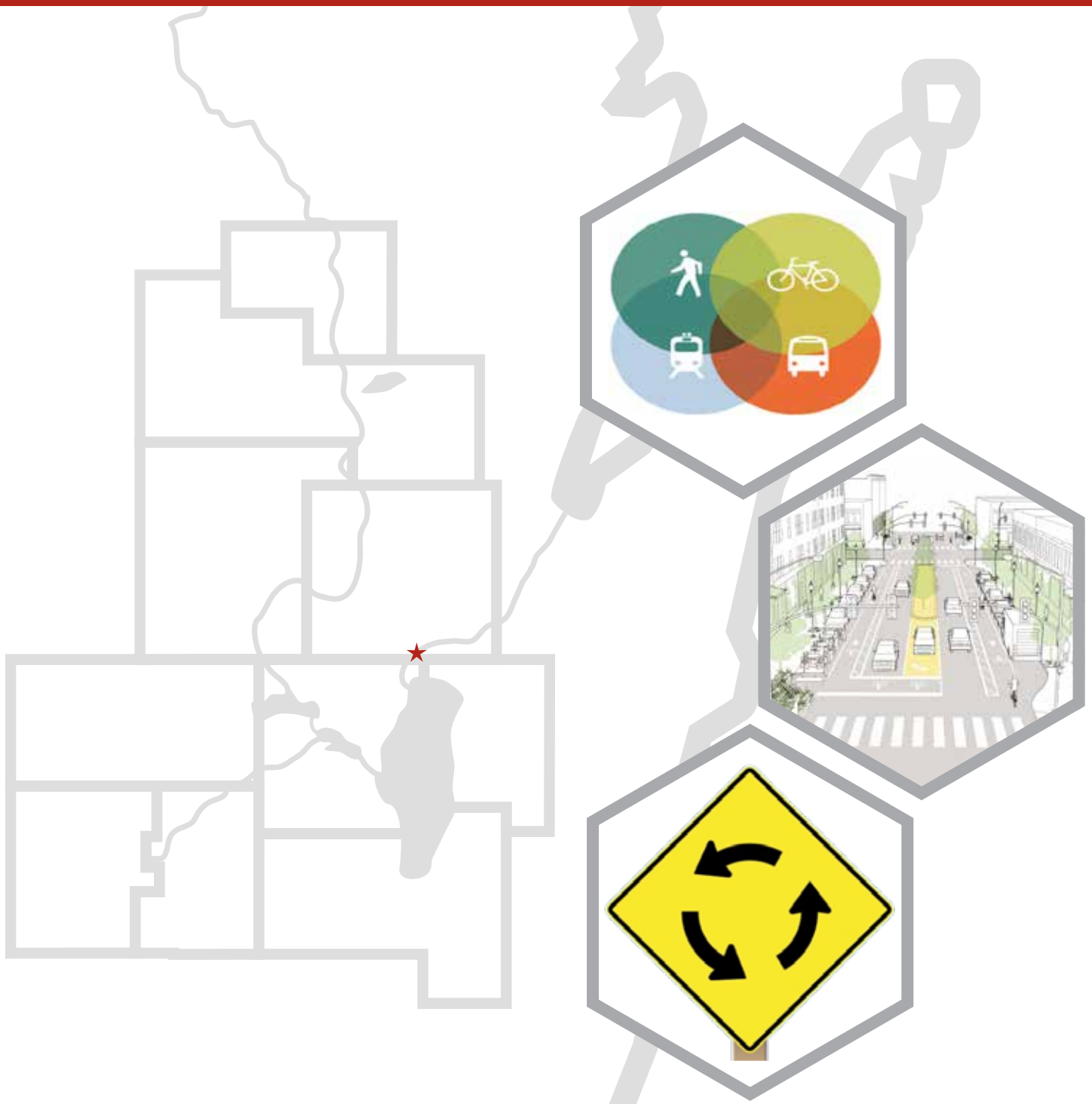
Appleton (Fox Cities) Transportation Management Area: Long Range Transportation / Land Use Plan
Appleton (Fox Cities) Urbanized Area
2020



Adopted
October 30, 2020

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

Appleton (Fox Cities)
Transportation Management Area

Long Range Transportation / Land Use Plan 2050

Approved October 30, 2020

Prepared by the
East Central Wisconsin Regional Planning Commission

ABSTRACT

TITLE:	Long-Range Transportation/Land Use Plan – 2050, Appleton (Fox Cities) Urbanized Area
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The *Long Range Transportation Plan* (LRTP) update is prepared to meet the requirements of the Fixing America's Surface Transportation (FAST) Act for long range transportation and land use planning in metropolitan areas across the United States. This Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.[1] The FAST Act continues the Metropolitan Planning program, [which] establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.[2] The LRTP addresses all modes of transportation with a 30 year planning horizon and is updated every 5 years. The MPO staff works in cooperation and coordination with the Wisconsin Department of Transportation (WisDOT), which is responsible for programming federally-assisted transportation projects statewide. The federal funding assistance to be programmed is provided by the FAST Act and is administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

[1] https://www.fhwa.dot.gov/fastact/.
[2] https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm.

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LIST OF ACROYNMS

Acronym	Full Spelling
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
APA	American Planning Association
AV	Autonomous Vehicle
CBD	Central Business District
CN	Canadian National Railroad
CPM	Capital Preventative Maintenance
CV	Connected Vehicle
DOA	Wisconsin Department of Administration
ECWRPC	East Central Wisconsin Regional Planning Commission
FAST Act	Fixing America's Surface Transportation Act (current federal transportation law)
FDLAT	Fond du Lac Area Transit
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IoT	Internet of Things
LRTP	Long Range Transportation Plan
MAP21	Moving Ahead for Progress in the 21st Century (prior federal transportation law)
MPO	Metropolitan Planning Organization
MSP	Mobility Service Provider
NHFN	National Highway Freight Network
NHS	National Highway System
NTD	National Transit Database
PASER	Pavement Surface Evaluation and Rating System
SRTS	Safe Routes to School Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management Plan
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TNC	Transportation Network Company
UZA	Urbanized Area
VMT	Vehicle Miles Traveled
WisDOT	Wisconsin Department of Transportation
WISLR	Wisconsin Information System for Local Roads

EXECUTIVE SUMMARY

PLAN PURPOSE

The *Long Range Transportation Plan* (LRTP) update is prepared to meet the requirements of the Fixing America's Surface Transportation (FAST) Act for long range transportation and land use planning in metropolitan areas across the United States. This Act authorizes $305 billion over fiscal years 2016 through 2020 for:

- Highways
- Highway and motor vehicle safety
- Public transportation
- Motor carrier safety
- Hazardous materials safety
- Rail
- Research, technology, and statistics programs.[1]

The FAST Act continues the metropolitan planning program, [which] establishes a **cooperative, continuous, and comprehensive framework** for making transportation investment decisions in metropolitan areas (50,000+ population).[2] The LRTP addresses all modes of transportation with a 30 year planning horizon and is updated every 5 years.

PLAN GOALS

The goals used to guide the development and future monitoring of this plan were derived from the FAST Act[3]:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the **safety** of the transportation system for motorized and non-motorized users;

3. Increase the **security** of the transportation system for motorized and non-motorized users;

4. Increase the **accessibility and mobility** of people and for freight;

5. Protect and **enhance the environment, promote energy conservation, improve the quality of life**, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight;

7. Promote **efficient system management** and operation;

8. Emphasize the **preservation** of the existing transportation system;

[1] https://www.fhwa.dot.gov/fastact/.
[2] https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm.
[3] https://www.law.cornell.edu/uscode/text/23/134.

9. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

10. Enhance **travel and tourism**.

REGIONAL TRENDS

Population and housing growth is expected to be significant for the tri-county urbanized area (Calumet, Outagamie and Winnebago counties). Future transportation planning recommendations for land use and development within the greater area should strive to[4]:

- Promote mixed-use development land use and zoning policies.
- Promote transit-oriented development land use and zoning policies.
- Promote right-of-way policies which support active transportation by all modes and users of transportation (motorized and non-motorized transportation-bicycle/pedestrian).
- Support land use policies to reduce sprawl which can place a strain on public infrastructure and utilities.
- Support land use policies to encourage infill redevelopment over developing on new land on the outskirts of the planning area.

REGIONAL SYSTEM AND INFRASTRUCTURE

This plan will keep an eye on regional trends:

- Major Roadways (Functionally Classified System)
- Road Ratings (Wisconsin DOT's PASER)
- Crashes and Serious Injuries/Rates
- Freight Movement
- Public Transportation
- Bridge Repair/Replacement Ratings
- Bicycle/Pedestrian Network
- Scenario/Corridor Planning Efforts

SYSTEM DEVELOPMENT AND RECOMMENDATIONS

For each mode of transportation discussed within this plan, recommendations evolved around **preservation/maintenance and safety** of the existing transportation systems and being prepared and **flexible to meet unknown developments** in the future (i.e. autonomous/connected vehicle technologies). **Performance measures and targets** will continue to be monitored.

[4] https://www.cdc.gov/transportation/docs/transportation-fact-sheet.pdf.

PLANNED INVESTMENTS AND FUNDING

In total, nearly **$153 million** of federal, state and local funds are planned for future transportation related projects in the urban area over a 30+ year horizon. Of this amount, **$43 million is federal funds, $10 million is state funds and just under $100 million is from local funds to leverage for the Fox Cities urban area (as of April 2020).**

The average funds for each program area (federal, state and local) were inflated over the life of this plan (30 year horizon) to the year 2050. An inflation factor of 2.3 percent was used.

In summary, the illustrative projects are **projected to require approximately an additional $94 million of which $26 million is federal; $6 million is state; and $62 million in local funds over the life of the plan.** Please see Table 5-2 for summary. Note that funding levels are subject to change and should be monitored at each 5-year plan update as projects are completed/removed or modified.

Table 5-1: Candidate Transportation Projects
(Note: Projects are "wish list" items and are not fully funded)

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total ($000)
WisDOT/ Winnebago Co	Racine St Bridge	Bridge Replacement	29,427	7,357	0	**36,784**
C of Neenah	S Commercial St (Stanley - Winneconne)	Reconstruct (Build)	0	0	7,870	**7,870**
T of Harrison	Eisenhower Dr / CTH AP-USH 10/STH 114	Reconstruct	0	0	7,587	**7,587**
Outagamie Co	CTH BB / USH 41-Seminole	Reconstruct	0	0	5,450	**5,450**
Outagamie Co	CTH E / CTH EE-CTH JJ	Reconstruct	0	0	5,375	**5,375**
Winnebago Co	CTH II / WIS 76 - Clayton Ave	Reconstruct	0	0	4,650	**4,650**
Winnebago Co	CTH P / WIS 47 - WIS 441 ramps	Reconstruct	0	0	4,500	**4,500**
WisDOT/ Calumet Co	USH 10 Village of Sherwood	Reconstruct	3,019	755	0	**3,774**
Greenville	School Rd Urbanization (Technical Dr-STH 76)	Reconstruct	3,097	0	676	**3,773**
WisDOT/ Calumet Co	USH 10 Village of Sherwood	Resurface	3,006	752	0	**3,758**
Little Chute	Evergreen / French - Holland	Reconstruct	0	0	3,751	**3,751**
Combined Locks	Prospect St / CTH N - Park	Reconstruct	0	0	3,500	**3,500**
Winnebago Co	CTH A / CTH GG - Park Ave	Reconstruct	0	0	3,300	**3,300**
Fox Crossing	Irish Rd / Jacobsen - CTH I	Reconstruct	0	0	2,948	**2,948**
Fox Crossing	Clayton Rd / East Shady - Fairview	Reconstruct	0	0	2,920	**2,920**

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total ($000)
Grand Chute	College Ave at Mall Dr / Nicolet intersection	Intersection Improvements	0	0	2,800	**2,800**
Fox Crossing	East Shady / CTH CB - Cold Spring	Reconstruct	0	0	2,501	**2,501**
C of Menasha	Racine St/Third - Ninth	Reconstruct	0	0	2,399	**2,399**
T of Buchanan	CTH N / CTH CE to CTH KK	Widening	0	0	2,300	**2,300**
Fox Crossing	Irish Rd / Jacobsen - East Shady	Reconstruct	0	0	2,260	**2,260**
C of Neenah	CTH CB/CTH JJ Roundabout (Cecil -CTH JJ)	New Construction (Build)	0	0	2,200	**2,200**
Little Chute	Evergreen / Holland-Vandenbroek	Reconstruct	0	0	2,163	**2,163**
Grand Chute	Casaloma / Waterstone Ct-Spencer	Reconstruct	0	0	2,080	**2,080**
Little Chute	French Rd / Main - CTH OO	Reconstruct	0	0	2,053	**2,053**
Greenville	Levi Reconstruct/Realignment (Wally Way-Technical)	Reconstruct	1,430	0	316	**1,746**
Grand Chute	Spencer St / Lynndale-USH 41	Reconstruct	0	0	1,720	**1,720**
Grand Chute	Capitol Dr / McCarthy-USH 41	Reconstruct	0	0	1,520	**1,520**
Fox Crossing	Jacobsen / Irish - CTH CB	Reconstruct	0	0	1,467	**1,467**
Grand Chute	McCarthy / STH 15-Capitol	Reconstruct	0	0	1,400	**1,400**
Fox Crossing	Cold Spring / East Shady - American	Resurface	0	0	1,377	**1,377**
Grand Chute	Capitol Drive / USH41-Lynndale	Reconstruct	0	0	1,320	**1,320**
WisDOT/ Calumet Co	STH 114 / USH 10 - Jct STH 55	Resurface	944	248	0	**1,192**
Fox Crossing	Airport Rd / Racine - STH 47	Reconstruct	0	0	1,152	**1,152**
Winnebago Co	CTH CB & CTH JJ Roundabout	Reconstruct	0	0	1,150	**1,150**
Fox Crossing	Stroebe Rd./Butte des Morts - Harrys	Reconstruct	0	0	1,043	**1,043**
Greenville	School Rd (Betty's Rodeo Dr-STH 76)	Reconstruct	0	0	990	**990**
C of Neenah	Congress St (Cecil - Doty)	Reconstruct	0	0	916	**916**
C of Neenah	Wisconsin Ave (Oak - Lakeshore)	Reconstruct	0	0	860	**860**
Grand Chute	Rifle Range Rd / Capitol-Grand Chute Blvd.	Reconstruct	0	0	810	**810**
Grand Chute	Grand Chute Blvd / Victory-Capitol	New Construction	0	0	750	**750**
WisDOT/ Outagamie Co	CTH E Interchange, Appleton-Green Bay	Intersection Improvements	598	150	0	**748**

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total ($000)
C of Menasha	Manitowoc Rd. / Oneida - Plank/Manitowoc	Reconstruct	0	0	735	**735**
WisDOT/ Outagamie Co	CTH OO, Menasha-Appleton	Intersection Improvements	552	138	0	**690**
Fox Crossing	East Shady / CTH CB - Irish	Reconstruct	0	0	667	**667**
Fox Crossing	Circle Drive / Harold	Reconstruct	0	0	663	**663**
C of Neenah	Pendleton Rd (Breezewood Ln-Whippoorwill Cir)	New Construction	0	0	500	**500**
T of Buchanan	Eisenhower Dr / CTH KK - Cornell	Bike/Pedestrian Trail	0	0	500	**500**
C of Neenah	CTH CB/CTH JJ Roundabout (Cecil -CTH JJ)	New Construction (Design)	0	0	450	**450**
Greenville	Hillview Pulverize and Pave (Julius-STH 76)	Reconstruct	0	0	419	**419**
WisDOT/ Outagamie Co	STH 441, Appleton-Green Bay	Intersection Improvements	322	81	0	**403**
Greenville	Everglade Rd (STH 76-Greenwood Rd)	Reclamation/ Paving	0	0	400	**400**
Kimberly	Kimberly Trl / CE Trl - Railroad	Bike/Pedestrian Trail	0	0	392	**392**
Greenville	Parkview Dr Urbanization (Ridgeway Dr-STH 76)	Reconstruct	0	0	332	**332**
WisDOT/ Outagamie Co	STH 15, Appleton-Green Bay	Intersection Improvements	230	58	0	**288**
Greenville	Julius Pulverize and Pave (Hillview-STH 15)	Reconstruct	0	0	207	**207**
Greenville	Spring Pulverize and Pave (Lly of Vlly-Com Park)	Reconstruct	0	0	207	**207**
C of Neenah	Winneconne Overpass	Deck Rehabilitation	0	0	200	**200**
C of Neenah	Winneconne Ave (overpass - Henry St)	Reconstruct	0	0	200	**200**
C of Neenah	S Commercial St (Stanley - Winneconne)	Reconstruct (Design)	0	0	200	**200**
Kimberly	Railroad St / 3rd - Maes	Bike/Pedestrian Trail	0	0	170	**170**
Greenville	Westgreen Dr (STH 15-Greenbush Ct)	Reclamation/ Paving	0	0	155	**155**
Greenville	Greenridge Dr (Westgreen Dr-Keimar Ct)	Reclamation/ Paving	0	0	155	**155**
C of Neenah	CTH CB/CTH JJ Roundabout (Cecil -CTH JJ)	New Construction (Real Estate)	0	0	150	**150**
T of Buchanan	CTH CE & Buchanan Intersection	Intersection Improvements	0	0	85	**85**
Greenville	Ridgeway Dr Pulverize/Pave (STH 15-Parkview Dr)	Reclamation/ Paving	0	0	22	**22**

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total ($000)
Greenville	Fairwinds Dr Pulverize/Pave (Sunnyvale -Windward)	Reclamation/ Paving	0	0	22	**22**
C of Neenah	CTH A (CTH G - S Park Ave)	Reconstruct	0	0	0	**0**
C of Neenah	Industrial Dr (CTH G - Discovery Dr)	New Construction	0	0	0	**0**
			42,625	**9,539**	**96,905**	**149,069**

Table 5-2: Illustrative Transportation Projects (with Inflation Factor)

	Federal ($000)	State ($000)	Local ($000)	Total ($000)
Average	**592**	**132**	**1,398**	
2021	606	136	1,430	2,171
2022	620	139	1,463	2,221
2023	634	142	1,497	2,272
2024	648	145	1,531	2,325
2025	663	148	1,566	2,378
2026	679	152	1,602	2,433
2027	694	155	1,639	2,489
2028	710	159	1,677	2,546
2029	726	163	1,715	2,605
2030	743	166	1,755	2,664
2031	760	170	1,795	2,726
2032	778	174	1,837	2,788
2033	796	178	1,879	2,853
2034	814	182	1,922	2,918
2035	833	186	1,966	2,985
2036	852	191	2,011	3,054
2037	871	195	2,058	3,124
2038	891	199	2,105	3,196
2039	912	204	2,153	3,270
2040	933	209	2,203	3,345
2041	954	214	2,254	3,422
2042	976	218	2,306	3,500
2043	999	224	2,359	3,581
2044	1,022	229	2,413	3,663
2045	1,045	234	2,468	3,747
2046	1,069	239	2,525	3,834
2047	1,094	245	2,583	3,922
2048	1,119	250	2,643	4,012
2049	1,145	256	2,703	4,104
2050	1,171	262	2,765	4,199
30 Year Horizon	**26,350**	**5,897**	**62,222**	
			Combined	**94,468**

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1 | PLAN PURPOSE

Courtesy: Pulse Young Professionals Network

INTRODUCTION

The *Long Range Transportation Plan* (LRTP) update is prepared to meet the requirements of the Fixing America's Surface Transportation (FAST) Act for long range transportation and land use planning in metropolitan areas across the United States. This Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.[1] The FAST Act continues the **metropolitan planning program, [which] establishes a cooperative, continuous, and comprehensive framework** for making transportation investment decisions in metropolitan areas (50,000+ population).[2] The LRTP addresses all modes of transportation with a 30 year planning horizon and is updated every 5 years.

FEDERAL REQUIREMENTS

The FAST Act continues all previous metropolitan planning requirements which were in effect from the prior federal transportation legislation (MAP-21-Moving Ahead for Progress in the 21st Century).

Additional areas of emphasis under the FAST Act include:

1. **Support for intercity bus and commuter vanpools**

2. **Scope of planning process**
    a. Improve transportation system resiliency and reliability
    b. Reduce (or mitigate) the stormwater impacts of surface transportation
    c. Enhance travel and tourism

3. **Capital investment and other strategies**
    a. Develop strategies to meet current and future transportation needs

[1] https://www.fhwa.dot.gov/fastact/.
[2] https://www.fhwa.dot.gov/fastact/factsheets/metropolitanplanningfs.cfm.

4. **Resilience and environmental mitigation**
    a. Develop recommendations to reduce stormwater from transportation infrastructure
    b. Develop recommendations to reduce the vulnerability of existing transportation infrastructure to natural disasters

5. **Transportation and transit enhancement**
    a. Support the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner
    b. Recommend strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated)

6. **Participation by interested parties in the planning process**

7. **Congestion management**
    a. Recommend additional congestion management reduction strategies in urbanized areas designated as Transportation Management Areas (TMA)

Environmental Agency Consultation

Throughout the transportation planning process, consultations with local, state, and federal environmental agencies are involved and asked to provide feedback and input on the plans.

National Environmental Policy Act

The National Environmental Policy Act (NEPA) is the national charter for protection of the environment. Public involvement under NEPA is subject to the regulations of the Council on Environmental Quality (CEQ).

TRANSPORTATION EQUITY

Throughout the MPO and long range planning process, transportation and health equity are interwoven into the planning process and selection of projects funded by the MPO. Federal legislation and executive orders prohibit discrimination and/or exclusion from participation in any program or activity receiving federal financial assistance on the basis of race, color, national origin, disability, income, minority status or limited-English Proficiency. The MPO's Public participation plan discusses community engagement strategies and how community members can provide input into the plan later in this chapter.

Title VI of Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 ensures that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, or national origin.

Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 encourage the participation of people with disabilities in the development of transportation and paratransit plans and services.

Environmental Justice Executive Orders 12898: Environmental Justice in Minority Populations and Low Income Populations

There are three fundamental Environmental Justice (EJ) principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

Executive Order 13166: Improving Access to Services for Persons with limited English Proficiency

Along with Title VI of the Civil Rights Act of 1964, the federal government requires federal agencies to:

- Examine the services they provide,
- Identify any need for service to those with limited English proficiency (LEP), and
- Develop and implement a system to provide those services so LEP persons can have meaningful access to them.

METROPOLITAN PLANNING ORGANIZATION

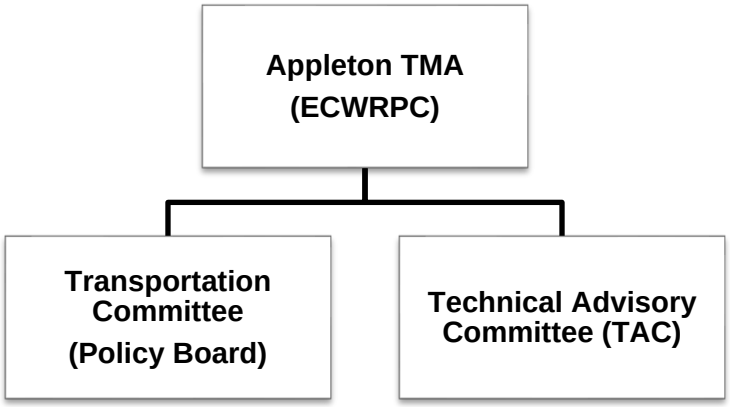
A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA).[3]

TMA STRUCTURE

The Appleton TMA is comprised of local and regional transportation professionals and elected officials. The TMA consists of two committees: the Transportation Committee (Policy Board) and a Technical Advisory Committee (TAC). Both the Transportation Committee and the TAC direct and monitor the LRTP with guidance from TMA staff at the East Central Wisconsin Regional Planning Commission (ECWRPC).

[3] https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organization-mpo.

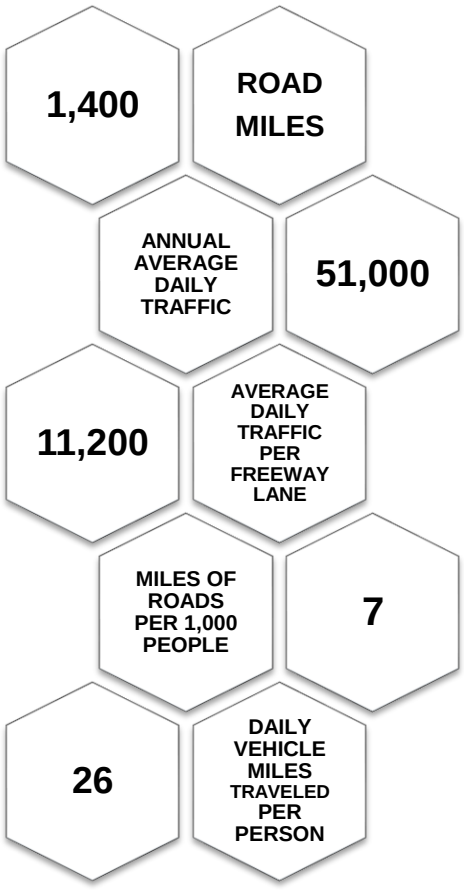
Figure 1-1: Appleton TMA Structure



STUDY AREA

The Appleton TMA is shown in **Map 1-1**, located in **Appendix A**. The Appleton TMA encompasses portions of Calumet, Outagamie and Winnebago Counties; includes all or parts of the thirteen towns including; Buchanan, Clayton, Center, Ellington, Freedom, Grand Chute, Greenville, Harrison, Kaukauna, Neenah, Vandenbroek, Vinland and Woodville; the four Cities of Appleton, Kaukauna, Menasha and Neenah; and the seven Villages of Combined Locks, Fox Crossing, Harrison, Kimberly, Little Chute, Sherwood and Wrightstown. The 2010 census figures show the population of the Urbanized Area to approximately 234,000. This region encompasses approximately 268 square miles of land area and includes those areas potentially influenced by the expansion of urban development over the long-term.

