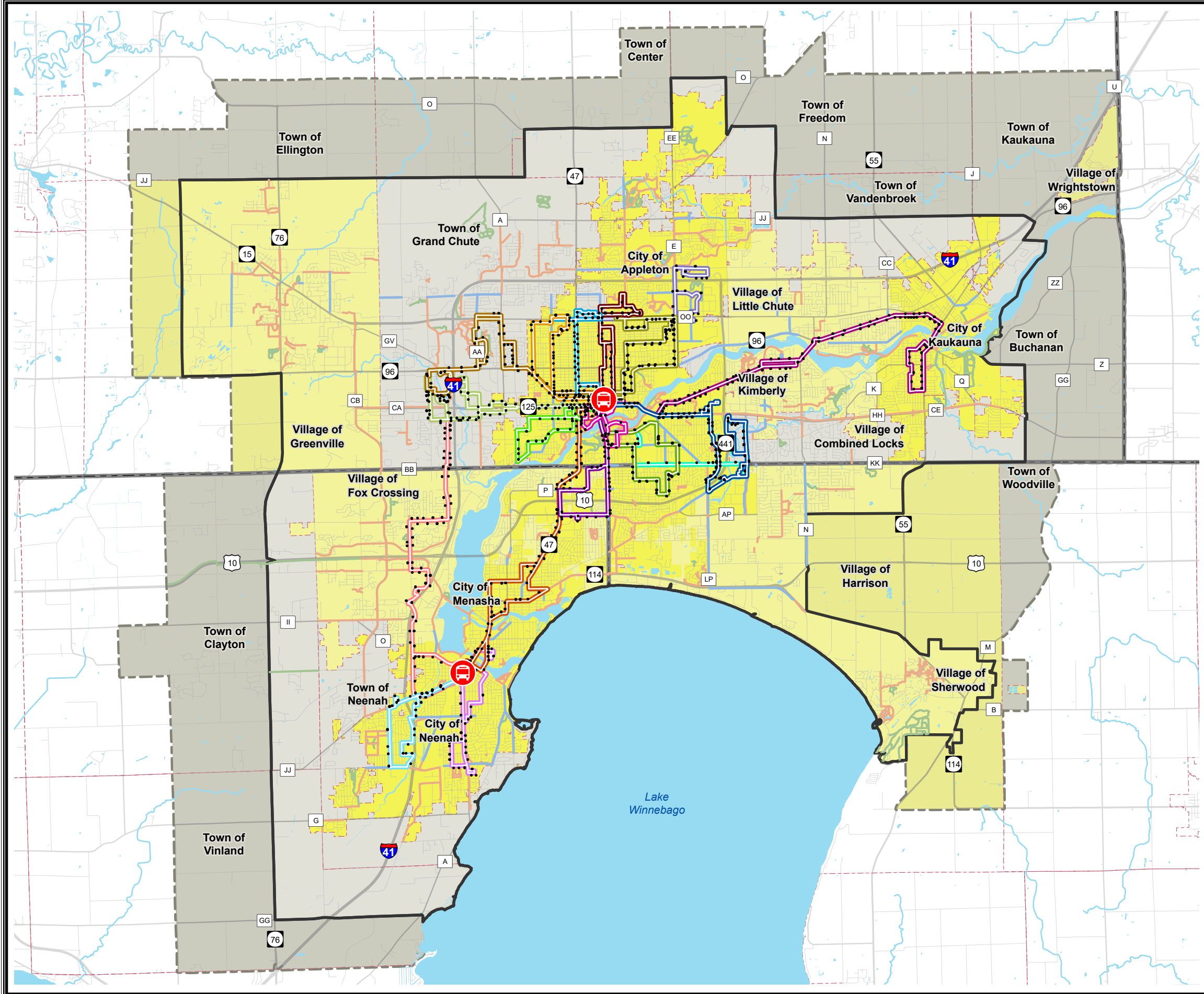
Source:
Transit data provided by Valley Transit, 2021. TMA boundary provided by
WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



















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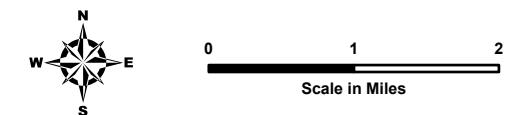
ECWRPC
East Central Wisconsin
Regional Planning Commission
Calumet • Fond du Lac • Menominee • Outagamie
Shawano • Waupaca • Waushara • Winnebago



Map 3-6 Oshkosh Metropolitan Planning Organization (MPO) Transit Routes

- Transit Stop
-  Transit Center
-  Bike Lane
-  Off Road Paved
-  Off Road Unpaved
-  Route 1
-  Route 2
-  Route 3
-  Route 4
-  Route 5
-  Route 6
-  Route 7
-  Route 8
-  Route 9
-  Route 10
-  Oshkosh MPO Urbanized Area
-  Oshkosh MPO Planning Area

Source:
Transit data provided by GO Transit, 2021. TMA boundary provided by
WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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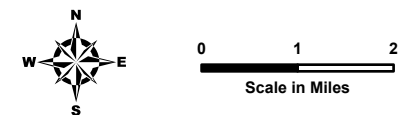
PREPARED NOVEMBER 2021 BY:



Map 3-7 Appleton Transportation Management Area (TMA) Existing Bicycle & Pedestrian Facilities

- Bike Lane
- Off Road Paved
- Off Road Unpaved
- Sidewalk
- Water Trail
- Appleton TMA Urbanized Area
- Appleton TMA Planning Area

Source:
Bicycle and pedestrian facility data provided by ECWRPC and Local
Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010.
Base data provided by Regional Counties, 2021.

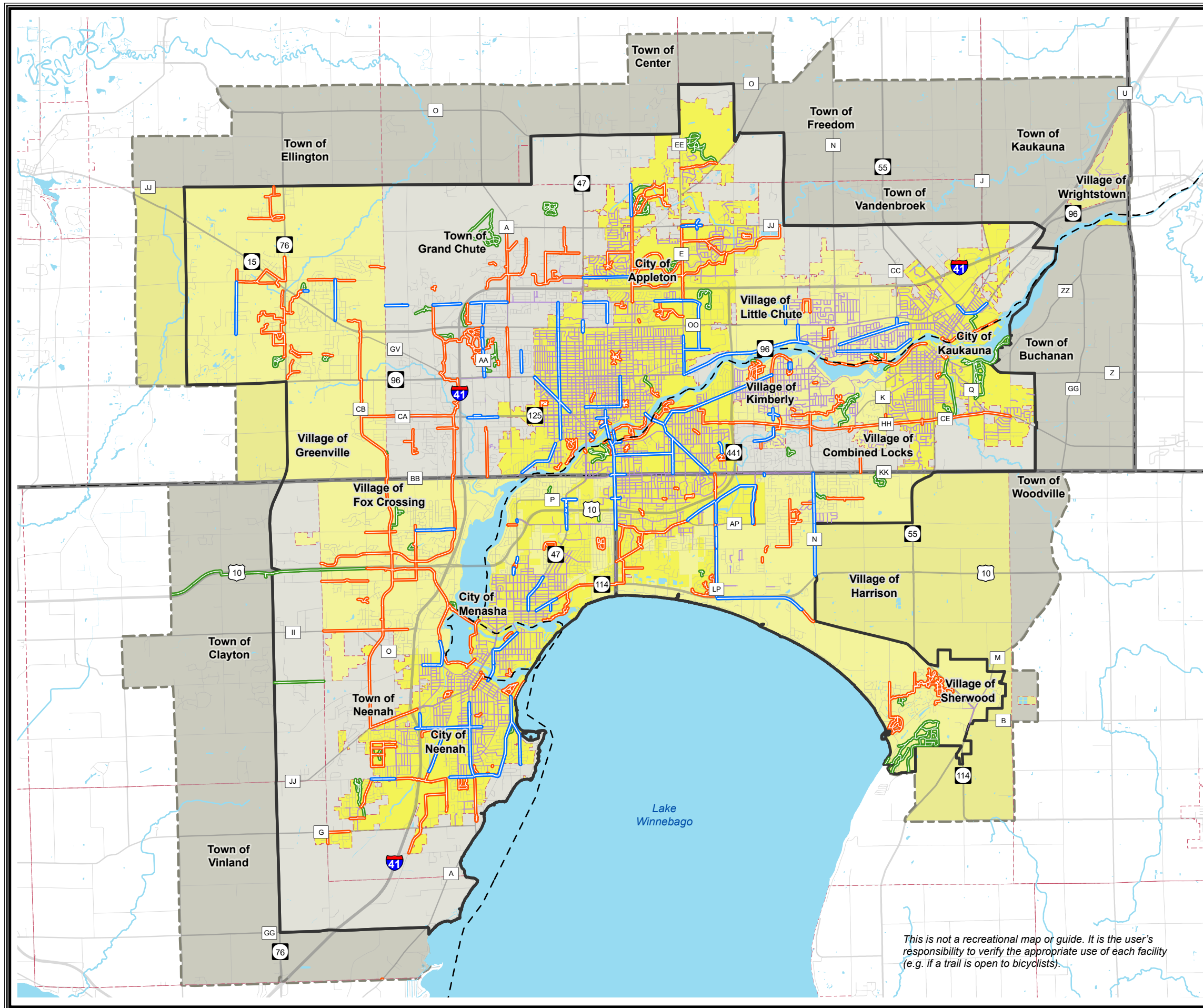


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*This is not a recreational map or guide. It is the user's
responsibility to verify the appropriate use of each facility
(e.g. if a trail is open to bicyclists).*



Map 3-8 Oshkosh Metropolitan Planning Organization (MPO) Existing Bicycle & Pedestrian Facilities

- Bike Lane
- Off Road Paved
- Off Road Unpaved
- Sidewalk
- Water Trail
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

Source:
Bicycle facility data provided by ECWRPC and Local Municipalities, 2021.
TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided
by Regional Counties, 2021.



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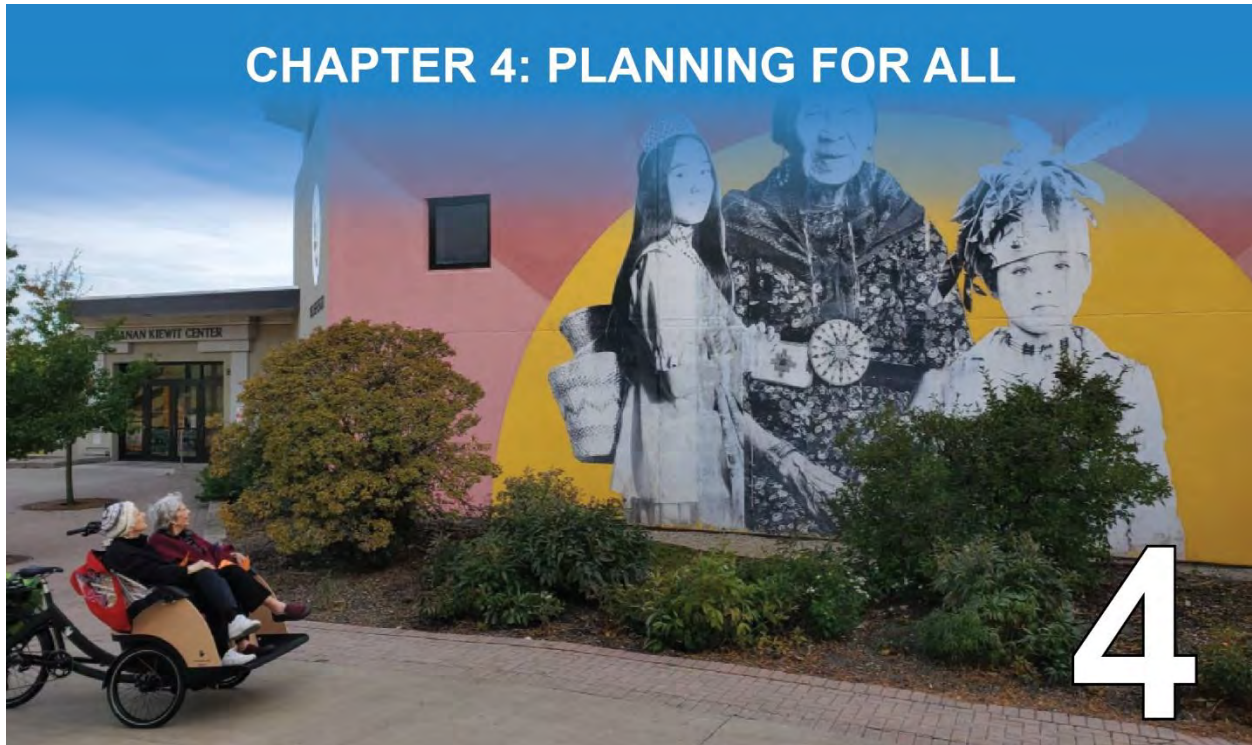


This is not a recreational map or guide. It is the user's responsibility to verify the appropriate use of each facility (e.g. if a trail is open to bicyclists).



CHAPTER 4

PLANNING FOR ALL



WHO ARE WE PLANNING FOR?

It is important to provide fairness in comfortability, safety, and accessibility to all people using transportation facilities within the Appleton (Fox Cities) TMA and Oshkosh MPO areas. Not only should transportation planning should take all modes of consideration, it should also take all users into consideration. Furthermore, planning should not happen in a silo or in the confined walls of a planner's office; it is imperative that planners work with those most directly impacted by the planning process to ensure the end result of the planning process meets the needs of the people in the community.

The goal of this chapter is to increase the inclusion of historically underrepresented groups and increase or enhance the infrastructure that will provide these groups, and the rest of the community, with safe and convenient transportation options.

Planning for Children



ECWRPC's Safe Routes to School (SRTS) Program focuses on empowering local communities and school districts with the resources and knowledge to implement the Programs 6 E's. The SRTS Program is available to all schools in the region. By educating and engaging students in walking and biking activities, families could save an average of \$1,120 by not driving their students to school.⁴⁸ Through SRTS initiatives, students are getting more active and getting less exposure to air pollution and unsafe traffic. It is estimated that students involved in SRTS

walking and biking activities get 48 more minutes of physical activity per week.⁴⁹ Currently, only three out of 10 children who live in Wisconsin achieve the full 60 minutes of the daily recommended amount of physical activity.⁵⁰

One way the SRTS program encourages physical activity and improved infrastructure is through the Walking School Bus Program. Studies show a Walking School Bus program not only increases student's overall activity level, it also helps them to continue being physically active when they grow into adulthood.⁵¹ Students who walk or bike to school could inspire other members of the family to use alternative modes of transportation to get to destinations such as local parks, stores, or work. The CDC conducted a study that found the obesity prevalence was 18.9% among children and adolescents aged 2-19 years in the lowest income group, 19.9% among those in the middle-income group, and 10.9% among those in the highest income group."⁵² This correlation proves that reaching out to areas of middle- to low-income groups would help close the disparity gap.

Planning for People who Recreate

Safe Routes to Parks is an initiative of the National Recreation and Park Association to increase access to local parks. The framework provides local governments with evidence-based and practice-based guidance on creating safe and equitable access to parks for all people. Safe Routes to Parks aims to improve the multimodal transportation network to parks along routes that are safe and convenient for all community members. This is completed by identifying priority areas and incorporating Safe Routes to Parks strategies into local plans and policies. By implementing the plans through activities, programs, and infrastructure needs, communities can work towards sustainability efforts.

Safe Routes to Parks are important for kids, who are not old enough to drive themselves to parks, seniors, who may not wish to drive, and for people with limited access to cars and other transportation, who rely on walking or bicycling to get around.

Municipalities within the Appleton (Fox Cities) TMA and Oshkosh MPO have experienced high levels of traffic incidences, crime and public safety challenges, as well as high rates of weight-related chronic disease. These areas have the least safe access to local public parks. Over the long term, with increased safety and accessibility, Safe Routes to Parks seeks to increase park usage and improve health for people of all ages, races, abilities, and income levels.

Level of Service

Adults living within a half-mile of a park visit parks and exercise more often. Proximity to parks is consistently related to better physical and mental health. According to the At the Intersection report by the Safe Routes Partnership, only 49 percent of low-income communities have sidewalks and low-income Blacks and Latinos were twice as likely to be killed while walking. Safe access to parks is a right and a necessity for healthy communities. Gaps and barriers need to be addressed as well as safety.

Safe Routes to Parks are approximately one-half mile (ten-minute) walks or bike rides from where people live to parks that are:

- Accessible via multiple modes of transportation for people of all ages and abilities.
- Safe from traffic and personal danger.
- Comfortable and appealing places to walk or bicycle.
- Destinations to parks that are well-maintained and programmed.

There are 175 parks within the Fox Cities Urbanized Area, including High Cliff State Park, local parks, private sports fields, and nature facilities. All combined, this offers residents and visitors over 2,500 acres of parks and open spaces to enjoy. Trail connections between these destinations and local businesses and other points of interest are of particular interest and project to be well used. Gaps in the existing systems should be addressed, where feasible, to provide for safe and equitable access.

Planning for People with Disabilities

The Wisconsin Department of Transportation has an ADA Transition Plan is updated yearly, to ensure all programs, activities, services, etc. are in accordance with the Americans with Disabilities Act of 1990 (ADA). They keep an inventory of ADA compliant State Highway curb ramps and sidewalks in a Geographic Information Systems (GIS) map application, available for public viewing on their website. Inventory analysis can help with planning future projects in the region.

Regardless of the funding source, pedestrian facilities, including curb ramps, are a federally required to be ADA compliant. Constructing new projects and upgrading existing curb ramps and should be done to full ADA compliance with very few exceptions when they must be done to the maximum extent feasible.

Park trails, bike paths, and greenway trails may not be equally accessible for a variety of reasons, which include:

- the slope of the natural terrain exceeds 5%;
- presence of congestion of foot traffic on shared paths; and
- uneven surfacing can make ADA accessibility difficult.

There are several guidelines within the WisDOT Facilities Development Manual in Chapter 11 which address the rules for bicycle and pedestrian accommodations. The ASHHTO Guide for the Development of Bicycle Facilities provides more guidance on trails and how to make them accessible for all users. Some of which include:

- guidance on how to choose bikeway type – support for bike lanes and shared use paths where traffic volumes and speed are higher;
- affirms lane diets and road diets;

- offers bike lane guidance;
- offers signal guidance;
- explains shared use paths (including paths adjacent to roads); and
- discusses bike lane widths of between 10'- 11'.

Planning for People with Limited Access to Vehicles

Community members who have limited access to vehicles must find an alternative mode of transportation to get to their places of work, pick up groceries, and see health care providers. Therefore, households with limited access to vehicles may rely more heavily on public transit. Transit can be a reliable mode of transportation if stops are in close proximity to these destinations. However, in many cases, riders have an additional commute from their homes to a transit stop and from the transit stop to their destination. These commutes are commonly referred to as first and last mile connections. It is important to provide adequate bicycle and pedestrian facilities near stops to ensure transit riders can readily plan for their whole transportation chain, utilizing multiple modes sequentially, to make it safely to their destinations. Map 3-5 displays the Appleton (Fox Cities) TMA Transit Routes and Map 3-6 illustrates the Oshkosh MPO Transit Routes.

Map 4-1 displays the households with 2+ people in the Appleton (Fox Cities) TMA with limited or no access to a vehicle.

Map 4-2 displays the transit walking access to facilities in the Appleton (Fox Cities) TMA. There are a few key areas in the Appleton TMA with a high concentration of facilities and low walkability. The first area is the southwest side of Grand Chute near the Fox River Mall. Ten percent (10%) to 30% of the households in this area have limited access to a vehicle. The second area is southern Appleton and northern Menasha off of Appleton Road and Memorial Road. Again, 10% to 30% of the households in this area have limited access to a vehicle. The third area is downtown Greenville, and notably, there are no links to transit in Greenville. 5% to 10% of the households in this area have limited access to a vehicle. These locations are particularly underserved by bicycle and pedestrian transportation facilities.

Map 4-3 displays the households with 2+ people in the Oshkosh MPO with limited or no access to a vehicle.

Map 4-4 displays the transit walking access to facilities in the Oshkosh MPO. Overall, the transit lines in Oshkosh are serving the City well, but there are two key areas with a medium concentration of facilities and low walkability. The first area is the east side of the Town of Oshkosh and the northeast side of the City of Oshkosh. Twenty percent (20%) to 30% of the households in this area have limited access to a vehicle. The second area is just west of the City, in the Town of Algoma. One percent (1%) to 20% of the households in this area have limited access to a vehicle. There is a newly added connection by bike lanes and sidewalks to these facilities in Algoma but no transit access.

Planning for People who Need to Get to Work

Reliable transportation to work is essential for the individual employee, companies looking to maximize retention, and entire industries that need to reach farther afield than before to attract workers. Map 4-5 displays the businesses in the Appleton (Fox Cities) TMA with over 300+ employees and their walking distance to work from a transit line. There are several large employers in Appleton with over 3,000 employees, and the map shows the walking distance from the bus stop is generally less than a half a mile. However, transit access does not necessarily guarantee the presence of bicycle and pedestrian facilities. Providing bike and pedestrian facilities in these areas will ensure people can safely access their place of employment from the transit stop. With an increasing number of employers in the Greenville/Fox Crossing area and in the Towns of Neenah and Vinland not within walking distance of a transit route.

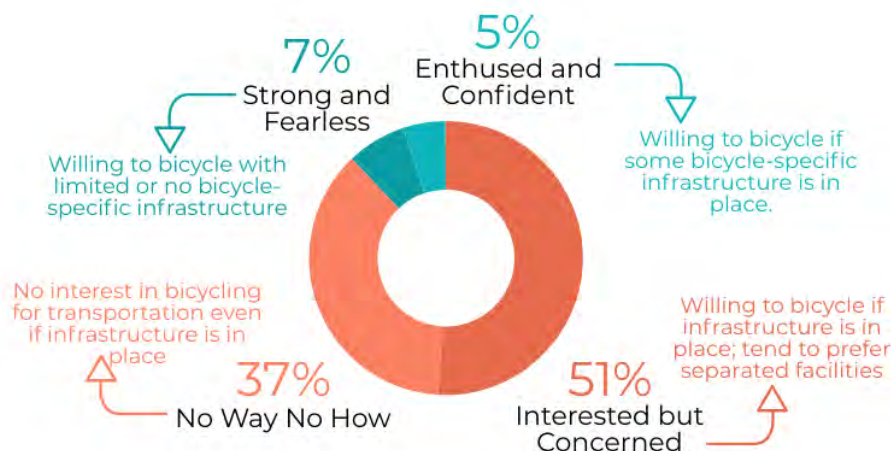
Map 4-6 displays the transit walking access to large employers in the Oshkosh MPO. Many of the employers are being served with adequate walking access from a transit stop. However, there is one employer in the northwest corner of the Town of Oshkosh with over 1,000 employees which is not served by public transit. This significant lack of transportation in a location where 15% of the households have limited or no access to a vehicle impacts the ability for an employee to get dependable transportation to work.

Planning for People with Varying Degrees of Confidence

Studies show that the top reason people do not ride a bicycle for transportation is the fear of being in the roadway with vehicles.⁵³ Four types of categories have been identified across the United States to describe the attitudes people have about using a bicycle for transportation: “No Way No How,” “Interested but Concerned,” “Enthused and Confident,” and “Strong and Fearless.” A study that sampled 3,000 adults across the 50 largest metropolitan cities across the United States, is represented in Figure 4-1.

“Interested but Concerned” riders enjoy riding a bike through neighborhoods, but are afraid to ride to employment and major commercial destinations that are on arterials. They were least likely to ride for transportation and rode less frequently. Barriers for this group, which represents over 50% of the population, included lack of access to a bicycle, needing a vehicle for various reasons, the need to travel to destinations too far to reach by bicycle, high traffic areas, and lack of bicycle facilities⁵⁴.

Figure 4-1: Four Types of Cyclists by Proportion of the Population Across 50 Top US Major Metro Areas⁵⁵



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 the most vulnerable users in mind, the largest percentage of users will find the bicycle and pedestrian facilities comfortable. It is anticipated that when the bicycle and pedestrian facilities are ADA-compliant and geared toward vulnerable users (i.e. children and older adults), all of the bicycle and pedestrian accommodations will also meet the needs of the average user. The intent of this plan is to provide opportunities for people to travel via bicycle and pedestrian facilities accommodating the widest ranges of confidence and abilities.