Appleton TMA Quick Facts[4]:



LONG RANGE TRANSPORTATION PLAN

The LRTP must utilize the most recently available data and assumptions to provide long- and short-range strategies and actions for the MPO. The LRTP must preserve and enhance the multimodal transportation system, and facilitate the safe and efficient movement of people and goods. The 2050 LRTP follows the requirements established in 23 CFR 450.324. Federal regulations require the LRTP to include:

- Projections of future demand of people and goods over the period of the plan (at least 20 years);
- Inventory of existing and proposed transportation facilities, with an emphasis on nationally and regionally significant facilities;
- Operational and management strategies that improve the efficiency and safety of the existing transportation system;
- Capital investment and other strategies to preserve the existing and future transportation system and improve multimodal capacity based on regional priorities and needs;

[4] https://www.fhwa.dot.gov/policyinformation/statistics/2014/index.cfm#sec4.

- Evaluation of environmental impacts and potential mitigation activities;
- Pedestrian and bicycle transportation facilities;
- Transportation and transit enhancement activities;
- A financial plan that demonstrates that the plan is fiscally constrained;
- Comparison of the transportation plan with state and local conservation plans and maps and natural and historic resource inventories, if available;
- A safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the state's Strategic Highway Safety Plan;
- Reasonable opportunity for the public and all relevant parties to review the transportation plan and to provide comments;
- Consideration of the results of a Transportation Management Area's Congestion Management Process;
- Current and projected transportation demand of people and goods; and
- A system performance report evaluating the condition and performance of the transportation system.

PERFORMANCE MEASURES AND TARGETS

As part of the FAST Act, performance measures and targets were established to help the MPO and WisDOT monitor conditions of the transportation system on a continuous basis. Performance measures and targets developed in this plan include:

1. Safety
2. Pavement Ratings
3. Bridge Sufficiency Ratings
4. Freight Performance Measures

GOAL	NATIONAL GOAL
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System.
System reliability	To improve the efficiency of the surface transportation system.
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environmental.
Reduced project delivery delays	

VISION

In 2050, the Appleton (Fox Cities) Transportation Management Area will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy and finances.

TRANSPORTATION GOALS AND OBJECTIVES

To obtain this vision, the following transportation goals were defined:

1. **Integrated planning.** Integrate the transportation program with other functional elements of comprehensive planning in recognition of the fact that the primary objective of a transportation system is to connect centers of activity.

2. **Maximum system effectiveness for all residents.** Consider the capabilities and transportation preferences of all users and determine the relative effectiveness of various system alternatives.

3. **An efficient transportation system.** Provide an integrated transportation system that will meet short and long range needs and maximize the capabilities of all transportation modes including street and highway, rail and trucking facilities, public transportation, bicycle and pedestrian travel and air transportation.

4. **Safety.** Provide a safe transportation system throughout the region.

5. **Minimal environmental disruption.** Develop a transportation system that minimizes environmental disruption and maintains environmental quality.

6. **Compatibility with land use patterns.** Develop a transportation system compatible with existing and future land use patterns.

7. **Conservation of energy.** Provide a transportation system that promotes the conservation of energy resources.

8. **Performance Measures.** Develop and monitor relevant data sets to track the overall efficiency of the transportation system.

9. **Environmental Justice.** Ensure that access to transportation systems and the transportation planning process is available to all individuals, regardless of race or socioeconomic status.

10. **Coordination at all levels.** Coordination with local and state planning documents and programs.

11. **Complete Streets Policies.** Institute a Complete Streets policy to ensure consistent design and operation of the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders and pedestrians of all ages and abilities.

12. **Sustainable and Livable Communities.** Foster the development of livable communities—places where coordinated transportation, housing, and commercial development give people access to affordable and environmentally sustainable transportation.

METROPOLITAN PLANNING FACTORS

In the federal transportation bill, Fixing America's Surface Transportation (FAST) Act, planning factors will need to be taken into consideration during the long range transportation planning process. These planning factors include:

The goals used to guide the development and future monitoring of this plan were derived from the FAST Act[5]:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety of the transportation system for motorized and non-motorized users;

3. Increase the security of the transportation system for motorized and non-motorized users;

4. Increase the accessibility and mobility of people and for freight;

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

7. Promote efficient system management and operation;

8. Emphasize the preservation of the existing transportation system;

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

10. Enhance travel and tourism.

PUBLIC PARTICIPATION PLAN AND PROCESS

The purpose of the public participation plan (PPP) is to establish procedures that allow for, encourage, and monitor participation of all citizens in the Appleton (Fox Cities) Urbanized Area, including but not limited to low income and minority individuals, and those with limited English proficiency. The public participation plan lays out procedures to provide opportunities for all area citizens to participate in the development of the Transportation Improvement Program (TIP), the long range transportation plan and other planning documents that may be developed for the Appleton (Fox Cities) MPO. The Appleton (Fox Cities) MPO strives for an all-inclusive public process consistent with the provisions of the Federal Highway Administration (FHWA) Title 23 Code of Federal Regulations Part 4500 (23 CFR 450) and Federal Transit Administration (FTA) 49 CFR 613 as outlined within the FAST Act and the subsequent federal transportation bills.

In 23 CFR 450 and 49 CFR 613, the public participation process will “ensure early and continuing involvement of the public in developing plans”.

[5] https://www.law.cornell.edu/uscode/text/23/134.

Goal: The goal of the public participation plan (PPP) is to offer real opportunities for the engagement of all community members within Appleton (Fox Cities) Urbanized Area to participate in the development of a transportation plans and programs.

Objectives:

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

The public involvement process gives the community an opportunity to provide input and it also allows transportation staff and the MPO to provide information back to the community on upcoming transportation projects. Throughout this planning process East Central staff has engaged with stakeholders and the general public in a variety of ways. The feedback and public input has been taken into consideration when developing this plan and the transportation network recommendations for the future.

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EMPLOYMENT 2
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LAND USE POLICY SUGGESTIONS 6
FOX CITIES TOURISM STATISTICS 6

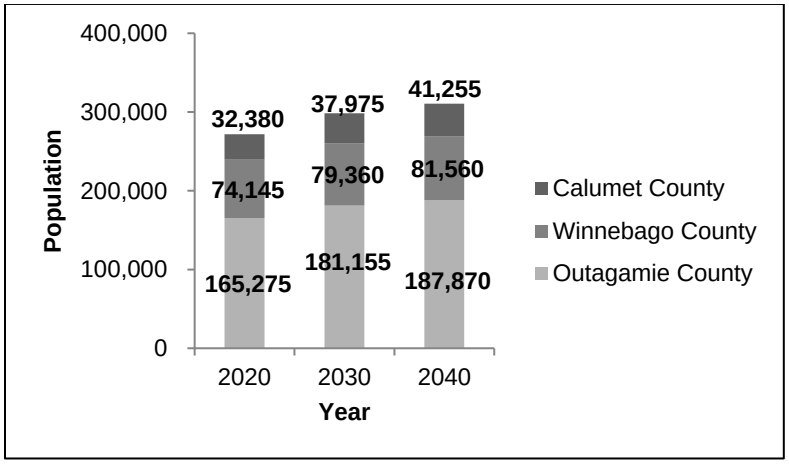
2 | REGIONAL TRENDS

Courtesy: Canva

POPULATION

Understanding the projected population characteristics of the Appleton area is important for determining future transportation demands. **Figure 2-1** displays population projections of municipalities in the urbanized area of Calumet, Outagamie and Winnebago Counties. Population projections represent years 2020, 2030 and 2040. **Overall, growth is expected to be significant; adding close to 40,000 in the tri-county region by 2040.** Data and projection methodologies were provided by the Demographic Services Center, Wisconsin Department of Administration 2013.[1]

Figure 2-1: Urbanized Area Population Projections – 2020 to 2040

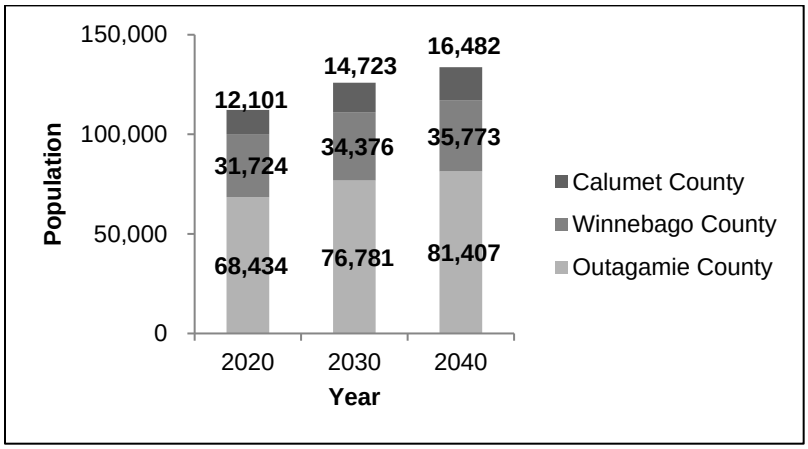


[1] http://www.doa.state.wi.us/Divisions/Intergovernmental-Relations/Demographic-Services-Center/Wisconsin-Population-Projections/.

HOUSING

Additionally, future transportation demands can be studied through housing data. **Figure 2-2** displays housing projections of municipalities in the urbanized area of Calumet, Outagamie and Winnebago Counties. Housing projections represent years 2020, 2030 and 2040. Overall, housing growth is expected to be significant, mirroring the population projections noted above. **The tri-county region is expected to add close to 22,000 new households by 2040.** Data and projection methodologies are provided by the Demographic Services Center, Wisconsin Department of Administration 2013.[2]

Figure 2-2: Urbanized Area Household Projections – 2020 to 2040



EMPLOYMENT

Transportation demands on the regional system are impacted on a daily basis by employment. **Figures 2-3 to 2-5** provide a snapshot of the employment conditions for the tri-county area relevant to the transportation network (2017 data). **On average, 10,000 workers travel to both Outagamie and Winnebago Counties on a daily basis; 10,000 workers travel out of Calumet County for employment.** All data is provided by the Census Bureau's OnTheMap Application.[3]

[2] http://www.doa.state.wi.us/Divisions/Intergovernmental-Relations/Demographic-Services-Center/Wisconsin-Population-Projections/.
[3] https://onthemap.ces.census.gov/.

Figure 2-3: Calumet County Travel Flows

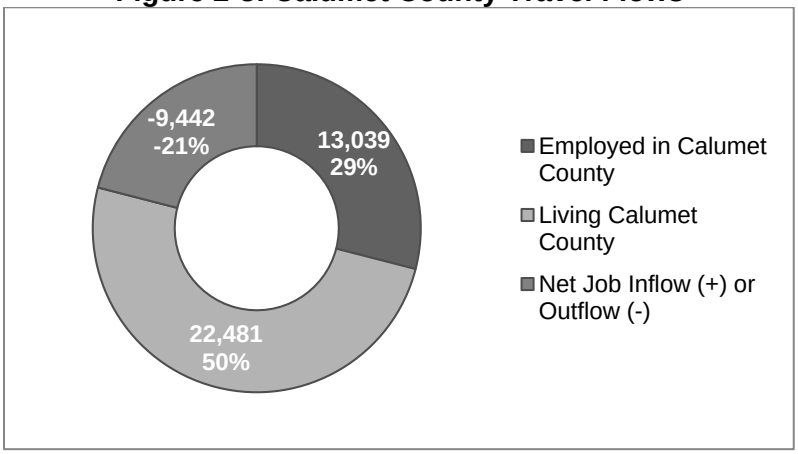


Figure 2-4: Outagamie County Travel Flows

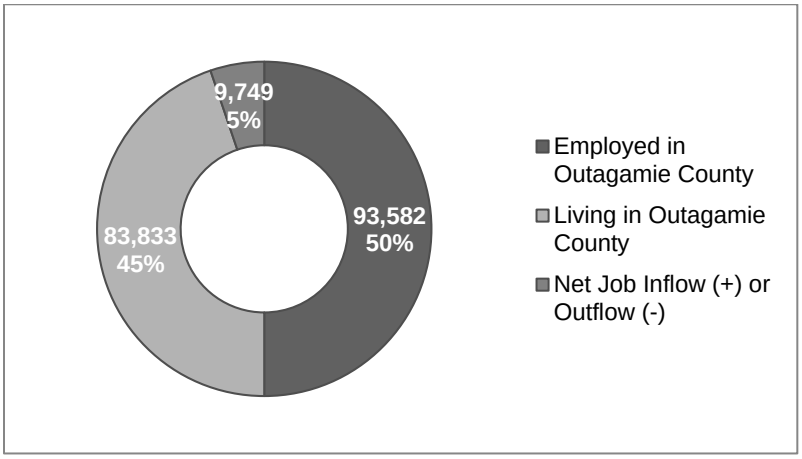


Figure 2-5: Winnebago County Travel Flows

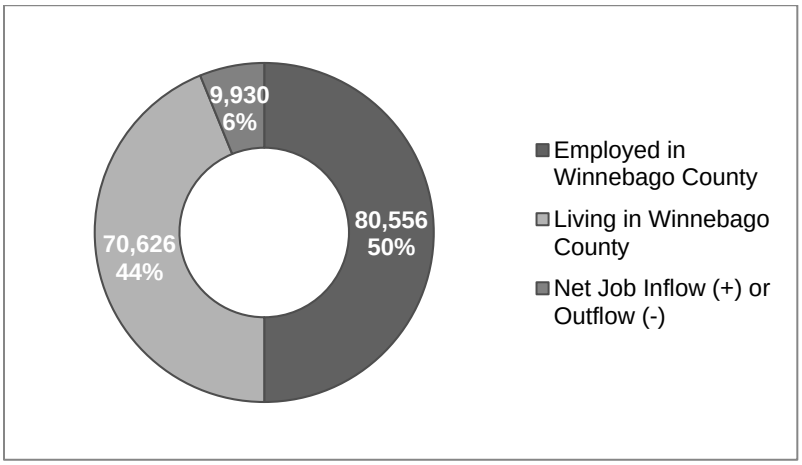


Figure 2-6: Calumet County
Home to Work Distance

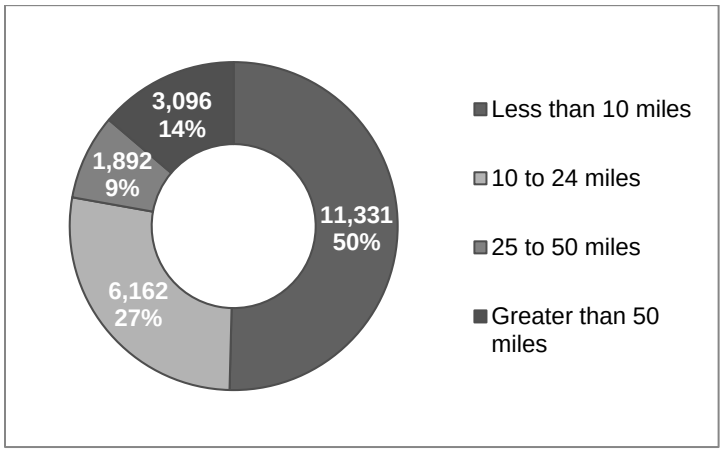


Figure 2-7: Outagamie County
Home to Work Distance

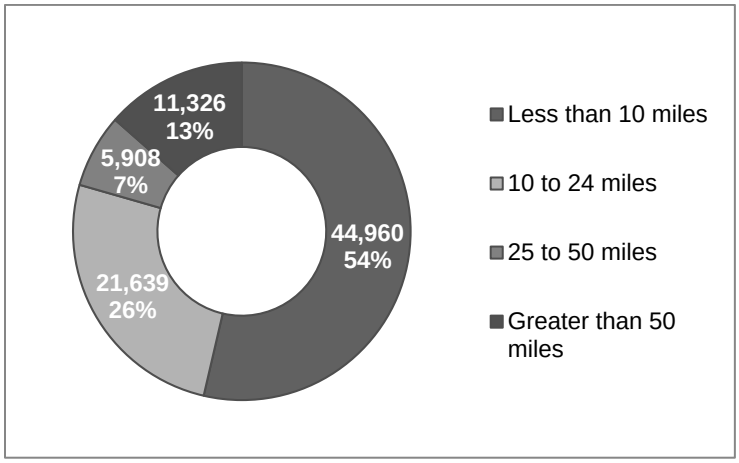
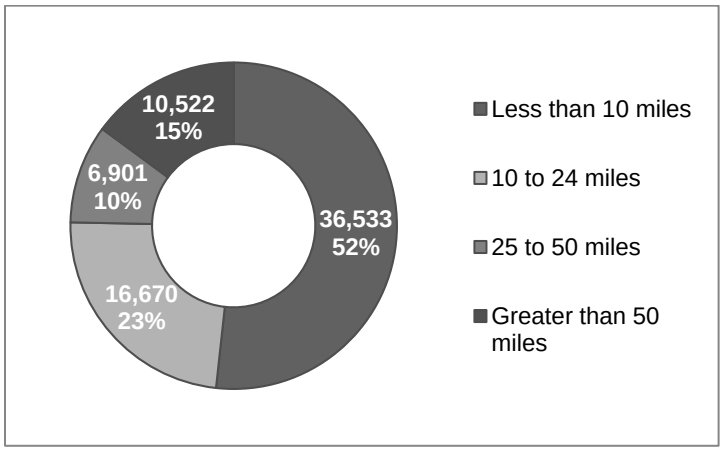


Figure 2-8: Winnebago County
Home to Work Distance



MODE SHARE AND COMMUTER FLOW

Commute mode share measures how workers (age 16 and over) travel to/from work. **Figure 2-9** displays the total tri-county working population by their travel mode; **Figure 2-10** displays this same data as percentages. Data was provided by US Census American Community Survey (5-year estimates, 2018).

Figure 2-9: Tri-County Mode Share

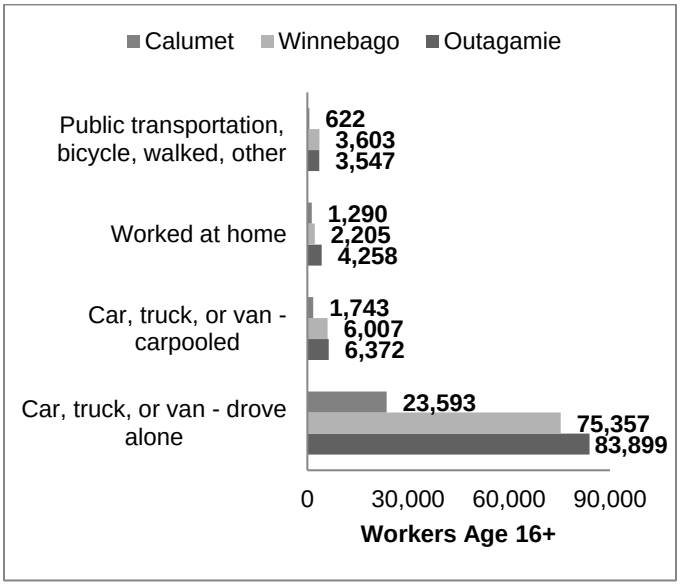
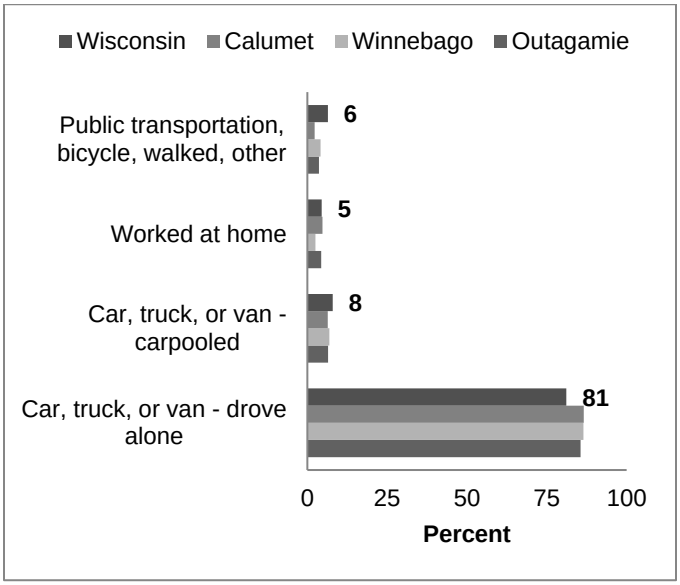


Figure 2-10: Tri-County and Wisconsin Mode Share (%)



LAND USE POLICY SUGGESTIONS

As of 2018, the primary land uses (by acres) within the MPO area included:

Figure 2-11: Land Use Acres

Land Use	Acres
Agriculture	64,524
Airport Property	1,480
Commercial	5,770
Industrial	6,076
Multi-Family Residential	1,769
Parks/Recreation/Open Space	5,259
Public/Institutional	3,173
Sewage Treatment Plant	23
Single Family Residential	30,850
Transportation	17,237
Vacant/Undeveloped	14,770
Water Features	4,824
Woodlands	15,514
TOTAL	**171,270**

Map 2-1 in **Appendix A** displays the current land uses for the planning area. Additionally, **Map 2-2** in **Appendix A** displays the projected future land uses.

Future transportation planning recommendations for land use and development within the greater Appleton area should[4]:

- Promote mixed-use development land use and zoning policies.
- Promote transit-oriented development land use and zoning policies.
- Promote right-of-way policies which support active transportation by all modes and users of transportation (motorized and non-motorized transportation-bicycle/pedestrian).
- Support land use policies to reduce sprawl which can place a strain on public infrastructure and utilities.
- Support land use policies to encourage infill redevelopment over developing on new land on the outskirts of the planning area.

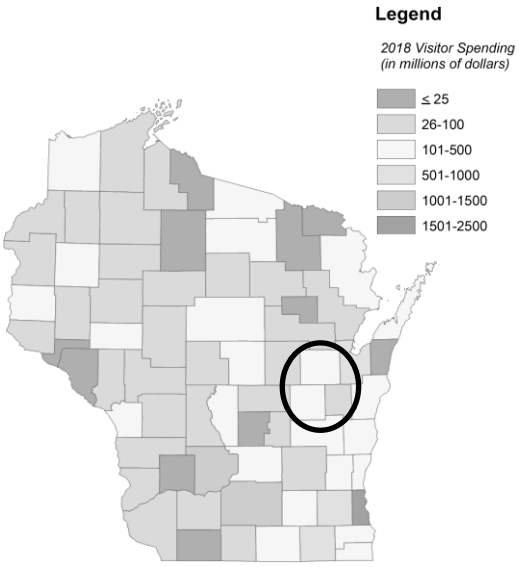
FOX CITIES TOURISM STATISTICS

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.

[4] https://www.cdc.gov/transportation/docs/transportation-fact-sheet.pdf.

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.

Figure 2-12: State Tourism in Millions of Dollars



Source: Wisconsin Dept. of Tourism, 2019

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3 | TRANSPORTATION SYSTEM & INFRASTRUCTURE

Courtesy: Canva

MULTI-MODAL TRANSPORTATION NETWORK

Planning for transportation involves a coordinated, cohesive, and connected approach that extends beyond vehicles. By examining the approach of all community members' needs for transportation, the region can improve mobility for everyone, regardless of their age or abilities. Roadway design can be enhanced by including facilities for bicyclists and pedestrians, such as bike lanes, sidewalks, or trails. Incorporating transit facilities in urbanized areas adds an additional travel mode for those requiring longer trips or unable to bicycle or walk, and public transit can alleviate traffic congestion by offering an alternative to driving. Additional connections for bicyclists and pedestrians include off-road trails that may traverse multiple communities or even counties. This chapter will explore the current roadway and trails network through the Appleton TMA.

MAJOR ROADWAYS

WisDOT started to classify roads in Wisconsin beginning in the 1970s, with the requirement set by administrative code Trans 76. Roads are classified according to the character of service provided, travel mobility and land access.[1] Within the metropolitan planning area, roads are classified by these definitions established by WisDOT:

Principal Arterial – Principal arterials serve major economic activity centers of an urban (ized) area, the highest ADT corridors, and regional and intra-urban trip length desires. In every urban (ized) area, the longest trip lengths and highest ADT are characteristic of the main entrance and exit routes. Because they have the longest trip lengths, highest ADTs, and are generally extensions of the highest rural functional routes, such routes should be principal arterials. Principal arterial trip lengths are indicative of the rural-oriented traffic entering and exiting the

[1] http://wisconsindot.gov/Documents/projects/data-plan/plan-res/fc-criteria.pdf.

urban (ized) area on the rural arterial system, as well as the longest trans-urban (ized) area travel demands.

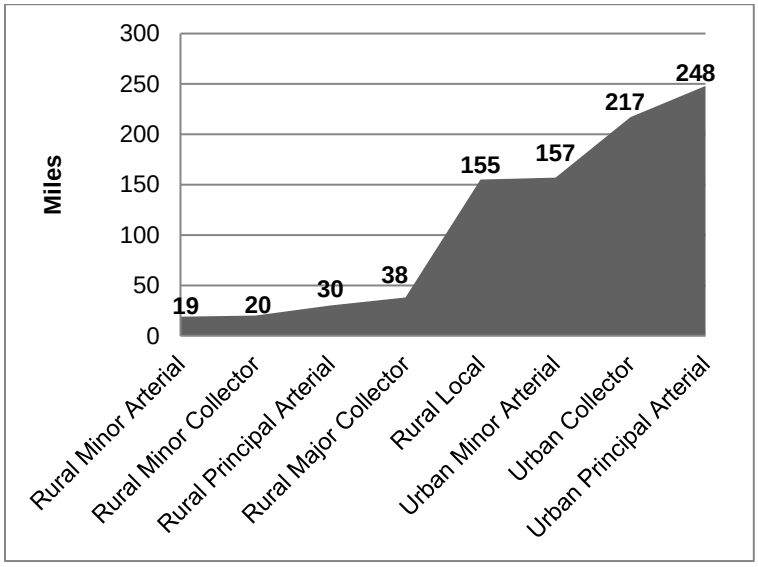
Minor Arterial – Urban minor arterials serve important economic activity centers, have moderate ADT, and serve intercommunity trip length desires interconnecting and augmenting the principal arterial system. Trip lengths are characteristic of the rural-oriented traffic entering and exiting the urban (ized) area on the rural collector system. In conjunction with principal arterials, minor arterials should provide an urban extension of the rural collector system to the urban (ized) area CBD and connect satellite community CBD's with the main CBD. Although the predominant function of minor arterials is traffic mobility, minor arterials serve some local traffic while providing greater land access than principal arterials. As such, minor arterials may be stub-ended at major traffic generators.