EQUITY AND OPPORTUNITY

ECWRPC last updated the Title VI Policy in 2020, which aims to “ensure no person is excluded from, participation in, denied the benefits of, or otherwise subjected to discrimination” for any reason from “any and all programs, activities, or services administered by ECWRPC in accordance with Title VI of the Civil Rights Act of 1964.”⁵⁶ Institutional racism began to take shape following the Civil War with housing discrimination, voter discrimination, poll taxes, and other forms of systemic racism. An inequitable system was especially formalized when urban and transportation planning, and economic development practices became more widespread. Title VI legally ensures that federal funds are not used to discriminate or sustain institutional racism.

One goal of this Bike and Pedestrian Plan is to identify the areas where the Appleton (Fox Cities) TMA and Oshkosh MPO should focus our efforts, and support the non-infrastructure and infrastructure recommendations outlined in the next chapter. Underserved areas need to increase multimodal transportation options such as bicycling and walking facilities. In areas where walking and bicycling are feasible, communities need to ensure the facilities are continuous, upgraded, and maintained.

Map 4-7 displays the number of households whose income is less than \$25,000 per year in the Appleton (Fox Cities) TMA. The majority of communities with the highest number of these low-

income households are found along the Fox River including portions of Appleton, Menasha, Kaukauna, the Village of Fox Crossing, the Village of Kimberly, and the Village of Little Chute. As seen in the map, these areas also have the largest network of public transit. Map 4-8 displays the household income less than \$25,000 in the Oshkosh MPO. There are a few census tracts which have the highest number of low-income households and are generally located along the channel from Lake Butte des Morts to Lake Winnebago.

Map 4-9 displays the distribution of minority populations in the Appleton (Fox Cities) TMA, and Map 4-10 displays the distribution of limited English households (LEPs). The census tracts do not have a direct correlation between high minority populations and LEPs, except for a few in the south side of Appleton and the north side of Menasha. Map 4-11 illustrates the distribution of minority populations in the Oshkosh MPO and Map 4-12 illustrates the distribution of LEP households. There is some overlap between the two along Lake Winnebago, and the Channel. However, while the northern area of Oshkosh has a high minority population, there are few LEP households.

ECWRPC's Title VI/ADA and Limited English Proficiency Plan provides a yearly data analysis update to identify minority and low-income communities that we want to focus our engagement efforts on. Public participation is important for the planning process for transportation projects. ECWRPC has a policy to reach out to historically under-served populations to participate. These include, but are not limited to: determining what non-English languages exist in the communities and translating materials, holding meetings in locations that are accessible, and providing avenues for two-way flow of information and input from populations that cannot attend meetings in person.

SAFETY EQUITY

Every resident, employee, and visitor deserves to have safe, convenient, and equitable access to all modes of transportation. However, nationwide, transportation inequities exist, and these lead to stark disparities in crash rates and fatalities. In order to adequately plan for bicycle and pedestrian facilities, it is important to explore where facilities currently exist and who they serve. Maps 4-13 and 4-14 display presence of bicycle and pedestrian facilities by census tract, and Maps 4-15 and 4-16 display crash rates by census tract based on miles of bicycle and pedestrian facilities. While these maps display that crashes occur both with and without robust facilities, planners are encouraged to examine specific locations of crashes along with the condition of existing facilities; the use of the facilities should also be explored to ensure that current facilities are meeting the needs of residents. Additionally, these maps should not be used alone; they should be used in tandem with the other maps presented in this chapter to better understand the full context.

However, reviewing maps and demographics is not a substitute for community engagement. When planning to repair or construct facilities, municipalities should involve those who will be impacted by those facilities throughout the entire planning process. Understanding the needs and safety concerns is vital to advancing transportation equity. Meetings should be held at easy-to-access locations at convenient times to ensure participation from those the meeting is intended to serve.

CHAPTER WRAP UP

Comprehensively planning of bicycle and pedestrian infrastructure goes beyond the walls of a municipal building or planning agency. Including a diverse mix of community members ensures a variety of voices and perspectives are represented and gives all residents the opportunity to be a part of planning for their community.

⁴⁸ https://choicesproject.org/wp-content/uploads/2021/05/CHOICES_LCP_WI_SRTS_IssueBrief_2021_05_05.pdf.

⁴⁹ https://choicesproject.org/wp-content/uploads/2021/05/CHOICES_LCP_WI_SRTS_IssueBrief_2021_05_05.pdf.

⁵⁰ Child and Adolescent Health Measurement Initiative. 2018-2019 National Survey of Children's Health (NSCH) data query. <https://www.nschdata.org/browse/survey/results?q=7700&r=51>. Accessed May 20, 2021.

⁵¹ Sayers 2012* - Sayers SP, LeMaster JW, Thomas IM, Petroski GF, Ge B. A Walking School Bus program: Impact on physical activity in elementary school children in Columbia, Missouri. American Journal of Preventive Medicine. 2012;43(5 Suppl 4):S384–9.

⁵² <https://www.cdc.gov/obesity/data/childhood.html> (7/25/2021).

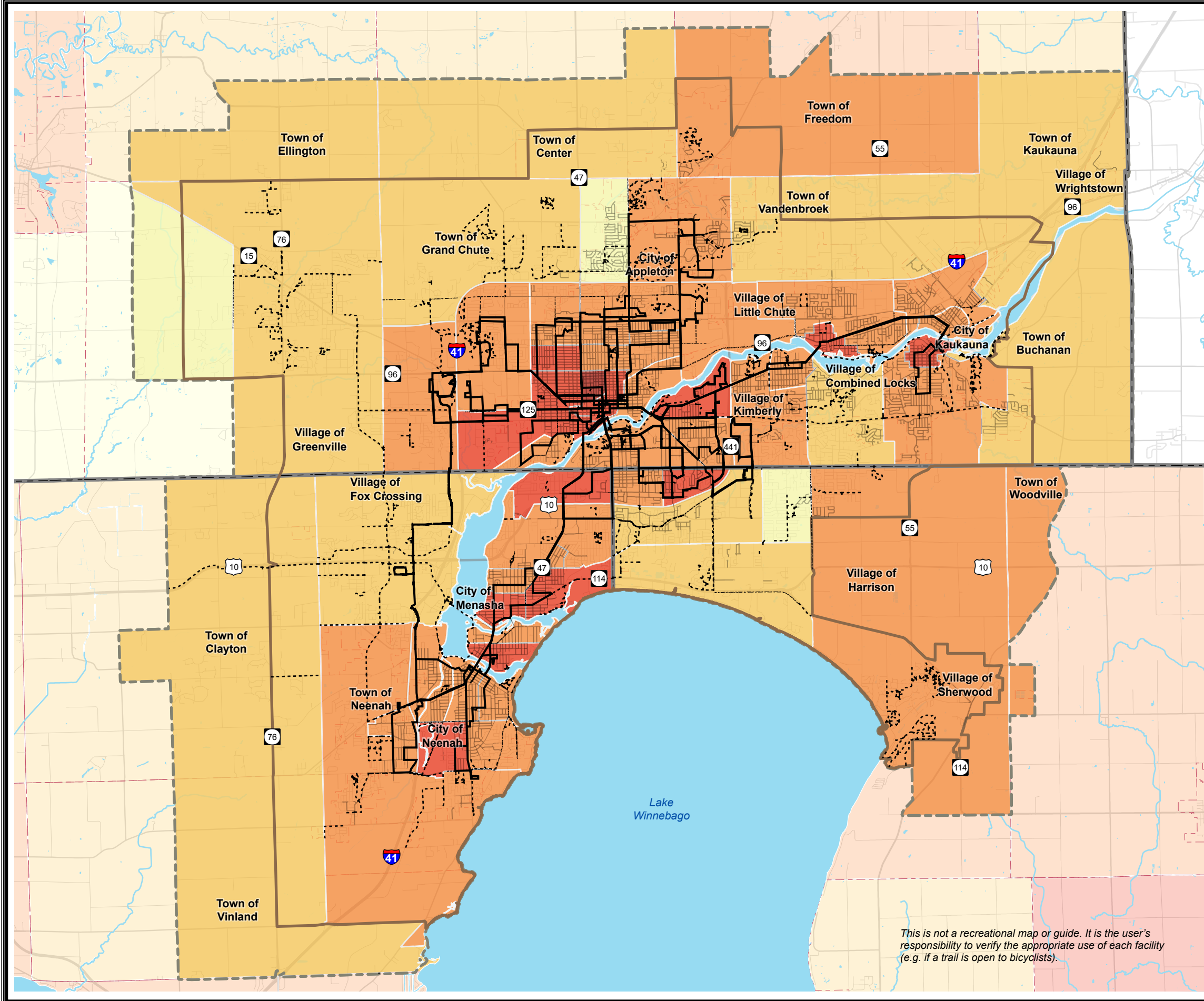
⁵³ <https://www.portlandoregon.gov/transportation/article/264746> (6/24/2021).

⁵⁴ Dill, Jennifer. *Revisiting the Four Types of Cyclists: Findings from a National Survey*. 2016

⁵⁵ Dill, Jennifer. <https://jenniferdill.net/types-of-cyclists/> (3/18/2021).

⁵⁶ ECWRPC Title VI/Americans with Disabilities Act (ADA) & Limited English Proficiency Plan, Adopted 2020.

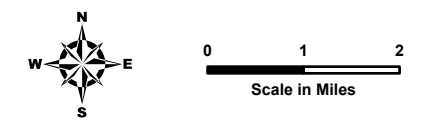
Map 4-1 Appleton Transportation Management Area (TMA) Limited or No Access to Vehicle



Map 4-2 Appleton Transportation Management Area (TMA) Transit Walking Access to Facilities

- Grocery Store
 - School
 - Heath Care or Social Service Facility
 - Public Transit Route
 - Appleton TMA Urbanized Area
 - Appleton TMA Planning Area
- Walking Access from Transit Stop
- 0.25 mi. / 5 min. walk
 - 0.5 mi. / 10 min. walk
 - 0.75 mi. / 15 min. walk

Source:
Grocery store, school, and health care data provided by Business Analyst, 2020. Public Transit data provided by Valley Transit, 2021. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.

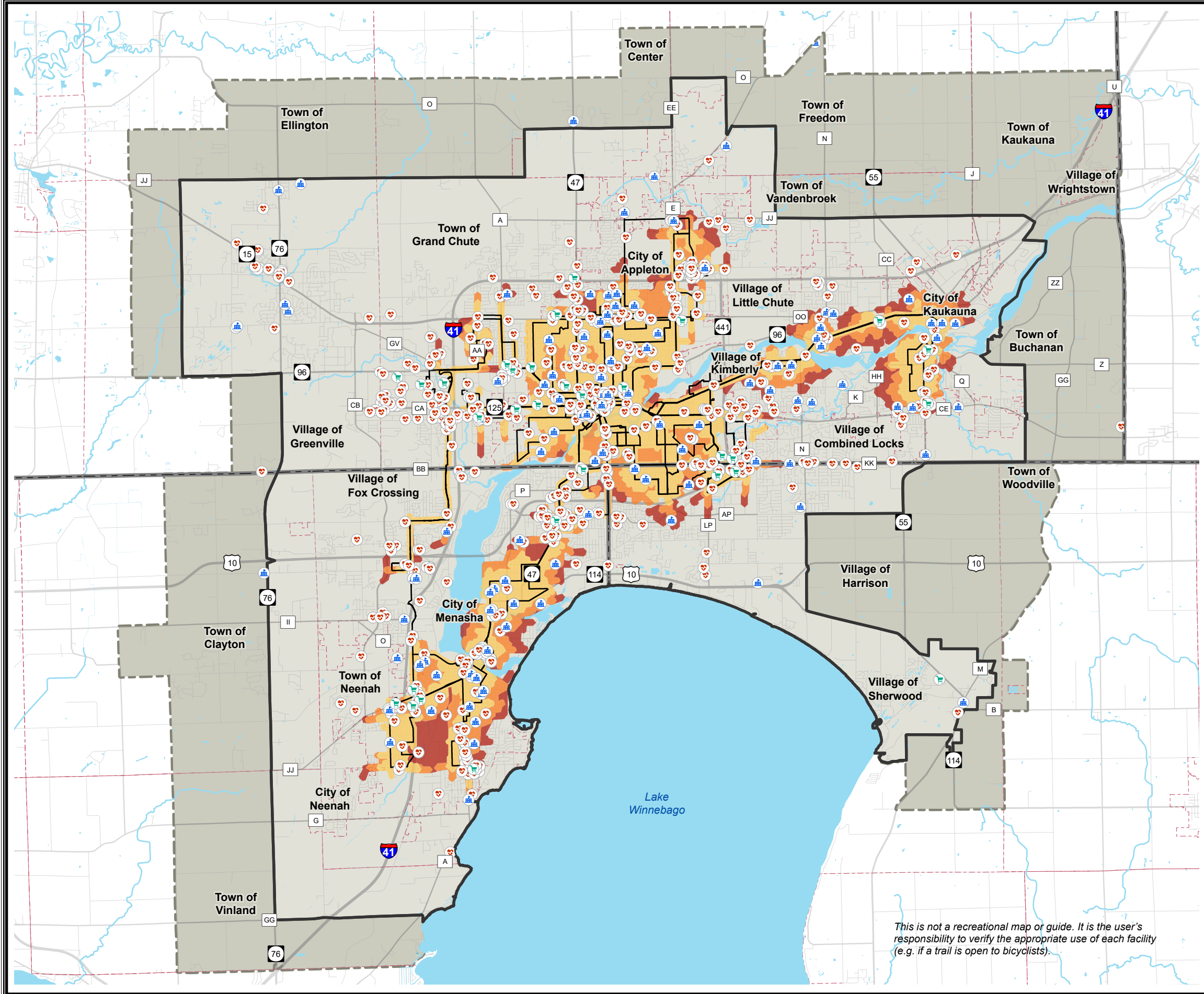


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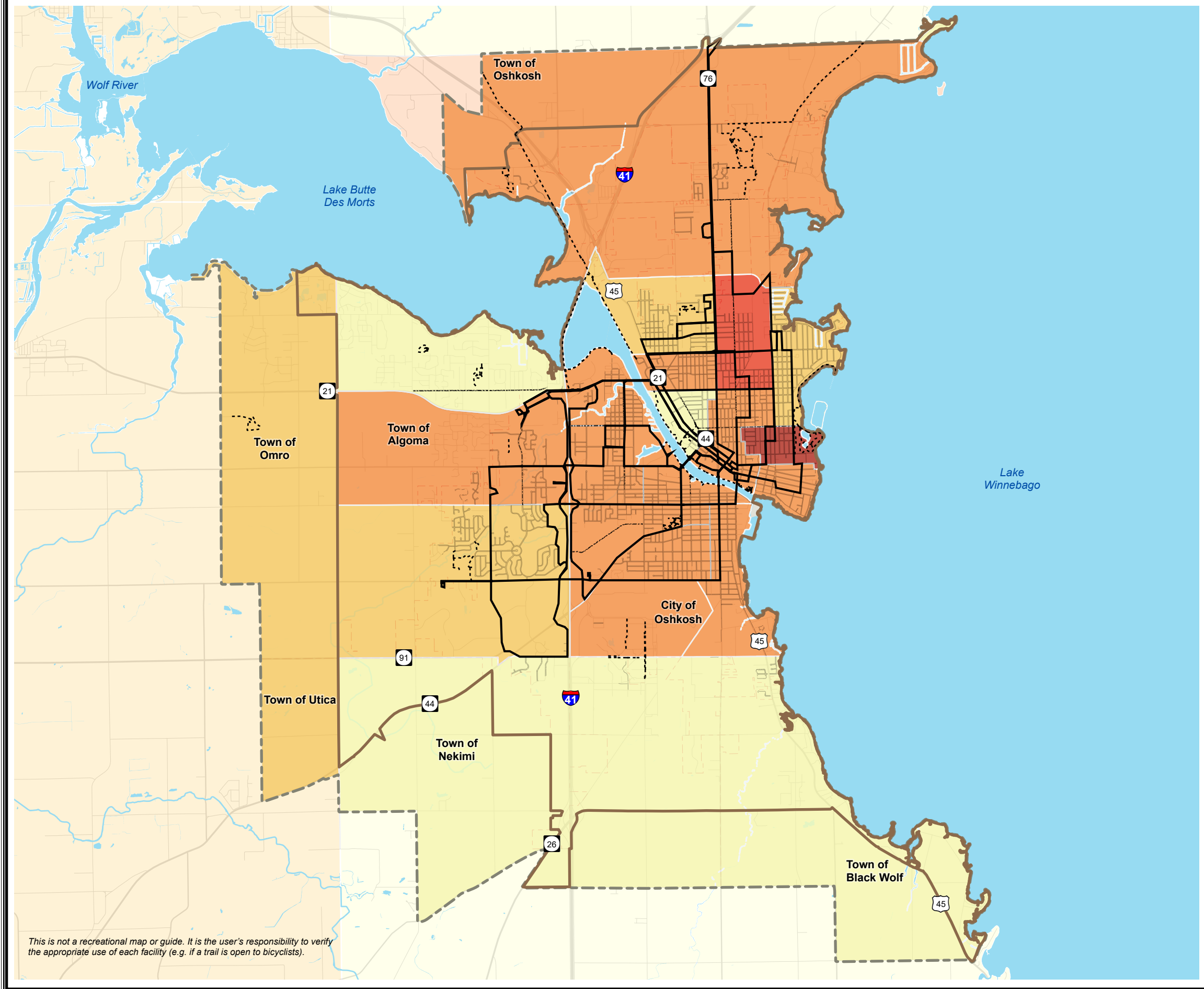
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Map 4-3
Oshkosh Metropolitan
Planning Organization (MPO)
Limited or No Access
to Vehicle

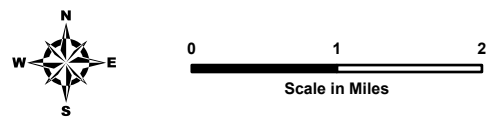


- Public Transit Route
- Bike Lane
- Paved or Unpaved Trail
- Sidewalk
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

Percentage of households with no access to vehicle & 2+ person households with access to one vehicle only (2015-2019 ACS by Census Tract)

- 5% - 10%
- 10.1% - 15%
- 15.1% - 25%
- 25.1% - 35%
- 35.1% - 40%

Source:
Minority population data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.

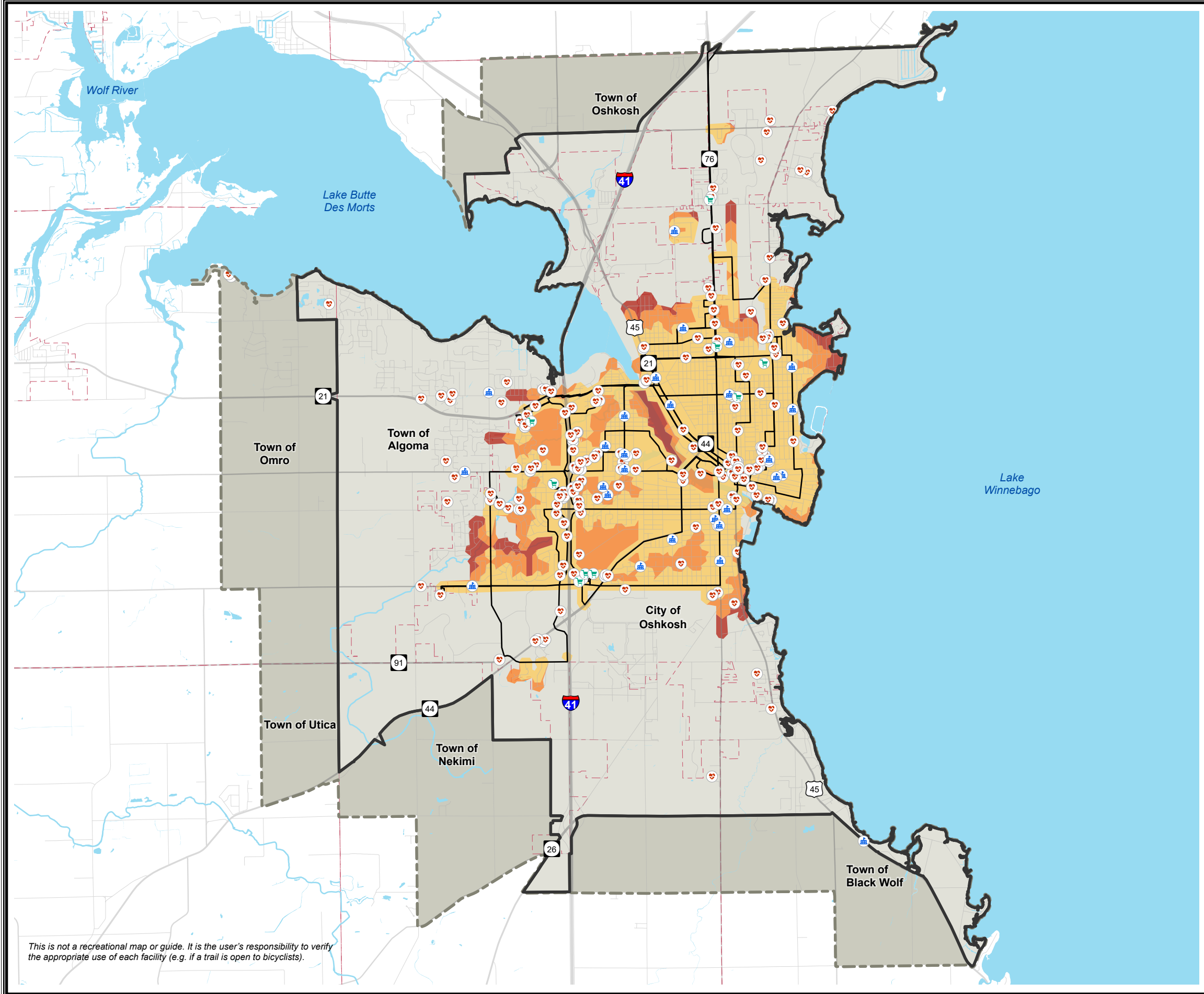


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Map 4-4
Oshkosh Metropolitan
Planning Organization (MPO)
Transit Walking Access
to Facilities

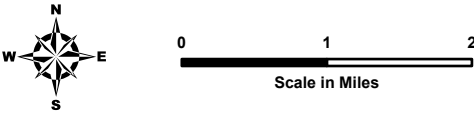


- Grocery Store
- School
- Health Care or Social Service Facility

- Public Transit Route
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

- Walking Access from Transit Stop
- 0.25 mi. / 5 min. walk
 - 0.5 mi. / 10 min. walk
 - 0.75 mi. / 15 min. walk

Source:
Grocery store, school, and health care data provided by Business Analyst, 2020. Public Transit data provided by GO Transit, 2021. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



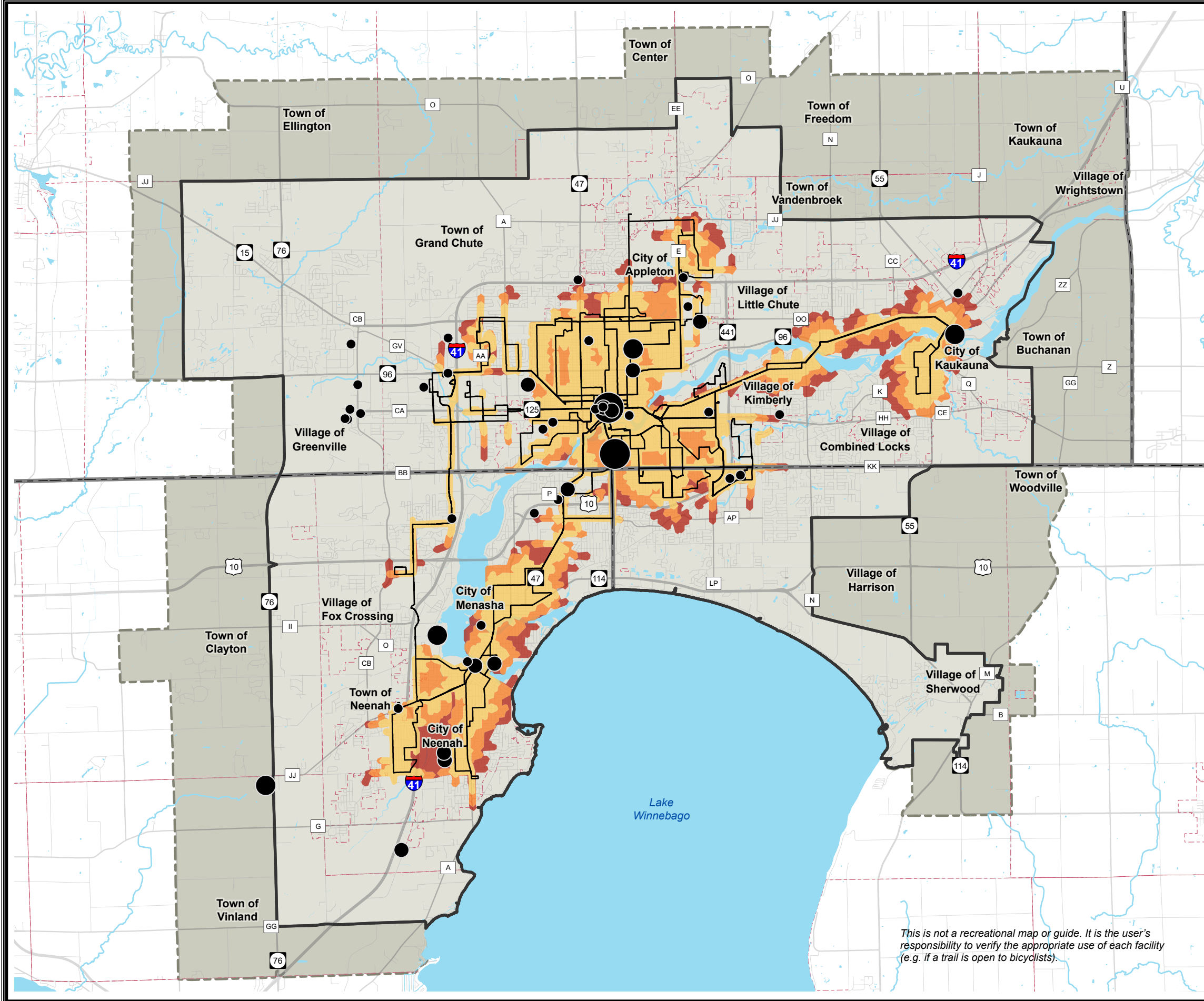
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Map 4-5 Appleton Transportation Management Area (TMA) Transit Walking Access to Large Employers



Businesses with 300+ employees

- 300 - 500 employees
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

— Public Transit Route

- - - Appleton TMA Planning Area

█ Appleton TMA Urbanized Area

Walking Access from Transit Stop

- 0.25 mi. / 5 min. walk
- 0.5 mi. / 10 min. walk
- 0.75 mi. / 15 min. walk

Source:
 Employment data provided by Business Analyst, 2020. Public Transit data provided by Valley Transit, 2021. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.

Scale in Miles

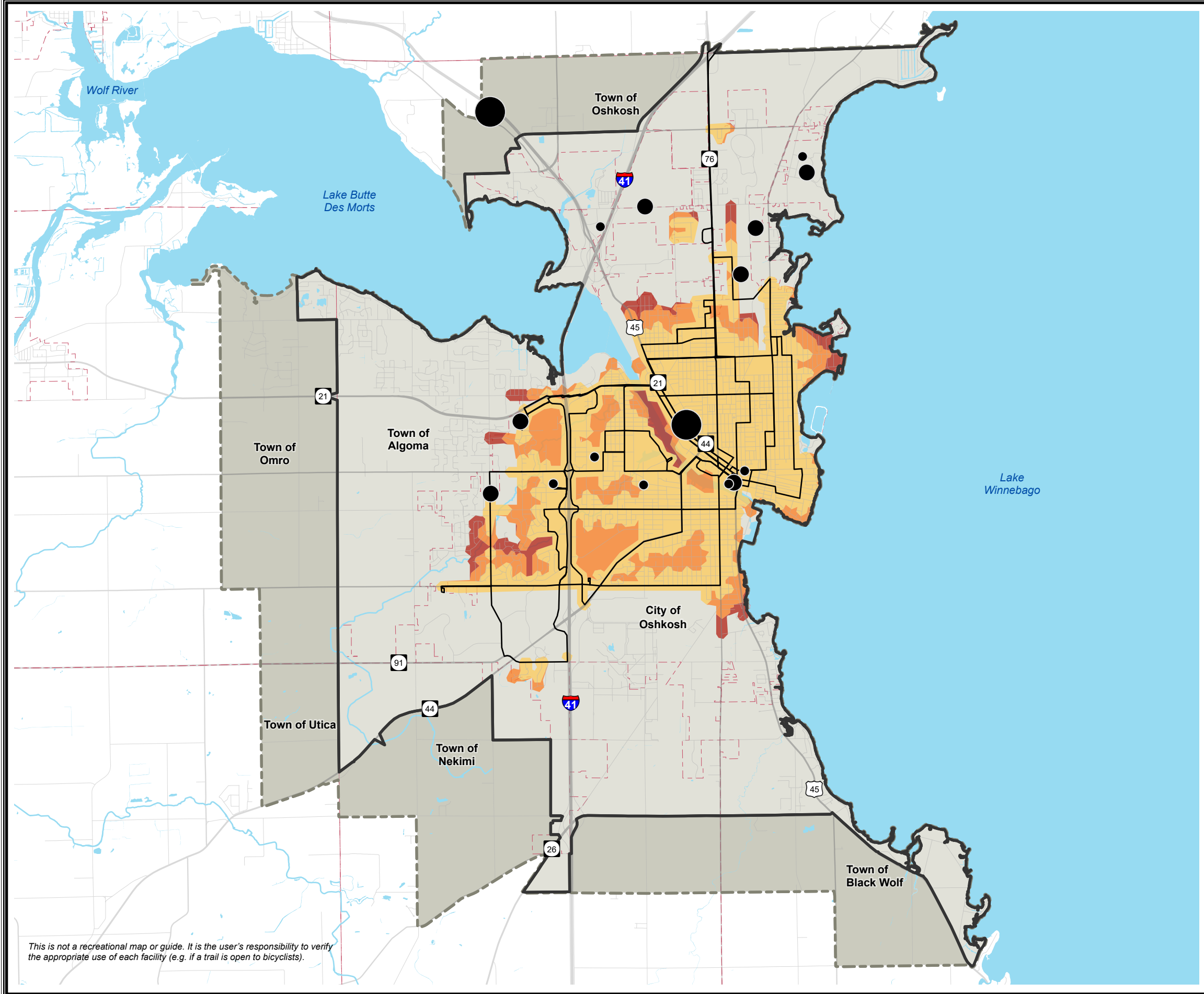
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Map 4-5
Oshkosh Metropolitan
Planning Organization (MPO)
Transit Walking Access
to Large Employers



Businesses with 300+ employees

- 300 - 500
- 501 - 1000
- 1001 - 2000

— Public Transit Route

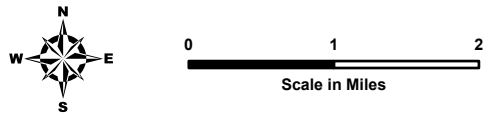
■ Oshkosh MPO Urbanized Area

■ Oshkosh MPO Planning Area

Walking Access from Transit Stop

- 0.25 mi. / 5 min. walk
- 0.5 mi. / 10 min. walk
- 0.75 mi. / 15 min. walk

Source:
Employment data provided by Business Analyst, 2020. Public Transit data provided by Valley Transit, 2021. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



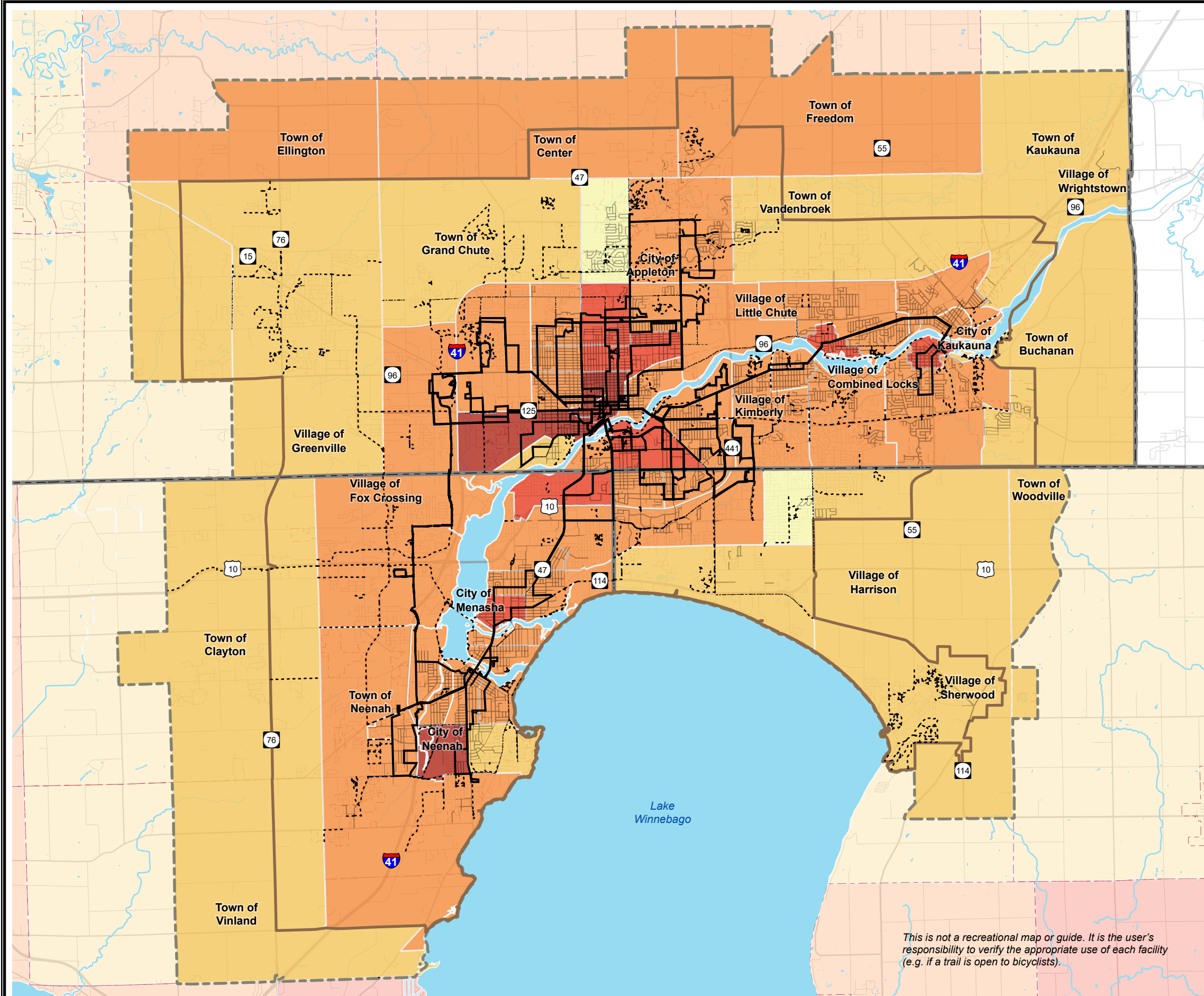
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Map 4-7 Appleton Transportation Management Area (TMA) Distribution of Household Income less than \$25,000



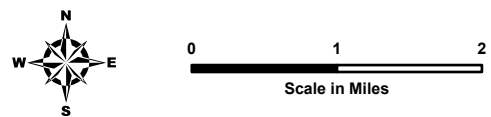
Map 4-8
Oshkosh Metropolitan
Planning Organization (MPO)
Distribution of Household
Income less than \$25,000

- Public Transit Route
- Bike Lane
- Paved or Unpaved Trail
- Sidewalk
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

Percentage of households whose income in the past 12 months was under \$25,000 (2015-2019 ACS by Census Tract)

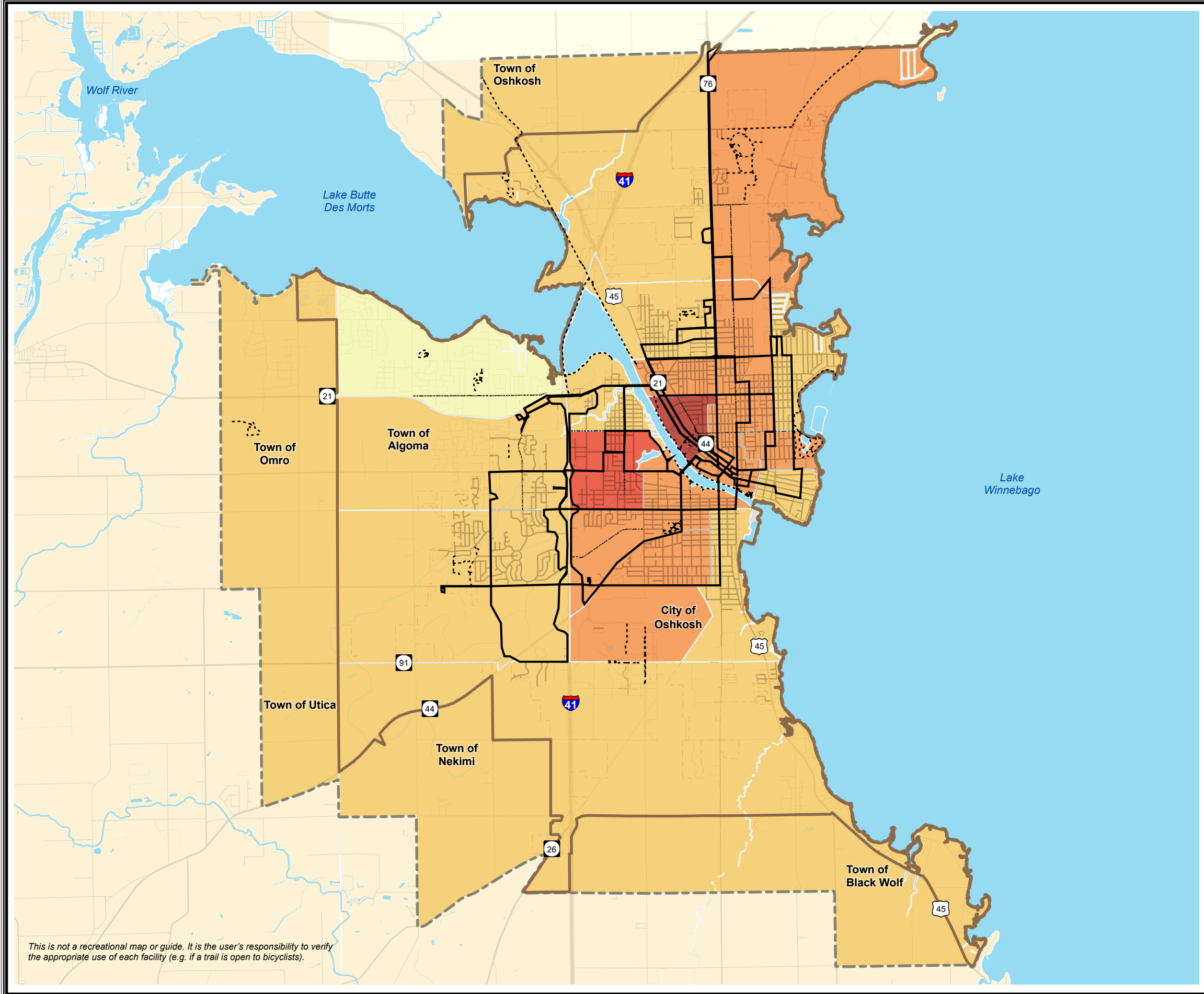
- 1% - 10%
- 10.1% - 20%
- 20.1% - 30%
- 30.1% - 40%
- 40.1% - 55%

Source:
Household income data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.

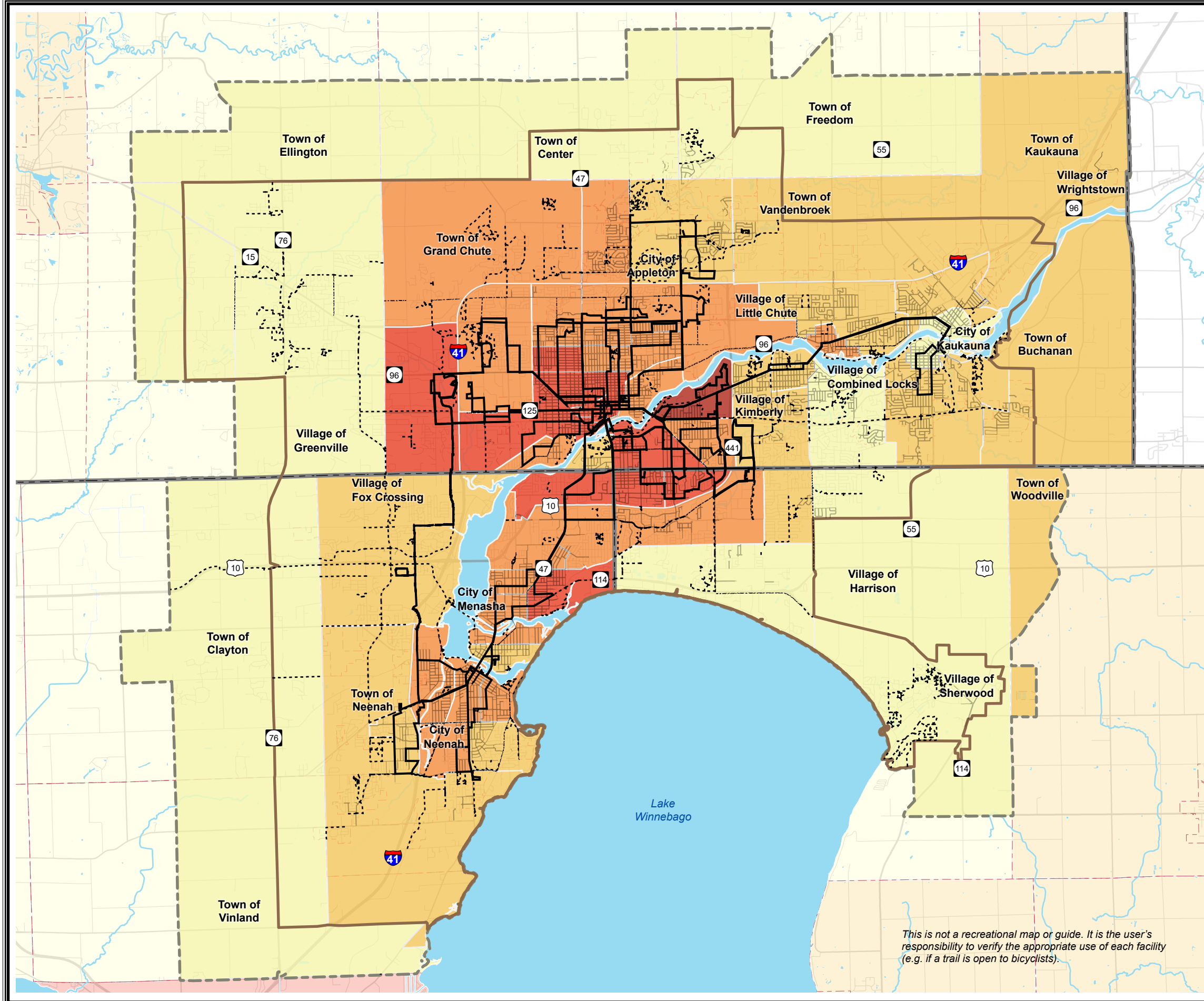


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Map 4-9 Appleton Transportation Management Area (TMA) Distribution of Minority Populations



Public Transit Route
Bike Lane
Paved or Unpaved Trail
Sidewalk
Appleton TMA Urbanized Area
Appleton TMA Planning Area

Percentage Minority Population (2015-2019 ACS by Census Tract)

1% - 5%

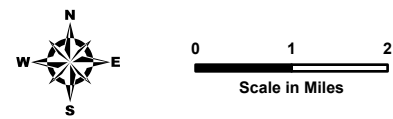
5.1% - 10%

10.1% - 20%

20.1% - 30%

30.1% - 35%

Source:
 Minority population data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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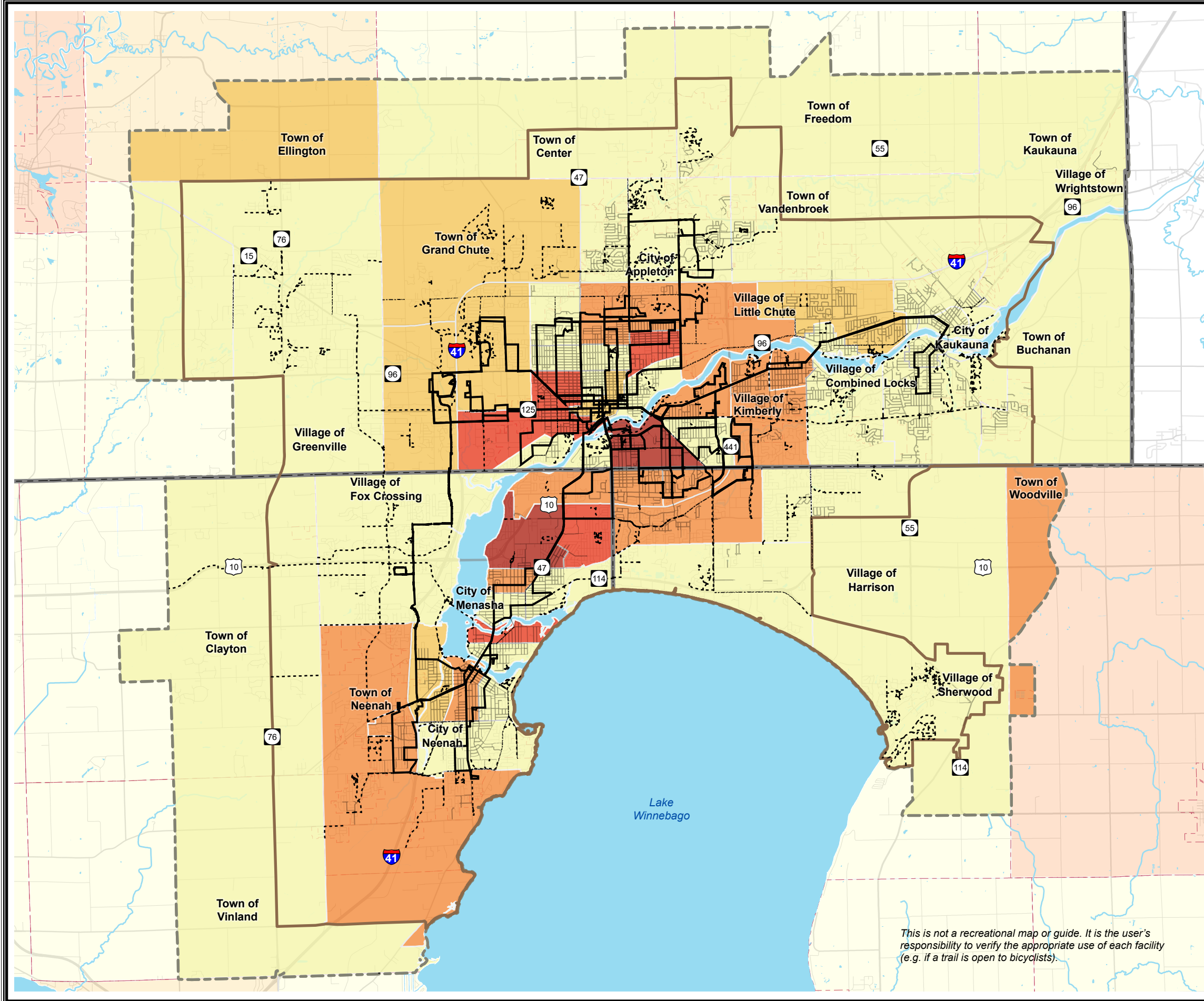
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O:\1328-Trail_Sidewalk\ICMP_2021\MXD\MXD.aprx

Map 4-10 Appleton Transportation Management Area (TMA) Distribution of Limited English Households



Public Transit Route

Bike Lane

Paved or Unpaved Trail

Sidewalk

Appleton TMA Urbanized Area

Appleton TMA Planning Area

Percentage of population 5 years and over in limited English households (2015-2019 ACS by Census Tract)

0% - 0.5%

0.6% - 1%

1.1% - 3%

3.1% - 5%

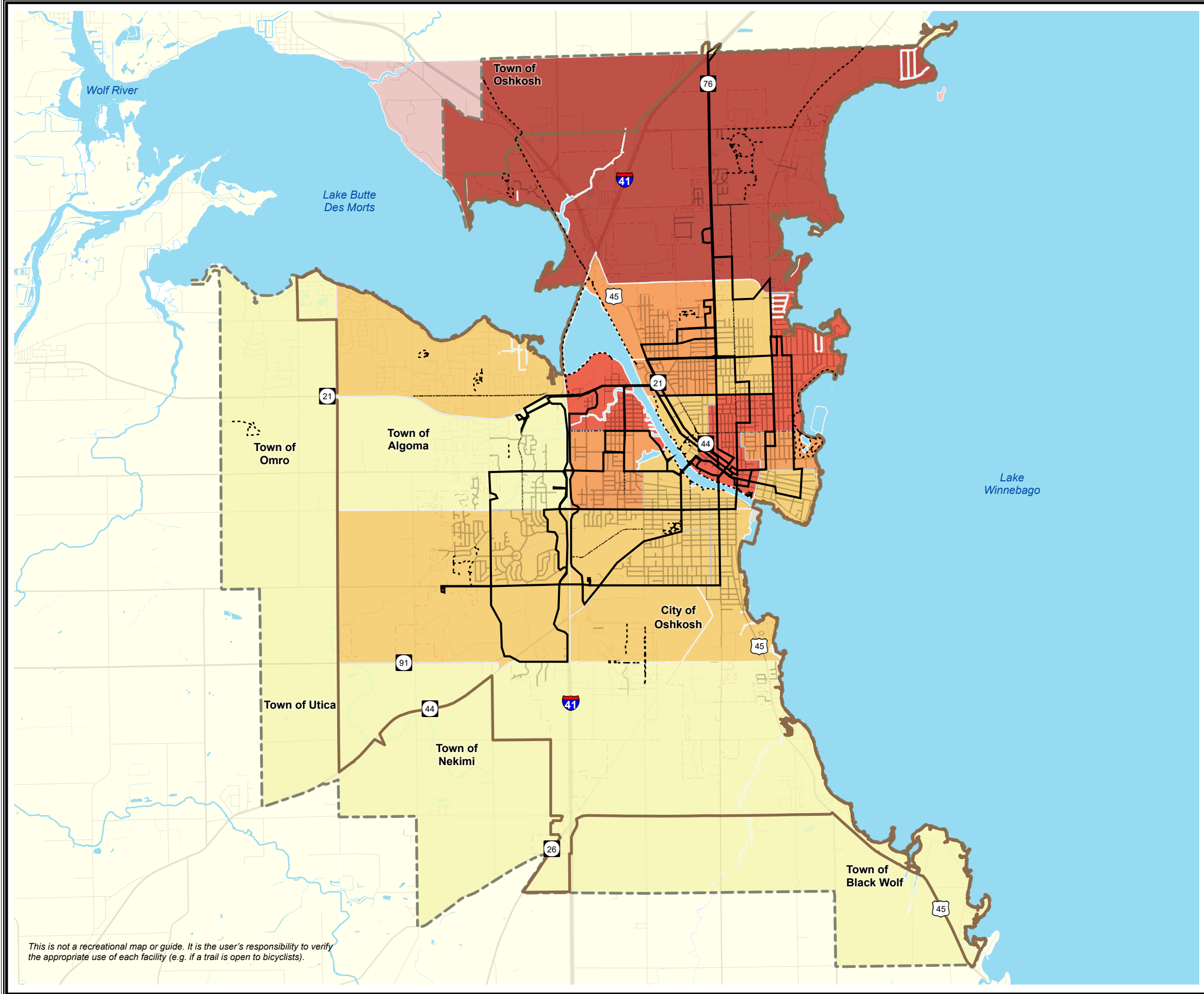
5.1% - 7%

Source:
Language spoken at home data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.