Collector – Collectors provide direct access to residential neighborhoods, commercial, and industrial areas, and serve moderate to low ADT and inter-neighborhood trips. As the name implies, these routes collect and distribute traffic between local streets and arterials. In the CBD and areas of similar development and traffic density, the collector system may include the street grid, which forms the logical entity for traffic circulation.

Local Street – Urban local streets predominantly serve to access adjacent land uses. They serve the ends of most trips. All streets not classified as arterials or collectors are local function streets.

Figure 3-1 displays the mileage of each type of functionally classified road within the metropolitan planning area boundary. **Map 3-1** in **Appendix A** provides a visual of the functionally classified roads.

Figure 3-1: Functional Class Roads – Miles



PASER

Pavement Surface Evaluation and Rating System (PASER) is a visual survey method used to rate the condition of the roads through the condition of various types of pavement distress on a scale of 1-10. PASER uses 10 separate ratings with 1 being the worst and 10 being a newly constructed road. PASER measures the distress of a pavement's surface. This data is collected by local municipalities every two years and submitted to WisDOT, who compiles and inputs it into the Wisconsin Information System for Local Roads (WISLR) web based software and database.

Map 3-2 in **Appendix A** displays the most recent PASER data within the metropolitan planning area. **Figure 3-2** displays PASER ratings by centerline mileage within the MPO planning area. **Figure 3-3** displays these same ratings as a percent of total miles.

Routine Maintenance

Roads with PASER of 8, 9 and 10 require routine maintenance. Routine Maintenance is the day-to-day, regularly-scheduled activities to prevent wear and tear on the roadway surface. This includes street sweeping, ditch maintenance, gravel shoulder grading, and crack sealing. This category also includes roads that are newly constructed or recently seal-coated and require little or no maintenance.

Capital Preventive Maintenance

PASER ratings 5, 6, and 7 are included in this category. Capital preventive maintenance (CPM) is at the heart of asset management. It is the planned set of cost effective treatments to an existing roadway that retards further deterioration and maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of CPM is to protect the pavement structure; slow the rate of deterioration; and/or correct pavement surface deficiencies. Roads in this category still show good structural support but the surface is starting to deteriorate. CPM is intended to address pavement problems before the structural integrity of the pavement has been severely impacted.

Structural Improvements

Roads with a PASER rating of 1, 2, 3, or 4 are in need of some type of structural improvement such as resurfacing or major reconstruction. Rutting is beginning to take place. Alligator cracking is evident.

Figure 3-2: PASER Miles – 2017

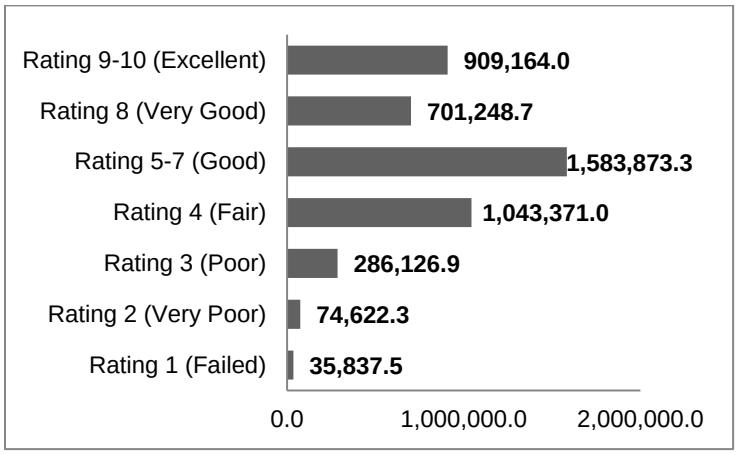
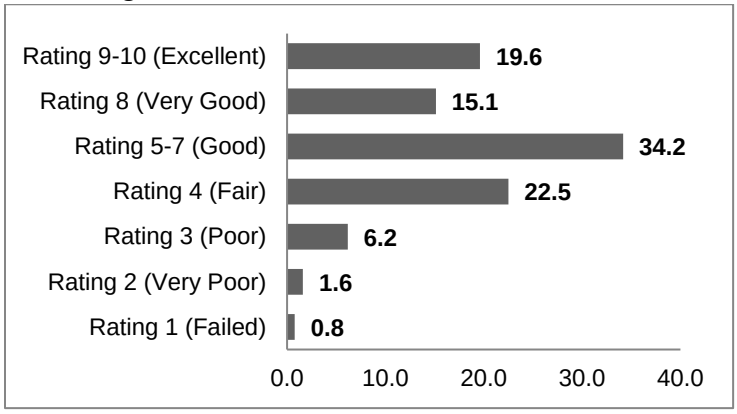


Figure 3-3: PASER Percent Miles – 2017



CRASHES

Figure 3-4 shows fatalities for both motorized and non-motorized crashes within the planning area. **Figure 3-5** similarly displays serious injuries for motorized and non-motorized reported crashes within the planning area. **Map 3-3** in **Appendix A** displays the crashes by location and density.

Figure 3-4: Fatalities

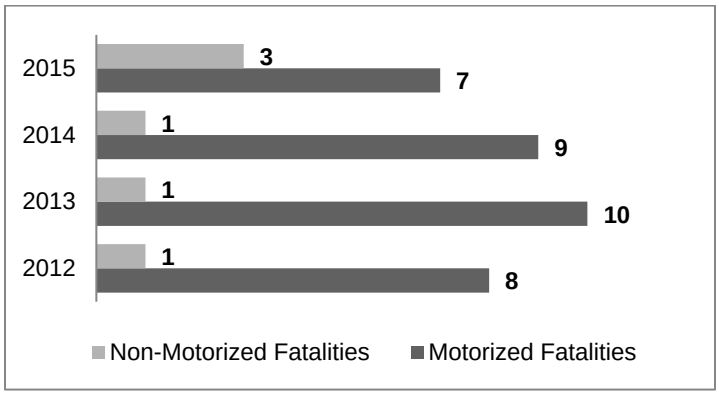
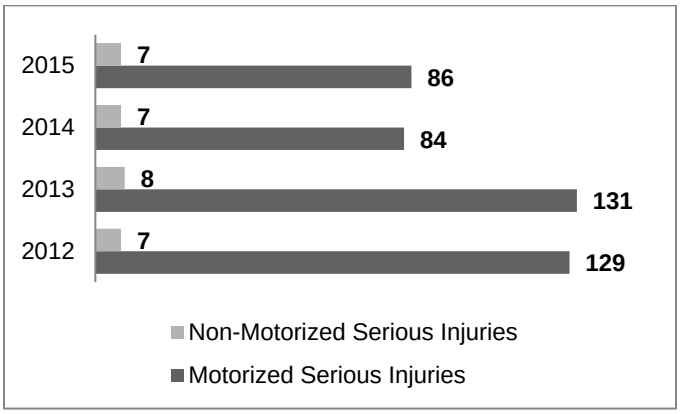


Figure 3-5: Serious Injuries



FREIGHT

The FHWA maintains their National Highway Freight Network (NHFN) database. Interstate 41 is the primary trucking freight route in the region recognized by FHWA. According to their Freight Facts and Figures 2015 Report[2], Interstate 41:

- Accounted for approximately **50 million tons of freight** movement per year
- Averaged approximately **5,000 trucks per day**
- Is projected to account for at least **8,500 trucks of annual average daily truck traffic by 2040**

Map 3-4 in **Appendix A** displays the local truck terminals within the planning boundaries as well as designated trucking routes (Designated Long Truck Route, 75 foot trailer length and 65 foot trailer length).

Map 3-5 in **Appendix A** shows the bridge sufficiency ratings of bridges within the planning area. Inventorying area bridges helps transportation officials safely and proactively manage this infrastructure.

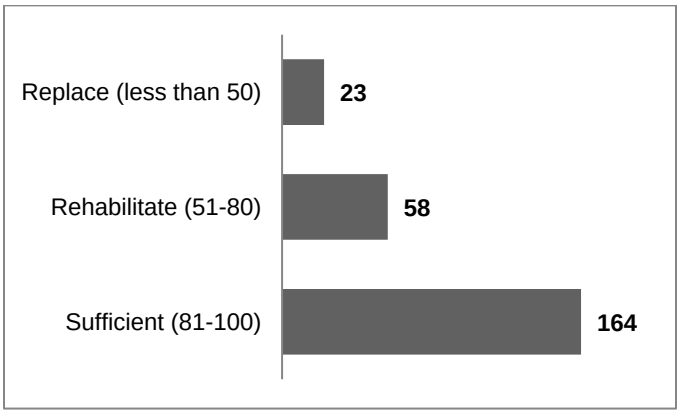
Bridges are rated using the following criteria developed by FHWA and WisDOT:

- Bridges are assigned a "sufficiency rating" number between one and 100.
- The rating takes into account some 75 factors reviewed during an inspection and also considers a bridge's age, length and width, and the average amount of traffic the bridge handles.
- Under WisDOT's Local Bridge Improvement Assistance program, municipalities are eligible for **rehabilitation** funding on bridges with sufficiency ratings **less than 80**, and **replacement** funding on bridges with sufficiency ratings **less than 50**. Each year, all states including Wisconsin are required to submit a report to the FHWA that reviews the condition of its bridges.

Figure 3-6 displays the count of bridges within the planning area by their bridge sufficiency ratings.

[2] https://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/FFF_complete.pdf.

Figure 3-6: Bridge Sufficiency Ratings – 2016



RAIL

Rail infrastructure is another crucial part of the transportation infrastructure. Canadian National (CN) railroad owns and operates the rail infrastructure within the planning area. **Map 3-6** in **Appendix A** exhibits the rail routes with the planning area by rail cart weight limits. All rail lines have a 286,000 pound rail cart limit with the exception of a spur line from Appleton to Shawano which has a 263,000 pound rail cart limit. Also consult the state's long-range rail plan **(Wisconsin Rail Plan 2030)** for more detailed recommendations.[3]

PUBLIC TRANSPORTATION

City of Appleton (Valley Transit) is the public transportation entity within the Appleton TMA providing service in Appleton, Buchanan, Grand Chute, Harrison, Kaukauna, Kimberly, Little Chute, Menasha, Fox Crossing and Neenah; covering a service area of approximately 117 square miles. **Map 3-7** in **Appendix A** provides an overview of the routes. In addition to fixed route bus service, Valley Transit partners with Outagamie County and private transportation providers on these programs:

- Fixed-Route Bus Service
- Valley Transit II (ADA Paratransit Service)
- Valley Transit II (Senior Transportation Service)
- The Connector
- Trolley

Figures 3-7 to 3-11 provide an overview of Valley Transit with data from the Federal Transit Administration (FTA) National Transit Database (NTD) profiles. The most recent data available was from 2016-2018 as of March 2020.

[3] https://wisconsindot.gov/Pages/projects/multimodal/railplan/default.aspx.

Figure 3-7: Operating Expenses ($)

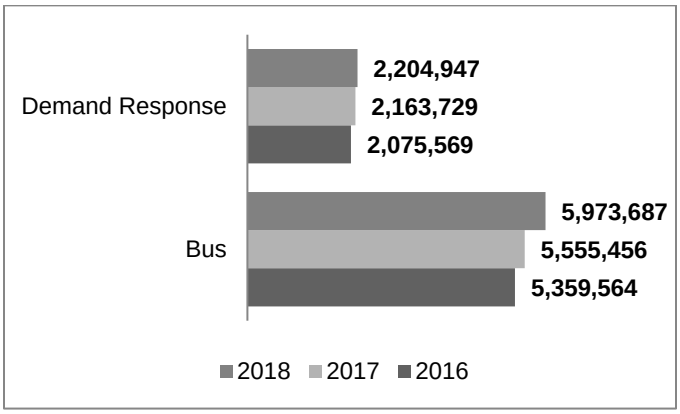


Figure 3-8: Fare Revenues ($)

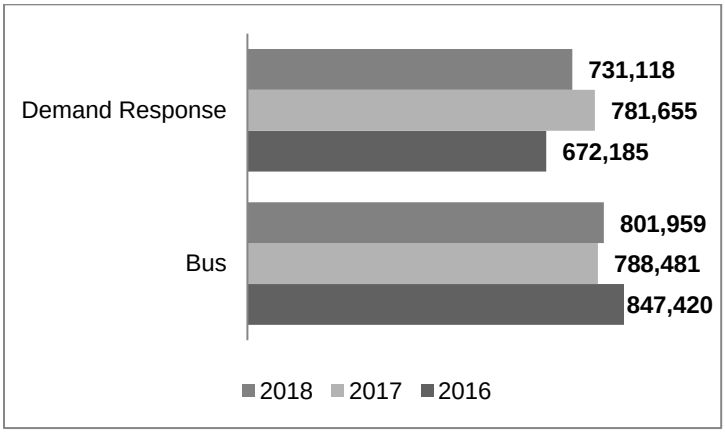


Figure 3-9: Vehicle Revenue Miles

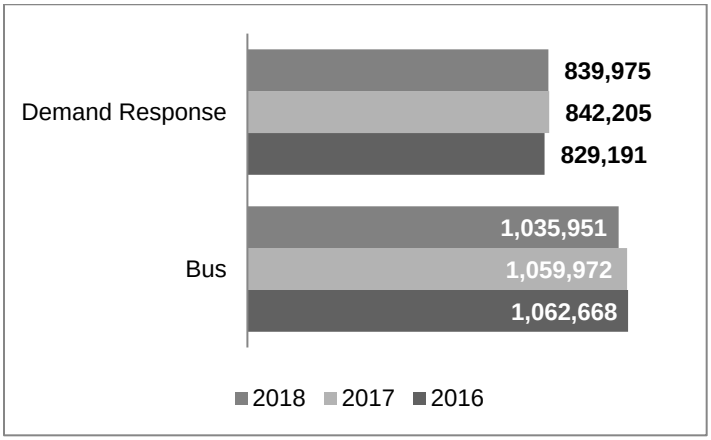


Figure 3-10: Unlinked Trips

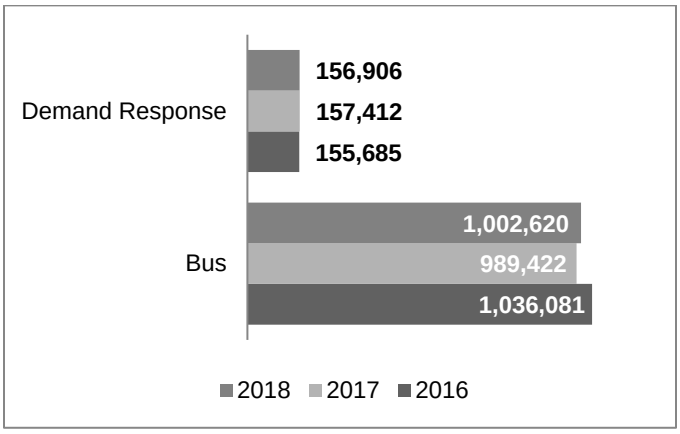
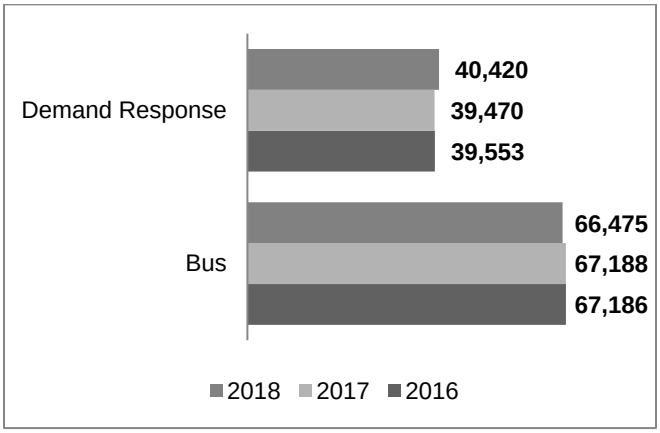


Figure 3-11: Revenue Hours



BICYCLE AND PEDESTRIAN NETWORK

In addition to the motorized network, this plan also highlights the importance of planning for the non-motorized network (bicyclists and pedestrians) within the larger transportation system. A balanced transportation network, which takes a multi-modal approach, provides additional means for active transportation and recreational enjoyment.

In 2014, East Central adopted the *Appleton (Fox Cities) Transportation Management Area and Oshkosh Metropolitan Organization Bicycle and Pedestrian Plan*. The purpose of this plan is to identify a regional bicycle and pedestrian network by planning for these facilities at a regional level rather than on a community-by-community basis. Within the TMA, a number of communities have adopted their own bicycle and pedestrian plans.

Roadways that include access for all users, including motorists, bicyclists, pedestrians, transit riders, and freight haulers, are called Complete Streets. Complete Streets ensure that all

residents and community members are able to reach destinations through a seamless and robust multi-modal roadway network. These policies put an emphasis on moving people rather than moving vehicles.

ECWRPC has adopted two Complete Streets policies: one for the region and one for the Appleton (Fox Cities) TMA and Oshkosh MPO. These policies were adopted to encourage local jurisdictions to adhere to Complete Streets principles when designing, constructing, reconstructing, and maintaining roadways. While it's not mandatory for each roadway to accommodate bicyclists, pedestrians, and transit riders, it is important to look at creating a network that enables all modes of transportation to reach destinations and community amenities through safe, convenient, and well-connected routes.

In addition to building infrastructure, ECWRPC and its communities participate in programs and activities that promote and enhance bicycling and walking. Examples of these programs and activities include installing wayfinding signage; working with local law enforcement on promoting safer driving, bicycling, and walking; creating trails maps; and establishing bicycle and pedestrian counts programs.

The following definitions are commonly used to define bicycle and pedestrian related facilities:

Bicycle Facilities – Infrastructure improvements such as sharrows, marked bike lanes, and shared use paths (both paved and unpaved). For consistency through the LRTP document, bicycle facilities that are signed or unsigned will not be calculated within the existing facilities section.

Bike Lanes – A portion of a roadway that has been designated for preferential or exclusive use by bicyclists and delineated by pavement markings and signs.

Complete Streets – Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and public transport users of all ages and abilities. *Green complete streets* are designed the same as a complete street, but also include a storm water management piece.

Multi-Use Trail – A travel way separated and distinct from facilities in the right-of-way which are physically separated from motorized vehicle traffic by an open space or barrier either within the right-of-way or within an independent area. Multi-use trails are typically used exclusively by pedestrians, bicycles or non-motorized users.

Pedestrian – A person on foot, in a wheelchair, on skates or on a skateboard.

Pedestrian Facilities – Defined within the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan* as sidewalks or shared use paths (both paved and unpaved).[4]

Lane Reconfiguration (Road Diet) – A technique in transportation planning whereby a road is recued in number of travel lanes and/or effective width in order to achieve systemic improvements.

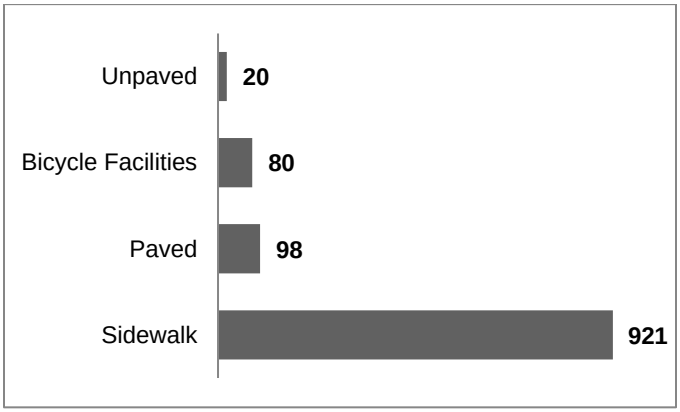
[4] Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan – 2014.

Shared Roadway – A roadway that is officially designated and marked as a bicycle route, but which is open to motor vehicle travel and upon which no bicycle lane is designated.

Sharrow (also known as stripe-less bike lanes) – An arrow-like design painted on a roadway to mark a bicycling route. Sharrows are place in the center of a travel lane to indicate that the bicyclist may use the full lane. The name "sharrow" is a contraction of "shared roadway marking".

Figure 3-12 documents the bicycle and pedestrian infrastructure within the planning area. **Map 3-8** displays the existing bicycle infrastructure and **Map 3-9** displays the existing pedestrian infrastructure. Both maps are in **Appendix A**.

Figure 3-12: Non-Motorized Infrastructure - Miles



SAFE ROUTES TO SCHOOL

The East Central Wisconsin Regional Safe Routes to School (SRTS) Program started in October of 2009 and celebrated its 10 year anniversary in 2019. The program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS projects and activities. The Regional SRTS program is available to all public or private schools (grades K-8) within the East Central Wisconsin Regional Planning Commission's eight-county region including Calumet, Fond du Lac, Menominee, Outagamie, Shawano, Waupaca, Waushara and Winnebago Counties. As of January 2020, there were 184 schools in 35 school districts participating in the Regional SRTS Program.

6 E's of Safe Routes to School

The foundation of the Safe Routes to School program is based upon the 6 E's: equity, education, encouragement, engineering, enforcement, and evaluation.

Equity- Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.

Education- Education on bicycle and pedestrian safety for students, parents, and the community is essential when implementing a SRTS program. Education efforts teach children how to be safe pedestrians and bicyclists and teach drivers how to make the environment around the schools safer for children. Bike rodeos or other community events can teach students and parents the proper bicycling safety tips.

Encouragement- Encouragement strategies are used to show that walking and biking to school can be a safe, fun, healthy and exciting. This is done through a variety of one time and on-going events and activities such as Walk to School Day, Winter Walk to School Month, Bike to School Day, Walking School Bus Program, Frequent Walker program and more to promote walking and biking to school throughout the community.

Enforcement-Enforcement strategies increase awareness of children walking and biking to school, improve driver behavior, and teach children to follow traffic rules by partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools. Project RADAR engages youth to educate community members about driving safe, especially in school zones.

Engineering-Engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle traffic speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways. Engineering efforts can include increased signage, lighting, bike lanes, sidewalks, crosswalks, or curb ramps.

Evaluation-Evaluation is an important component of SRTS programs that can be incorporated into each of the other E's. SRTS programs can be evaluated through bike and walk audits around schools, parent surveys and student arrival and departure tallies. Collecting data before and after program activities or projects are implemented allow communities to track progress and provide information to guide program development.

Together, all of these components create a comprehensive approach to implementing a Safe Routes to School program and increase the number of students walking and biking to and from school.

Five-Year Highlights

In 2015 there were 154 schools participating in the Safe Routes to School Program. In 2020, there are 184 participating schools with 80% of school districts within the region participating. In 2017, Safe Routes to School Staff partnered with Leadership Fox Cities to develop Project RADAR (Reminding All Drivers About Responsibility).This program educates students about the importance of safe driving behaviors in school zones through radar velocity speed guns and classroom curriculum. The Safe Routes to School five year strategic plan was updated in 2017 and includes program activities and outputs through 2021. To learn more information about this plan you can visit http://eastcentralsrts.org/resources/strategic-plan. In 2019, the Safe Routes to School program launched its first educational campaign, "We Take Time to Brake for Our Kids" to educate the community about safe driving in school zones, taking time to brake for students walking and bicycling and stopping for stopped school busses. The School Recognition program also occurred in 2019, with 88 schools recognized throughout the East Central Region.

Appleton (Fox Cities) TMA - SRTS Program

There are eight school districts within the Appleton (Fox Cities) urbanized area; Appleton Area School District, Freedom Area School District, Hortonville Area School District, Kaukauna Area School District, Kimberly Area School District, Little Chute School District, Menasha Joint School District, and Neenah Joint School District.

While 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.

The following seven school districts within the Appleton (Fox Cities) urbanized area are participating in the Regional SRTS Program:

- Appleton Area School District
- Hortonville Area School District
- Kaukauna Area School District
- Kimberly Area School District
- Little Chute School District
- Menasha Joint School District
- Neenah Joint School District.

Appleton Area School District

The City of Appleton started participating in the Safe Routes to School program in 2007 when they received a SRTS Planning Grant from WisDOT. The plan worked with three pilots schools within the Appleton Area School District: Richmond, Lincoln and Franklin Elementary Schools. In 2017, the Safe Routes to School program collaborated with the City of Appleton to develop a sidewalk painting policy. This policy allows schools in Appleton to paint designated routes in the community to the school. Edison Elementary was the first school to paint their school logo of lightbulbs on designated walking routes to school. In 2018, nine schools received silver recognition and 11 schools received bronze recognition in the School Recognition program. In 2019, the Appleton Area School District completed a district-wide SRTS Action Plan including individual action plans for 22 of the schools, with 13 of those schools actively participating in events and programs. A copy of this action plan can be viewed at http://eastcentralsrts.org/local-programs/appleton-area-school-district.

The following 13 schools in the Appleton Area School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Badger Elementary School
- Berry Elementary School
- Edison Elementary School
- Ferber Elementary School
- Foster Elementary School
- Franklin Elementary School
- Highlands Elementary School
- Horizons Elementary School
- Huntley Elementary School
- Jefferson Elementary School
- Johnston Elementary School
- McKinley Elementary School
- Richmond Elementary School

The following chart displays the event and program participation for each of these schools during the 2018-2019 school year.

School Participation in Regional Safe Routes to School Programs & Events

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Walking School Bus Program	Youth Engagement Program
Badger Elementary School		X				
Berry Elementary School	X		X			
Celebration Lutheran School						
Columbus Elementary School						
Edison Elementary School	X	X	X			
Ferber Elementary School			X			
Foster Elementary Charter School	X		X			
Franklin Elementary School	X		X			
Highlands Elementary School	X					
Horizons Elementary School	X		X			
Houdini Elementary School						
Huntley Elementary School	X		X			
Jefferson Elementary School	X	X	X			
Johnston Elementary School	X	X	X			
Lincoln Elementary School						
McKinley Elementary School	X					
Richmond Elementary School	X		X			
Einstein Middle School						
Madison Middle School						
Wilson Middle School						

Hortonville Area School District

The Hortonville Area School District has been actively participating in the East Central Regional SRTS program since 2009. The School District completed a Safe Routes to School Action Plan in 2012 that can be found here: http://eastcentralsrts.org/local-programs/hortonville-area-school-district. In 2018, four schools received silver recognition and three schools received gold

recognition in the School Recognition program. In 2019, four out of the eight schools were actively participating in events and programs. The School District is in the process of updating their local Safe Routes to School Action Plan and it is anticipated to be completed in 2020.

The following three schools in the Hortonville Area School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Greenville Elementary School
- Immanuel Lutheran School
- Saint Mary's Grade School

The following chart displays the event and program participation for each of these schools during the 2018-2019 school year.

School Participation in Regional Safe Routes to School Programs & Events
2018-2019 School Year

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Walking School Bus Program	Youth Engagement Program
Greenville Elementary School	x		x		X	
Greenville Middle School						
North Greenville Elementary School						
Immanuel Lutheran School	x	x	x	x		
Saint Mary 's Grade School	x	x	x			

Kaukauna Area School District

The Kaukauna Area School District began working with the East Central Regional SRTS program in 2014. At that time an initial meeting was held with stakeholders from the district and the City of Kaukauna to discuss implementation of a SRTS program in the community. In the fall of 2014 Bike/Walk Audits were conducted at each of the school sites to inventory existing conditions and record any safety concerns related to students walking or biking to school.

In 2017, the school district completed a local SRTS Action Plan including walk and bike audits at each of the schools, parent surveys, bicycle and pedestrian network recommendations, and safety improvement recommendations. This plan can be referenced at http://eastcentralsrts.org/wp-content/uploads/2020/01/KASD-Action-Plan_FINAL.pdf.

In 2018, three schools received silver recognition and three schools received gold recognition for the School Recognition program.

The following three schools in the Kaukauna Area School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Park Community Charter School
- Electa Quinney Elementary School
- New Directions Learning Community

The following chart displays the event and program participation for each of these schools during the 2018-2019 school year.

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Walking School Bus Program	Youth Engagement Program
Park Community Charter	X	X	X			
Electa Quinney Elementary School	X		X			
River View Middle School						
Haen Elementary School						
Tanner Early Learning Center						
New Directions Learning Community	X	X	X			
Holy Cross						
Trinity Lutheran Grade School						

Kimberly Area School District

The Kimberly Area School District has been participating in the Safe Routes to School program since 2007. As a result of the local action plan that was completed in 2008, the recommended underpass on County Highway CE near the Heart of the Valley YMCA was built, as well as the Noe Road Trail. In 2018, four schools received silver recognition and three schools received gold recognition as part of the School Recognition program. The school district completed a Safe Routes to School Action Plan in 2018 including walk and bike audits at each of the schools, parent surveys, bicycle and pedestrian network recommendations, and safety improvement recommendations. The plan can be found by visiting this link: http://eastcentralsrts.org/wp-content/uploads/2012/02/Kimberly-Area-School-District-Action-Plan-Final_opt-1.pdf.

The following eight schools in the Kimberly Area School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Holy Spirit Catholic School
- Janssen Elementary School
- JR Gerritts Middle School
- Mapleview Intermediate School
- Sunrise Elementary School
- Westside Elementary School
- Woodland Elementary School
- Woodland Intermediate School

The table below displays program and event participation for each of these schools during the 2018-2019 school year.

School Participation in Regional Safe Routes to School Programs & Events
2018-2019 School Year

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Walking School Bus Program	Youth Engagement Program
Holy Spirit Catholic School	x					
Janssen Elementary School						
JR Gerritts Middle School	x		x			
Mapleview Intermediate School	x	x	x	X		
Sunrise Elementary School						
Westside Elementary School	x	x	x			
Woodland Elementary School						
Woodland Intermediate School						

Little Chute School District

The Little Chute School District began participating with East Central Wisconsin Regional Planning Commission to complete their Local SRTS Action Plan in 2008. That plan can be found on the East Central Regional SRTS program website at http://eastcentralsrts.org/local-programs/little-chute-area-school-district.

Little Chute School District is the only school district in the region that does not provide busing, except for special needs students. All students that attend Little Chute Elementary and Middle Schools live within two miles of the schools. Since 2008 the Village of Little Chute adopted a bicycle and pedestrian plan and is working to increase their bicycle and pedestrian accommodations throughout the village.

The following three schools in the Little Chute School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Little Chute Elementary School
- Little Chute Middle School
- Saint John Grade School

The table below displays program and event participation for each of these schools during the 2018-2019 school year.

School Participation in Regional Safe Routes to School Programs & Events
2018-2019 School Year

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Fire Up Your Feet Program	Walking School Bus Program	Youth Engagement Program
Little Chute Elementary School	x		x				
Little Chute Middle School	x		x				
Saint John Grade School							

Menasha Joint School District

The Menasha Joint School District started working with the East Central Regional SRTS Program in 2010 to develop their local SRTS program. In 2013 the school district completed walk and bike audits and parent surveys at each of the schools. From 2016-2018 Butte des Morts Elementary School and Clovis Grove Elementary School participated in the Walking School Bus program. In the 2018-2019 school year there were no school participating in events and programs, but the district as a whole participated in the We Take Time to Brake for Our Kids educational campaign. Menasha Joint School District is scheduled to complete a local Safe Routes to School Action Plan in 2021.

Neenah Joint School District

The Neenah SRTS Task Force formed in 2011 as the Neenah Joint School District became actively involved in the East Central Regional SRTS program. The school district completed a local Safe Routes to School Action Plan in 2012 including parent surveys, student travel tallies, walk and bike audits, and safety improvement recommendations. The School Recognition program that was held in 2018 recognized one school at the bronze level, two at the silver level. During the 2019-2020 school year the Neenah Joint School District participated in the We Take Time to Brake for Our Kids educational campaign. Shattuck Middle School also participated in a month long bicycling safety curriculum in partnership with Neenah Police Department. In 2020, the school district started to update their local action plan by completing walk and bike audits and the plan is scheduled to be completed by 2021.

The following 12 schools in the Neenah Joint School District, located within the Appleton urbanized area, are participating in the Regional SRTS Program:

- Clayton Elementary School
- Coolidge Elementary School
- Hoover Elementary School
- Lakeview Elementary School
- Roosevelt Elementary School
- Spring Road Elementary School
- Taft Elementary School
- Tullar Elementary School
- Wilson Elementary School
- Horace Mann Middle School
- Shattuck Middle School
- St. Margaret Mary's School

School Participation in Regional Safe Routes to School Programs & Events
2018-2019 School Year

	International Walk to School Day	Winter Walk to School Month*	Bike Safety Month	Frequent Walker Program	Walking School Bus Program	Youth Engagement Program
Clayton Elementary School						
Coolidge Elementary School						
Hoover Elementary School						
Horace Mann Middle School						
Lakeview Elementary School	X					
Roosevelt Elementary School						
Saint Margaret Mary's Grade School	X	X	X			
Shattuck Middle School			X			
Spring Road Elementary School	X	X	X			
Taft Elementary School						
Tullar Elementary School						
Wilson Elementary School						

SAFE ROUTES TO PARKS

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.

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. Yet communities with the highest levels of obesity and lowest levels of physical activity have the least safe access to parks. 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.

Safe Routes to Parks aims to improve the multimodal transportation network to parks along routes that are safe and convenient for all community members. The Action Framework emphasizes the importance of communities working with local organizations and residents to assess current conditions through audits, public input meetings, and data analysis; plan through identifying priority areas and incorporating Safe Routes to Parks plans into local plans and policies; implement the plans through activities, programs, and infrastructure; and sustain efforts through creating agreements with local organizations, integrating community efforts, and financing agreements.[5]

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)[6] 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 metric 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.

- **Traffic Safety**
  - "Vision Zero" or similar initiative to end traffic fatalities
  - Traffic calming policies and related design guidelines

[5] https://www.nrpa.org/contentassets/64ee196b5bf241c6ac3462b8d42d1e66/safe-routes-action-framework.pdf.
[6] https://planning-org-uploaded-media.s3.amazonaws.com/document/Metrics-Planning-Healthy-Communities.pdf.

TRAVEL DEMAND MODEL

ECWRPC houses and maintains a Travel Demand Model (TDM). TDMs are used to evaluate transportation systems and forecast future traffic demands. The Northeast Regional TDM covers all or portions of 15 counties in east-central and northeast Wisconsin.
The model uses a trip based four-step model consisting of:

- Trip generation
- Trip distribution
- Mode choice
- Assignment

It utilizes socio-economic data, roadway attributes and various parameters to estimate the trip making within and across the model planning area. Having the capabilities of a TDM allows planners and others to use data to show spatial relationships and ultimately gain a better understanding of the region in terms of transportation needs for the future.

Municipalities in the Appleton area are encouraged to contact ECWRPC to discuss scenario planning technical assistance projects on a case-by case basis.

Examples of technical assistance include:

- Traffic studies/corridor studies
- Traffic/trip generators for a specific area/neighborhood/municipality
- Transportation modeling based on socio-economic data to plan for future development

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4 | RECOMMENDATIONS

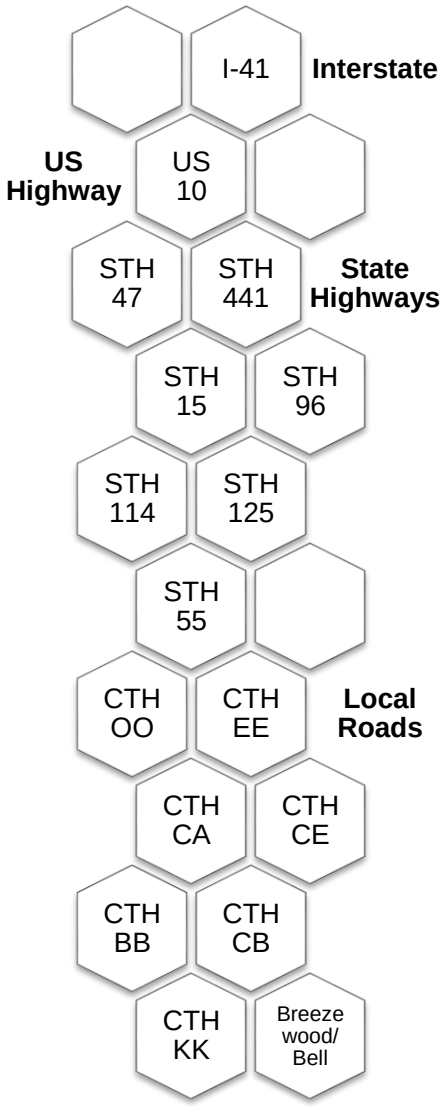
Courtesy: Canva

MAJOR ROADWAYS

Annual Average Daily Traffic (AADT)

WisDOT monitors traffic patterns throughout the state, typically on a three year rotating basis by monitoring annual average daily traffic (AADT). AADT is defined as "the number of vehicles expected to pass a given location on an average day of the year."[1] **Map 4-1** in **Appendix A** displays the AADT (2017) within the planning area. AADT ranged from 15,000 to 45,000 vehicles per day on select roads. Major corridors to monitor AADT include:

[1] http://wisconsindot.gov/Pages/projects/data-plan/traf-counts/default.aspx.



Recommendations for roadways include:

- **Safety:** develop the transportation network for all modes of transportation (motorized and non-motorized).
- **Preservation:** prioritize efforts to rehabilitate existing infrastructure through resurfacing and reconstructing projects.
- **Design:** prioritize installation of innovative traffic infrastructure (such as roundabouts, free-flow and diverging diamond interchanges) as safe and efficient traffic controls.
- **Future Needs:** remain informed about future transportation demands on infrastructure, including but not limited to planning for connected vehicles (CV), autonomous vehicles (AV), ride hailing services / Mobility as a Service (i.e. Uber and Lyft), unmanned aerial

vehicles (UAVs/drones) and other unforeseen trends/technologies within the transportation sector of the "Internet of Things" (IoT).[2]

Illustrative Projects for the Urbanized Area

Projects identified within the Fox Cities Transportation Improvement Program (TIP) for future implementation are denoted as "illustrative". These are candidate projects where future funding can be leveraged to assist local municipalities to implement their projects. Illustrative projects include (as of March 2020):

- **Grand Chute:**
  - Grand Chute Blvd / Victory-Capitol Dr. underpass (new construction)
  - Rifle Range Rd. / Capitol-Grand Chute Blvd (reconstruct)
  - Casaloma / Waterstone Ct-Spencer (reconstruct)
  - College Ave at Mall Dr. / Nicolet (intersection improvements)
  - Capitol Dr. / I-41-Lynndale (reconstruct)
  - Spencer St / Lynndale-I-41 (reconstruct)

- **Greenville:**
  - School Rd Urbanization (Technical Dr-STH 76, reconstruct)
  - Levi Reconstruct/Realignment (Wally Way-Technical, reconstruct)
  - School Rd (Betty's Rodeo Dr-STH 76, reconstruct)
  - Hillview Pulverize and Pave (Julius-STH 76, reconstruct)
  - Everglade Rd (STH 76-Greenwood Rd, reclamation/paving)
  - Parkview Dr Urbanization (Ridgeway Dr-STH 76, reconstruct)
  - Julius Pulverize and Pave (Hillview-STH15, reconstruct)
  - Spring Pulverize and Pave (Lily of Valley-Com Park, reconstruct)
  - Westgreen Dr (STH 15-Greenbush Ct, reclamation/paving)
  - Greenridge Dr (Westgreen Dr-Keimar Ct, reclamation/paving)
  - Ridgeway Dr Pulverize/Pave (STH 15-Parkview Dr, reclamation/paving)
  - Fairwinds Dr Pulverize/Pave (Sunnyvale-Windward, reclamation/paving)

- **Little Chute:**
  - Evergreen / French – Holland (reconstruct)
  - Evergreen / Holland-Vandenbroek (reconstruct)
  - French Rd / Main-CTH OO (reconstruct)

- **Combined Locks:**
  - Prospect St / CTH N-Park (reconstruct)

- **Kimberly:**
  - Kimberly Trail / CTH CE Trail-Railroad (bike/pedestrian trail)
  - Railroad St / 3rd –Maes (bike/pedestrian trail)
- **Fox Crossing:**

[2] https://www.forbes.com/sites/jacobmorgan/2014/05/13/simple-explanation-internet-things-that-anyone-can-understand/#c2899021d091.

  - Airport Rd / Racine-STH 47 (reconstruct)
  - Clayton Rd / East Shady-Fairview (reconstruct)
  - Cold Spring / East Shady-American (resurface)
  - East Shady / CTH CB-Cold Spring (reconstruct)
  - East Shady / CTH CB-Irish (reconstruct)
  - Circle Dr. / Harold (reconstruct)
  - Irish Rd / Jacobsen-East Shady (reconstruct)
  - Irish Rd / Jacobsen-CTH II (reconstruct)
  - Jacobsen / Irish-CTH CB (reconstruct)
  - Stroebe Rd / Butte des Morts-Harry's (reconstruction)

- **Menasha:**
  - Racine St / Third-Ninth (reconstruct)
  - Manitowoc Rd / Oneida-Plan/Manitowoc (reconstruction)

- **Harrison:**
  - Eisenhower Dr. / CTH AP-USH 10/STH 114 (reconstruct)

- **Buchanan:**
  - Eisenhower Dr. / CTH KK-Cornell (bike/pedestrian trail)
  - CTH CE / Buchanan Intersection (intersection improvements)
  - CTH N / CTH CE to CTH KK (widening)

- **Outagamie County:**
  - CTH E / CTH EE-CTH JJ (reconstruct)
  - CTH BB / I-41-Seminole (reconstruct)

- **Neenah:**
  - Winneconne / I-41-Neenah Slough (reconstruct)
  - Green Bay Rd / Fox Point-Shopko (reconstruct)
  - Bell St / Marathon-Harrison (resurface)
  - Nicolet / First-Ninth (resurface)

- **Winnebago County:**
  - CTH A / CTH GG-Park Ave (reconstruct)
  - CTH P / WIS 47-WIS 441 ramps (reconstruction)
  - CTH CB and CTH JJ roundabout (reconstruct)

- **WisDOT:**
  - Racine St. Bridge (replacement)
  - USH 10 (Sherwood-Hilbert); (reconstruct and resurface)
  - STH 114 / USH 10 (STH 55 interchange); (resurface)
  - CTH E Interchange (Appleton-Green Bay); (interchange modification)
  - WIS 441 (Appleton-Green Bay); (north interchange)
  - CTH OO (Menasha-Appleton); (interchange modification)
  - STH 15 (Appleton-Green Bay); (interchange modification)

FREIGHT

Recommendations for freight include:

- **Safety and Preservation:** continue to monitor local bridge sufficiency ratings and identify bridges which are eligible for rehabilitation and reconstruction funding and apply for state funds.

- **Future Needs:** remain informed about future transportation demands on infrastructure, including but not limited to planning for connected vehicles (CV), autonomous vehicles (AV), AV dedicated freight travel lanes (primarily on Interstates/US Highways/State Highways), and unmanned aerial vehicles for freight delivery (i.e. drones).

RAIL

Recommendations for rail freight include:

- **Safety and Preservation:** continue to monitor local bridge sufficiency ratings and identify bridges which are eligible for rehabilitation and reconstruction funding and apply for state funds.

- **Design:** monitor at grade rail crossings; when necessary, plan to install bridge over/underpasses where roads intersect with the rail lines.

- **Future Needs:** remain informed about future transportation demands on infrastructure, including but not limited to planning for connected vehicles (CV), autonomous vehicles (AV), AV dedicated freight travel lanes (primarily on Interstates/US Highways/State Highways) and potential passenger rail projects.

PUBLIC TRANSPORTATION

Photo courtesy of Valley Transit

Valley Transit is the public transportation/specialized transportation provider for the planning area. Staff recommends working with the transit agency to continue to implement its **Transit Development Plan**[3].

Recommendations for transit include:

- **Safety and Preservation:** monitor existing transit stops for accessibility issues and work to address concerns; continue to replace equipment and add technologies to improve system-wide safety.

- **Design:** monitor system to continuously improve transit stops and service.

[3] Updated in 2018-2019.

- **Future Needs:** remain informed about future transportation demands on infrastructure, including but not limited to a strategic focus on mobility as a service and increasing service options.

Transit Asset Management Plan (TAM)

As per the FAST Act and FTA, "[a]ll transit agencies that own, operate, or manage capital assets financial assistance under 49 U.S.C. Chapter 53 either as recipients or sub-recipients must develop a TAM plan. A TAM plan is a tool that will aide transit providers in:

1. Assessing the current condition of its capital assets.

2. Determining what the condition and performance of its assets should be (if they are not already in a state of good repair).

3. Identifying the unacceptable risks, including safety risks, in continuing to use an asset that is not in a state of good repair.

4. Deciding how to best balance and prioritize reasonably anticipated funds (revenues from all sources) towards improving asset condition and achieving a sufficient level of performance within those means.

TAM plans must include at a minimum an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets.[4]

Public Transportation Agency Safety Plan (PTASP)[5]

WisDOT notes:

Section 5329 of Moving Ahead for Progress in the 21st Century (MAP-21) Act requires that all recipients of Federal Transit Administration (FTA) funding develop a Public Transit Agency Safety Plan (PTASP) and certify that the plan meets FTA requirements.

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program (Section 5310) and/or Rural Area Formula Program (Section 5311).

[4] https://www.transit.dot.gov/TAM/TAMPlans.
[5] https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/transit/compliance/safety-bus.aspx.

The PTASP rule is effective July 19, 2019. The plan must include safety performance targets. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by December 31, 2020. The plan must be updated and certified by the transit agency annually.

Requirements

At a minimum, transit agencies must submit a Safety Management Policy as a minimum requirement for the Safety Plan (see footnote 5 for link to policy template).

A complete plan should provide (also see footnote 5 which provides text templates):

1. **Policy statement:** Policy statement establishing senior management commitment to continual safety improvement, signed by the executive accountable for the operation of the agency and the board of directors.

2. **Document revision and control:** Description of the regular annual process used to review and update the plan including a timeline for implementation of the process.

3. **Description of core safety responsibilities:** Description of the responsibilities, accountabilities, and authority of the accountable executive, the key safety officers, and key members of the safety management team.

4. **Safety training program:** Description of the comprehensive safety training program for agency staff that ensures that staff are trained and competent to perform their safety duties.

5. **Safety risk management approach:** Description of the formal processes the agency uses to identify hazards, analyze and assess safety risks, and develop, implement and evaluate risk controls.

6. **Prioritized safety risks:** Description of the prioritized, significant safety risks to the public, personnel and property.

7. **Risk control strategies and actions for prioritized safety risks:** Description of the risk control strategies and actions that the agency will undertake to minimize exposure of the public, personnel and property to hazards, including a schedule for implementing the risk control strategies and the primary entity responsible for each strategy.

8. **Safety assurance:** List of defined safety performance indicators for each priority risk and associated targets the agency will use to determine if it is achieving the specified safety goals.

9. **Desired safety outcomes or goals:** Description of desired safety outcomes for each risk using the measurable safety performance indicators established.

BICYCLE AND PEDESTRIAN NETWORK

ECWRPC completed the *Fox Cities and Oshkosh Urbanized Areas Bicycle and Pedestrian Plan* in 2014.[6] Staff recommends the TMA municipalities coordinate planning efforts to implement recommendations of this plan with their planning efforts (especially as they coordinate with Calumet, Outagamie and Winnebago counties and WisDOT multi-modal projects). **Maps 4-2 and 4-3** in **Appendix A** display existing and recommended bicycle and pedestrian improvements to the transportation network.

Recommendations for non-motorized transportation include:

- **Safety and Preservation:** develop the transportation network for all modes of non-motorized transportation for active transportation (recreation and commuters).

- **Design:** prioritize installation of innovative infrastructure (such as dedicated trails, bicycle lanes and multi-use paths) as safe, healthy and efficient transportation options.

- **Future Needs:** remain informed about future transportation demands on infrastructure, bicycle tourism options and work with local advocacy groups to promote bicycle and pedestrian events/opportunities.

AUTONOMOUS VEHICLES AND RIDE SHARING

Within the planning period the Appleton TMA can expect to see an increased presence of autonomous vehicles and ride sharing. These services will fundamentally transform the transportation system and will have implications for the urbanized area. The American Planning Association recommends that communities should prepare for this change by considering the following:

- **Equity and Access.** Access to transportation is important for employment, education, healthcare and recreation. While ride sharing may improve access to transportation, it is important that the TMA ensures autonomous vehicles do not reinforce existing disparities in access. Additionally, employment in the transportation industry will likely be impacted by autonomous vehicles.

- **Transportation Network.** Significant changes to the ecosystem by increasing the use of fleets for share mobility providers and freight transportation.

- **Land Use and the Built Environment.** Autonomous vehicles will change how we design our public right of ways, street configurations and parking and circulation. This will impact TMA communities' Capital Improvement Programs, design standards and zoning codes.

[6] http://www.ecwrpc.org/programs/fox-cities-and-oshkosh-mpo/bicycle-and-pedestrian-planning/.

COMMUNITY HEALTH IMPACT

An important aspect of positively impacting community health is related to planning for the built environment. The MPO recognizes the importance of encouraging active and healthy communities by planning for all modes of transportation. Commonly known as "complete streets", the MPO recommends communities within the planning area to plan for a balanced transportation network. Complete Streets policies (developed by Smart Growth America and the National Complete Streets Coalition[7]) contain the following:

1. Vision and intent
2. Diverse users
3. Commitment in all projects and phases
4. Clear, accountable expectations
5. Jurisdiction
6. Design
7. Land use and context sensitivity
8. Performance measures
9. Implementation steps

ENVIRONMENTAL MITIGATION ACTIVITIES[8]

Project recommendations mentioned within this plan should strive to reduce environmental impacts where practical and feasible. Overarching recommendations to mitigate negative environmental impacts to the transportation planning process include:

- Continuous coordination with local, state and federal planning agencies and non-profits for sharing information/best practices on region specific transportation projects.
- Development of context specific corridor frameworks (i.e. highway/freight, road, rail and bicycle/pedestrian examples) to evaluate each mode as needed.
- Monitor/research new data visualization techniques, specifically using the capabilities of geographic information systems (GIS) for mapping and modeling.

[7] https://smartgrowthamerica.org/resources/elements-complete-streets-policy/.
[8] https://www.environment.fhwa.dot.gov/env_initiatives/pel/pubcase_6001.aspx#exec.

TRAVEL DEMAND MODEL

ECWRPC in coordination with WisDOT, maintains a Travel Demand Model (TDM) which allows staff to investigate transportation and transit characteristics across northeast Wisconsin. This regional transportation tool covers all or portions of 15 counties. The primary unit of analysis is what is known as a traffic analysis zone (TAZ). The TDM is able to model various travel scenarios using defined transportation parameters in the system. Municipalities within the urbanized area are encouraged to contact ECWRPC for specific requests for corridor/transportation/transit scenario technical assistance.

PERFORMANCE MEASURES AND TARGETS

As per the federal transportation legislation (FAST Act), performance-based transportation measures and targets are required for urbanized areas nation-wide. FHWA defines Transportation Performance Measurement as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.[9] The MPO will adopt the same performance measures and targets established statewide by WisDOT. The performance measures and targets for 2021 include:

Safety

1. Number of Fatalities less than 576.0
2. Rate of Fatalities less than 0.890 per 100 million vehicle miles traveled
3. Number of Serious Injuries less than 2,897.9
4. Rate of Serious Injuries less than 4.482 per 100 million vehicle miles traveled
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries less than 350.2

Pavement

1. >45% of Interstate pavements in Good condition
2. <5% of Interstate pavements in Poor condition
3. ≥20% of non-Interstate NHS pavements in Good condition
4. ≤12% of non-Interstate pavements in Poor condition

Bridge

1. ≥50% of NHS bridges by deck area classified as in Good condition
2. ≤3% of NHS bridges by deck area classified as in Poor condition

[9] https://www.fhwa.dot.gov/tpm/about/tpm.cfm.