Scale in Miles

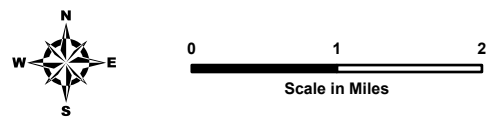
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Map 4-11
Oshkosh Metropolitan
Planning Organization (MPO)
Distribution of Minority
Populations



- Public Transit Route
 - Bike Lane
 - Paved or Unpaved Trail
 - Sidewalk
 - Oshkosh MPO Urbanized Area
 - Oshkosh MPO Planning Area
- Percentage Minority Population (2015-2019 ACS by Census Tract)
- 1% - 5%
 - 5.1% - 10%
 - 10.1% - 15%
 - 15.1% - 20%
 - 20.1% - 25%

Source:
Minority population data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.

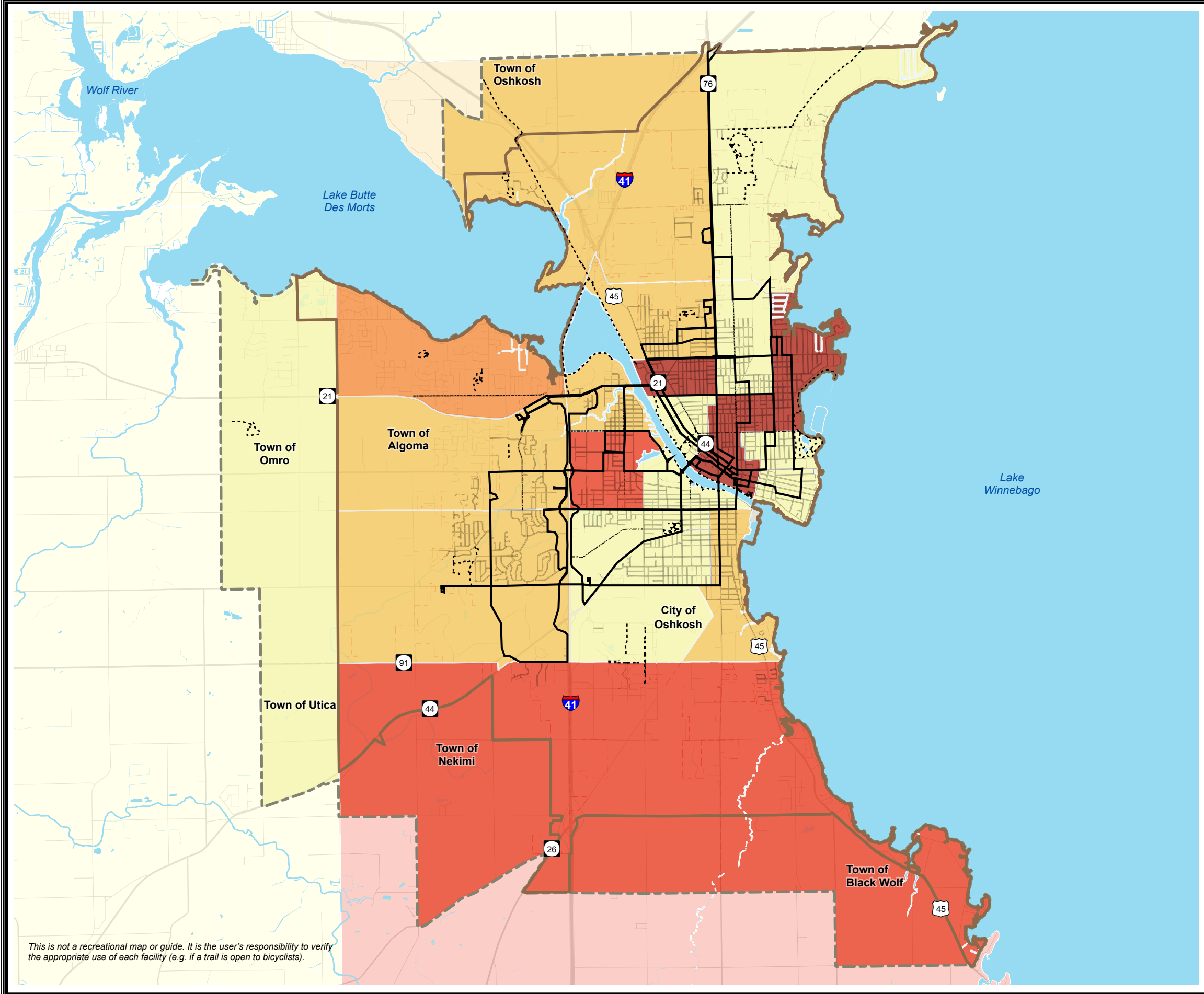


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Map 4-12
Oshkosh Metropolitan
Planning Organization (MPO)
Distribution of Limited
English Households

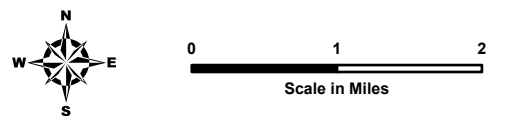


- Public Transit Route
- Bike Lane
- Paved or Unpaved Trail
- Sidewalk
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

Percentage of population 5 years and over in limited English households (2015-2019 ACS by Census Tract)

- 0% - 0.5%
- 0.6% - 1%
- 1.1% - 2%
- 2.1% - 3%
- 3.1% - 4%

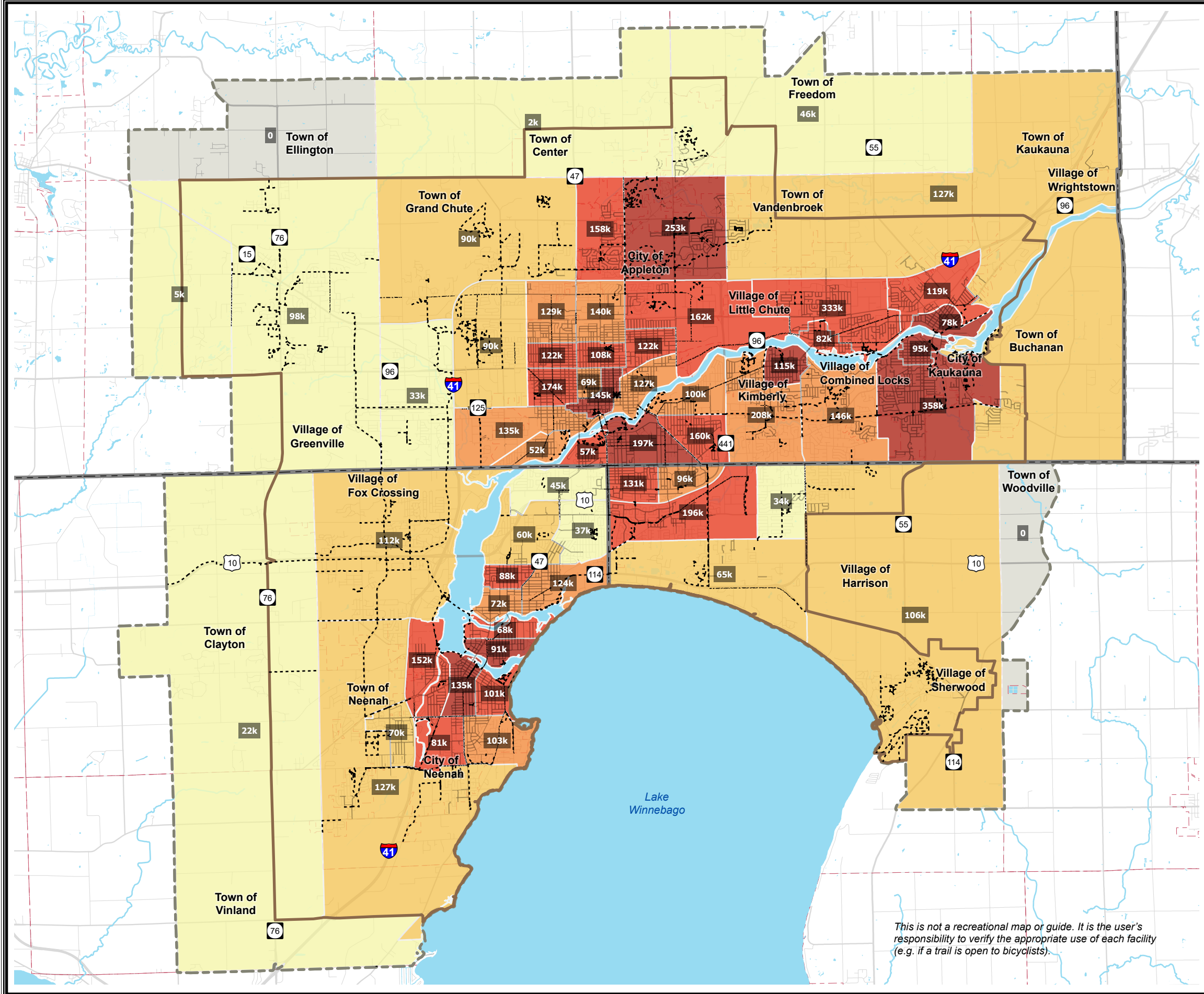
Source:
Language spoken at home data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



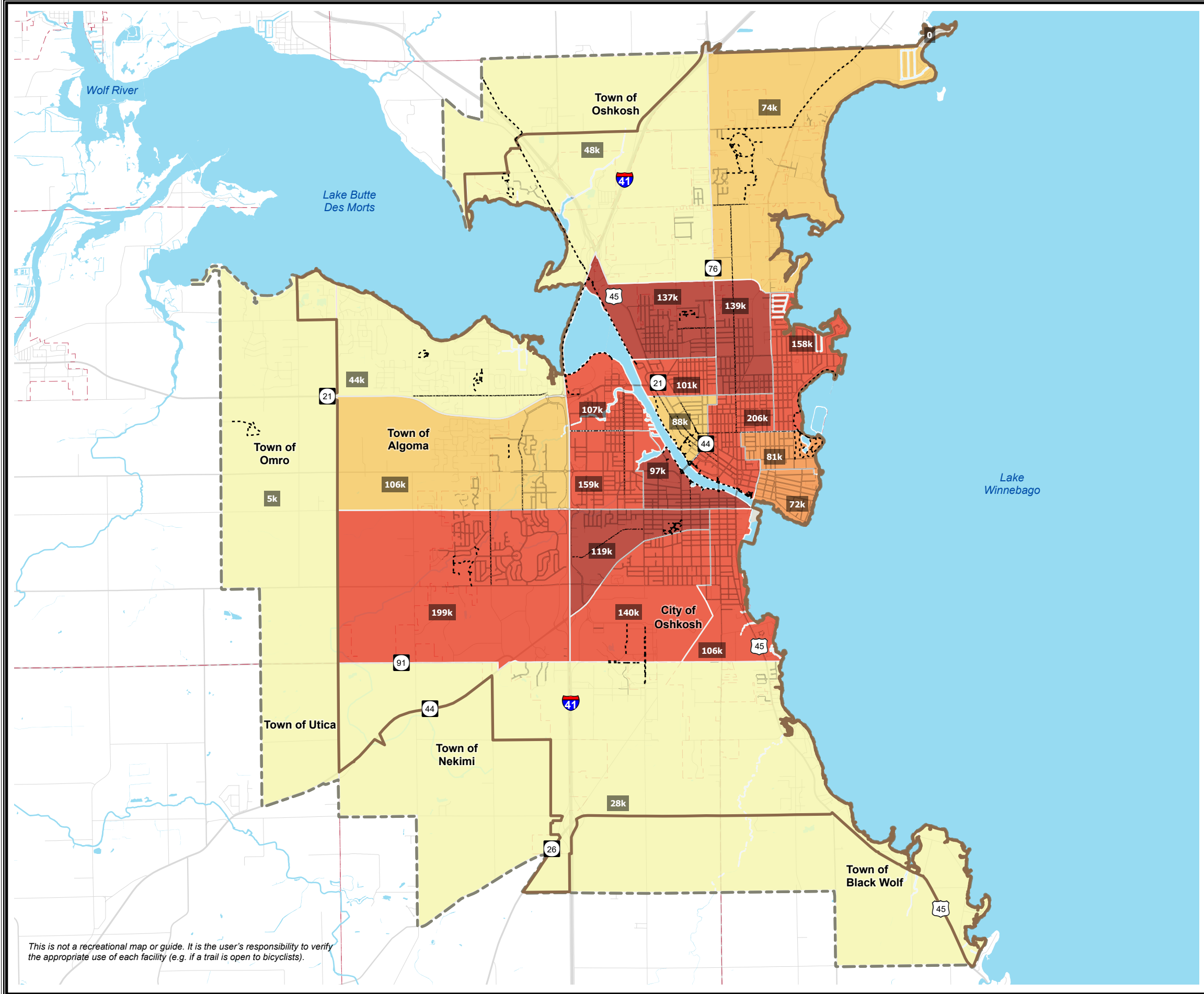
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Map 4-13 Appleton Transportation Management Area (TMA) Distribution of Bicycle & Pedestrian Facilities per Person



Map 4-14
Oshkosh Metropolitan
Planning Organization (MPO)
Distribution of Bicycle &
Pedestrian Facilities per Person



x Total feet of bicycle & pedestrian facilities per Census Tract

----- Bike Lane

----- Paved or Unpaved Trail

----- Sidewalk

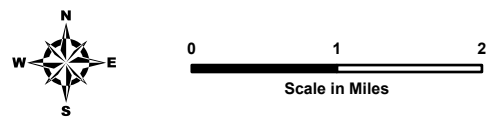
Oshkosh MPO Urbanized Area

Oshkosh MPO Planning Area

Feet of bicycle & pedestrian facilities per person (2015-2019 ACS by Census Tract)

0.5 - 10
10.1 - 20
20.1 - 30
30.1 - 40
40.1 - 46

Source:
Population data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



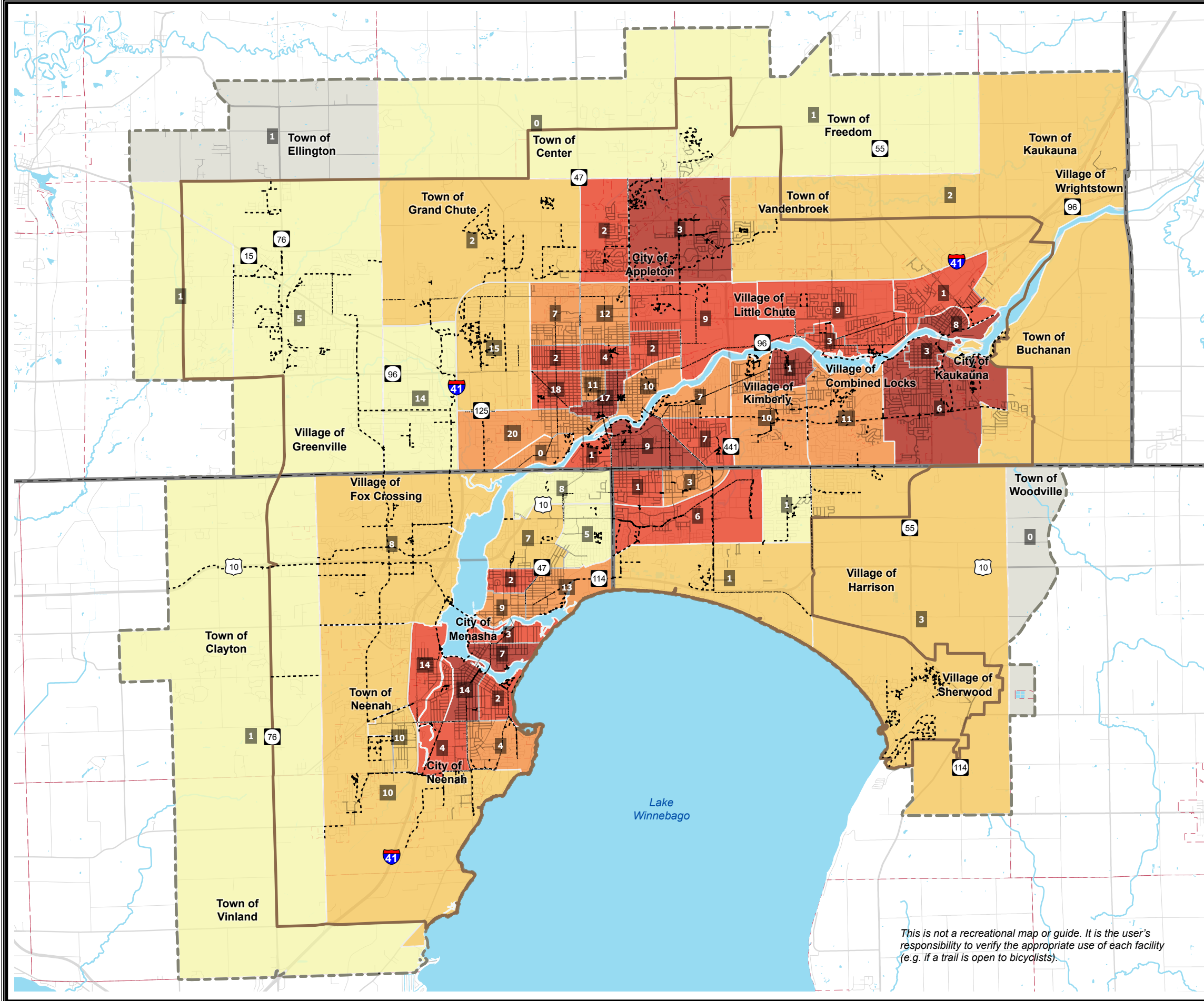
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Map 4-15 Appleton Transportation Management Area (TMA) Distribution of Bicycle & Pedestrian Crashes



x

Total number of bicycle & pedestrian crashes per Census Tract

Bike Lane

Paved or Unpaved Trail

Sidewalk

Appleton TMA Urbanized Area

Appleton TMA Planning Area

Feet of bicycle & pedestrian facilities per person (2015-2019 ACS by Census Tract)

0.5 - 10

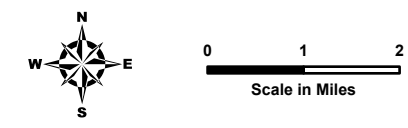
10.1 - 20

20.1 - 30

30.1 - 45

45.1 - 67

Source:
Crash data provided by WisDOT TOPs lab, 2017-2020. Population data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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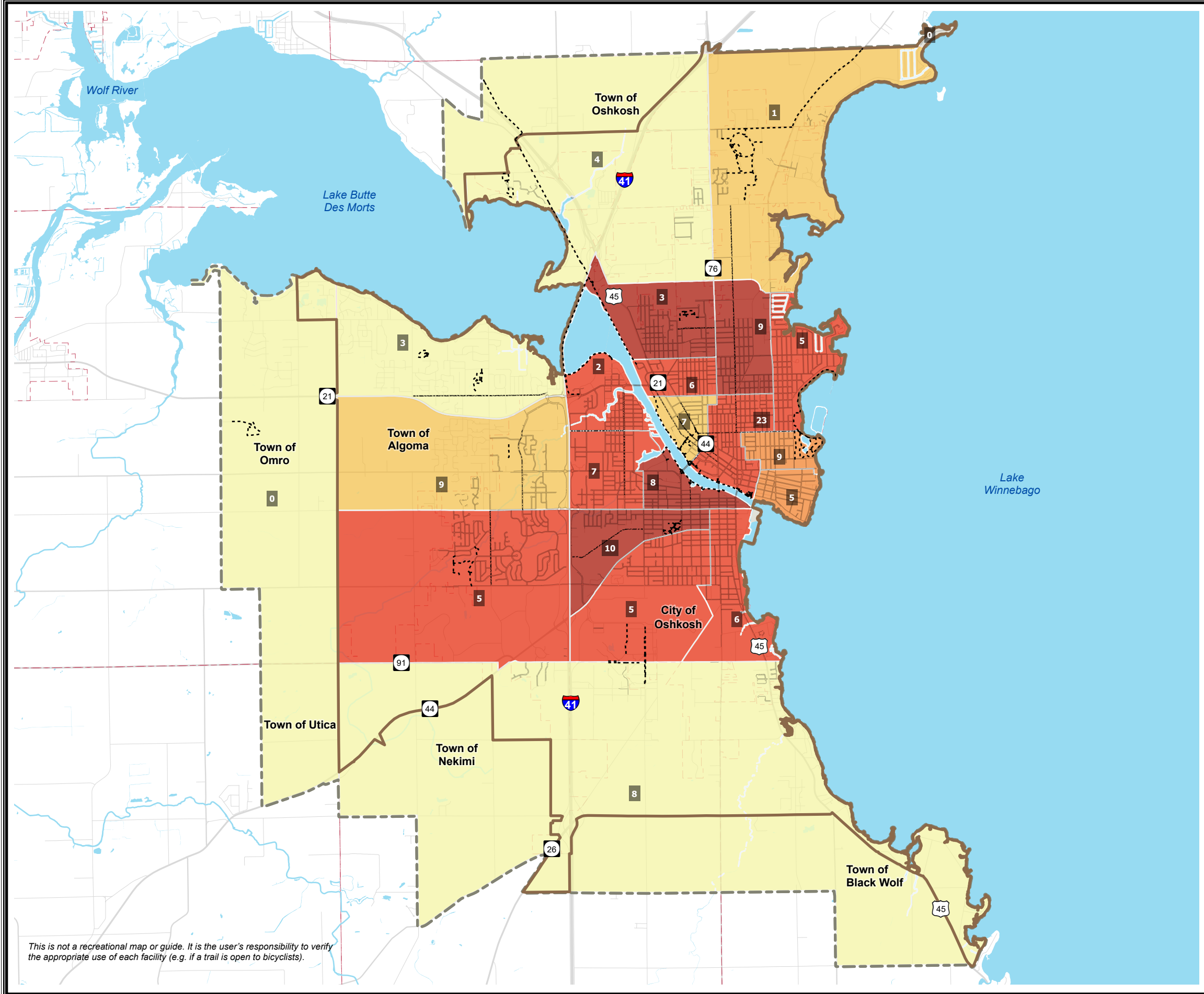
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This is not a recreational map or guide. It is the user's responsibility to verify the appropriate use of each facility (e.g. if a trail is open to bicyclists).