National Highway System / Freight

1. 90.0% of the Interstate System providing for Reliable Travel Times
2. 86.0% of the non-Interstate NHS providing for Reliable Travel Times
3. % of the Interstate System Mileage Uncongested (Average truck speed > 50 mph is considered uncongested)
4. Truck Travel Time Reliability Index in the Interstate is 1.60

Transit Asset Management

1. **Equipment:** 30% of non-revenue vehicles meet or exceed Useful Life Benchmark
2. **Rolling Stock:** % of revenue vehicles meet or exceed Useful Life Benchmark:
    a. **Auto: 20%**
    b. **Bus: 50%**
    c. **Cutaway: 0%**
    d. **Minivan: 47%**
3. **Facilities:** 0% of assets with condition rating below 3.0 on FTA TERM Scale

Table 4-1: Appleton TMA Performance Measures Summary

	Measure	Target
Safety	# Fatalities	< 576.0
	Rate of Fatalities	< 0.890 per 100 million VMT
	# Serious Injuries	< 2,897.9
	Rate of Serious Injuries	< 4.482 per 100 million VMT
	# Non-Motorized & Non-Motorized Serious Injuries	< 350.2
Pavement	% Interstate-Good Condition	>45% (4 year target)
	% Interstate-Poor	<5% (4 year target)
	% non-Interstate NHS-Good Condition	≥20% (4 year target)
	% non-Interstate-Poor Condition	≤12% (4 year target)
Bridge	% NHS-Good Condition	≥50% (4 year target)
	% NHS-Poor Condition	≤3% (4 year target)
National Highway System/Freight	% Interstate System w/ Reliable Travel Times	90.0% (4 year target)
	% non-Interstate NHS w/ Reliable Travel Times	86.0% (4 year target)
	% Interstate System mileage uncongested	Average truck speed > 50 mph (considered uncongested)
	Truck Travel Time Reliability Index in the Interstate	1.60 (4 year target)
Transit Asset Management	Equipment: % non-revenue vehicles met/exceed Useful Life	33%
	Rolling Stock: % revenue vehicles met/exceed Useful Life	Auto (77%), Bus (44%), Cutaway (47%), Minivan (51%), Van (27%)
	Facilities: % assets w/ condition rating below 3.0 on FTA TERM scale	10%

PERFORMANCE MEASURES IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Performance measures for the MPO Area were also in part developed out of recommendations/strategies from the Appleton (Fox Cities) Congestion Management Process (CMP) document. There are strong similarities between the objectives outlined in the CMP to that of the TIP and LRTP for the Fox Cities which naturally facilitate its integration into the larger transportation planning process. It is also important that there be an agreed upon level of consistency of the goals and objectives between the CMP, TIP and LRTP. The CMP as a stand-alone document provides guidance in the selection of projects for the 4 year TIPs. The TIPs consequently impact which projects are initiated in both the short and long term future, which ultimately impacts the status of the LRTP. It is vital that these plans work together to meet the demands of the regional transportation network. East Central has always used appropriate scoring criteria for ranking and selecting projects for the Surface Transportation Block Grant – Urban Program (STBG-U) in the Transportation Improvement Program. The ranking criteria for these federal programs uses scoring systems that are tied to the LRTP goals and policies. The TIP evaluates short range projects based on criteria that include: plan consistency, preservation of existing systems, pavement condition, capacity needs, safety, multimodality, freight, transit improvements, bike/pedestrian improvements and planned capital improvement programming. Projects will be scored on a set number of points for each category, resulting in a project ranking and recommendation list for the TIP.

Federal planning requirements for metropolitan planning organizations for the long range transportation plan (LRTP) and transportation improvement programs (TIPs) are to include a description of the effects of these documents towards meeting the transportation system performance measure targets that were established. For a detailed analysis on the performance measures in the TIP, follow the link below. [10]

[10] https://www.ecwrpc.org/wp-content/uploads/2019/11/2020-FoxCities-TIP.pdf.

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5 | PLANNED INVESTMENTS & FUNDING

Courtesy: Canva

PROJECT COST ESTIMATES

A primary function of this plan is to show transportation investments noted in this plan correlate to the corresponding Transportation Improvement Program (TIP) for the Fox Cities urbanized area. **Table 5-1** lists all illustrative transportation projects in the urbanized area. Illustrative projects do not have funding (federal, state, local) yet budgeted but are "in waiting" as candidate projects, where future funding could be allocated in future budget cycles. It is important to have candidate projects which are designed/engineered and ready for construction and leverage federal and state transportation dollars for the region. Funds listed in the table are noted as high level construction cost (design/engineering and right-of-way) are not figured into this table unless noted.

In total, nearly **$153 million** of federal, state and local funds are planned for future transportation related projects in the urban area over a 30+ year horizon. Of this amount, **$43 million is federal funds, $10 million is state funds and just over $100 million is from local funds to leverage for the Fox Cities urban area (as of April 2020).**

The average funds for each program area (federal, state and local) were inflated over the life of this plan (30 year horizon) to the year 2050. An inflation factor of 2.3 percent was used.

In summary, the illustrative projects are **projected to require approximately an additional $94 million of which $26 million is federal; $6 million is state; and $62 million in local funds over the life of the plan.** Please see Table 5-2 for summary. Note that funding levels are subject to change and should be monitored at each 5-year plan update as projects are completed/removed or modified.

Table 5-1: Illustrative Transportation Projects

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total ($000)
WisDOT/ Winnebago Co	Racine St Bridge	Bridge Replacement	29,427	7,357	0	**36,784**
C of Neenah	S Commercial St (Stanley - Winneconne)	Reconstruct (Build)	0	0	7,870	**7,870**
T of Harrison	Eisenhower Dr / CTH AP-USH 10/STH 114	Reconstruct	0	0	7,587	**7,587**
Outagamie Co	CTH BB / USH 41-Seminole	Reconstruct	0	0	5,450	**5,450**
Outagamie Co	CTH E / CTH EE-CTH JJ	Reconstruct	0	0	5,375	**5,375**
Winnebago Co	CTH II / WIS 76 - Clayton Ave	Reconstruct	0	0	4,650	**4,650**
Winnebago Co	CTH P / WIS 47 - WIS 441 ramps	Reconstruct	0	0	4,500	**4,500**
WisDOT/ Calumet Co	USH 10 Village of Sherwood	Reconstruct	3,019	755	0	**3,774**
Greenville	School Rd Urbanization (Technical Dr-STH 76)	Reconstruct	3,097	0	676	**3,773**
WisDOT/ Calumet Co	USH 10 Village of Sherwood	Resurface	3,006	752	0	**3,758**
Little Chute	Evergreen / French - Holland	Reconstruct	0	0	3,751	**3,751**
Combined Locks	Prospect St / CTH N - Park	Reconstruct	0	0	3,500	**3,500**
Winnebago Co	CTH A / CTH GG - Park Ave	Reconstruct	0	0	3,300	**3,300**
Fox Crossing	Irish Rd / Jacobsen - CTH I	Reconstruct	0	0	2,948	**2,948**
Fox Crossing	Clayton Rd / East Shady - Fairview	Reconstruct	0	0	2,920	**2,920**
Grand Chute	College Ave at Mall Dr / Nicolet intersection	Intersection Improvements	0	0	2,800	**2,800**
Fox Crossing	East Shady / CTH CB - Cold Spring	Reconstruct	0	0	2,501	**2,501**
C of Menasha	Racine St/Third - Ninth	Reconstruct	0	0	2,399	**2,399**
T of Buchanan	CTH N / CTH CE to CTH KK	Widening	0	0	2,300	**2,300**
Fox Crossing	Irish Rd / Jacobsen - East Shady	Reconstruct	0	0	2,260	**2,260**
C of Neenah	CTH CB/CTH JJ Roundabout (Cecil -CTH JJ)	New Construction (Build)	0	0	2,200	**2,200**
Little Chute	Evergreen / Holland-Vandenbroek	Reconstruct	0	0	2,163	**2,163**
Grand Chute	Casaloma / Waterstone Ct-Spencer	Reconstruct	0	0	2,080	**2,080**
Little Chute	French Rd / Main - CTH OO	Reconstruct	0	0	2,053	**2,053**

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total ($000)
Greenville	Levi Reconstruct/Realignment (Wally Way-Technical)	Reconstruct	1,430	0	316	**1,746**
Grand Chute	Spencer St / Lynndale-USH 41	Reconstruct	0	0	1,720	**1,720**
Grand Chute	Capitol Dr / McCarthy-USH 41	Reconstruct	0	0	1,520	**1,520**
Fox Crossing	Jacobsen / Irish - CTH CB	Reconstruct	0	0	1,467	**1,467**
Grand Chute	McCarthy / STH 15-Capitol	Reconstruct	0	0	1,400	**1,400**
Fox Crossing	Cold Spring / East Shady - American	Resurface	0	0	1,377	**1,377**
Grand Chute	Capitol Drive / USH41-Lynndale	Reconstruct	0	0	1,320	**1,320**
WisDOT/ Calumet Co	STH 114 / USH 10 - Jct STH 55	Resurface	944	248	0	**1,192**
Fox Crossing	Airport Rd / Racine - STH 47	Reconstruct	0	0	1,152	**1,152**
Winnebago Co	CTH CB & CTH JJ Roundabout	Reconstruct	0	0	1,150	**1,150**
Fox Crossing	Stroebe Rd./Butte des Morts - Harrys	Reconstruct	0	0	1,043	**1,043**
Greenville	School Rd (Betty's Rodeo Dr-STH 76)	Reconstruct	0	0	990	**990**
C of Neenah	Congress St (Cecil - Doty)	Reconstruct	0	0	916	**916**
C of Neenah	Wisconsin Ave (Oak - Lakeshore)	Reconstruct	0	0	860	**860**
Grand Chute	Rifle Range Rd / Capitol-Grand Chute Blvd.	Reconstruct	0	0	810	**810**
Grand Chute	Grand Chute Blvd / Victory-Capitol	New Construction	0	0	750	**750**
WisDOT/ Outagamie Co	CTH E Interchange, Appleton-Green Bay	Intersection Improvements	598	150	0	**748**
C of Menasha	Manitowoc Rd. / Oneida - Plank/Manitowoc	Reconstruct	0	0	735	**735**
WisDOT/ Outagamie Co	CTH OO, Menasha-Appleton	Intersection Improvements	552	138	0	**690**
Fox Crossing	East Shady / CTH CB - Irish	Reconstruct	0	0	667	**667**
Fox Crossing	Circle Drive / Harold	Reconstruct	0	0	663	**663**
C of Neenah	Pendleton Rd (Breezewood Ln-Whippoorwill Cir)	New Construction	0	0	500	**500**
T of Buchanan	Eisenhower Dr / CTH KK - Cornell	Bike/Pedestrian Trail	0	0	500	**500**

Primary Jurisdiction	Project Description	Type	Federal Funds	State Funds	Local Funds	Total ($000)
C of Neenah	CTH CB/CTH JJ Roundabout (Cecil -CTH JJ)	New Construction (Design)	0	0	450	**450**
Greenville	Hillview Pulverize and Pave (Julius-STH 76)	Reconstruct	0	0	419	**419**
WisDOT/ Outagamie Co	STH 441, Appleton-Green Bay	Intersection Improvements	322	81	0	**403**
Greenville	Everglade Rd (STH 76-Greenwood Rd)	Reclamation/ Paving	0	0	400	**400**
Kimberly	Kimberly Trl / CE Trl - Railroad	Bike/Pedestrian Trail	0	0	392	**392**
Greenville	Parkview Dr Urbanization (Ridgeway Dr-STH 76)	Reconstruct	0	0	332	**332**
WisDOT/ Outagamie Co	STH 15, Appleton-Green Bay	Intersection Improvements	230	58	0	**288**
Greenville	Julius Pulverize and Pave (Hillview-STH 15)	Reconstruct	0	0	207	**207**
Greenville	Spring Pulverize and Pave (Lly of Vlly-Com Park)	Reconstruct	0	0	207	**207**
C of Neenah	Winneconne Overpass	Deck Rehabilitation	0	0	200	**200**
C of Neenah	Winneconne Ave (overpass - Henry St)	Reconstruct	0	0	200	**200**
C of Neenah	S Commercial St (Stanley - Winneconne)	Reconstruct (Design)	0	0	200	**200**
Kimberly	Railroad St / 3rd - Maes	Bike/Pedestrian Trail	0	0	170	**170**
Greenville	Westgreen Dr (STH 15-Greenbush Ct)	Reclamation/ Paving	0	0	155	**155**
Greenville	Greenridge Dr (Westgreen Dr-Keimar Ct)	Reclamation/ Paving	0	0	155	**155**
C of Neenah	CTH CB/CTH JJ Roundabout (Cecil -CTH JJ)	New Construction (Real Estate)	0	0	150	**150**
T of Buchanan	CTH CE & Buchanan Intersection	Intersection Improvements	0	0	85	**85**
Greenville	Ridgeway Dr Pulverize/Pave (STH 15-Parkview Dr)	Reclamation/ Paving	0	0	22	**22**
Greenville	Fairwinds Dr Pulverize/Pave (Sunnyvale -Windward)	Reclamation/ Paving	0	0	22	**22**
C of Neenah	CTH A (CTH G - S Park Ave)	Reconstruct	0	0	0	**0**
C of Neenah	Industrial Dr (CTH G - Discovery Dr)	New Construction	0	0	0	**0**
			42,625	**9,539**	**96,905**	**149,069**

FUTURE BICYCLE AND PEDESTRIAN PROJECTS

As the bicycle and pedestrian network expands, communities look to additional connections that can complete or complement the existing bicycle and pedestrian facilities. Table 5-2 lists locally-identified bicycle and pedestrian projects that have not yet been fully funded or programmed into a budget cycle.

Primary Jurisdiction	Street	From	To	Facility Type	Additional Notes
Grand Chute	CTH GV	Casaloma Drive	McCarthy Road	Trail	
Grand Chute	CTH JJ	Extending through the Town		Trail	
Grand Chute	Wren Drive	Trail terminus	CTH JJ	Trail	
Kimberly	Red Cedar and White Cedar in Cedar Mills site	Trail terminus	Washington Street Bridge to connect to CTH N	Trail	
Kimberly	Kennedy Avenue	Railroad Street	Eisenhower to connect to CE/Eisenhower intersection	Sidewalk and Bike Lanes	
Outagamie County (with Grand Chute)	CTH JJ	CTH A	STH 47	Trail and Bike Lanes	
Outagamie County (in Vandenbroek)	CTH JJ	CTH N	CTH CC	Trail	Right-of-way would need to be acquired
Outagamie County (Village of Little Chute)	CTH N	-	-	Trail Crossing	In conjunction with Creekside Trail expansion
Outagamie County (with Appleton)	CTH JJ	Lightning Drive	French Road	Not Specified	
Outagamie County	CTH 15	-	-	Trail	Lead entity will need to be identified
Outagamie County	CTH A	Grand Chute Blvd	Bubolz Nature Center	Not Specified	Led by Grand Chute
Outagamie County	CTH A	Bubolz Nature Center	CTH JJ	Not Specified	Led by Grand Chute

Primary Jurisdiction	Street	From	To	Facility Type	Additional Notes
Outagamie County	CTH JJ	STH 47	CTH E/Ballard	Trail	
Outagamie County	Plamann Park	Expanding trail network to roadway connections		Trail	Connect Applecreek Road and Ballard/CTH E to Meade; Broadway to CTH N
Calumet County	CTH KK	CTH N	USH 10	Not Specified	
Calumet County	CTH N	USH 10	CTH AP/Midway Rd./Schmidt Road	Not Specified	
City of Appleton	WE Energies Trail	-	-	Trail	Phase 2
City of Appleton	-	Vulcan Heritage Park	Lutz Park	Boardwalk	
City of Appleton	Riverview Gardens	Memorial Drive	Oneida Street	Trail	
City of Appleton	Memorial Park	CTH OO	Witzke Blvd	Trail	Additional connection to Schieg Center
City of Neenah*	Lakeshore Avenue to North Park Avenue			Sidewalks	
Village of Harrison	USH 10	Trail Terminus	North Shore Road	Not Specified	
Village of Harrison	North Shore Road	USH 10	Royaltroon Drive	Not Specified	
Village of Harrison	Frontage Road?	North Shore Road	Stommel Road	Not Specified	
Village of Harrison	Stommel Road	STH 114	Golf Course Road	Not Specified	
Village of Harrison	Schaefer Road	State Park Road	N. Harwood Road	Not Specified	
Village of Harrison	State Park Road	Lake Winnebago	CTH KK	Not Specified	
Village of Harrison	Manitowoc Road	N. Coop Road	N. Harwood Road	Not Specified	
Village of Harrison	Highline Trail Extension	-	-	Trail	Trail extension

Primary Jurisdiction	Street	From	To	Facility Type	Additional Notes
Village of Harrison	Harwood Road (north and south)	CTH KK	Farro Springs Road	Not Specified	
Village of Harrison	Noe Road	CTH KK	Midway Road	Not Specified	
Village of Harrison	Eisenhower Drive	Manitowoc Road	Woodland Road	Not Specified	
Village of Little Chute	Cherryvale	-	-	Trail	Connection to Apple Creek Trail
Village of Fox Crossing	Irish Road	Winchester Road	Friendship Trail	Trail	
Village of Fox Crossing	Winchester Road	Spring Road Drive	Lake Street	Trail	
City of Menasha	Lawson Street	Menasha Loop the Little Lake Trestle	Garfield Avenue	On-street Facility	
City of Menasha	Garfield Avenue	Lawson Street	Washington Street	Trail	
City of Menasha	Gilbert Trail Extension	Washington Street	Gilbert Trail Terminus	Trail	
City of Menasha	-	Nature's Way	Woodland Hills Drive	Trail	City is negotiating a purchase of property south of the Appleton Water Plant
City of Menasha	Woodland Hills Subdivision	-	-	Trail	
City of Menasha	Racine Road/CTH P	Midway Road	12th Street	Not Specified	Adding bicycle and pedestrian facilities from this stretch would complement existing WisDOT and Winnebago County project to

Primary Jurisdiction	Street	From	To	Facility Type	Additional Notes
					urbanize Racine Road/CTH P from STH 47 to Midway Road.
City of Menasha	STH 47	Valley Road	9th Street	Bike Lanes	
City of Menasha	USH 10	Trail terminus	Lake Park Road	Trail	
City of Menasha	Broad Street	Racine Street	Jefferson Park	Not Specified	
City of Menasha	Water Street	Broad Street	Tayco Street	Trail	

Table 5-2: Illustrative Transportation Projects (with Inflation Factor)

	Federal ($000)	State ($000)	Local ($000)	Total ($000)
Average	**592**	**132**	**1,398**	
2021	606	136	1,430	2,171
2022	620	139	1,463	2,221
2023	634	142	1,497	2,272
2024	648	145	1,531	2,325
2025	663	148	1,566	2,378
2026	679	152	1,602	2,433
2027	694	155	1,639	2,489
2028	710	159	1,677	2,546
2029	726	163	1,715	2,605
2030	743	166	1,755	2,664
2031	760	170	1,795	2,726
2032	778	174	1,837	2,788
2033	796	178	1,879	2,853
2034	814	182	1,922	2,918
2035	833	186	1,966	2,985
2036	852	191	2,011	3,054
2037	871	195	2,058	3,124
2038	891	199	2,105	3,196
2039	912	204	2,153	3,270
2040	933	209	2,203	3,345
2041	954	214	2,254	3,422
2042	976	218	2,306	3,500
2043	999	224	2,359	3,581
2044	1,022	229	2,413	3,663
2045	1,045	234	2,468	3,747
2046	1,069	239	2,525	3,834
2047	1,094	245	2,583	3,922
2048	1,119	250	2,643	4,012
2049	1,145	256	2,703	4,104
2050	1,171	262	2,765	4,199
30 Year Horizon	**26,350**	**5,897**	**62,222**	
			Combined	**94,468**

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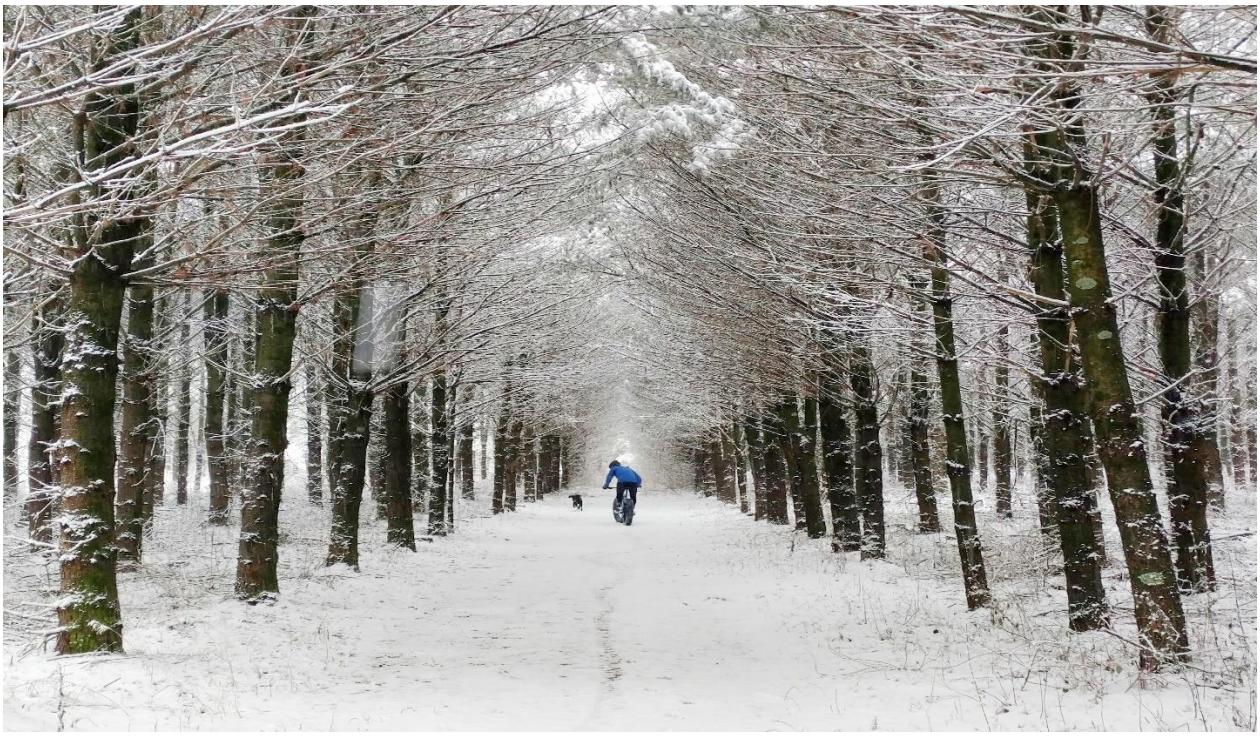
6 | HEALTH IN TRANSPORTATION



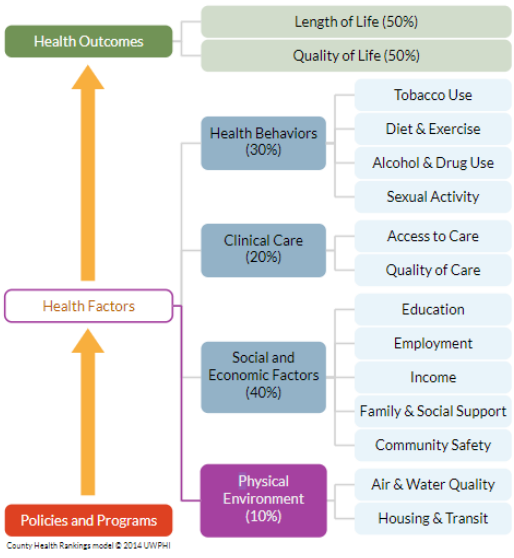
INTRODUCTION- LINKING TRANSPORTATION AND HEALTH

The transportation system impacts public health outcomes, which is how long people live and the quality of their life while they are alive. Transportation factors that impact health outcomes include: active living, housing and transit, community safety, air quality, land use, food accessibility, access to medical care, and employment. These factors can also be identified as social determinants of health (SDH).These health factors are displayed in the County Health Rankings table below.

County Health Rankings

The County Health Ranking Model provides data on the factors influencing how long and how well we live. The Rankings use more than 30 measures that help communities understand **how healthy their residents are today (health outcomes) and what will impact their health in the future (health factors)** as well as policies and programs.[1]

Figure 6-1: County Health Rankings Model



(Image source: County Health Rankings 2016: Wisconsin—http://www.countyhealthrankings.org/sites/default/files/state/downloads/CHR2016_WI.pdf)

[1] https://www.countyhealthrankings.org/explore-health-rankings/measures-data-sources/county-health-rankings-model.

Figure 6-1 displays the model and the factors encompassed within it. In 2019, the County Health Rankings in the East Central Wisconsin Region ranges from the top of list at number 5, to the bottom of the list at 72. Outagamie County ranked **20th**, Calumet County ranked **6th,** and Winnebago County ranked **42nd** in 2020. [2]

Transportation and Health Equity

Fox Cities MPO's transportation system is designed and built to support safe and healthy communities by facilitating active living and providing transportation options to all community members. Planning for transportation and health requires an emphasis on equity to provide transportation accommodations for all users and the opportunity for all users to attain their highest level of health. Inequities occur when individuals face barriers that prevent them from reaching their full potential.[3] Planners can help reduce inequities and improve health. East Central Wisconsin Regional Planning Commission (ECWRPC) has a Title VI Nondiscrimination plan to ensure no person on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any ECWRPC sponsored program or activity.

To create a transportation system that is built to support safe and healthy community's local, county, MPO, regional and state goals need to be aligned. This chapter identifies and outlines the goals in the State and MPO Long Range Transportation Plans (LRTP), as well as the State and Local Community Health Improvement Plans (CHIP). Goals and strategies from the Outagamie County, Winnebago County, and Calumet County Community Health Improvement Plans are included in detail to better align health and transportation goals and strategies. The goals and strategies outlined are related to transportation specifically and do not include all of the goals outlined in the plan.

Table 6-1 displays the identified goals in the State and MPO Long Range Transportation Plans, as well as the goals in the State and Local Community Health Improvement Plans. [4]Aligning goals from the four different plans provides direction for the future of health and transportation efforts in the State of Wisconsin and the Fox Cities MPO.

[2] https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/fond-du-lac/county/outcomes/overall/snapshot.
[3] https://www.apha.org/topics-and-issues/health-equity.
[4] https://wisconsindot.gov/Pages/projects/multimodal/c2030-plan.aspx.
https://www.dhs.wisconsin.gov/publications/p01791.pdf.
https://www.co.winnebago.wi.us/sites/default/files/uploaded-files/wchd_chip_onlinepdf.pdf.
https://www.outagamie.org/home/showdocument?id=31003.
https://ledgeviewnaturecenter.org/DocumentCenter/View/1352/CHIP_report_June-2014-v-3_small?bidId=.

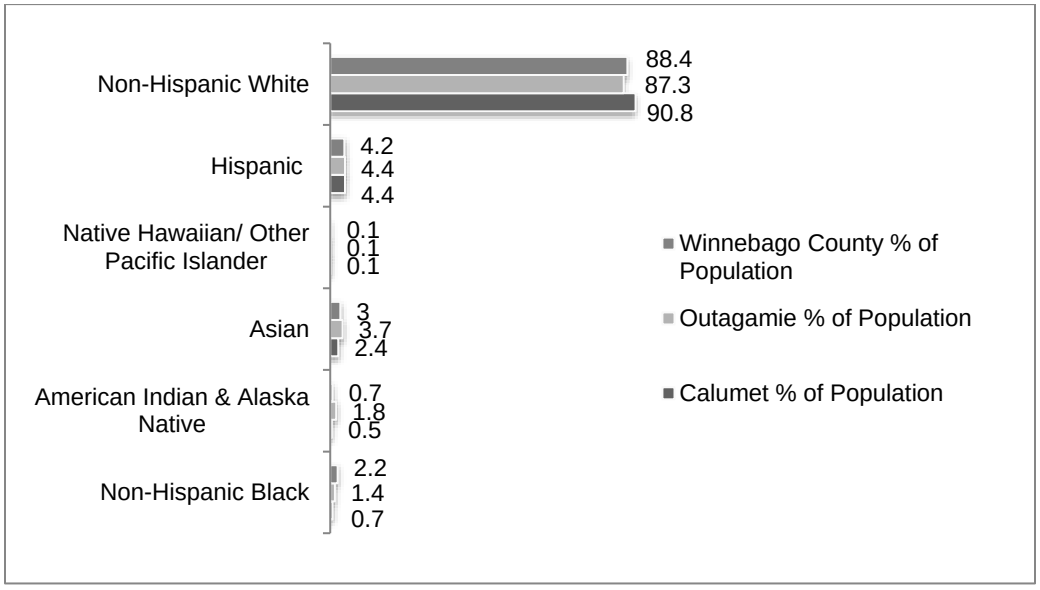
Table 6-1: Goals of Local and State Health and Transportation Plans

State LRTP Themes	Fox Cities MPO LRTP Goals	State Health Improvement Plan Goals	Calumet County CHIP Goals Related to Transportation	Outagamie County CHIP Goals Related to Transportation	Winnebago County CHIP Goals Related to Transportation
Preserve Wisconsin's transportation system	Integrated Planning	Improve health across the lifespan	To empower Calumet County residents to build and embrace healthy lifestyles through education and wellness opportunities	Improve physical activity and support active living in Outagamie County	Residents are connected and engaged in the places and spaces that matter to them
Promote transportation safety	Maximum system effectives for all residents	Eliminate health disparities and achieve health equity		Improve nutrition and food culture among all people in Outagamie County	Improve and expand access to and availability of already existing services and opportunities
Foster Wisconsin's economic growth	An efficient transportation system				Healthy food and beverages
Provide mobility and transportation choice	Safety				
Promote transportation efficiencies	Minimal environmental disruption				
Preserve Wisconsin's quality of life	Compatibility with land use patterns				
Promote transportation security	Conservation of energy				
	Performance measures				
	Environmental Justice				
	Coordination at all levels				
	Complete streets policies				
	Sustainable and livable communities				

CALUMET, OUTAGAMIE, WINNEBAGO COUNTIES DATA SNAPSHOT

Table 6-2 displays the population demographics in Calumet County, Outagamie County, and Winnebago County. Data is provided by County Health Rankings, Us Census PEP, 2018.[5]

Table 6-2: Calumet, Outagamie, and Winnebago County Demographic Data



[5] https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/winnebago/county/outcomes/overall/snapshot. https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/calumet/county/outcomes/overall/snapshot. https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/outagamie/county/outcomes/overall/snapshot.

Table 6-3 displays Calumet County, Outagamie County, and Winnebago County Health Rankings from 2016-2020. **Table 6-4** displays the health outcomes from the County Health Rankings in 2020. Data was provided by County Health Rankings & Roadmaps, 2016-2018. [6]

Table 6-3: Calumet, Outagamie, Winnebago County Health Rankings

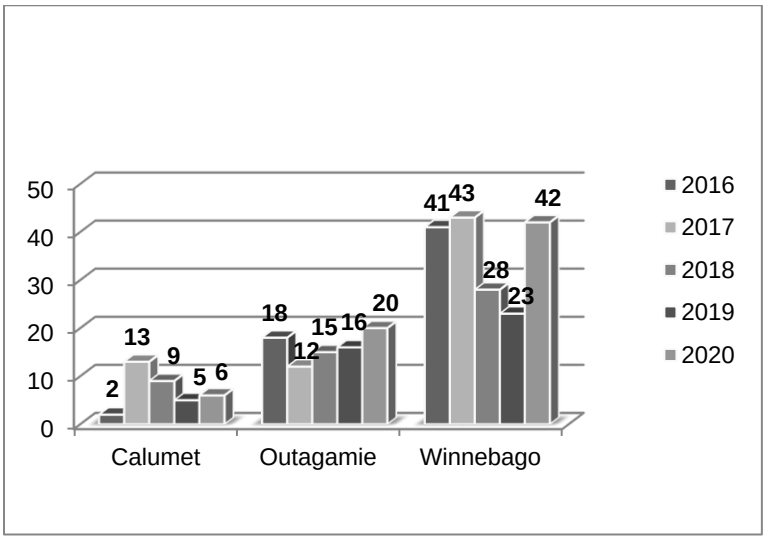


Table 6-4: Calumet, Outagamie, Winnebago County Health Outcomes

Length of Life	**Calumet County**	**Outagamie County**	**Winnebago County**	**Wisconsin**
Premature death	4,600 years of potential life lost before age 75 per 100,000	5,300 years of potential life lost before age 75 per 100,000	5,900 years of potential life lost before age 75 per 100,000	6,400 years of potential life lost before age 75 per 100,000
Quality of Life				
Poor or fair health	11%	13%	13%	17%
Poor physical health days	3.0 average number of days reported in last 30 days	3.4 average number of days reported in last 30 days	3.5 average number of days reported in last 30 days	3.9 average number of days reported in last 30 days
Poor mental health days	3.3 average number of days reported in last 30 days	3.5 average number of days reported in last 30 days	3.8 average number of days reported in last 30 days	4.0 average number of days reported in last 30 days
Low birthweight	7%	7%	7%	7%

[6] https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/winnebago/county/outcomes/overall/snapshot. https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/calumet/county/outcomes/overall/snapshot. https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/outagamie/county/outcomes/overall/snapshot.

Table 6-5 displays Wisconsin Behavioral Risk Factor Survey estimates for chronic diseases in Calumet, Outagamie, and Winnebago Counties, 2015-2019.

Table 6-5: Chronic Disease Reported in Calumet, Outagamie, Winnebago Counties and Wisconsin

Percent of Adults	Calumet, Outagamie, Winnebago Counties	Lower confidence limit	Upper confidence limit	Wisconsin	Lower confidence limit	Upper confidence limit
Ever told high blood pressure	**28.9%**	25.2%	32.6%	**34.5%**	33.3%	35.7%
Ever told high cholesterol	**33.4%**	29.2%	37.5%	**30.1%**	29.0%	31.2%
Ever told diabetes	**10.3%**	7.9%	12.7%	**8.9%**	8.2%	9.6%
Ever told prediabetes	**9.7%**	6.9%	12.6%	**9.0%**	8.2%	9.7%
Overweight	**36.7%**	31.8%	41.7%	**35.4%**	34%	37%
Obese	**31.7%**	27.2%	36.3%	**33.0%**	32%	34%

PUBLIC HEALTH IN WISCONSIN AND THE FOX CITIES MPO

Wisconsin State Health Plan: Healthiest Wisconsin 2020
Healthiest Wisconsin 2020 is a 10-year state health improvement plan that was designed to benefit the health of everyone in Wisconsin and its communities. The vision of Healthy Wisconsin 2020 is **"everyone living better, longer."** [7] This was chosen to stress the importance of living a quality life from birth to old age, and to be inclusive of all communities and regions. There are two goals to this plan which include: **improve health across the lifespan and to eliminate health disparities and achieve health equity.** [8] The Wisconsin Department of Health and Human Services is in the process of updating the Wisconsin State Health Assessment Plan and that will be completed in 2021.

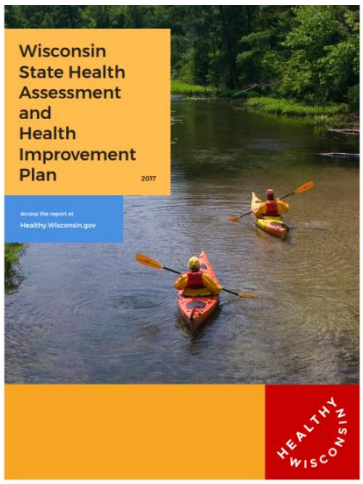
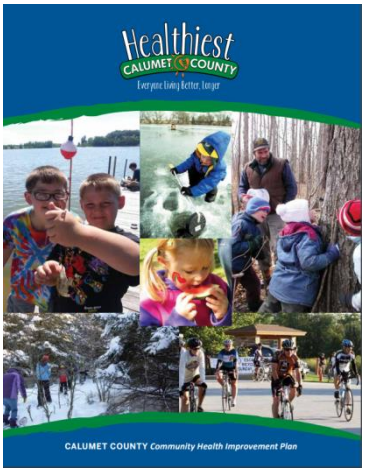


Photo Credit: Wisconsin SHIP

[7] https://www.dhs.wisconsin.gov/publications/p01791.pdf.
[8] https://www.dhs.wisconsin.gov/publications/p01791.pdf.

Calumet County Community Health Improvement Plan (CHIP)



A community health improvement plan (CHIP) is a long-term, systematic effort to address public health problems based on the results of the community health assessment activities and the community health improvement process.[9] These plans are typically updated every three to five years.

The Calumet County Health Improvement Plan was developed in 2014 with the goals of reducing risky and unhealthy alcohol use to protect the health, safety, and quality of life for all, especially children and to empower Calumet County residents to build and embrace healthy lifestyles through education and wellness opportunities. The following priority areas, goals, and strategies were identified in the Calumet County CHIP and can be impacted by transportation. The data outlined in this plan is from the Calumet County Community Health Improvement Plan.[10]

Goal: To empower Calumet County residents to build and embrace healthy lifestyles through education and wellness opportunities.

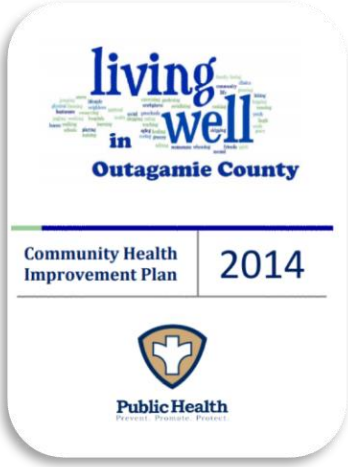
Strategy: Encourage local partners to consider plans, action steps and policy changes that create healthier systems.

Strategy: Increase physical activity levels of Calumet County residents.

Strategy: Promote education and opportunities related to healthy nutrition.

Strategy: Foster local networks of partners and coalition members that support healthy lifestyle efforts.

Outagamie County Community Health Improvement Plan (CHIP)



The Outagamie County Community Health Improvement Plan was created in 2014 with the goals to improve physical activity and support active living, improve nutrition and food culture among all people, and improve mental health. The following priority areas, goals, and strategies were identified in the Outagamie County CHIP and can be impacted by transportation. The data outlined in this plan is from the Outagamie County Community Health Improvement Plan.[11]

[9] https://www.cdc.gov/publichealthgateway/cha/plan.html#:~:text=A%20community%20health%20improvement%20plan%20(or%20CHIP)%20is%20a%20long,every%20three%20to%20five%20years.
[10] https://ledgeviewnaturecenter.org/DocumentCenter/View/1352/CHIP_report_June-2014-v-3_small?bidId=.
[11] https://www.outagamie.org/home/showdocument?id=31003.

Goal 1: Improve physical activity and support active living in Outagamie County.

Objective 1: Increase percentage of population reporting they are physical active.

Objective 2: Decrease percent of adults age 20 and older with body mass index (BMI) greater than 30.

Objective 3: Ensure that opportunities to be physically active are accessible to all county residents, with an emphasis on older adults, people with disabilities, and youth.

Strategies: Encourage community design and development that supports physical activity and facilitates access to safe, accessible, and affordable places for physical activity.

Goal 2: Improve nutrition and food culture among all people in Outagamie County.

Objective 1: Increase skills and knowledge regarding food systems, including food procurement, cultivation, preservation, programming and support.

Strategies: Support the development of a community food system and ensure residents are able to access affordable, safe, and fresh food.

Winnebago County Community Health Improvement Plan (CHIP)

The Winnebago County Community Health Improvement Plan was developed for 2018-2019 and the health priorities and goals include: social place connectedness, access to opportunities that improve health, healthy food and beverages, mental health, alcohol and other drugs. The following priority areas, goals, and strategies were identified in the Winnebago County CHIP and can be impacted by transportation. The data outlined in this plan is from the Winnebago County Community Health Improvement Plan.[12]

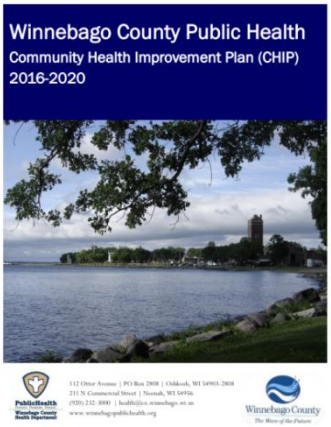


Photo Credit: Winnebago County CHIP

Priority Area: Social Place Connectedness

Goal 1: Residents are connected and engaged in the places and spaces that matter to them.

Strategy 1.1: Integrate public health into local municipal planning processes and decision-making systems so health outcomes are considered in decision-making processes.

Strategy 2.2: Support community development initiatives designed to engage, improve, and strengthen community connectedness, and improve physical, social and service environments in local neighborhoods.

[12] https://www.co.winnebago.wi.us/sites/default/files/uploaded-files/wchd_chip_onlinepdf.pdf.

Priority Area: Access to Opportunities that Improve Health

Goal 2: Improve and expand access to and availability of already existing services or opportunities.

Strategy 2.1- Improve access to transportation.

Strategy 2.2- Support efforts to ensure a range of affordable housing is available for all.

Indicator 2a- Increase the percentage of the population with adequate access to locations for physical activity from 84% in 2014 to 88% in 2020.

Priority Area: Healthy Food and Beverages

Goal 3: Increase access to and consumption of fruits, vegetables, and healthy beverages while decreasing consumption of sugar- sweetened beverages in children and adults.

Strategy 3.1- Improve food environment in food retail and social settings focusing on must vulnerable populations.

Strategy 3.2- Improve residents' ability to recognize and use healthy foods.

Indicator 3a- Increase the county's Food Environment Index score from 7.6 in 2015, to 8.0 in 2020.

LONG RANGE TRANSPORTATION PLANNING IN WISCONSIN AND THE FOX CITIES MPO

Wisconsin Long-Range Multimodal Transportation Plan: Connection 2030

Connections 2030 is Wisconsin's statewide long-range multimodal plan. This plan covers a 20 year timeframe and includes seven themes that base 37 policies. Connections 2030 vision is an integrated system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment.

The seven themes include:

- Preserve Wisconsin's transportation system
- Promote transportation safety
- Foster Wisconsin's economic growth
- Provide mobility and transportation choice
- Promote transportation efficiencies
- Preserve Wisconsin's quality of life
- Promote transportation security.

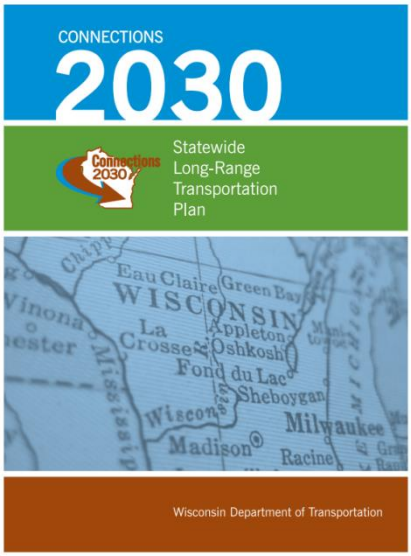
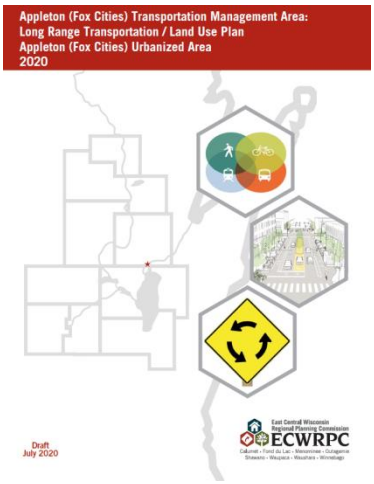


Photo credit: Connections 2030

FOX CITIES MPO LONG RANGE TRANSPORTATION PLAN



Future transportation planning recommendations to improve health outcomes within the greater Fox Cities area should strive to:

- Increase physical activity opportunities through the built environment to decrease obesity rates in Calumet, Outagamie, and Winnebago Counties and chronic disease prevention.
- Decrease the number of crashes between motor vehicles, bicyclists, and pedestrians by enforcing motorist and non-motorists behaviors on the roadway and by making infrastructure safer for all users.
- Increase access to healthy foods through transit, vehicle, and bicycle and pedestrian facilities.
- Decrease motor vehicle and long commutes and increase active transportation and transit commutes to improve air quality and reduce the number of crashes.
- Increase access to healthcare facilities through transit, specialized transit, and bicycle and pedestrian facilities.
- Increase mixed land use development to increase economic opportunity, household wealth, mobility, and enhance neighborhood diversity.
- Increase active transportation and transit commutes to work and decrease long commute times to improve air quality, reduce traffic crashes, and improve health.
- Increase access to affordable housing with walking and bicycling facilities and transit availability to increase physical activity, reduce greenhouse gas emissions, and to save time and money.

ACTIVE LIVING

A built environment promoting active transportation creates opportunities for individuals to exercise. This helps improve individual health by reducing obesity and the risk for chronic diseases such as diabetes, heart disease, stroke, and cancer.[13] In the United States 39.8% of adults were obese in 2016.[14] In Wisconsin 31% of adults were obese and in Calumet County 27% of adults were obese, in Outagamie County 33% of adults were obese, and in Winnebago County 37% of adults were obese in 2016.[15] Increasing access to healthy transportation modes within the Fox Cities MPO could improve individual and community obesity rates.

Table 6-6 displays the health factors for Calumet, Outagamie, and Winnebago Counties for the 2020 County Health Rankings. Data is from County Health Rankings, 2016. [16]

[13] https://www.transportation.gov/mission/health/active-transportation.
[14] https://www.cdc.gov/nchs/fastats/obesity-overweight.htm.
[15]https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/outagamie/county/outcomes/overall/snapshot.
https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/winnebago/county/outcomes/overall/snapshot.
https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/calumet/county/outcomes/overall/snapshot.
[16] https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/outagamie/county/outcomes/overall/snapshot.
https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/winnebago/county/outcomes/overall/snapshot.
https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/calumet/county/outcomes/overall/snapshot.

Table 6-6: County Health Rankings Health Factors

Health Behaviors	Calumet County	Outagamie County	Winnebago County	Wisconsin
Adult obesity	27%	33%	37%	31%
Physical inactivity	19%	17%	22%	21%
Access to exercise opportunities	79%	89%	87%	85%

Bicycling and Pedestrian Facilities

Expanding and improving bicycle and pedestrian infrastructure has a variety of health benefits including: chronic disease prevention, improving access to health-supportive resources, improving equity, increasing physical activity, improving safety, reducing human exposure to transportation-related emissions, reducing motor vehicle- related injuries and fatalities, and reduces transportation's related air pollution.[17]

Miles of Bicycle and Pedestrian Facilities within the Fox Cities MPO

Data provided by Esri Business Analyst 10.7.1 2019

930 miles of roadways have sidewalks.

94 miles of roadways have bike lanes.

170 miles of off road walking and bicycling facilities.

431 miles of planned facilities.

Complete Streets Policy

Complete streets policies encompass a variety of land uses, a comprehensive network of bicycle, pedestrian, and public transportation facilities, an inviting street design for all users, and safety measures. [18] Active transportation and physical activity is more likely to occur in communities with complete streets policies. The Fox Cities MPO has an adopted complete streets policy. The Town of Grand Chute and the City of Appleton have their own complete streets policies.

Access to Parks and Recreation

Adults and children living close to parks and recreation facilitates participate in higher levels of physical activity. In addition to physical activity, parks provide spaces for individuals to find mental, spiritual health, and social wellbeing.[19] Accessibility to parks provides the opportunity for people to walk to the park and participate in activities at the park.

Parks and recreational facilities create healthy communities by:

- Reducing obesity and incidence of chronic disease by providing opportunities to increase rigorous physical activity in a variety of forms.

[17] https://www.transportation.gov/mission/health/Expand-and-Improve-Bicycle-and-Pedestrian-Infrastructure.
[18] https://www.transportation.gov/mission/health/complete-streets-policies.
[19] https://www.rwjf.org/en/blog/2016/08/6_reasons_why_parks.html.

- Providing a connection to nature which studies demonstrate relieves stress levels, tightens interpersonal relationships, and improves mental health.
- Aiding in reducing hunger in America and increasing access to nutritious food options.
- Fostering overall wellness and healthful habits. [20]

Within the Fox Cities Urbanized Area, there are over **10,176 acres of parks** and recreational green space. Population within this area was **20,644** in 2019. Data provided by ECWRPC land use, 2018.

Percentage of the Population with Access to a Park within the Fox Cities MPO
Data provided by Esri Business Analyst 10.7.1 2019

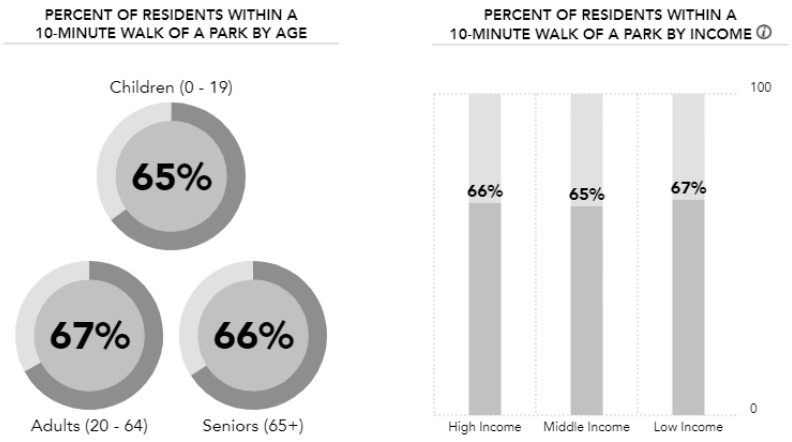
90% of people live within a half a mile to a park.

68% of parks have transit access within 1/2 of a mile from a park.

99% of parks have bicycle and pedestrian access within ½ of a mile.

66% of residents live within a 10 minute walk of a park in the City of Appleton, which is above the national average of 54%.

Figure 6-2: City of Appleton Age and Income of Residents within a 10-Minute Walk of a Park[21]



[20] https://www.nrpa.org/our-work/Three-Pillars/role-of-parks-and-recreation-on-health-and-wellness/.
[21] https://www.tpl.org/city/appleton-wisconsin.

Safe Routes to School

Safe Routes to School programs provide students the opportunity to be more physically active during the day. Walking one mile to and from school each day is **two-thirds** of the recommended **60 minutes** of physical activity a day.[22] Safe Routes to School programs increase physical activity, reduce traffic congestion and improves air quality, improves safety of students, and improves academic performance.

In the Appleton School District, on average **42%** of students live within one mile of their school, and **64%** of students live within two miles of their school. Data provided by the Regional Safe Routes to School Demographic data.

There are **114 schools** within the Fox Cities MPO and **109 of** those schools have bicycle and pedestrian facilities an eighth of a mile from the school. Data is provided by the Department of Public Instruction, 2020.

14 schools within the Fox Cities MPO are participating in the Safe Routes to School program. Data from Regional Safe Routes to School Demographic data.

TRANSIT AND SPECIALIZED TRANSPORTATION

Public transportation lowers levels of air pollution, improves safety, and increases physical activity levels. Using public transportation compared to private vehicles produces 95% less carbon monoxide, 92% fewer volatile organic compounds, and 45% less carbon dioxide per passenger mile. [23] Public transportation also has the lowest fatality rate compared to other modes on highways, in the air, on rails, and on water.[24] People who have walkable access to public transportation have increased physical activity levels. A study found that people have 14.6 minutes of physical activity linked with transit use. [25]

61% of the population lives within **½ mile** of a transit stop in 2020. [26]

6 transit trips per capita in 2011.[27]

Specialized Transit in the Fox Cities

Valley Transit offers and supoprts several tailored demand response programs outside of the fixed-bus route service in the Fox Cities. These services provide transportation to individuals with disabilities, seniors, and individuals who need a ride to their employement. The following

[22] https://www.saferoutespartnership.org/safe-routes-school/101/benefits.
[23] American Public Transportation Association. The benefits of public transportation: the route to better personal health; 2002. http://www.apta.com/resources/reportsandpublications/Documents/better_health.pdf.
[24] American Public Transportation Association. The benefits of public transportation: the route to better personal health; 2002. http://www.apta.com/resources/reportsandpublications/Documents/better_health.pdf.
[25] Saelens BE, Moudon AV, Kang B, Hurvitz PM, Zhou C. Relation between higher physical activity and public transit use. American Journal of Public Health; 2014:104(5):854–9 10.
[26] Esri Business Analyst 10.7.1 2019.
[27] https://www.transportation.gov/transportation-health-tool/indicators.

services are provided by Valley Transit and you can learn more information about them by visiting their website.[28]

Valley Transit ll ADA- A paratransit advanced reservation demand-response service for people with disabilities, who are unable to use the fixed route bus system. The service area includes the Cities of Appleton, Kauakuana, Menasha and Neenah; the Villages of Combined Locks, Fox Crossing, Kimberly, and Little Chute; and those parts of the Towns of Buchanan, Grand Chute, Harrision, Kaukauna, Neenah, and Vandenbroek that are within ¾ mile of a fixed route system.