Map 4-16
Oshkosh Metropolitan
Planning Organization (MPO)
Distribution of Bicycle &
Pedestrian Crashes



x Total number of bicycle & pedestrian crashes per Census Tract

----- Bike Lane

----- Paved or Unpaved Trail

----- Sidewalk

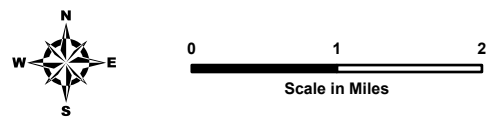
Oshkosh MPO Urbanized Area

Oshkosh MPO Planning Area

Feet of bicycle & pedestrian facilities per person (2015-2019 ACS by Census Tract)

	0.5 - 10
	10.1 - 20
	20.1 - 30
	30.1 - 40
	40.1 - 46

Source:
Crash data provided by WisDOT TOPs lab, 2017-2020. Population data provided by ACS, 2015-2019. Bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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This is not a recreational map or guide. It is the user's responsibility to verify the appropriate use of each facility (e.g. if a trail is open to bicyclists).



CHAPTER 5

FACILITIES & RECOMMENDATIONS



Definitions and facility descriptions within this chapter are intended to provide an overview of some of the most commonly utilized facilities. This is not an exhaustive list. A more detailed guide on bicycle and pedestrian facilities can be found on ECWRPC's website at: www.ecwrpc.org. This resource provides useful technical information about bicycle and pedestrian facilities in order to create consistent descriptive design standards. Consistent designs allow all road users to be prepared for the types of facilities 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 seamless and robust network of bicycle and pedestrian facilities across multiple municipalities throughout the Fox Valley.

BICYCLE AND PEDESTRIAN USERS

As discussed in Chapter 3, Complete Streets are roadways that are designed and operated to enable safe, convenient, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy for users to cross the street, walk to retail locations, and bicycle to work. Complete Streets improve efficiency and capacity of existing roads, by moving people in the same amount of space. ECWRPC has two Complete Streets policies: one for the region and one for the Appleton TMA and Oshkosh MPO. These policies provide background information and guidance on Complete Streets policies, and these policies can serve as the framework for local communities to adopt their own policies.

Some facilities can accommodate both bicyclists and pedestrians, while others are specific to one user group. Shared-use paths, for example, are often built with both bicyclists and pedestrians in mind, while bicycle lanes are built for bicyclists. There are many factors that a community takes into consideration when selecting and building infrastructure for bicyclists and pedestrians. The sections below describe the most common infrastructure in the Appleton TMA and Oshkosh MPO. More thorough guidance and additional facilities/treatments can be found in the resources listed on ECWRPC's website.

FACILITIES

Pedestrian Facilities

Pedestrian facilities are an integral part of providing the necessary infrastructure for individuals to remain active and thriving citizens. They typically include crosswalk markings and signage, curb ramps and extensions, pedestrian signals, pedestrian refuge islands, sidewalks, and shared use paths.

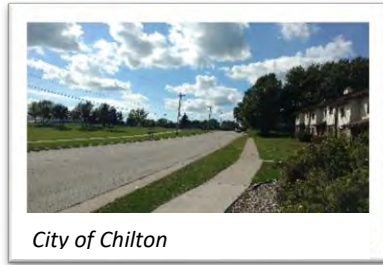
Bicycle Facilities

Bicycle facilities can be either on-street or off-street. There are a variety of bicycle facilities and amenities that can be included in a community's transportation network, including bicycle lanes, shared-use paths, sharrows, and wide paved shoulders.

Traffic Calming

Some features are built to slow down vehicular traffic and provide a comfortable experience for bicyclists and pedestrians. In many instances, traffic calming measures also enhance the aesthetics of a particular area.

Figure 5-1: Pedestrian Facilities



Sidewalk

Sidewalks provide pedestrians with space to travel within the public right-of-way that is separated from roadway vehicles. They provide a buffer zone between users and vehicles. Sidewalks should be designed to accommodate pedestrians of all ages and abilities, and also free of encroachments or impediments. Although the FHWA cannot require states and municipalities to build sidewalks, it does provide basic standards for sidewalks. See also “Shared-Use Paths” in *Bicycle Facilities*.



Crosswalk

Pedestrian roadway crossing facilities should clearly indicate to pedestrians where and when they should cross the street. It is equally important that it is clearly indicated to motorists when people are entering a pedestrian area. 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.



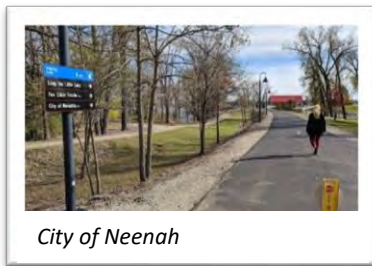
Curb Ramps

Curb ramps cut through a curb (or are built up to it) to provide an accessible route that people can use to enter a crosswalk, cross the street, or access a bus stop (where walkways meet at a curb). Curb ramps must have detectable warnings to alert visually-impaired users that they are leaving the sidewalk and entering onto a street.

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>
- *Wisconsin Department of Transportation Facilities Development Manual, Chapter 11: Design* (2014) <http://roadwaystandards.dot.wi.gov/standards/fdm/>
- The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013) <http://nacto.org/usdg/>

Figure 5-2: Bicycle Facilities



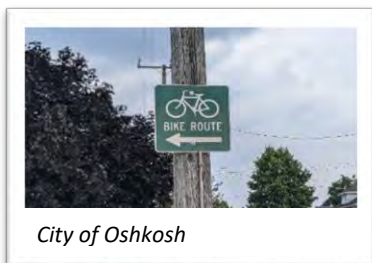
Shared-Use Path

A shared use path is an off-road facility that is strictly designed for both bicyclists and pedestrians. Trails are separate from the high traffic speeds/volumes of the road network, but are integrated into the overall transit system to connect neighborhoods to schools, places of employment, and retail districts.⁶⁰ Typically, widths of these facilities range from 10 – 14 feet.



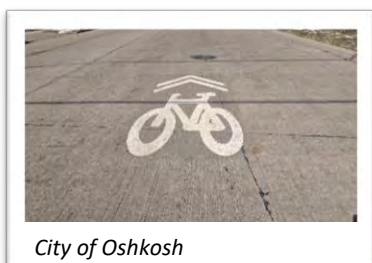
Bike Lane

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.”⁶¹ Bicycle lanes are the appropriate and preferred bicycle facility for thoroughfares in both urban and suburban areas. Bicycle lanes are used to facilitate more predictable movements by bicyclists and motorists and encourage them to ride in a position where they are more likely to be seen by motorists.



Signed Shared Roadway (Bike Route)

Signed shared roadway (bike route) is simply a street/road that has been identified as a preferred bicycle route.⁶² 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.



Shared Roadway Marking (Sharrow)

An alternative to the bike lane designation is the sharrow. Since there is an inadequate paved shoulder width, it is not considered a bike accommodation, however, they may be appropriate under certain conditions. A sharrow informs both bicyclists and motorists to share the roadway. It notifies all transportation users that bicyclists are welcome on a road and have the same rights as motorists.



Paved Shoulders

A rural paved shoulder or a paved shoulder is a way to accommodate bicyclists alongside travel lanes. Paved shoulder width varies according to the adjacent travel lane width, and whether or not a rumble strip is present. Unlike bike lanes, paved shoulders are not travel lanes, so they may be utilized to temporarily store disabled vehicles and parking, unless otherwise prohibited.

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 for Streets and Highways* (2009) <http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Wisconsin's Bicycle Facility Design Handbook* (2004 with minor Updates in 2006, 2009, and 2018) <http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>
- *Wisconsin Department of Transportation Facilities Development Manual, Chapter 11: Design* (2021) <https://wisconsin.dot.gov/Pages/doing-business/eng-consultants/cnslt-rsrces/rdwy/fdm.aspx>
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2012) <http://nacto.org/cities-for-cycling/design-guide/>
- The Federal Highway Administration's (FHWA) *Small Town and Rural Multimodal Networks* (2016). https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

Figure 5-3: Traffic Calming



Curb Extensions

Curb extensions extend from the curb out into the parking lane, which reduces street width, shortens the distance for pedestrians to cross the street, and improves visibility of those entering the street.



Raised Crossing

A raised crossing is a speed hump that has a flat portion the width of a crosswalk. Raised crossings slow vehicular traffic and encourage motorists to yield to pedestrians.



Landscaping

Landscape along a street can provide a separation between motorists and pedestrians, reduce the visual width of the roadways, and can provide for beautification of the street.

Traffic Calming Guidance

- Institute of Traffic Engineers Traffic Calming Factsheets
<https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>
- Federal Highway Administration Traffic Calming ePrimer
https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

A mix of facility types make up a bicycle and pedestrian network. Each facility has a particular application, so proper guidance should be sought and considered when weighing the best facility type for a corridor or roadway. Recommendations in this Plan do not generally specify a particular facility type, as it is best for local communities to determine the appropriate facility at the time a project is under consideration.

NETWORK RECOMMENDATIONS

As the Appleton (Fox Cities) TMA and Oshkosh MPO, Wisconsin Department of Transportation (WisDOT), and local municipalities within the TMA and the MPO boundaries continue to develop a unique, connected network of bicycle facilities, a safe and comfortable walking environment, and an increased standard for livable communities, this bicycle and pedestrian plan takes a comprehensive look at the process. Coordination and alignment with neighboring MPOs (Fond du Lac and Green Bay MPOs), municipalities outside of the TMA and the MPO all improve regional connectivity that is beneficial to all.

Regional Bicycle and Pedestrian Network

Active transportation has immense and immediate power to transform communities. By building interconnected infrastructure that is accessible to all levels of rider experience and people of all abilities, it is possible to improve the physical wellness, social connectedness, and emotional health of all community members. Identifying signature trails and greenways to bicycle routes and accessible walkways and wheelchair paths demonstrates to everyone using these facilities that the community cares about them. The successful blend of each facility type seamlessly spread across municipal boundaries creates a connected network of on-street and off-street options for transportation and recreation.

The high vehicle traffic counts along arterial or main roads can discourage or prevent more healthy, active choices. The addition of bicycle lanes, trails, and sidewalks along with the creation of clear and safe access for bicyclists and pedestrians break up barriers. In addition to breaking up barriers, a more comfortable user experience is created. Utilizing updated design/construction philosophies and techniques make transportation routes friendly to all users, rather than remaining automobile-centric. When planning for bicycle and pedestrian facilities, the following concepts should be kept in mind:

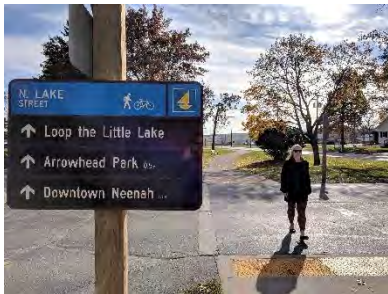
- **Enhance ease and clarity of transition** – Developing effective land use patterns to connecting residential areas to retail/ commercial centers; linking multiple types of infrastructure to establish a network that expands the coverage and ridership of each mode.

- **Build for all types of road users** – Key to urban planning is providing an array of interconnected facilities that cater to the strengths and needs of potential users regardless of age, gender, income level, cognitive ability or physical fitness.

Across the Appleton (Fox Cities) TMA and Oshkosh MPO area, communities have created locally-focused bicycle and pedestrian plans or have included a bicycle and pedestrian section within another community plan, like a comprehensive plan or a comprehensive outdoor recreation plan (see Appendix A). In putting together this regional plan, ECWRPC appreciates these efforts and incorporates those individual communities' bicycle and pedestrian infrastructure recommendations into the broader framework.

Where cross-municipal boundaries meet up is essential to providing each user an opportunity to bike and walk more safely to various destinations (e.g. to and from work, retail areas including grocery stores, and to and from school). Considering what these routes will be used for can aid in the selection of the appropriate infrastructure. Additionally, end-of-trip and mid-trip facilities, such as bicycle parking, lockers, showers, benches, water fountains, etc., create an environment that reflects the community's view towards bicyclists and other active transportation users. Combined with the frequency and diligence of maintenance programs, it becomes clear what is expected of the long-term success of these sorts of infrastructure investments.

Wayfinding and Trip Planning



Fox Crossing Signage

The *East Central Trail Wayfinding Guidebook* is intended to serve as guide for local communities looking to install wayfinding signage that is specific for bicyclists and pedestrians. The purpose of wayfinding signage is to make the user experience more comfortable and predictable by notifying the users of upcoming destinations, distances to reach destinations, and confirming their route. Having consistent and cohesive signage throughout the region further enhances the user experience by having supportive signage throughout the bicycle and pedestrian network rather than just by individual community.

Urban hiking and bicycling networks are frequent and important touch points to public transit service. Providing comfortable and pleasant ways to find and utilize transit stops without deviating too far from a direct course is a plus for active transportation users. Recreational cycling, walking, jogging, and other forms exercise are an integral part of creating and maintaining a culture that supports alternative forms of transportation. When these users are valued, and their healthy transportation options are embraced, bicyclists become cost effective guests, customers, and neighbors who no longer requires a vehicle parking space.

Overcoming Gaps and Barriers

Clearly designing and marking cycling accommodations within all appropriate roadways is an essential step for each municipality within the TMA and MPOs for promoting the idea of bicycles as vehicles, and active transportation as an intentional choice for essential travel. These accommodations often include the addition of bike lanes and sharrows on local roadways (including local, collector, and arterial roadways), inclusion of bicycle boxes at intersections, secure bicycle parking facilities throughout the Fox Valley, and bike lanes connecting active transportation connections to transit stops. Shared-use paths are noteworthy and practical alternatives an existing roadway is lacking or insufficient for upgrades between destinations, trails overlaid on abandoned rail corridor are one example, or running along a major roadway that provides a direct connection between communities (i.e. State Friendship Trail along USH 10 or the Tribal Heritage Crossing of the WIOUWASH State Trail on USH I41). Designing trails to bridge the transportation gaps at the urban/suburban/rural fringes allows a community to define and share its unique culture and aesthetic.



The Tribal Heritage Crossing in Oshkosh runs adjacent to I41 and allows bicyclists and pedestrians to safely cross Lake Butte des Morts.

Big Ideas and 2020 Trail Summit Summary



In partnership with Fox Cities Greenways, Inc. (FCGI), and the Community Foundation CFFVR), a Trail Summit was conducted on February 25, 2020, at Bubolz Nature Preserve in the Town of Grand Chute.

The Fox Cities Trail Summit convened municipal professionals and community partners from throughout the urbanized areas of Calumet, Outagamie and Winnebago counties. The invitation list included municipal partners representing 16 towns, villages, cities and counties from the region, as well as nine supporting community agencies. The summit drew 65 attendees.

The workshop hosted speakers on Environmental Justice & Transportation Equity, Local Trail Partnerships, and how communities can move forward together with trail connections.

The Community Input Session entailed round table discussions of the following:

- community assets and mapping of those assets;
- regional destinations and gaps/barriers;
- planned facilities and routes; and
- “Big Idea” connections.

Big Ideas for Trails in the Fox Cities and Oshkosh Areas

At the Trail Summit, participants were encouraged to “dream big” and map out what connections could be possible. (Map 5-1) From the Trail Summit, the following Big Ideas were established:

- Identify and determine the feasibility of a route(s) to create a connection from the Fox Cities to High Cliff State Park. (Map 5-2)
- Identify key north-south and some east-west arteries through the Fox Cities. (Map 5-3)
- Increase the Loop the Locks network.
- Create more looped trails between riverfront parks along the Fox River, connecting the Fox Cities up to Green Bay. (Map 5-4 and Map 5-5)
- Increase bicycle safety regionally with updates to the bike/pedestrian facilities at river crossings in places such as Combined Locks, Kimberly, and Little Chute.
- Extend the Wiouwash Trail north of Hortonville and identify key connections into the Wiouwash State Trail along Hwy15 and Hwy 76 (not included as this is outside of the planning boundaries).

Additionally, through community input during a September 2021 community engagement session, an additional Big Idea was generated for this plan: connecting Oshkosh to the Fox Cities (Map 5-6). Maps 5-1 through 5-6 provide visuals on potential routes to accomplish these Big Idea connections. While these routes are not an exhaustive inventory of possible routes to complete these connections, they do serve as a guide for where connections could exist and could be used to foster conversations between communities as roadways in these areas are reconstructed.

THE REGIONAL NETWORK

The Regional Bicycle and Pedestrian Network can be found on Maps 5-6 through 5-8. Definitions of the facility types are as follows.

- **Existing Facilities:** Pre-existing sidewalks, shared-use paths, bike lanes, and sharrows
- **Planned Facilities:** Ideas for accommodations or infrastructure that have funding committed to them or the facilities that are identified in a long-range plan, such as a Comprehensive Outdoor Recreation Plan or a comprehensive plan
- **Recommended Bicycle and Pedestrian Network:** Built environment pieces identified as key connections, as identified through the planning process

The planned facility maps differ between the Appleton TMA and Oshkosh MPO in that Oshkosh did not have any bicycle and pedestrian facilities identified in their 5-year Capital Improvement Program. As a result, Map 5-9 for the Oshkosh MPO shows facilities as recommended in two recently completed plans: the City of Oshkosh Bicycle and Pedestrian Master Plan and the Winnebago County Bicycle and Pedestrian Plan.

In addition to the overall network, this Plan also looks at the Big Ideas that came to fruition from the 2020 Trail Summit, hosted in partnership by ECWRPC and Fox Cities Greenways, and

sparked and funded by the Community Foundation for the Fox Valley Region. More information on the Trail Summit can be found in Chapter 2. Map 5-1 shows the Big Ideas connection potentials as they related to the existing bicycle and pedestrian network. The goal of these maps is to serve a planning tool for communities to collaborate on how to bring these Big Ideas connections to reality.

The overall regional network recommendations look at both east to west and north to south connections that traverse multiple communities. Some of the areas considered to be part of the regional network are significantly complete; other areas consist of considerable gaps in the bicycle and pedestrian network. This Plan is intended to guide future bicycle and pedestrian facilities so residents, visitors, and employees are able to travel through the region seamlessly, safely, and conveniently.

Community-Based Recommendations

Creating a bicycle and pedestrian network at a regional level involves considerable cooperation among communities. The recommendations provided in Maps 5-6 through 5-8 provide a framework for where future connections should be considered. As communities plan roadway construction, reconstruction, or maintenance projects, this map should be referenced to see if bicycle and/or pedestrian facilities should be considered during these construction or maintenance projects.

Communities are encouraged look at where there are significant gaps in destinations or where certain segments of the population or neighborhoods have limited access to bicycle and walking opportunities, and prioritize projects that fill in critical gaps or provide access to areas where there has been historically limited safe access via walking or bicycling.

Barriers to safe access should also be considered and addressed, including crossing high-traffic and/or high-speed roadways, traveling along roadways that pass over/under I41/441, abrupt termination of bicycle and pedestrian facilities, and deteriorating conditions of current bicycle and pedestrian facilities.

Paved shoulders are not currently represented on the maps in this plan, as ECWRPC currently does not have a comprehensive inventory of this data. As discussed earlier in this chapter, paved shoulders may be utilized by communities to accommodate bicyclists, especially in rural cross sections. As roadways are urbanized, one recommendation is that communities consider the proper bicycle accommodation based on the following factors: volume and speed of traffic, current and future land use, anticipated users, and network connectivity.

In addition to physical infrastructure, there are other actions communities can do that complement the built environment. Activities, such as creating safety campaigns, hosting bicycle rodeos for youth and families, and offering bicycling courses through a parks and recreation program, can foster an environment that encourages residents to be more physically active and use active transportation. The section below outlines proposed actions and activities to



Community programs, like Future Neenah's Log Your Loops, encourage community members to use local trails and be more physically active.

implement this Plan. Communities can reference these actions and are encouraged to partner with ECWRPC and other community groups/organizations.

To have a seamless network, it is also recommended that municipalities within the Appleton (Fox Cities) TMA and Oshkosh MPO develop a uniform sidewalk policy and bicycle facility policy to increase the consistency throughout the region. Furthermore, communities are encouraged to examine their own policies to determine what could be changed to further walking and bicycling. For example, changing policies to shift the burden of the cost of new sidewalks or sidewalk repairs to alternative funding options, as discussed in Chapter 6, could make necessary network expansions or much-needed repairs more feasible.

NON-INFRASTRUCTURE RECOMMENDATIONS

The “6 Es”

The recommendations of this Plan were derived from the Plan’s goals, as outlined in Chapter 2.

- Education
- Encouragement
- Engineering
- Engagement
- Equity
- Evaluation

The non-infrastructure recommendations complement the infrastructure recommendations and are essential to developing a bikeable and walkable community. Specific non-infrastructure recommendations can be found below. The implementation of recommendations will be updated annually to measure the success of the plan.

Activity Recommendations

This section covers proposed actions to be taken by ECWRPC and/or partners to enhance bicycling and walking in the Appleton (Fox Cities) TMA and Oshkosh MPO. Individual activities are based on the 6 E’s, and they are intended to further the goals of this plan. A more detailed action plan can be found at the end of Chapter 6.

Equity: Engage people who use walking and bicycling as transportation in the planning, designing, and decision-making process.

ACTION
Continue to conduct equity mapping on an annual basis to determine where bicycle and pedestrian facilities are being placed.
Annually engage people in updates on the bicycle and pedestrian plan.
Conduct any engagement activities in accessible location, such as along transit lines, and schedule meetings at a time and day that is best for the majority of the people we are trying to reach.
Work with partners to translate applicable materials into Hmong and Spanish.
Work with and support communities to better understand bicycle and pedestrian facilities' impacts on the population across jurisdictional boundaries.

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

ACTION
Create an interactive site/application for trail users.
Continue to partner with Bike Fed and other organizations on offering Smart Cycling and League Cycling Instructor courses.
Educate and invite local elected officials for a bicycling and walking experience.
Partner with organizations to offer education for drivers, bicyclists, and pedestrians.

Encouragement: Encourage residents to walk and/or bike as a means to reduce their dependence on automobiles and fossil fuels, and increase their physical activity.

ACTION
Partner with Safe Routes to School on their Frequent Walker, Walking School Bus, and one-day walking/bicycling events.
Work with communities and businesses to expand bicycle parking.
Support events such as Cycloviva/Open Streets, bike tours, and slow rolls. Encourage municipalities to share their event process and procedures for successful events to other municipalities to incorporate in their region.
Conduct and encourage implementation of a study on bike share programs.
Promote the Bicycle Benefits program.
Try to get local Law Enforcement involved in some of these events.
Encourage communities to see their facilities as important year-round. Support communities in the creation of overall maintenance plans, including winter maintenance.
Utilize built infrastructure and promote new built infrastructure to promote and increase physical activity and support exercise opportunities.

Engagement: All initiatives should begin by listening to residents, employees, and community leaders. Work with existing community organizations to build intentional, ongoing engagement opportunities into the program structure.

ACTION
Continue to keep track of police bicycle patrols and support as needed.
Increase community presence by being at community events. i.e. more attendance from Local Health Departments, Municipal planning organizations, Parks & Recreation, ECWRPC.
Provide an annual update of the plan and the plan's progress to community members.
Continue to work with partner organizations, including businesses and health departments.

Engineering: Improve connections 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.