The Connector- A demand-response service designated to provide employment transportation for qualifying Fox Cities Residents that live outside of Valley Transit's regular bus routes or when the bus service is not operating.

Senior Transportation Service- A demand response service for seniors who are age 60 or over and who live in the Fox Cities portion of Outagamie or Calumet County.

Northern Winnebago Dial-A-Ride- A service provided by Neenah, Menasha, and the Village of Fox Crossing to provide a demand-response service for seniors who are age 60 and older.

Outagamie County Human Services Transportation- Available to Outagamie County residents that are unable to use Valley Transit bus service or paratransit programs for trips within Outagamie County may be eligible for rural and specialized transportation programs.

Calumet County Van Service- Available to Calumet County residents with a disability or age 60 and older may be eligible for transportation services.

Outagamie County Specialized Transportation Service- A door-to-door shared ride service in Outagamie County between the passenger's residence and Valley Packaging Industries and Goodwill workshop sites.

SAFETY

Vehicle Crashes

Motor vehicle crashes and traffic fatalities are public health and economic concerns. Health concerns include injury and fatality due to a crash. Economic concerns include harm from the loss of life, economic loss, and the pain and decreased quality of life from injuries. Road traffic fatalities are affected by the safety of driving and the rate of vehicle miles traveled. [29]

Motorist Crashes within the Fox Cities MPO

18,305 motor vehicle crashes within the Fox Cities MPO during the years of 2017-2020. Of those crashes, there were **29** fatalities, **211** serious injuries, **1,532** suspected minor injuries. Data from TOPS lab and ECWRPC Crash Analysis Application 2017-2020.

[28] https://myvalleytransit.com/demand-response-programs/.
[29] https://www.transportation.gov/mission/health/road-traffic-fatalities-mode.

Bicycle and Pedestrian Crashes

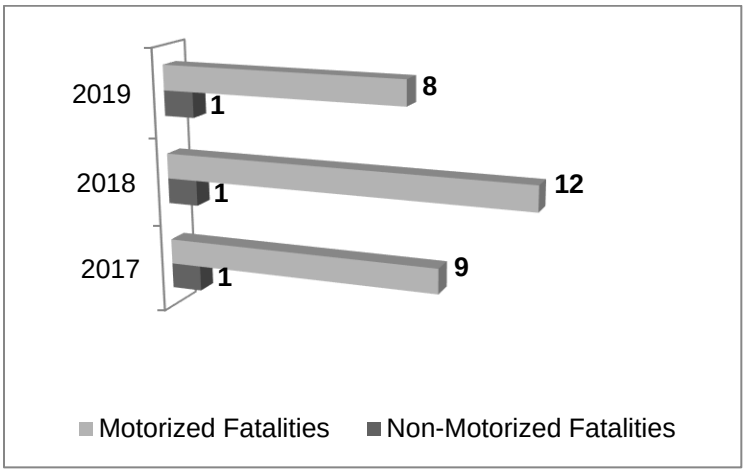
There are three categories of issues that contribute to traffic crashes involving bicyclists and pedestrians: **motorist behavior, non-motorist behavior, and infrastructure.**[30]The problem is poor compliance with traffic laws and improper use of facilities. This is often due to poorly designed facilities or misunderstanding of traffic laws or devices.

Bicycle and Pedestrian Crashes within the Fox Cities MPO

There were **195** bicycle or pedestrian crashes within the Fox Cities MPO during the years of 2017-2020. Of those crashes, there were **3** fatalities, **44** serious injuries, and **195** suspected minor injuries. Data from TOPS lab and ECWRPC Crash Analysis Application 2017-2020.

Table 6-7 shows fatalities for both motorized and non-motorized crashes within the planning area. **Table 6-8** similarly displays serious injuries for motorized and non-motorized reported crashes within the planning area.

Table 6-7: Crash Data - Fatalities



[30] https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/14046-pedestrian_bicyclist_safety_resources_030519_v2_tag.pdf.

Table 6-8: Crash Data - Serious Injuries

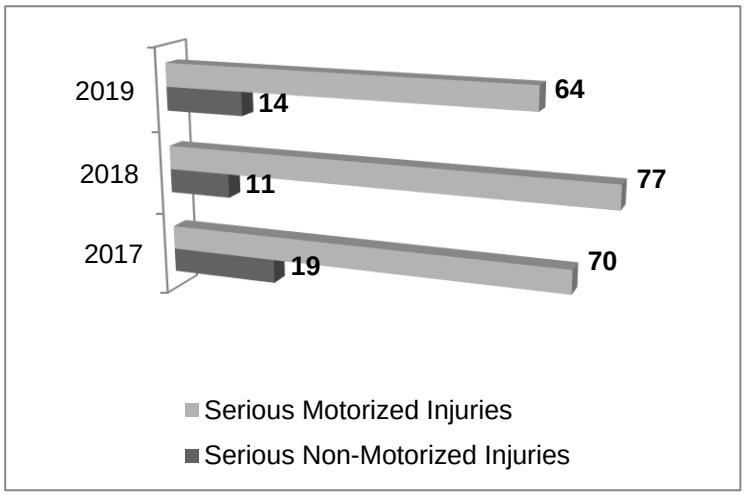


Table 6-9 displays the top five intersections for the number of crashes in and **Table 6-10** displays the top five dangerous intersections. Data from TOPS Lab and ECWRPC Intersection Crash Dashboard 2017-2020.

Table 6-9: Top 5 Intersections for Number of Crashes 2017-2020

Intersection	Number of Crashes
STH 47 & CTH OO (City of Appleton)	**199**
STH 114 & Green Bay Rd (City of Neenah)	**193**
CTH CE & Eisenhower Dr (Town of Buchanan)	**160**
Mall Dr & College Ave (Town of Grand Chute)	**65**
STH 55 & CTH CE (City of Kaukauna)	**61**
Lynndale Dr & Northland Ave (Town of Grand Chute)	**58**

Table 6-10: Top 5 Dangerous Intersections 2017-2020

Intersection	Fatalities	Injuries
Richmond St & Memorial Dr (City of Appleton)	**1**	**15**
STH 76 & CTH GG (Town of Vinland)	**2**	**9**
CTH N & CTH JJ (Town of Vandenbroek)	**1**	**3**
CTH JJ & Holland Rd (Town of Vandenbroek)	**1**	**3**
CTH EE & Wege Rd (Town of Freedom)	**1**	**2**

Seat Belt Use in Wisconsin

The use of seatbelts has proven to lower the risk of fatal injury to motor vehicle occupants. Motor vehicle crashes are a leading cause of death in the United States for the first three decades of American lives[31], and the use of seat belts has been shown to be the most effective method for reducing injuries and deaths as a result of crashes.[32]

Drivers and passengers who are hurt or killed in traffic crashes because they are wearing their seatbelt cause economic losses such as medical expenses and lost worker productivity.

In July 2016, **88.4%** of vehicle occupants wore their seatbelt in Wisconsin. [33]

AIR QUALITY

Negative consequences of ambient air pollution include decreased lung function, chronic bronchitis, asthma, and other adverse pulmonary effects.[34] Long-term exposure to fine particulate matter increases premature death risk among people age 65 and older, even when exposure is at levels below the National Ambient Air Quality Standards.[35]

16.9 the rate of asthma emergency room visits per 10,000 people in Calumet County.[36]

21.8 the rate of asthma emergency room visits per 10,000 people in Outagamie County.[37]

22.2 the rate of asthma emergency room visits per 10,000 people in Calumet County.[38]

Table 6-11 displays the air pollution particulate matter in Calumet, Outagamie, and Winnebago Counties. Data provided by County Health Rankings, 2014.

Table 6-11: Air Pollution-Particulate Matter Data

Physical Environment	Calumet County	Outagamie County	Winnebago County	Wisconsin
Air pollution-particulate matter	9.7micrograms per cubic meter	8.7 micrograms per cubic meter	9.8 micrograms per cubic meter	8.6 micrograms per cubic meter

[31] Centers for Disease Control and Prevention. Web-based Injury Statistics Query and Reporting System (WISQARS). National Center for Injury Prevention and Control, Centers for Disease Control and Prevention; 2012. http://www.cdc.gov/injury/wisqars/.
[32] Emergency Nurses Association. 2010 ENA National Scorecard on State Roadway Laws: A Blueprint for Injury Prevention; 2010. https://www.ena.org/practice-research/Practice/Safety/Injury%20Prevention/scorecard/Documents/2010Scorecard.pdf. *
[33] https://wisconsindot.gov/Documents/safety/education/crash-data/seatbeltuse.pdf.
[34] Pope CA, Dockery DW, Schwartz J. Review of epidemiological evidence of health-effects of particulate air-pollution. Inhal Toxicology. 1995; 7(1):1-18.
[35] Harvard T.H. Chan School of Public Health. Nationwide study of U.S. seniors strengthens link between air pollution and premature death. https://www.hsph.harvard.edu/news/press-releases/u-s-seniors-air-pollution-premature-death. Updated June 28, 2017. Accessed July 17, 2017.
[36] https://www.dhs.wisconsin.gov/publications/p0/p00719-calumet.pdf.
[37] https://www.dhs.wisconsin.gov/publications/p0/p00719-outagamie.pdf.
[38] https://www.dhs.wisconsin.gov/publications/p0/p00719-winnebago.pdf.

LAND USE

Design and land use poicies, including mixed-use development, increase physical activity, especially when combined with transportation system interventions such as developing public transit infrastructure and sidewalks or trails. [39] Mixed-used development can reduce transportation costs, increase economic opportunity, household wealth, mobility, and enhance neighborhood cultural diversity. [40]

The Land Use Mix indicator measures the average neighborhood-level diversity of destinations across a metropolitan area based on a mix of eight different employment types: office, retail, industrial, service, entertainment, education, health, and public sector) in a block group on a 0-1 scale. Fox Cities MPO had a value of .45.

As of 2018, the primary land uses (by acres) within the MPO area included:

Table 6-12: Land Use Acres

Land Use	Acres
Agriculture	64,524
Airport Property	1,480
Commercial	5,770
Industrial	6,076
Multi-Family Residential	1,769
Parks/Recreation/Open Space	5,259
Public/Institutional	3,173
Sewage Treatment Plant	23
Single Family Residential	30,850
Transportation	17,237
Vacant/Undeveloped	14,770
Water Features	4,824
Woodlands	15,514
TOTAL	**171,270**

FOOD ACCESSABILITY

Eating healthy food contributes to an individual's health and their risk for developing chronic disease such as high blood pressure, diabetes, and cancer.[41] Barriers to availability and accessibility of healthy foods include not having access to: a vehicle, convenient public

[39] Brownson RC, Haire-Joshu D, Luke DA. Shaping the context of health: A review of environmental and policy approaches in the prevention of chronic diseases. Annual Review of Public Health. 2006; 27:341–70.
Saelens BE, Handy SL. Built environment correlates of walking: A review. Medicine & Science in Sports & Exercise. 2008; 40(7 Suppl):S550-66.
[40] Litman T. Understanding smart growth savings: Evaluating economic savings and benefits of compact development, and how they are misrepresented by critics. Victoria, BC: Victoria Transport Policy Institute (VTPI); 2017.
[41] https://www.healthypeople.gov/2020/topics-objectives/topic/social-determinants-health/interventions-resources/access-to-foods-that.

transportation, healthy food venues within walking distance, or having limited access to foods that support healthy eating. Transportation and distance to sources of healthy foods impact- low income and rural communities, especially older adults living in rural communities.[42]

Food Environment Index

The Food Environment Index ranges from 0 (worst) to 10 (best) and equally weights two indictors of the food environment: **limited access to healthy foods** and **food insecurity**. In 2015, the food environment index was **9.1** in Calumet County, **8.9** in Outagamie County, **8.4** in Winnebago County and **8.8** in Wisconsin. [43]

Limited access to healthy food - The percentage of population who are low-income and do not live close to a grocery store.

Food Insecurity- The percentage of population who lack adequate access to food.

Table 6-13 displays the limited access to healthy food and food insecurity data in Calumet, Outagamie, and Winnebago Counties and in Wisconsin. The data is from the County Health Rankings 2015 data. [44]

Table 6-13: Limited Access to Healthy Food and Food Insecurity

Additional Health Behaviors	Calumet County	Outagamie County	Winnebago County	Wisconsin
Limited access to healthy food	4%	2%	5%	5%
Food Insecurity	7%	8%	10%	10%

Access to Grocery Stores Within the Fox Cities MPO
Data provided by Esri Business Analyst 10.7.1 2019

8% of the population lives within a ½ a mile from the grocery store.

Transit

63% of grocery stores have a transit stop within **1/8 of a mile** from the store.

92% of grocery stores have a transit stop within a **½ a mile** from the store.

Active Transportation

100% of grocery stores have bicycle and pedestrian facilties within **1/8 mile** of the store.

100% of grocery stores have bicycle and pedestrian facilties within **1/2 mile** of the store.

[42] https://www.healthypeople.gov/2020/topics-objectives/topic/social-determinants-health/interventions-resources/access-to-foods-that.
[43] https://www.countyhealthrankings.org/app/wisconsin/2020/rankings/fond-du-lac/county/outcomes/overall/snapshot.
[44] https://www.countyhealthrankings.org/app/wisconsin/2020/measure/factors/139/data.
https://www.countyhealthrankings.org/app/wisconsin/2020/measure/factors/83/data.

Motor Vehicles

4% of households have zero cars and live more than ½ a mile from a supermarket.[45]

Map 6-1 displays low-income and low access to food at 1/2 mile (urban) from a grocery store. Data is from United States Department of Agriculture Health Atlas, 2015.

Farmers Markets

Farmers markets that accept Electronic Balance Transfer (EBT) benefits provide low- income individuals access to healthy foods. In Outagamie County the Appleton Downtown Farm Market accepts EBT benefits. In Winnebago County the Menasha Farm fresh Market, Market in the Park, Neenah Farmers Market, and Roosevelt Farmers Market/Oshkosh Farmers Market Downtown accept EBT benefits.

ACCESS TO HOUSING AND TRANSPORTATION

Housing costs are the single largest expense for most households and when combined with transportation costs, they account for half of the average U.S. household budget.[46] Affordable housing is no more than 30% of a household's income, but that does not include the transportation costs associated of commuting from that housing.[47]

Walking communities with public transit provide residents the opportunity to access jobs and amenities easily, which not only saves time and money, but could also increase physical activity and reduce greenhouse gas emissions (Center for Neighborhood Technology).These types of communities tend to have higher housing costs, which could create disparities for low-income residents who cannot afford to live in those neighborhoods.

The average household spends **45%** of their income on housing and transportation combined in the Fox Cities MPO. Data provided by the Transportation Health Tool Indicator Data.

ACCESS TO HEALTHCARE

Providing adequate and reliable transportation services to healthcare improves individual and community health. Transportation issues include lack of vehicle access, inadequate infrastructure, long distances and lengthy times to reach needed services, transportation costs and adverse policies that affect travel.[48]These issues may result in missed health care appointments, increased health costs, and overall poorer health outcomes.

Within the Fox Cities MPO, there are **63** hospitals and clinics.

[45] https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas/\.
[46] https://www.transportation.gov/mission/health/housing-and-transportation-affordability.
[47] 2U.S. Department of Housing and Urban Development: Affordable Housing;
2013. http://www.hud.gov/offices/cpd/affordablehousing/.
[48] https://www.aha.org/ahahret-guides/2017-11-15-social-determinants-health-series-transportation-and-role-hospitals.

Transportation Access to Medical Care Within the Fox Cities MPO
Data provided by Esri Business Analyst 10.7.1 2019

Transit

56% of hospitals/clinics within the Fox Cities MPO have a transit stop within **1/8 of a mile** from the hospital/clinic.
87% of hospitals/clinics within the Fox Cities MPO have a transit stop within **1/2 of a mile** from the hospital/clinic.
97% of hospitals/clinics have a transit stop within a **1mile** from the hospital/clinic.

Active Transportation

100% of hospitals/clinics have bicycle and pedestrian facilties within **1/8 mile** of the hospital/clinic.
100% of hospitals/clinics have bicycle and pedestrian facilties within **1/2 mile** of the hospital/clinic.

42 % of households are without a vehicle within 1 mile of a healthcare facility. **Map 6-2** displays areas of households without a vehicle one mile from a healthcare facility. Data provided by Esri Business Analyst 10.7.1 2019.

6 % of Households are without a vehicle within two miles of a healthcare facility. **Map 6-3** displays the areas of households without a vehicle two miles from a healthcare facility within the urbanized area of the MPO. Data provided by Esri Business Analyst 10.7.1 2019.

ECONOMIC FACTORS

Commute Mode Share

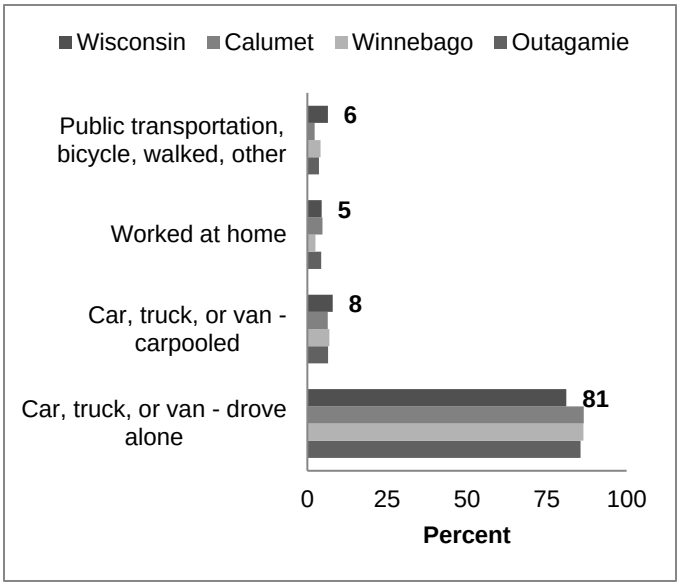
Commute mode share displays how well infrastructure, policies, investments, and land-use patterns support different types of travel to work. Commute patterns are tied to the economy, active living, air quality, and traffic crashes. [49] How people commute and how long they are commuting will have an impact on their health. People who drive to work are less likely to reach the recommended activity levels than people who use other forms of transportation. [50] In addition, people completing long commutes are associated with higher blood pressure, higher box mass index, less physical activity, and poor mental health. [51] [52] Each additional hour spent per day in a car is associated with 6 percent increase in the likelihood of obesity.[53]

[49] https://www.transportation.gov/mission/health/commute-mode-share.
[50] Wen LM, Orr C, Millett C, Rissel C. Driving to work and overweight and obesity: findings from the 2003 New South Wales Health Survey, Australia. International Journal of Obesity 2006. 30: 782-86.
[51] Hoehner, Christine M., et al. "Commuting distance, cardiorespiratory fitness, and metabolic risk." American journal of preventive medicine 42.6 (2012): 571-578.
[52] Künn-Nelen A. Does commuting affect health? Health Econ. 2016; 25(8):984–1004.
Highway to health? Commute time and well-being among Canadian adults. World Leis J. 2014; 56(2):151–163\.
[53] Frank, Lawrence D., Martin A. Andresen, and Thomas L. Schmid. "Obesity relationships with community design, physical activity, and time spent in cars." American journal of preventive medicine 27.2 (2004): 87-96.

County and Wisconsin Mode Share (%) 2018

Commute mode share measures how workers (age 16 and over) travel to/from work. **Table 6-14** displays the percentage of tri-county working population by their travel mode; Data was provided by US Census American Community Survey (5-year estimates, 2018).

Table 6-14: Tri-County and Wisconsin Mode Share (%)



Transportation demands on the regional system are impacted on a daily basis by employment. **Figures 6-3 to 6-5** provide a snapshot of the employment conditions for the tri-county area relevant to the transportation network (2017 data). **On average, 10,000 workers travel to both Outagamie and Winnebago Counties on a daily basis; 10,000 workers travel out of Calumet County for employment.** All data is provided by the Census Bureau's OnTheMap Application.[54]

[54] https://onthemap.ces.census.gov/.

Figure 6-3: Calumet County Travel Flows

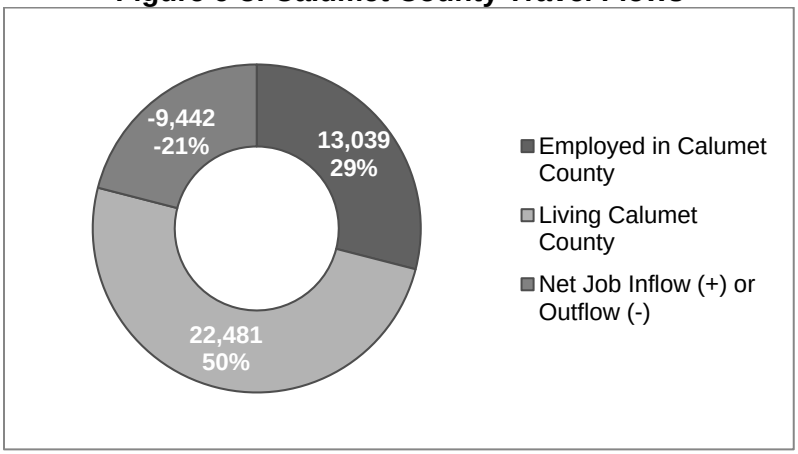


Figure 6-4: Outagamie County Travel Flows

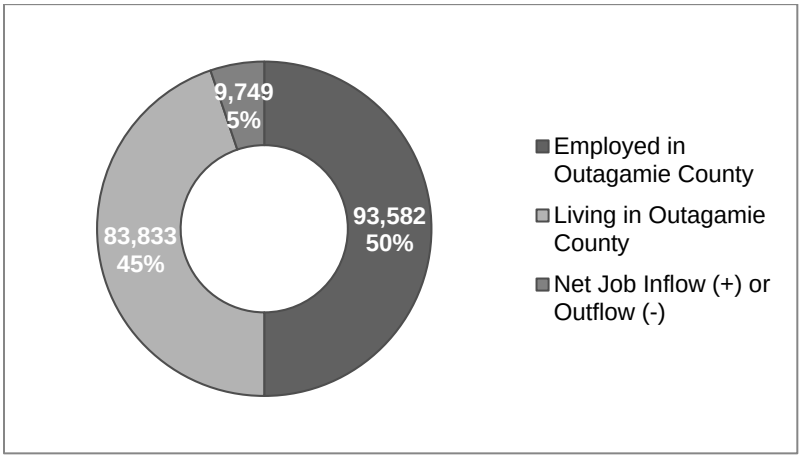
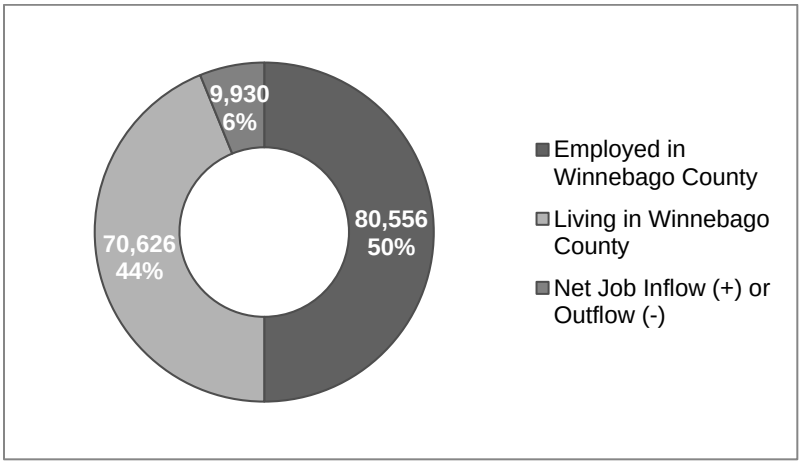


Figure 6-5: Winnebago County Travel Flows



APPENDICES

APPENDIX A

MAPS

Map 1-1
Appleton TMA
Overview

- Municipal Boundary
- County Boundary
- City
- Village
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

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Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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Map 2-1
Appleton TMA
Existing Land Use 2018

- Municipal Boundary
- County Boundary
- Single Family Residential
- Farmsteads
- Multi-Family
- Mobile Home Parks
- Commercial
- Industrial
- Quarries
- Institutional Facilities
- Transportation
- Utilities/Communications
- Non-Irrigated Cropland
- Irrigated Cropland
- Other Ag Land / Pasture
- Recreational Facilities
- Planted Woodlands
- General Woodlands
- Open Other Land
- Water
- Airport
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N W E S