ACTION
Examine the following corridors for additional study: County Highway A (Neenah to Oshkosh); Highway 47 (Menasha through Appleton); the Big Ideas connections from 2020 Trail Summit
Continue to expand public and private partnerships to develop bicycle and pedestrian facilities, including bicycle repair stations and wayfinding signage.
Continue to support communities with implementing wayfinding signage.
Continue to work with the Appleton TMA and Oshkosh MPO to revise the STBG-Urban process for bicycle and pedestrian projects.
Work with local municipalities on revising land use and density policies.
Develop an active transportation model.
Develop a Complete Streets toolkit.
Continue to work with communities to adopt their own Complete Streets policies.
Support the expansion of sidewalk connectivity throughout the region.
Conduct a Feasibility and Master Plan for a corridor connecting municipalities from Menasha to High Cliff State Park.

Evaluation: Evaluate the equity, education, encouragement, enforcement, and engineering components of existing and future bicycle and pedestrian planning efforts, programs, and facilities based on established evaluation criteria.

ACTION
Use information provided by Toole Design Group to develop continuous count procedures. (i.e. establishing regular count locations to visit on a rotational short-term basis)
Work with consultant on economic impact study.
Keep track of number of new wayfinding signs installed.
Annually track miles of new bicycle and pedestrian facilities installed.
Continue to collect usage counts on both on-road and off-road bicycle and pedestrian facilities.
Track number and types of engagement activities being conducted.
Create a template to track activities completed on an annual basis along with applicable metrics.
Track activities completed on an annual basis with applicable metrics.
Issue key data and progress on a regular basis. (i.e. through a brochure, infographic, etc.)

CHAPTER WRAP UP

A robust multimodal network will enable all users to access destinations and be physically active. The maps provided, along with the action tables, provide a solid foundation for the future of the regional bicycle and pedestrian network. Each community can reference this chapter to expand the walkability and bikeability of their own community and the region.

⁶⁰ <http://www.bicyclinginfo.org/engineering/paths-principles.cfm> (August 2013).

⁶¹ <http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm> (August 2014).

⁶² <http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm> (August 2013).

Map 5-1 Fox Cities Community Feedback: Preferred Future Bicycle & Pedestrian Connections

Preferred Future Connections*

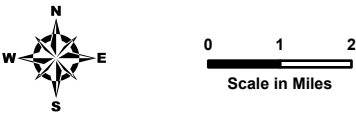
- Big Idea Connection
- Other Connection

Existing Network

- Bike Lane
- Off Road Paved
- Off Road Unpaved
- Appleton TMA/Oshkosh MPO Urbanized Area
- Appleton TMA/Oshkosh MPO Planning Area

*Preferred future connections data provided by input from local governments, community members and stakeholders during the 2020 Fox Cities Trail Summit conference. These connections have been adjusted to reflect community input as of 2021.

Source:
Bicycle and pedestrian facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.

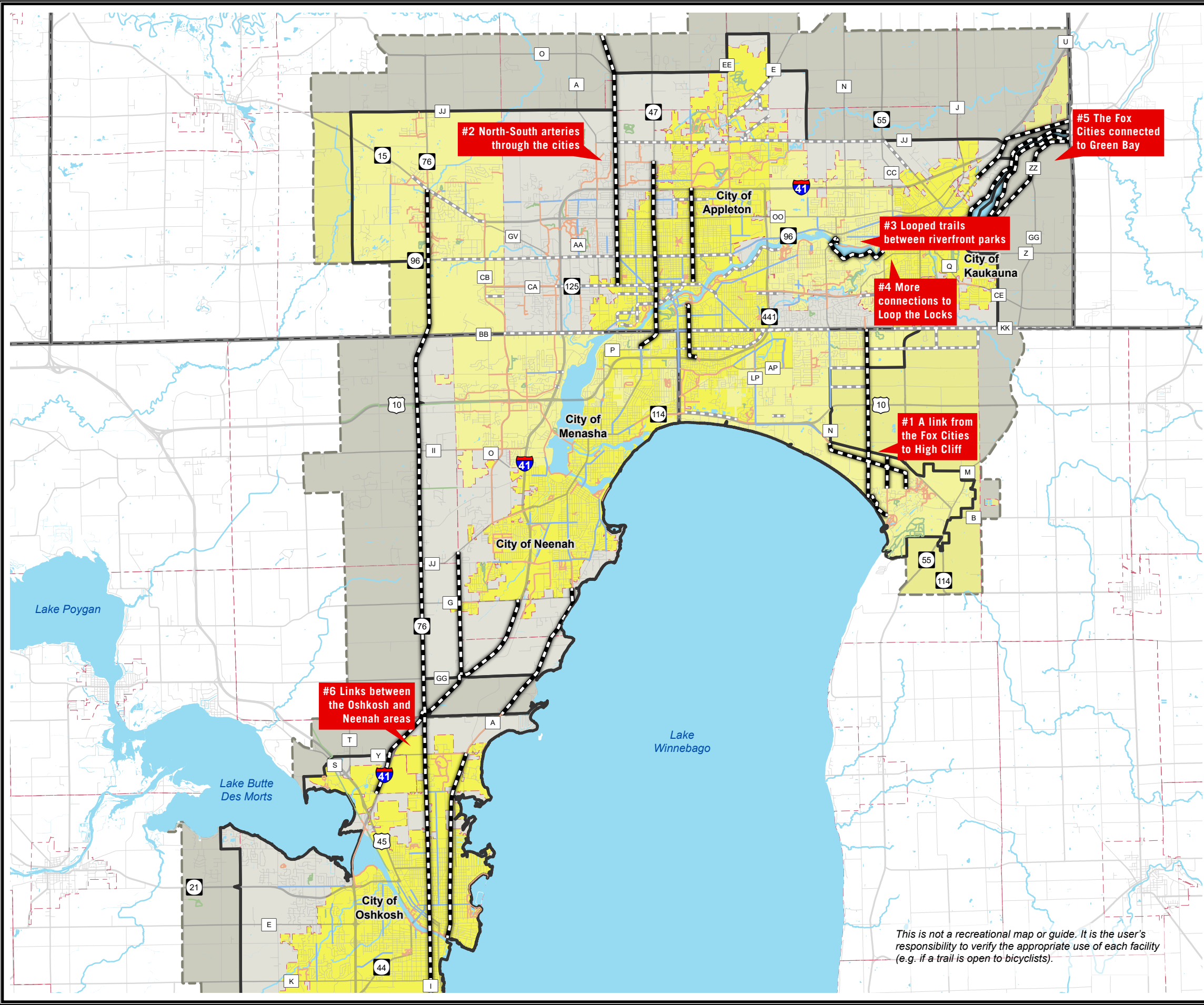


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Map 5-2 Fox Cities Community Feedback: Big Idea #1

- Big Idea Connection
- Connection planned: High Cliff project
- Projects planned within 5 years
- Trail
- Bike Lane
- Long range projects planned over 5 years
- Trail
- Bike Lane
- Existing Network
- Bike Lane
- Off Road Paved
- Off Road Unpaved
- Parks
- Appleton TMA Urbanized Area
- Appleton TMA Planning Area

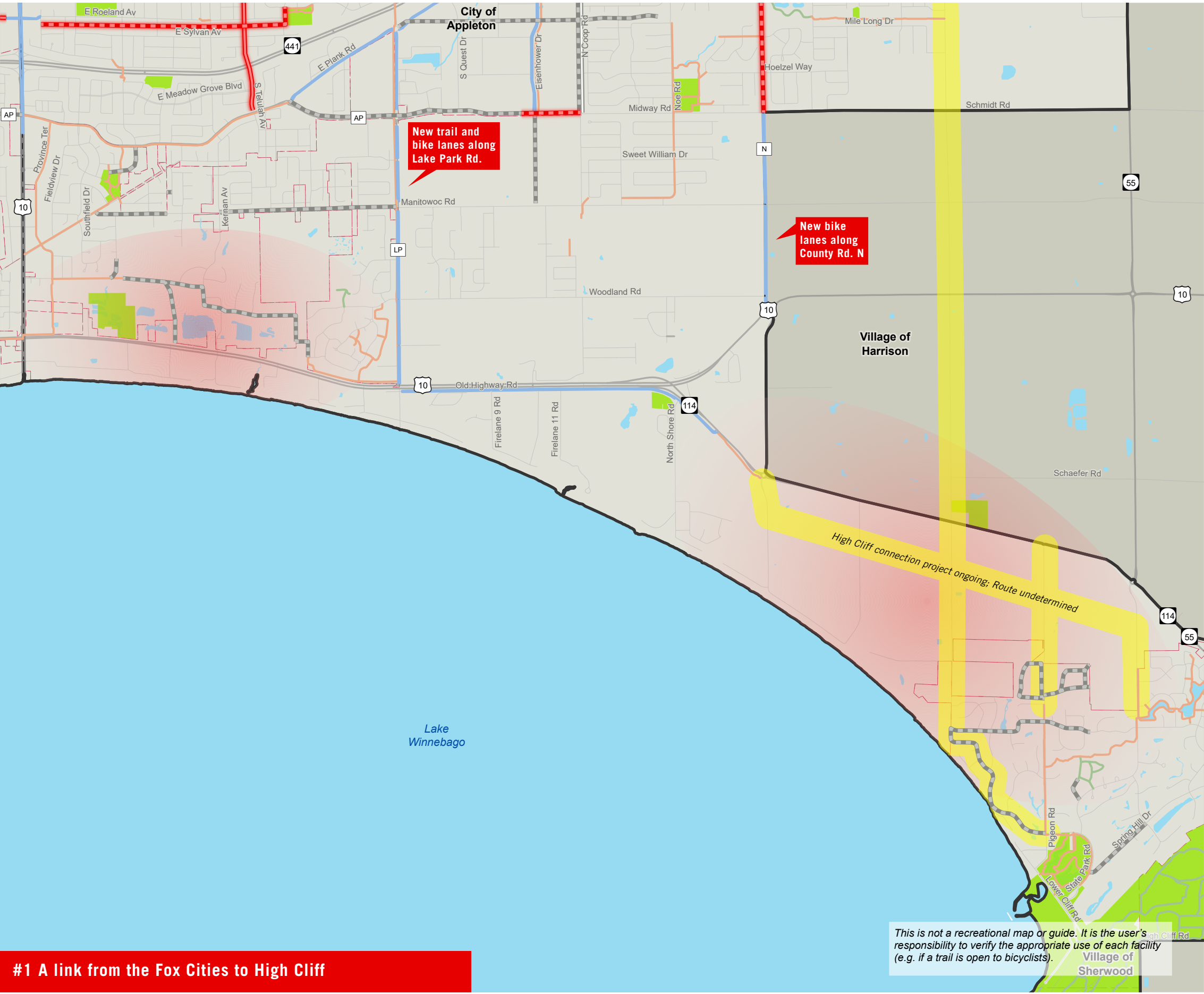
*Big idea connections data provided by feedback from local governments, community members and stakeholders during the 2020 Fox Cities Trail Summit conference. These connections have been adjusted to reflect community feedback as of 2021.

Source:
Bicycle and pedestrian facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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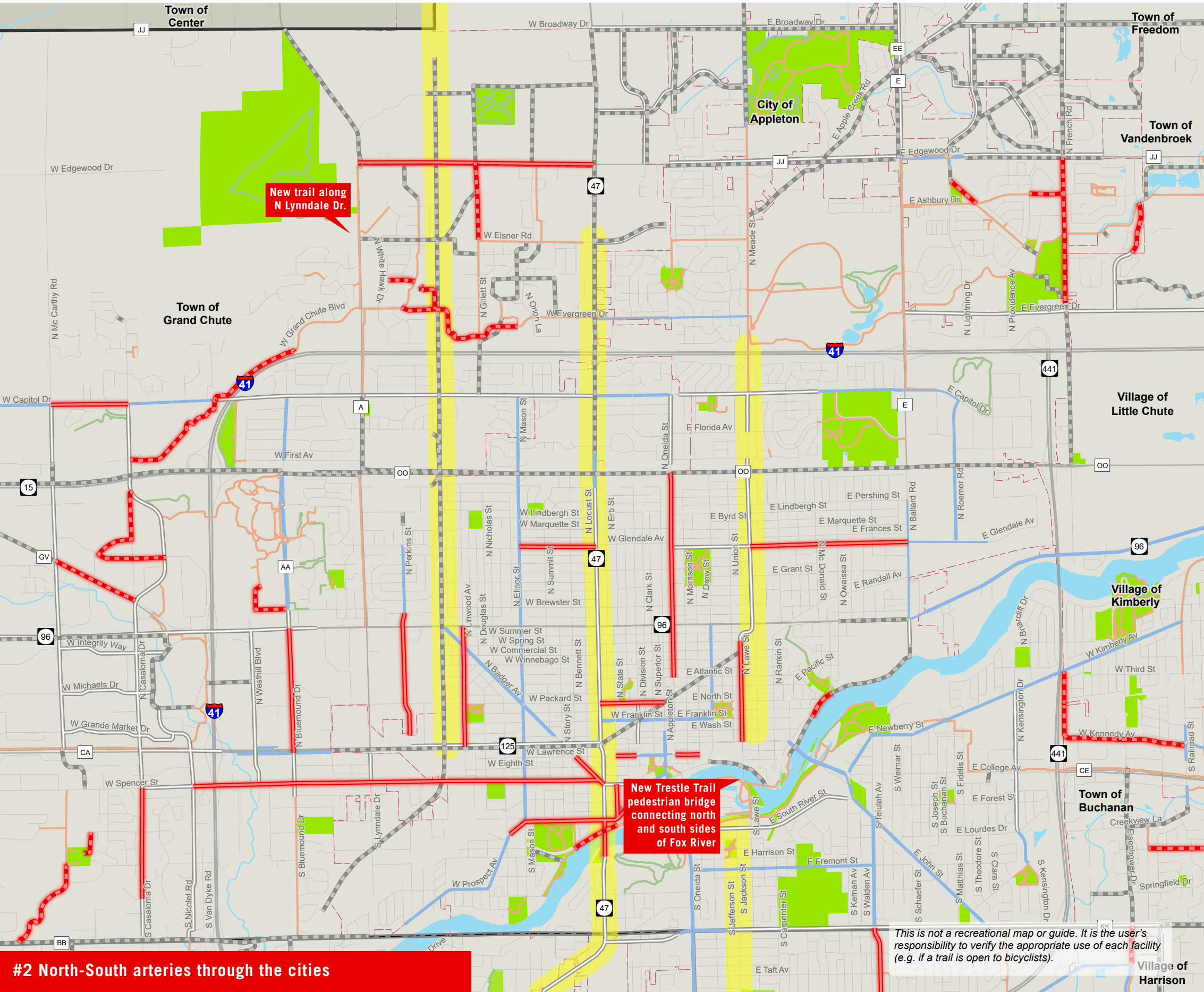
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#1 A link from the Fox Cities to High Cliff

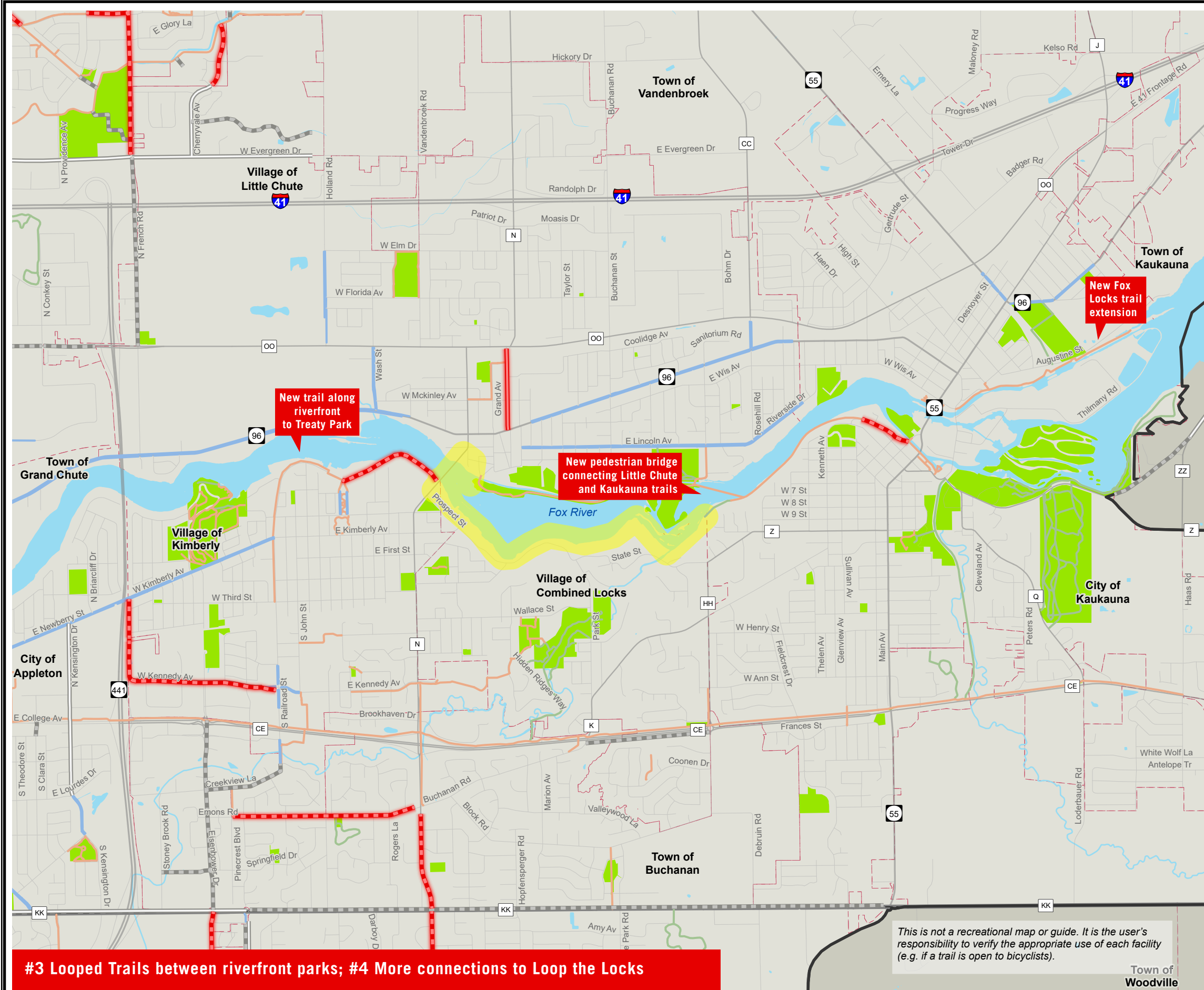
Map 5-3 Fox Cities Community Feedback: Big Idea #2



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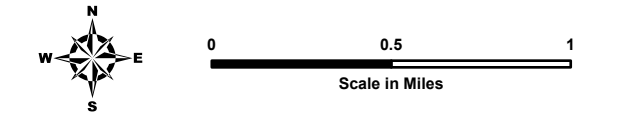
Map 5-4 Fox Cities Community Feedback: Big Ideas #3 and #4



- Big Idea Connection
- Projects planned within 5 years
 - Trail
 - Bike Lane
- Long range projects planned over 5 years
 - Trail
 - Bike Lane
- Existing Network
 - Bike Lane
 - Off Road Paved
 - Off Road Unpaved
- Parks
- Appleton TMA Urbanized Area
- Appleton TMA Planning Area

*Big idea connections data provided by feedback from local governments, community members and stakeholders during the 2020 Fox Cities Trail Summit conference. These connections have been adjusted to reflect community feedback as of 2021.

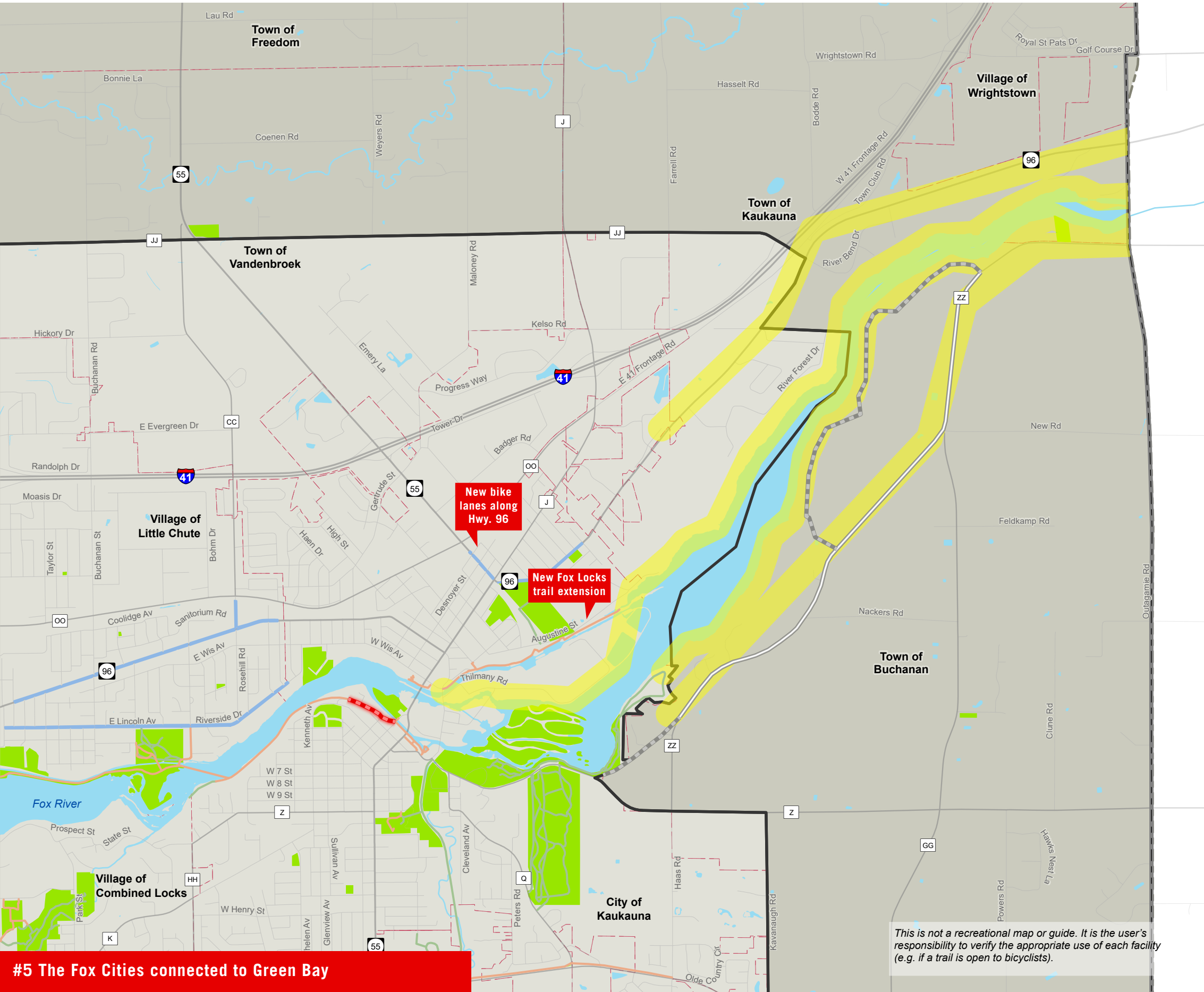
Source:
Bicycle and pedestrian facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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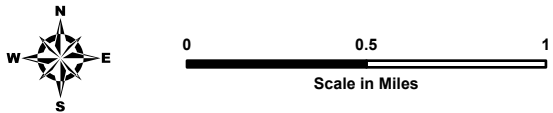
Map 5-5 Fox Cities Community Feedback: Big Idea #5



- Big Idea Connection
- Projects planned within 5 years
 - Trail
 - Bike Lane
- Long range projects planned over 5 years
 - Trail
 - Bike Lane
- Existing Network
 - Bike Lane
 - Off Road Paved
 - Off Road Unpaved
- Parks
- Appleton TMA Urbanized Area
- Appleton TMA Planning Area

*Big idea connections data provided by feedback from local governments, community members and stakeholders during the 2019 Fox Cities Trail Summit conference. These connections have been adjusted to reflect community feedback as of 2021.

Source:
Bicycle and pedestrian facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.

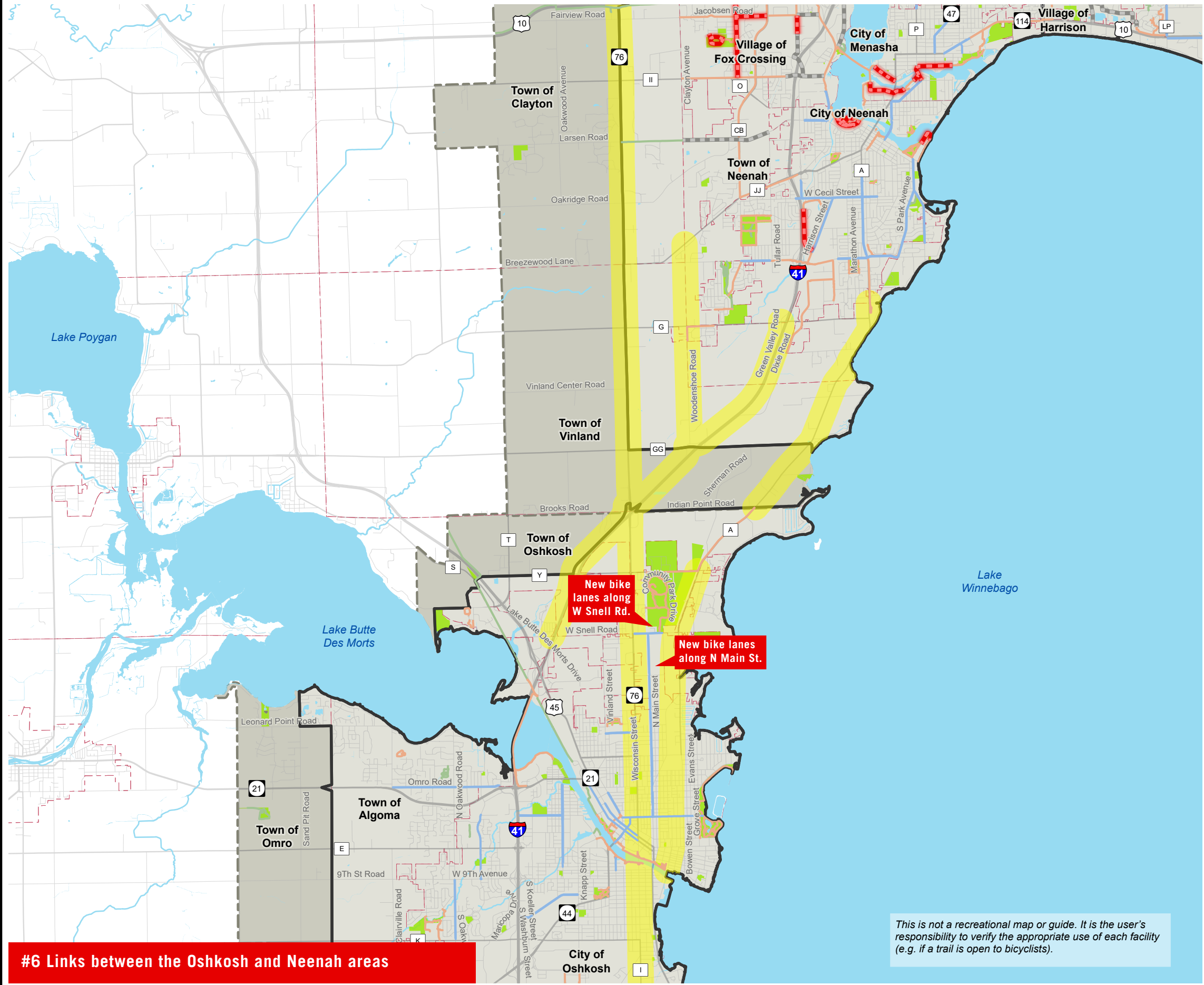


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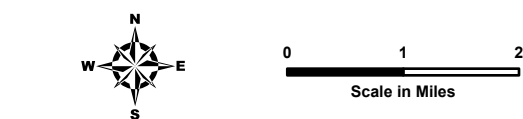
Map 5-6 Fox Cities Community Feedback: Big Idea #6



- Big Idea Connection
- Projects planned within 5 years
 - Trail
 - Bike Lane
- Long range projects planned over 5 years
 - Trail
 - Bike Lane
- Existing Network
 - Bike Lane
 - Off Road Paved
 - Off Road Unpaved
- Parks
- Appleton TMA/Oshkosh MPO Urbanized Area
- Appleton TMA/Oshkosh MPO Planning Area

*Big idea connections data provided by feedback from local governments, community members and stakeholders during the 2020 Fox Cities Trail Summit conference. These connections have been adjusted to reflect community feedback as of 2021.

Source:
Bicycle and pedestrian facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



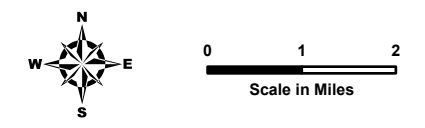
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Map 5-7 Appleton Transportation Management Area (TMA) Recommended Bicycle & Pedestrian Network

- Recommended Bicycle & Pedestrian Network
- Projects planned within 5 years
- Bike Lane
- Off Road Paved
- Off Road Unpaved
- Appleton TMA Urbanized Area
- Appleton TMA Planning Area

Source:
Planned and Existing bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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Map 5-8 Appleton Transportation Management Area (TMA) Planned Bicycle & Pedestrian Facilities

Projects planned within 5 years

- Trail
- Bike Lane

Long range projects planned over 5 years

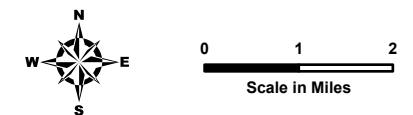
- Trail
- Bike Lane

Existing Network

- Bike Lane
- Off Road Paved
- Off Road Unpaved

- Appleton TMA Urbanized Area
- Appleton TMA Planning Area

Source:
Planned and Existing bicycle facility data provided by ECWRPC and
Local Municipalities, 2021. TMA boundary provided by WisDOT/
ECWRPC, 2010. Base data provided by Regional Counties, 2021.



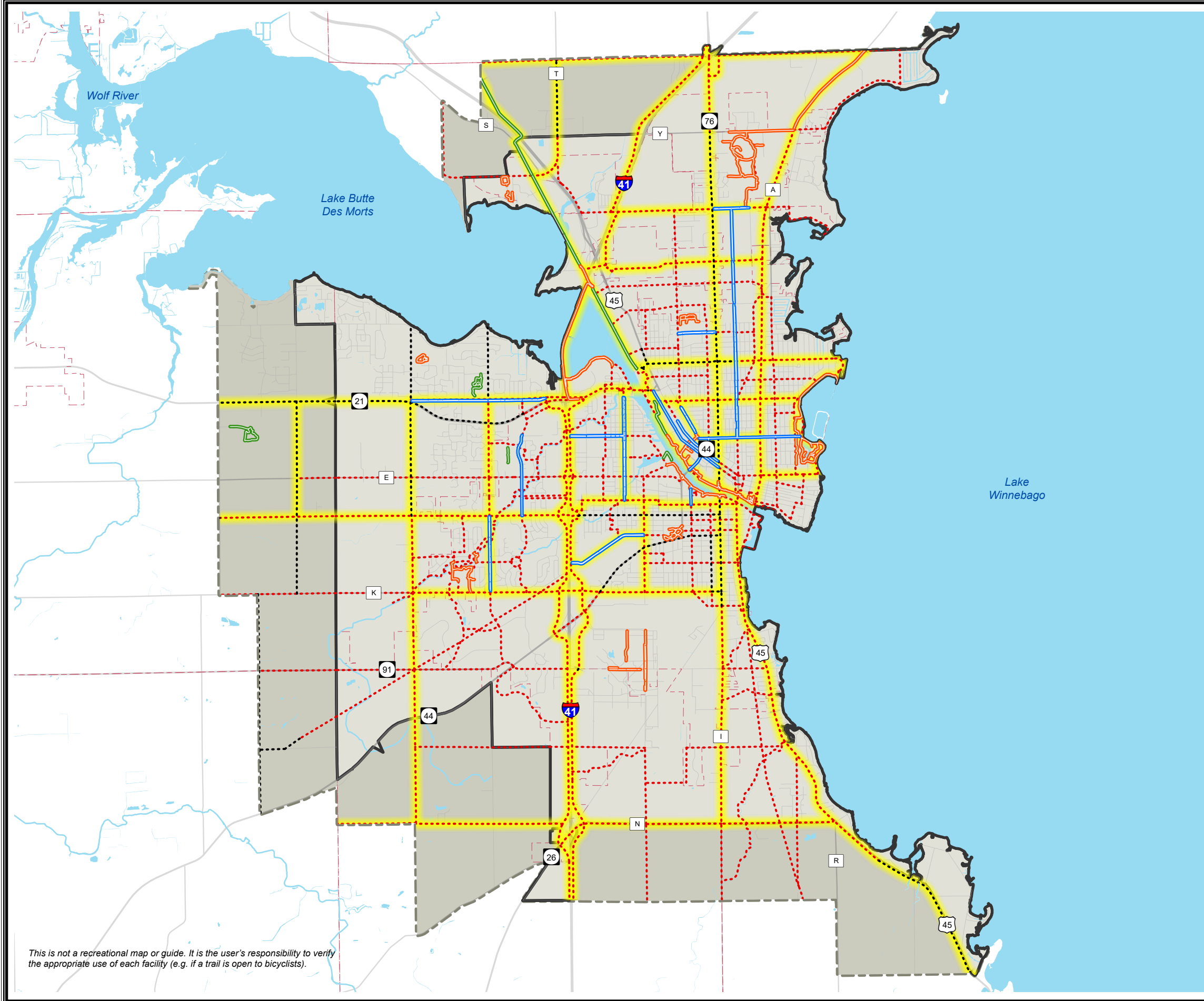
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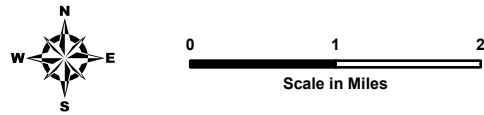
*This is not a recreational map or guide. It is the user's
responsibility to verify the appropriate use of each facility
(e.g. if a trail is open to bicyclists).*

Map 5-9
Oshkosh Metropolitan
Planning Organization (MPO)
Recommended Bicycle &
Pedestrian Network



- Recommended Bicycle & Pedestrian Network
- Recommended Facility: 2017 Winnebago County Bicycle & Pedestrian Plan
- Recommended Facility: 2019 City of Oshkosh Bicycle & Pedestrian Plan
- Bike Lane
- Off Road Paved
- Off Road Unpaved
- Oshkosh MPO Urbanized Area
- Oshkosh MPO Planning Area

Source:
Recommended bicycle facility data provided by City of Oshkosh, 2019 and Winnebago County, 2017. Existing bicycle facility data provided by ECWRPC and Local Municipalities, 2021. TMA boundary provided by WisDOT/ECWRPC, 2010. Base data provided by Regional Counties, 2021.



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This is not a recreational map or guide. It is the user's responsibility to verify the appropriate use of each facility (e.g. if a trail is open to bicyclists).



CHAPTER 6

IMPLEMENTATION & FINANCING



IMPLEMENTING AGENCIES

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

The Appleton (Fox Cities) and Oshkosh Bicycle and Pedestrian Steering Committee, which was established after adoption of the 2014 *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan*, will continue to meet on a regular basis. This committee is responsible for selecting recommendations and projects from the plan to implement on an annual basis through an action plan that is adopted on an annual basis. The steering committee will also continue to provide guidance and feedback to East Central staff on 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 TMA and Oshkosh MPO Technical Advisory Committees (TAC) and ECWRPC's Transportation Committee regarding implementation activities related to the bicycle and pedestrian plan.

The Plan is guided by an implementation plan. The implementation plan, shown in Tables 6-1 through 6-6, shows the activities that could be implemented over next five years.

Role of East Central Wisconsin Regional Planning Commission

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

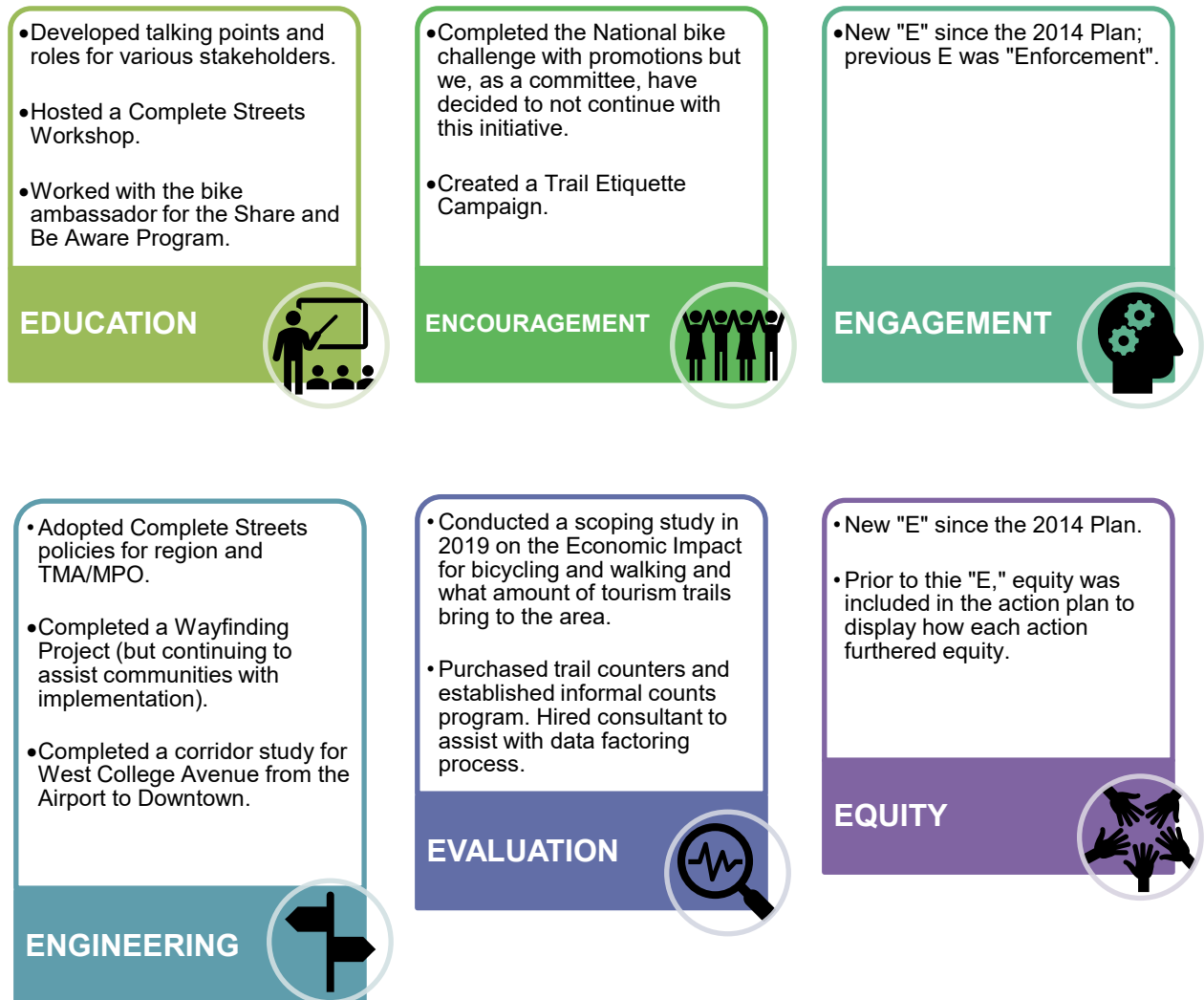
- monitoring and analyzing performance measures;
- assisting communities with implementation of bicycle and pedestrian facilities and programs;
- developing an annual benchmarking report to measure progress;
- developing a consistent marketing message regarding bicycle and pedestrian education;
- engaging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

TRACKING PROGRESS, EVALUATION, AND PERFORMANCE MEASURES

Accomplishments from 2014 Plan

Chapter 3 discusses an overall increase in facility miles between the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan—2014* and this 2021 update. Figure 6-1 highlights the accomplishments during this timeframe. During the life of the 2014 plan, progress was evaluated annually to determine actions for the subsequent years. ECWRPC and the Appleton (Fox Cities) TMA and Oshkosh Bicycle and Pedestrian Advisory Committee will continue to evaluate progress on an annual basis.

Figure 6-1: Accomplishments 2014-2021



Measuring Progress

The recommendations presented in this plan will provide the Appleton (Fox Cities) TMA and Oshkosh MPO and the local municipalities with the tools needed to develop an effective regional bicycle and pedestrian network. After a plan is complete (or updated) 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, bicycle and



Measuring progress, like miles of facilities added, helps track improvements on bikeability, walkability, and overall movability.

pedestrian count data, etc.) on an annual basis. Recommendations and actions for the 6 E's (Education, Encouragement, Engagement, Engineering, Equity and Evaluation) are outlined in Tables 6-1 through 6-6 (found at the end of this chapter). Within each recommendation/action there is a metric that will be evaluated. Depending on the item, this metric may be evaluated as a one-time value or as an ongoing value.

Performance Measures

Performance measures examine the effectiveness of agency policies, projects, and programs. They serve as a tool for building agency accountability. Knowing what to measure is important, since it will guide the allocation of resources to meet performance measure objectives.

State DOTs work with FHWA to establish and track safety performance measures as part of their Highway Safety Improvement Program (HSIP). The following performance measures are used by Wisconsin DOT to track and measure safety performance as five-year rolling averages, and are included in the Appleton TMA and Oshkosh MPO Long-Range Transportation Plans (LRTP) and the TMA's and MPO's Transportation Improvement Programs (TIP):

- Number of fatalities (all modes)
- Rate of fatalities (all modes) per 100 million VMT
- Number of serious injuries (all modes)
- Rate of serious injuries (all modes) per 100 million VMT
- Number of non-motorized fatalities and serious injuries

In addition to the performance measures above, the Complete Streets policies adopted by ECWRPC outline additional metrics:

- Miles of bicycle and pedestrian infrastructure built.
 - Facilities counted will include sidewalks, bike lanes, trails (on- and off-road), sharrows, and wide paved shoulders.
- Number and location of bicycle and pedestrian wayfinding signage adequately placed.
- Annual ridership of GO Transit and Valley Transit.
- Number of bicyclists and pedestrians using facilities.
- Number of local units of government in each MPO that adopt their own Complete Streets policies.
- Population impacted by Complete Streets facilities improvements.
- Percentage of roadways within each MPO with Complete Street facilities.
- Equitable distribution of Complete Streets facilities.

Further information on performance measures can be found in ECWRPC's Congestion Management Process Plan and the long-range transportation plans for the Appleton (Fox Cities) TMA and Oshkosh MPO.

FINANCING

Funding and financing of a bicycle and pedestrian infrastructure project depends on the individual project. Typically, it is more efficient at a local level to build in the cost of bicycle and pedestrian accommodations into a reconstruction or resurfacing project rather than retrofitting at a later time as a separate 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, when applicable, incorporate the addition or repair of facilities during roadway construction or reconstruction projects. However, it is important to note that some bicycle and pedestrian projects may involve special assessments to homeowners, which may result in undue financial burdens. As bicycle and pedestrian facilities benefit the entire community, municipalities should consider specialized taxes to cover the cost of those facilities. For example, the City of Neenah implemented a Transportation Assessment Replacement Fee to cover the costs of sidewalk construction, in addition to street resurfacing and street reconstruction projects, in lieu of special assessments.

County and Local Capital Improvement Programs (CIPs)

As roadways are scheduled for reconstruction or resurfacing, bicycle and pedestrian infrastructure accommodations should be considered as it is much more cost effective to include these facilities as part of the project. These costs can be included in the CIP as part of the overall roadway project's cost.

Surface Transportation Block Grant Program

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. (<https://www.fhwa.dot.gov/specialfunding/stp/>)

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a federal program for projects that meet eligibility criteria for bicycle- and pedestrian-related projects used for transportation purposes. TAP projects within the jurisdiction of a Transportation Management Area are selected at the regional level by TMAs. (<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>)

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is intended 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 funds 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. (<https://safety.fhwa.dot.gov/hsip/>)

Recreational Trails Aid 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. Project sponsors may be reimbursed for up to 50 percent of eligible project costs. (<https://dnr.wi.gov/Aid/RTP.html>)

Wisconsin Department of Natural Resources Knowles-Nelson Stewardship Funds

The Knowles-Nelson Stewardship Funds help fund land acquisition and recreational facility development. (<https://dnr.wi.gov/topic/stewardship/>)

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 promote the principals of active living including non-motorized transportation. Other related calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to the promotion of trails and other non-motorized facilities. (<https://www.rwjf.org/en/how-we-work/grants-explorer.html>)

Local Hospitals and Healthcare Organizations

A majority of hospitals and health care organizations within the United States currently operate as nonprofit organizations and are exempt from most federal, state, and local taxes as a result of this status. To maintain this status, hospitals and health care organizations need to complete a number of requirements, including developing a Community Health Needs Assessment (CHNA) and supporting community initiatives that are consistent with their CHNA.

Public Private Partnerships

As federal and state funds become more competitive for local communities, it is recommended that communities in the region 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 local match for state and federal grant program, 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 reduce the business' health insurance costs and the employees are also more productive. Local health insurance companies are interested in having healthy employees, as it reduces their health insurance claims related to chronic diseases.

David L. and Rita E. Nelson Family Fund and the Community Foundation for Fox Valley Region

The Nelson family donated more than \$100 million to the Community Foundation for the Fox Valley Region in 2017. Grants are awarded based on the interest of the family in the areas of parks, recreation, waterways, education, historic preservation, health care, community services and centers. The Community Foundation and the Nelson Family Fund provide funding to benefit causes primarily in the Fox Cities and Green Bay areas.

Website: <https://www.cffoxvalley.org/grants-scholarships/grants/grant-opportunities/>

CHAPTER WRAP UP

As with many plans, this Plan lays out framework for success. Through an established vision, and clear, attainable goals, ECWRPC, the bicycle and pedestrian advisory committee, and partners have a framework to guide the next five years and beyond. While the framework has been laid, it should be noted that a key to the success of plans is to be nimble and responsive to current conditions. ECWRPC recognizes that the conditions upon which this Plan was built could change, resulting in a different landscape. As a result, this Plan should be revisited on at least an annual basis or when key conditions change. Furthermore, the bicycle and pedestrian advisory committee reviews the action table and selects activities to undertake for the next year. The annual action plan may include activities beyond the table outline in the Plan as new opportunities arise.

FIVE-YEAR IMPLEMENTATION PLAN

Table 6-1: Equity

ACTION	MEASUREMENT	BASELINE DATA	TIMELINE	EQUITY COMPONENT	PARTNERS
Continue to conduct equity mapping on an annual basis to determine where bicycle and pedestrian facilities are being placed.	Creation of maps	Equity maps created for 2021 plan	Ongoing	Work with community members and local organizations with what data to collect; how to best utilize data	Local municipalities; local organizations
Annually engage people in updates on the bicycle and pedestrian plan.	Creation of annual engagement process	No formal process currently exists	1-3 years	Ensure attendance at a variety of events throughout the region; make events hosted through ECWRPC easy-to-access	Bicycle and pedestrian advisory committee
Conduct any engagement activities in accessible location, such as along transit lines, and schedule meetings at a time and day that is best for the majority of the people we are trying to reach.	Creation of a map of venues that are accessible	No formal map currently exists	Ongoing	In addition to accessible location, ensure events are close to the neighborhoods/communities most impacted by the project	Local organizations; local municipalities; Bicycle and Pedestrian Advisory Committee
Work with partners to translate applicable materials into Hmong and Spanish.	Number of materials translated	Not currently tracked	Ongoing	Create criteria for which documents are considered “vital” for purposes of translation	Local organizations
Work with and support communities to better understand bicycle and pedestrian facilities’ impacts on the population across jurisdictional boundaries.	Number of communities supported and reached	Not currently tracked	Ongoing	Include equity and access/accessibility in these conversations	Local municipalities; local organizations

Table 6-2: Education

ACTION	MEASUREMENT	BASLINE DATA	TIMELINE	EQUITY COMPONENT	PARTNERS
Create an interactive site/application for trail users.	Completion of the interactive site; number of users (once published)	Currently can access Fox Cities Trails Map and Winnebago County Trails map online	1-3 years	Ensure platform is ADA accessible	City of Appleton; municipalities; Bicycle and Pedestrian Advisory Committee
Continue to partner with Bike Fed and other organizations on offering Smart Cycling and League Cycling Instructor courses.	Number of courses offered; number of League Certified Instructors	Currently five League Certified Instructors in the region	Ongoing	Offer courses at various, easy-to-access locations	League of American Bicyclists, WI Bike Fed
Educate and invite local elected officials for a bicycling and walking experience.	Number of communities participating; number of elected officials participating	None	Timeline 3-5 years	Invite community members on these excursions to share their experiences	Local municipalities; Bicycle and Pedestrian Advisory Committee
Partner with organizations to offer education for drivers, bicyclists, and pedestrians.	Number of educational activities	Trail Etiquette Campaign	Ongoing	Consider working to have materials translated; ensure web-based materials are ADA accessible	Local advocacy organizations; Bicycle and Pedestrian Advisory Committee

Table 6-3: Encouragement

ACTION	MEASUREMENT/DATA SOURCE	BASLINE DATA/DATA SOURCE	TIMELINE	EQUITY COMPONENT	PARTNERS
Utilize built infrastructure and promote new built infrastructure to promote and increase physical activity and support exercise opportunities.	Increased County Health Ranking scores	See Current Conditions Chapter	Ongoing	Having access to safe facilities provides active living opportunities for those without access to a gym membership	Bicycle and Pedestrian Advisory Committee
Partner with Safe Routes to School on their Frequent Walker, Walking School Bus, and one-day walking/bicycling events.	Number of participating schools and students	SRTS keeps an ongoing inventory of participation	Ongoing	SRTS offers some of their materials in Spanish	
Work with communities and businesses to expand bicycle parking.	Number of bicycle parking added	2014 Bicycle and Pedestrian Plan data	Ongoing	Ensure bike parking is accessible and visible	Local businesses; local municipalities; Bicycle and Pedestrian Advisory Committee
Support events such as Cycloviva/Open Streets, bike tours, and slow rolls. Encourage municipalities to share their event process and procedures for successful events to other municipalities to incorporate in their region.	Number of activities/events	Monthly slow rolls in Oshkosh	3-5 years	Ensure events are advertised widely and shared out with community partners; translate promotional materials	Local municipalities; local organizations
Conduct and encourage implementation of a study on bike share programs.	Completed study; number of bike share programs started	No current formal bike share program; 1 scooter share program currently being piloted in Appleton	1-3 years	Work with health departments and advocacy organizations to ensure affordable/subsidized options are available	Local municipalities; health departments; advocacy organizations
Promote the Bicycle Benefits program.	Number of participating businesses	77 registered businesses in September 2021	Ongoing	Ensure all businesses are aware this program exists	WI Bike Fed; local businesses, Bicycle and Pedestrian Advisory Committee

ACTION	MEASUREMENT/DATA SOURCE	BASELINE DATA/DATA SOURCE	TIMELINE	EQUITY COMPONENT	PARTNERS
Try to get local Law Enforcement involved in some of these events.	Number of events with police assisting at events (like bicycle rodeos)	Already a presence at some community events	Ongoing	Build positive relationships with community members	Local police departments; local organizations; municipalities
Encourage communities to see their facilities as important year-round. Support communities in the creation of overall maintenance plans, including winter maintenance.	Number of communities performing winter maintenance on bicycle and pedestrian facilities	Not currently tracked	Ongoing	Work with communities to maintain facilities used as transportation across municipal boundaries	Local municipalities; Bicycle and Pedestrian Advisory Committee

Table 6-4: Engagement

ACTION	MEASUREMENT	BASELINE DATA	TIMELINE	EQUITY COMPONENT	PARTNERS
Continue to keep track of police bicycle patrols and support as needed.	Number of communities with police bicycle patrol	Neenah police bicycle patrol	Ongoing		
Increase community presence by being at community events. i.e. more attendance from Local Health Departments, Municipal planning organizations, Parks & Recreation, ECWRPC.	Number of events attended	Attended 1 event in 2021	Ongoing	Have presence as a variety of events throughout the region	Bicycle and Pedestrian Advisory Committee; local municipalities
Provide an annual update of the plan and the plan's progress to community members.	Completion of an update	N/A	1-3 years (will coordinate with State of the System through ECWRPC); ongoing after that	Online presentation should be ADA accessible;	Bicycle and Pedestrian Advisory Committee
Continue to work with partner organizations, including businesses and health departments.	Number of partner organizations engaged	Not currently tracked	Ongoing	Work with a wide array of partners throughout the region	Community organizations; Bicycle and Pedestrian Advisory Committee

Table 6-5: Engineering

ACTION	MEASUREMENT	BASELINE DATA	TIMELINE	EQUITY COMPONENT	PARTNERS
Examine the following corridors for additional study: County Highway A (Neenah to Oshkosh); Highway 47 (Menasha through Appleton); the Big Ideas connections from 2020 Trail Summit	Number of studies conducted	High Cliff Study (from Big Ideas) is already underway	1-10 years+	Ensure community engagement and inclusion throughout the process. Work with those communities and areas that are most directly impacted by the project	Local municipalities; Bicycle and Pedestrian Advisory Committee; WisDOT; WDNR; nonprofits; community organizations; community members
Continue to expand public and private partnerships to develop bicycle and pedestrian facilities, including bicycle repair stations and wayfinding signage.	Number of partners engaged	Not currently measured	Ongoing	Work with a wide array of partners throughout the region	Local businesses and organizations; Bicycle and Pedestrian Advisory Committee; local municipalities
Continue to support communities with implementing wayfinding signage.	Number of wayfinding signage installed	Currently ~80 signs in the region installed	Ongoing	Place signage throughout the region	Local municipalities; local funders (as applicable)
Continue to work with the Appleton TMA and Oshkosh MPO to revise the STBG Urban process for bicycle and pedestrian projects.	Number of funded projects; a documented updated process	Have a current ranking and selection process in place	1-3 years (next cycle is anticipated to start in 2023)	Include equitable access in the criteria to ensure all neighborhoods have the ability to benefit from bike/ped facilities; require project meetings be held in easy-to-access locations for those most impacted by the project	Local municipalities; Bicycle and Pedestrian Advisory Committee
Work with local municipalities on revising land use and density policies.	Number of policies reviewed	Not currently measured	3-5+ years	Include community input; consider health impact assessment	Local municipalities
Develop an active transportation model.	Creation of a model	No model in place	3-5 years	Involve community members in the process	Local municipalities; Bicycle and Pedestrian Advisory Committee

ACTION	MEASUREMENT	BASELINE DATA	TIMELINE	EQUITY COMPONENT	PARTNERS
Develop a Complete Streets toolkit.	Development an online resource for communities	Have a policy in place, but no toolkit	1-3 years	Include equity measurements and mapping in the toolkit	Local municipalities; Bicycle and Pedestrian Advisory Committee; local organizations
Continue to work with communities to adopt their own Complete Streets policies.	Number of communities adopting their own Complete Streets policy	Currently two with policies (Appleton and Grand Chute)	Ongoing	Ensure communities are taking equitable access into account when adopting their policies. Conduct regular mapping to see where facilities exist and where there are gaps in facilities.	Local municipalities
Support the expansion of sidewalk connectivity throughout the region.	Number of gaps addressed	Beyond mapping, no measurements currently tracked	Ongoing	Work with neighborhoods impacted by lack of connectivity	Local municipalities
Conduct a Feasibility and Master Plan for a corridor connecting municipalities from Menasha to High Cliff State Park.	A finalized study and master plan	N/A	1-3 years	Conduct extensive community outreach; have broad representation on the stakeholder group	Consultant, local municipalities; WisDOT; WDNR; Bicycle and Pedestrian Advisory Committee

Table 6-6: Evaluation

ACTION	MEASUREMENT	BASELINE DATA	TIMELINE	EQUITY COMPONENT	PARTNERS
Use information provided by Toole Design Group to develop continuous count procedures. (i.e. establishing regular count locations to visit on a rotational short-term basis)	New counting and factoring process established	Currently have a counts program, but factoring is not currently conducted	1-3 years	Continue to conduct counts throughout the region	Local municipalities
Work with consultant on economic impact study.	Completed economic impact study	Project kicked off in 2021; scoping study completed in 2019	1-3 years	Keep community members engaged throughout the process; consider equity as a vital component during the study	Consultant; local organizations and agencies; Bicycle and Pedestrian Advisory Committee
Keep track of number of new wayfinding signs installed.	Formal tracking of wayfinding signage/inventory	~80 signs currently installed	Ongoing	In addition to number of signs, look for placement and gaps in signage	Local municipalities
Annually track miles of new bicycle and pedestrian facilities installed.	Miles of facilities	2021 Bicycle and Pedestrian Plan data	Ongoing	In addition to mileage, consider to look at disparities that exist in the network and in access to community facilities	Local municipalities
Continue to collect usage counts on both on-road and off-road bicycle and pedestrian facilities.	Counts on facilities	Currently conducting counts	Ongoing	Continue to conduct counts throughout the region	Local municipalities
Track number and types of engagement activities being conducted.	Number of engagement activities	Not currently tracking other than outreach/engagement	Ongoing	Look for types of events and locations of events to ensure	Local municipalities;

ACTION	MEASUREMENT	BASELINE DATA	TIMELINE	EQUITY COMPONENT	PARTNERS
		events for plan-based activities		presence throughout the region	local organizations
Create a template to track activities completed on an annual basis along with applicable metrics.	Creation of a template	Currently, ECWRPC does an annual report; provides data as necessary	1-3 years (coordinate with ECWRPC's State of the System report)	Consider translation of document; ensure web-based materials are ADA accessible	Bicycle and Pedestrian Advisory Committee
Track activities completed on an annual basis with applicable metrics.	Creation of activity tracker	Planning-related activities already tracked	Ongoing	Examine location and types of events to ensure all communities are being reached	Bicycle and Pedestrian Advisory Committee
Issue key data and progress on a regular basis. (i.e. through a brochure, infographic, etc.)	Creation of a document to communicate progress	Data is conveyed through ECWRPC's annual report	1-3 years (coordinate with ECWRPC's State of the System report)	Consider translation of document; ensure web-based materials are ADA compliant	Bicycle and Pedestrian Advisory Committee



APPENDICES



APPENDIX A

LISTING OF COMMUNITY PLANS

APPENDIX A: LISTING OF COMMUNITY PLANS

Appleton TMA

Appleton

- City of Appleton Comprehensive Outdoor Recreation Plan, 2019-2023
- City of Appleton Trails Master Plan

Fox Crossing

- Village of Fox Crossing Comprehensive Outdoor Recreation Plan, 2017-2021

Grand Chute

- Town of Grand Chute Pedestrian and Bicycle Strategy
- Town of Grand Chute Comprehensive Outdoor Recreation Strategy 2019-2023

Greenville

- Greenville Comprehensive Plan 2040, Appendix H: Bicycle and Pedestrian Plan
- Greenville Comprehensive Outdoor Recreation Plan 2015-2019

Harrison

- Town and Village of Harrison Comprehensive Outdoor Recreation Plan 2015-2019

Menasha

- City of Menasha Comprehensive Outdoor Recreation Plan 2020-2024

Neenah

- City of Neenah Comprehensive Outdoor Recreation Plan 2015-2019

Oshkosh MPO

City of Oshkosh

- City of Oshkosh Bicycle and Pedestrian Master Plan



APPENDIX B

LEGAL NOTICE

**STATE OF WISCONSIN
BROWN COUNTY**

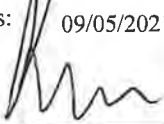
EAST CENTRAL WI PLANNING COMM

400 AHNAIP ST STE 100

MENASHA WI 549523388

I, being duly sworn, doth depose and say I am an authorized representative of the Appleton Post Crescent, a newspaper published at Appleton, Wisconsin and that an advertisement of which the annexed is a true copy, taken from said paper, which was published therein on:

Account Number: GWM-N5251
Order Number: 0004896637
Total Ad Cost: \$36.38
Published Dates: 09/05/2021

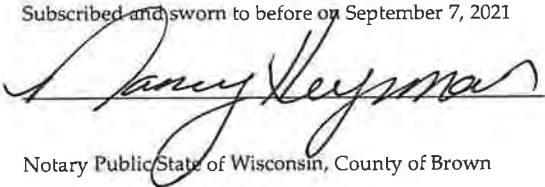


Legal Clerk

State of Wisconsin

County of Brown

Subscribed and sworn to before on September 7, 2021



Notary Public State of Wisconsin, County of Brown

5.15.23

My Commission Expires

of Affidavits: 1

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Notary Public
State of Wisconsin

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NOTICE OF OPPORTUNITY TO
REVIEW APPLETON (FOX CITIES)
TMA AND OSHKOSH MPO BICYCLE
AND PEDESTRIAN PLAN UPDATE
East Central Wisconsin Regional Plan-
ning Commission, the Metropolitan Plan-
ning Organization (MPO) for the
Appleton Transportation Management
Area, has prepared an update to its
Appleton (Fox Cities) TMA and Oshkosh
MPO Bicycle and Pedestrian Plan. The
bicycle and pedestrian plan has been de-
veloped in consultation with various
federal, state and local agencies in an
effort to improve and increase access for
bicyclists and pedestrians within these
urbanized areas.

This update will provide the necessary
information in the interim of the major
update that will take place when the
2020 decennial U.S. Census is released.
The Appleton (Fox Cities) TMA and Osh-
kosh MPO Bicycle and Pedestrian Plan
can be found online at:

<https://www.ecwrpc.org/programs/transportation/bicycle-and-pedestrian-planning/>

A 30-day public review and comment pe-
riod for the bicycle and pedestrian up-
date will commence on Sunday, Septem-
ber 5 and end on Monday, October 5,
2021. Please contact East Central
Wisconsin Regional Planning Commis-
sion at (920)751-4770 with any ques-
tions and forward any comments to the
Commission at 400 Ahnaip Street, Suite
100, Menasha, WI 54952-3311 or to kbie-
dermann@ecwrpc.org.

Run: September 5, 2021 WNAXLP

EAST CENTRAL WI PLANNING COMM

Oshkosh
Northwestern
media
A GANNETT COMPANY

STATE OF WISCONSIN
BROWN COUNTY

EAST CENTRAL WI PLANNING COMM

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MENASHA WI 549523388

Being duly sworn, doth depose and say that she/he is an
authorized representative of the Oshkosh Northwestern, a daily
newspaper published in the city of Oshkosh, in Winnebago
County, Wisconsin, and that an advertisement of which the
annexed is a true copy, taken from said paper, which published in
editions dated

NOTICE OF OPPORTUNITY TO REVIEW
APPLETON (FOX CITIES) TMA AND OSHKOSH MPO
BICYCLE AND PEDESTRIAN PLAN UPDATE

East Central Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the Appleton Transportation Management Area, has prepared an update to its Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan. The bicycle and pedestrian plan have been developed in consultation with various federal, state and local agencies in an effort to improve and increase access for bicyclists and pedestrians within these urbanized areas. This update will provide the necessary information in the interim of the major update that will take place when the 2020 decennial U.S. Census is released. The Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan can be found online at: <https://www.ecwrpc.org/programs/transportation/bicycle-and-pedestrian-planning/>. A 30-day public review and comment period for the bicycle and pedestrian update will commence on Sunday, September 5 and end on Monday, October 5, 2021. Please contact East Central Wisconsin Regional Planning Commission at (920)751-4770 with any questions and forward any comments to the Commission at 400 Ahnaip Street, Suite 100, Menasha, WI 54952-3311 or to kbiedermann@ecwrpc.org.
Run: September 5, 2021

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Account Number: GWM-N5251
Order Number: 0004896483
Total Ad Cost: \$26.03
Published Dates: 09/05/2021

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State of Wisconsin

County of Brown

Subscribed and sworn to before on September 7, 2021

Notary Public State of Wisconsin, County of Brown

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of Affidavits: 1
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Notary Public
State of Wisconsin

EAST CENTRAL WI PLANNING COMM
Re: Bicycle and Pedestrian Plan

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APPENDIX C

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MINUTES

SUMMARY OF PROCEEDINGS

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

DATE: Thursday, October 14, 2021

TIME: 10:00 a.m.

PLACE: Virtual

Committee Members Present:

Mike Kading..... City of Neenah Parks and Recreation Department
Susan Garcia Franz..... Winnebago County Health Department
Tom Flick.....City of Appleton Parks, Recreation, and Facilities Management Department
Alexa Naudziunas City of Oshkosh
Tom Walsh..... Community Member

Staff Members Present:

Ashley Tracy..... ECWRPC
Kim Biedermann ECWRPC
Wilhelmina Paustian..... ECWRPC
Katie Livernash ECWRPC
Matt Halada..... ECWRPC

Others Present

Holly Femal Village of Kimberly

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

Ms. Biedermann welcomed attendees and noted that the meeting was posted in compliance with State Statutes regarding Open Meetings Requirements. The meeting was called to order at 10:02 a.m.

2. Review and action on the summary of proceedings from the June 10, 2021 meeting

Ms. Naudziunas made a motion to approve the summary of proceedings, Ms. Garcia Franz made a second. Motion passed unanimously.

3. Bike Share Presentation-

Ms. Femal from the Village of Kimberly is working with contact at B Cycle to look into bike share programs, which could become a regional program. Looked at B Cycle because they have Trek bikes and those are located right in Wisconsin. Be Cycle takes care of all of the maintenance and they redistribute bikes throughout town. Each program tailored uniquely to the community. 13 municipalities could partner to have about 120 bikes throughout the fox valley. \$2,500 per bike and \$1635 per hub. Could put them in Oshkosh and the Fox Cities.

4. Updates

- a. **Safe Routes Update-** 67 schools participated in Walk to School Day, 17 schools participating in the Frequent Walker Program, and 6 schools are participating in the Frequent Walker Program. Staff is working with the Appleton School District to review hazardous busing around Houdini Elementary School and Ferber Elementary School. Staff is in the process of writing a Safe Routes to School Local Action Plan. They completed walk and bike audits this fall and sent out a parent survey to learn more about safety concerns. The bicycle playground at Clovis Grove Elementary School got pushed back until the spring. ECWRPC is in the process of hiring two SRTS/ Transportation Planners.
- b. **Economic Impact-** hired a consultant, had one meeting and next meeting will have an advisory committee to provide input on what they would like to see from the economic impact study and public will also be able to provide input.
- c. **Data factoring-** hired Toole Design group and they created a data factoring process for us to follow. Turned counts into a 365-day picture by looking at hour of day, day of week, month of year to provide a better understanding how those factors impact bike/ped usage.
- d. **STEP Action Plan-** Result of a workshop looking at uncontrolled and midblock crossings. Looks at different countermeasures to improve pedestrian crossing safety. Created action plan for the region and included recommendations to further enhance pedestrian crossings and safety.
- e. **High Cliff Connection-** Working with HKGI on this project. They created a website that we will be launching in the near future. Provides a timeline, project partners, shares upcoming pop up events to meet people where they are at, 100 people engaged at the Neenah farmers market. Interactive maps are being used to engage people. People can put points in at places they would like to get to with the connection and what concerns they might have. Also has a community survey on the website.
- f. **Transportation Alternatives Program Update-** The program application has been released, with Jenny Nelson as the temporary WisDOT contact. There are two pools of funding: one at State and one for the Appleton TMA.

5. Bicycle and Pedestrian Plan Update

In September, the Bicycle and Pedestrian plan went under a 30-day public review period, and three accompanying virtual presentations were given. Edits were made to the plan based on public comment and feedback from those public meetings. To date, the plan has been finalized with edits, which will be taken to the full Commission for final approval at the end of October. Mr. Flick made a motion to recommend approval to the Commission, with a second from Mr. Kading. Motion passed unanimously.

6. Community Sharing

- Ms. Naudziunas noted that the Oshkosh BPAC continues to meet monthly, with the next meeting scheduled for October 19, 2021.

- Ms. Garcia Franz announced that the Sunnyview Expo Center still has Walk in Wednesday for Covid vaccines, and they are still reviewing transportation issues for those who need to get tested or vaccinated.
- Mr. Flick reported that Neenah Papers Plant in downtown Appleton has closed and that results in a hold on the Rita Nelson River Crossing from Water St. to Pullmans Restaurant. They will not finalize any documents because they are in transition of selling the property. They are going to change funding at City level that was for the river crossing and will be working on another river trail development that could start construction in 2022 if it is approved.
- Mr. Walsh reported that sidewalks and bike lanes from tunnel of CE by the YMCA to Eisenhower are completed. Emmons Rd will be done next year. Would like to see a trail on Eisenhower from CE all the way to KK.

7. Adjourn

Mr. Walsh motioned to adjourn, Mr. Flick seconded the motion. The motion passed unanimously. The meeting adjourned at 11:04am.



APPENDIX D

TRANSPORTATION COMMITTEE RESOLUTION

PROPOSED RESOLUTION NO. 27-21

APPROVAL OF THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA (TMA) AND OSHKOSH METROPOLITAN PLANNING ORGANIZATION (MPO) BICYCLE AND PEDESTRIAN PLAN - 2021

WHEREAS, East Central Wisconsin Regional Planning Commission is the designated Transportation Management Area (TMA) and Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) and Oshkosh Urbanized Areas, and charged with conducting cooperative, comprehensive and continuing urban transportation planning as prescribed by federal and state law; and

WHEREAS, the *Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan - 2021* provides a mechanism for guiding, coordinating, and implementing the efforts of local organizations concerned with bicycle and pedestrian accommodations; and

WHEREAS, the organization's staff has worked with and will continue to work with municipality representatives, health professionals, school representatives, advocacy organizations, the Wisconsin Department of Transportation, the Appleton TMA and Oshkosh MPO Bicycle and Pedestrian Steering Committee, and a variety of bicycle and pedestrian stakeholders; and

WHEREAS, all required public participation procedures have been followed; now therefore

BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION:

Section 1: That the Commission approves the *Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan - 2021*.

Effective Date: October 29, 2021

Prepared For: Transportation Committee

Prepared By: Kim Biedermann, Senior Planner

PROPOSED RESOLUTION NO. 27-21

Kara J Homan

Kara J Homan (Oct 28, 2021 09:40 CDT)

Kara Homan, Chair

Steve Gueths

Steve Gueths (Nov 1, 2021 11:02 CDT)

Steve Gueths

Kay Miller

Kay Miller (Oct 21, 2021 14:09 CDT)

Kay Miller

John G Zorn

John G Zorn (Oct 21, 2021 18:55 CDT)

John Zorn (Alt. Martin Farrell)

David Vickman for

David Vickman for (Oct 21, 2021 14:13 CDT)

Ron McDonald

Jeff Nooyen

Jeff Nooyen (Oct 21, 2021 14:19 CDT)

Jeff Nooyen

Robert Keller

Robert Keller (Oct 21, 2021 16:54 CDT)

Robert Keller, Vice Chair

TOM KAUTZA

TOM KAUTZA (Oct 21, 2021 18:49 CDT)

Tom Kautza

Dick Koeppen

Dick Koeppen (Oct 21, 2021 11:10 CDT)

Dick Koeppen

JILL MICHAELSON

JILL MICHAELSON (Oct 21, 2021 14:28 CDT)

Jill Michaelson

Donna Kalata



APPENDIX E

COMMISSION RESOLUTION

RESOLUTION NO. 27-21

APPROVAL OF THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA (TMA) AND OSHKOSH METROPOLITAN PLANNING ORGANIZATION (MPO) BICYCLE AND PEDESTRIAN PLAN - 2021

WHEREAS, East Central Wisconsin Regional Planning Commission is the designated Transportation Management Area (TMA) and Metropolitan Planning Organization (MPO) for the Appleton (Fox Cities) and Oshkosh Urbanized Areas, and charged with conducting cooperative, comprehensive and continuing urban transportation planning as prescribed by federal and state law; and

WHEREAS, the *Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan - 2021* provides a mechanism for guiding, coordinating, and implementing the efforts of local organizations concerned with bicycle and pedestrian accommodations; and

WHEREAS, the organization's staff has worked with and will continue to work with municipality representatives, health professionals, school representatives, advocacy organizations, the Wisconsin Department of Transportation, the Appleton TMA and Oshkosh MPO Bicycle and Pedestrian Steering Committee, and a variety of bicycle and pedestrian stakeholders; and

WHEREAS, all required public participation procedures have been followed; now therefore

BE IT RESOLVED BY THE EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION:

Section 1: That the Commission approves the *Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan - 2021*.

Effective Date: October 29, 2021

Prepared For: Transportation Committee

Prepared By: Kim Biedermann, Senior Planner



Jeff Nooyen (Nov 2, 2021 08:15 CDT)

Jeff Nooyen, Chair – Outagamie Co.

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