0 1.5 3

Scale in Miles

Source:
ECWRPC Counties & 2015-2018 NAIP Ortho Imagery.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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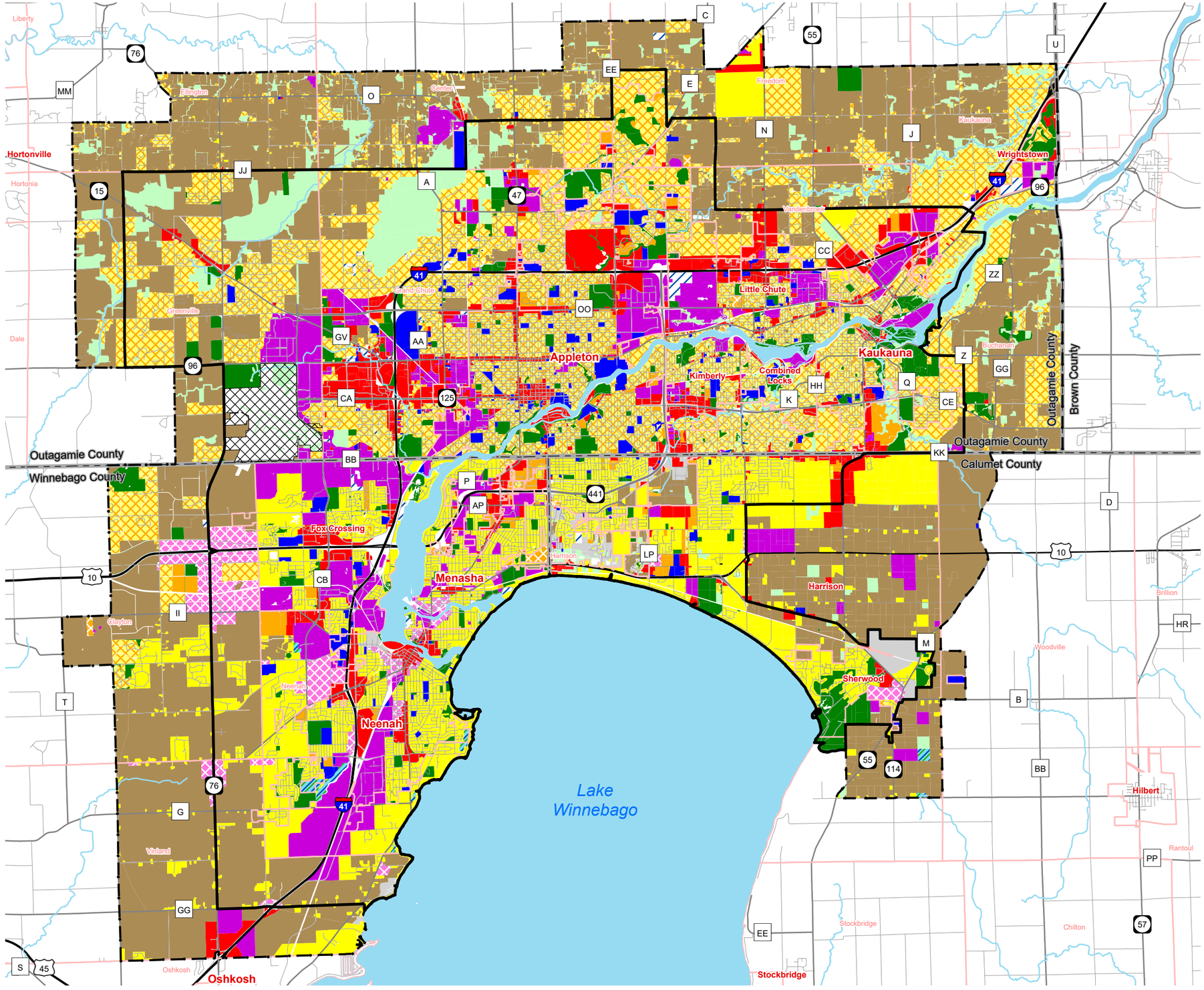
Map 2-2
Appleton TMA
Future Land Use



- Municipal Boundary
- County Boundary
- Proposed Single Family Residential
- Mixed Residential
- Proposed Multi-Family Residential
- Proposed Mobile Home Development
- Proposed Mixed Use
- Proposed Commercial
- Proposed Industrial
- Proposed Public/Institutional
- Proposed Conservancy Area
- Proposed Open Space/Recreational
- Proposed Utilities
- Proposed Agricultural Transition Area
- Proposed to Remain Agriculture
- Proposed to Remain Woodland
- Undetermined
- Undevelopable
- Airport
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

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Scale in Miles

Source:
ECWRPC Counties & 2015-2018 NAIP Ortho Imagery.
Base Data provided by Regional Counties, 2020.
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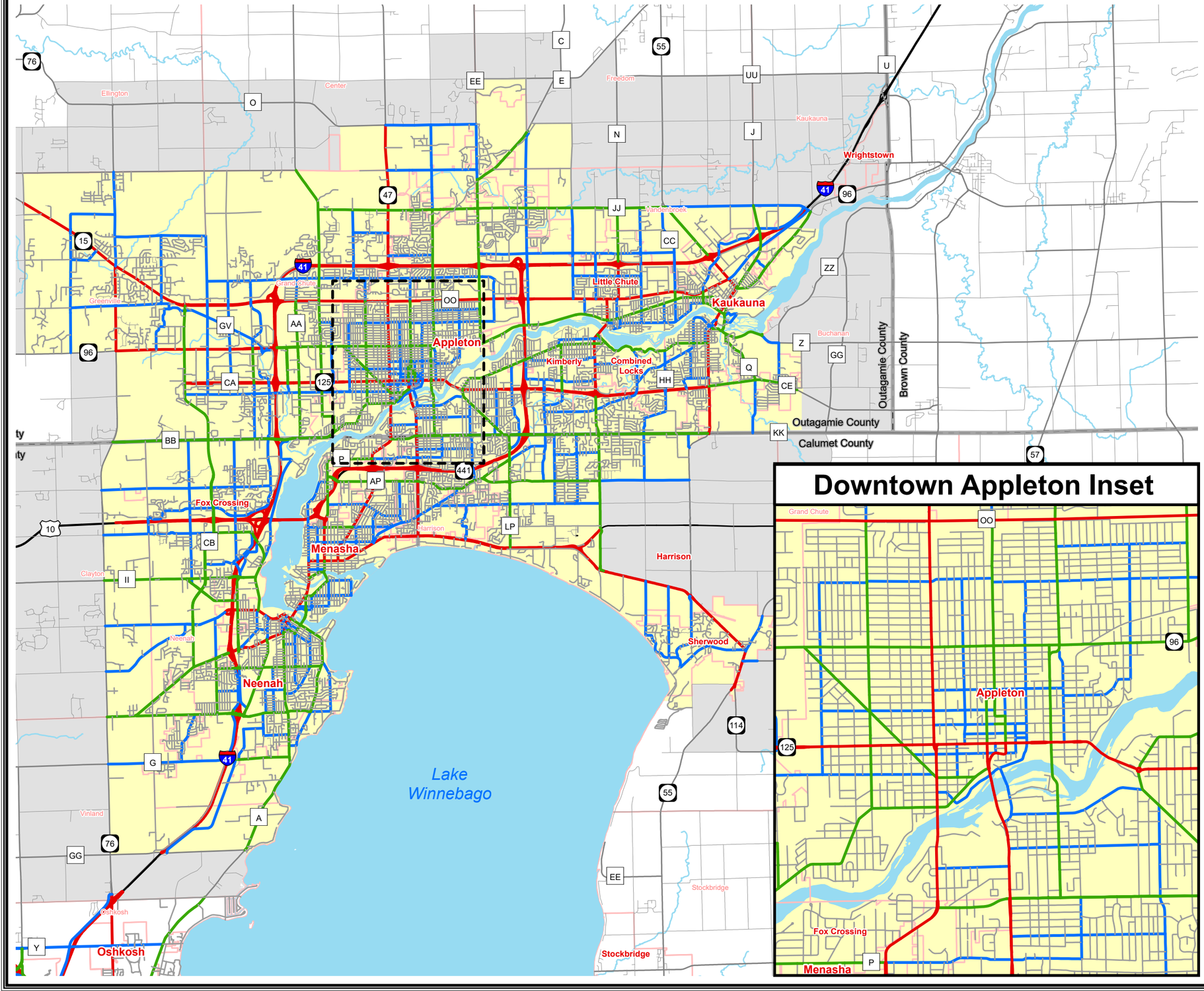
Map 3-1
Appleton TMA
Urbanized Functional Classification System



Downtown Appleton Inset

- Urban Principal Arterial
- Urban Collector
- Urban Minor Arterial
- Urban Local
- Municipal Boundary
- County Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

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Scale in Miles

Source:
ECWRPC Counties & WisDOT 2019
Base data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

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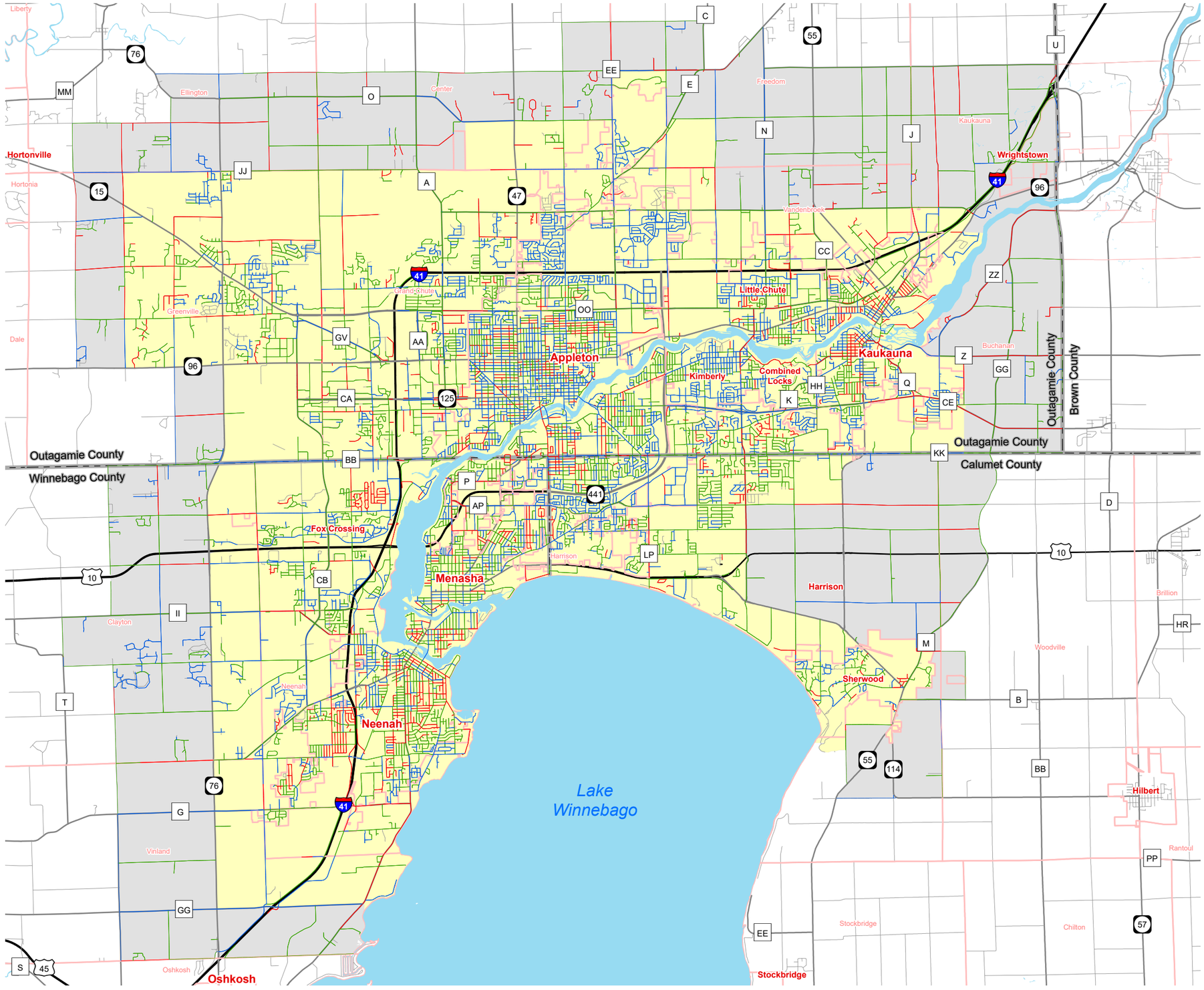
Map 3-2
Appleton TMA
PASER Rating 2018



Legend

- Poor
- Fair
- Good
- Not Rated
- Municipal Boundary
- County Boundary
- Fox Cities Urbanized Planning Area
- Fox Cities Metropolitan Planning Area

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0 1.5 3
Scale in Miles

Source:
ECWRPC Counties & WisDOT 2019
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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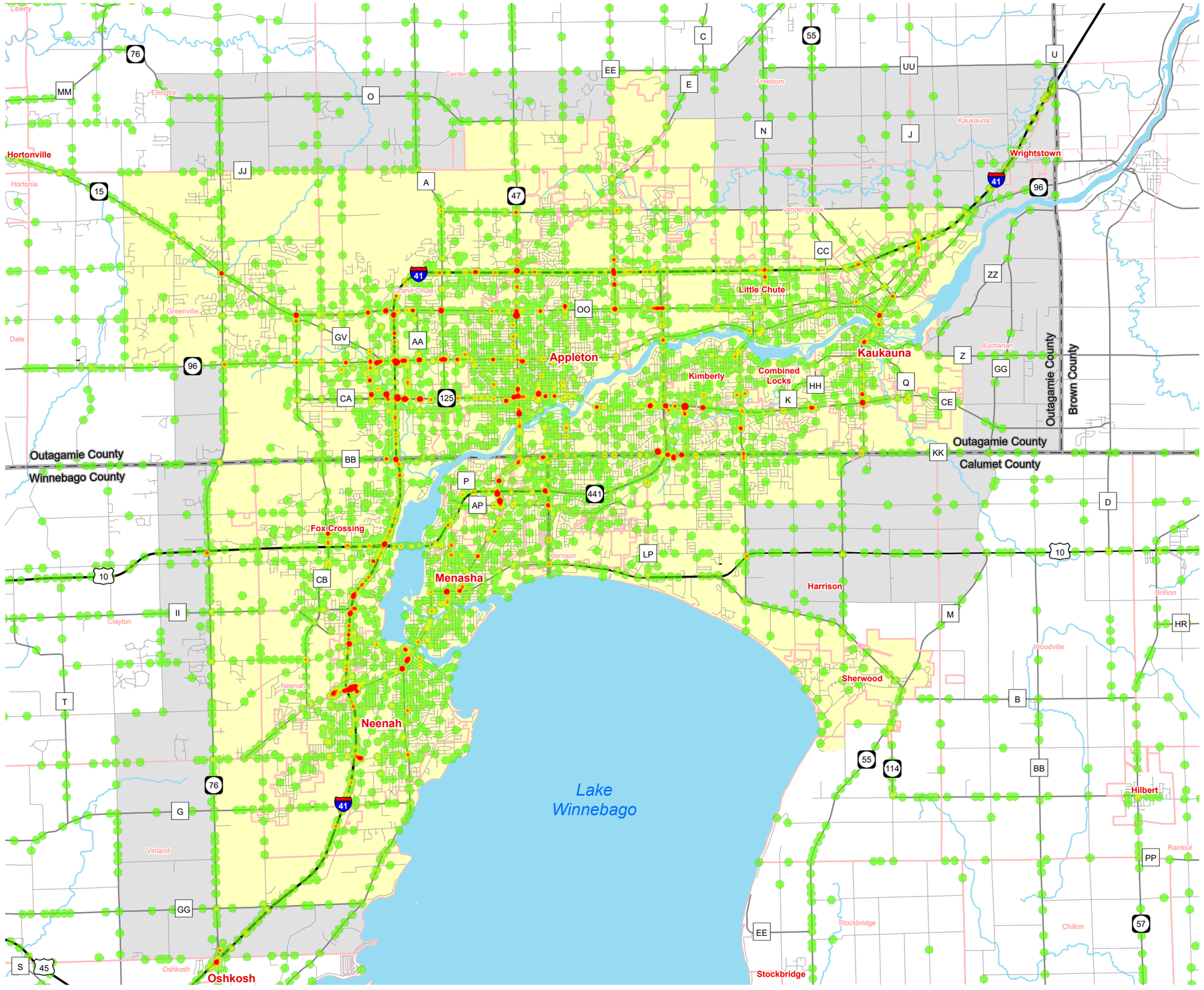
Map 3-3
Appleton TMA
Crash Locations
2017 to 2020 Preliminary



Low Crash Density

High Crash Density

Municipal Boundary

County Boundary

Adjusted Urbanized Area - Polygon

Fox Cities Metropolitan Planning Area

N

W E

S

0 1.5 3

Scale in Miles

Source:
Wisconsin Traffic Operations and Safety Laboratory (TOPS) 2017 - July 2nd 2020 Preliminary Data.
Base data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

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Map 3-4
Appleton TMA
Truck Terminals & Routes

- Freight Terminals
- Designated Long Truck Route
- 75 Foot Trailer Length
- 65 Foot Trailer Length
- Municipal Boundary
- County Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
Freight terminals provided by ECWRPC
Freight routes provided by WisDOT Bureau of Planning and Economic Development, September 2017
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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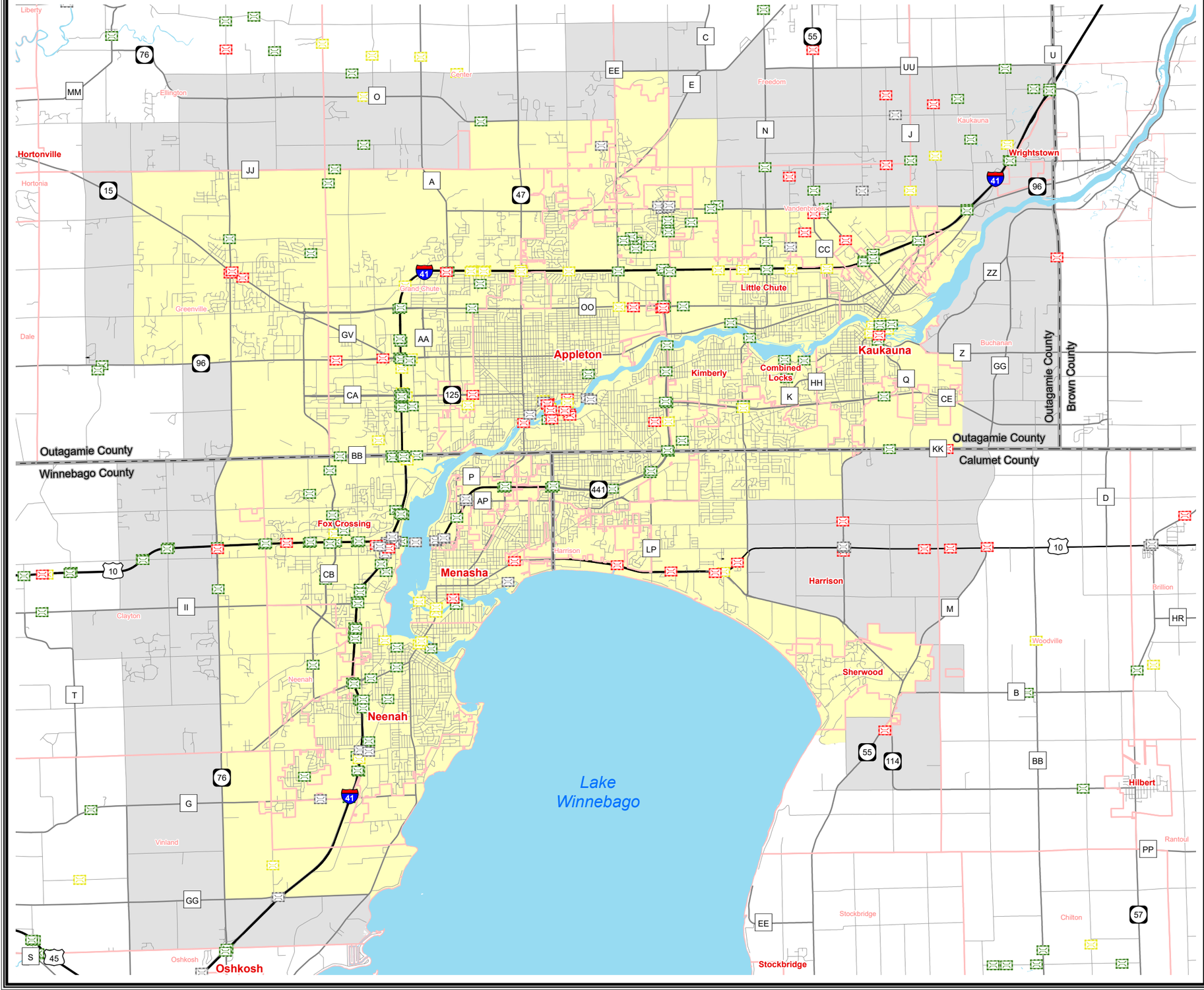
Map 3-5
Fox Cities MPO
Bridge Sufficiency Rating



N
W E
S

0 1.5 3
Scale in Miles

Replacement Funding Eligible

Rehabilitation Funding Eligible

Sufficient

Not Eligible

Municipal Boundary

County Boundary

Fox Cities Adjusted Urbanized Area

Fox Cities Metropolitan Planning Area

Source:
Bridge data provided by WisDOT, downloaded 2020.
Base data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

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Map 3-6
Appleton TMA
Rail Routes

- 286,000 Pound Rail Cart Limit
- 263,000 Pound Rail Cart Limit
- Spur Rail or Not in Use
- Municipal Boundary
- County Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
Rail data provided by WisDOT Bureau of Planning and Economic Development, September 2017.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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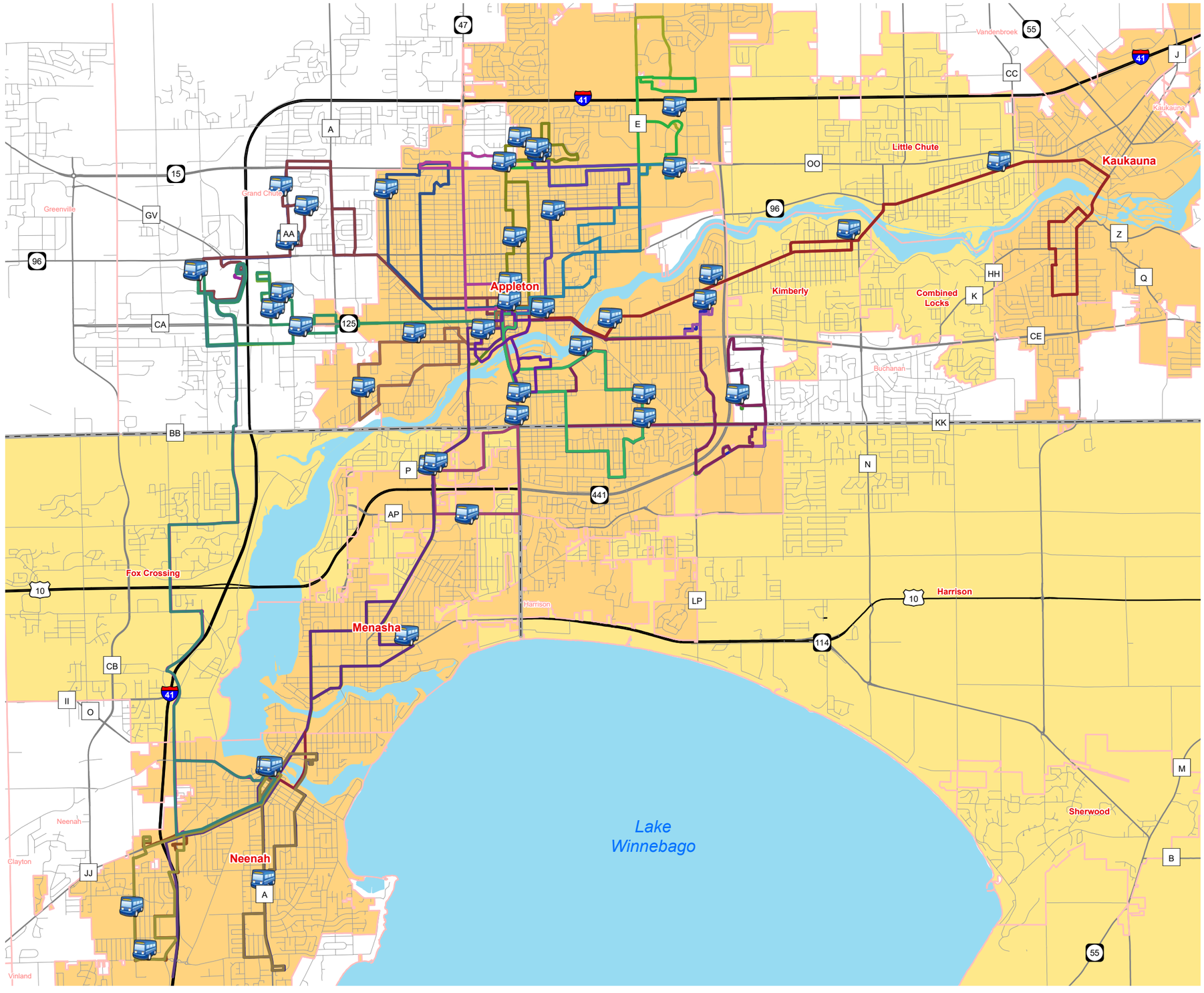
Map 3-7
Fox Cities MPO
Transit Routes



- Transit Shelter
- Route 1 Midway
- Route 11 E College
- Route 12 Fox Valley Tech
- Route 15 W College
- Route 16 Northeast
- Route 19 Southeast
- Route 2 Prospect
- Route 20 Heart of the Valley
- Route 3 Mason
- Route 30 Neenah/Menasha
- Route 31 E Neenah
- Route 32 W Neenah
- Route 4 Richmond
- Route 41 W Fox Valley
- Route 5 N Oneida
- Route 6 Meade
- Route 8 Telulah
- Route 9 The Link
- Route10Neenah
- Route11
- Route12
- Route15
- Route16
- Route19
- Route1A
- Route2
- Route20
- Route3
- Route30
- Route30 PM
- Route31
- Route32
- Route4
- Route41
- Route5
- Route6
- Route7
- Route8
- Route9
- Municipal Boundary
- County Boundary
- City
- Village

N
W E
S

0 0.75 1.5
Scale in Miles

Source:
TDP 2017.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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Map 3-8
Appleton TMA
Existing Bicycle & Pedestrian Facilities

- Paved Off Road Shared Use Path
- Unpaved Off Road Shared Use Path
- Sidewalk
- Municipal Boundary
- County Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Trail Data provided by ECWRPC & Local Municipalities.

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Map 4-1
Appleton TMA
Average Annual Daily Traffic

Average Number of Vehicles per Day

- 45,000 vehicles and above
- 30,000 vehicles and above
- 20,000 vehicles and above
- 15,000 vehicles and above
- Below 15,000 vehicles
- Municipal Boundary
- County Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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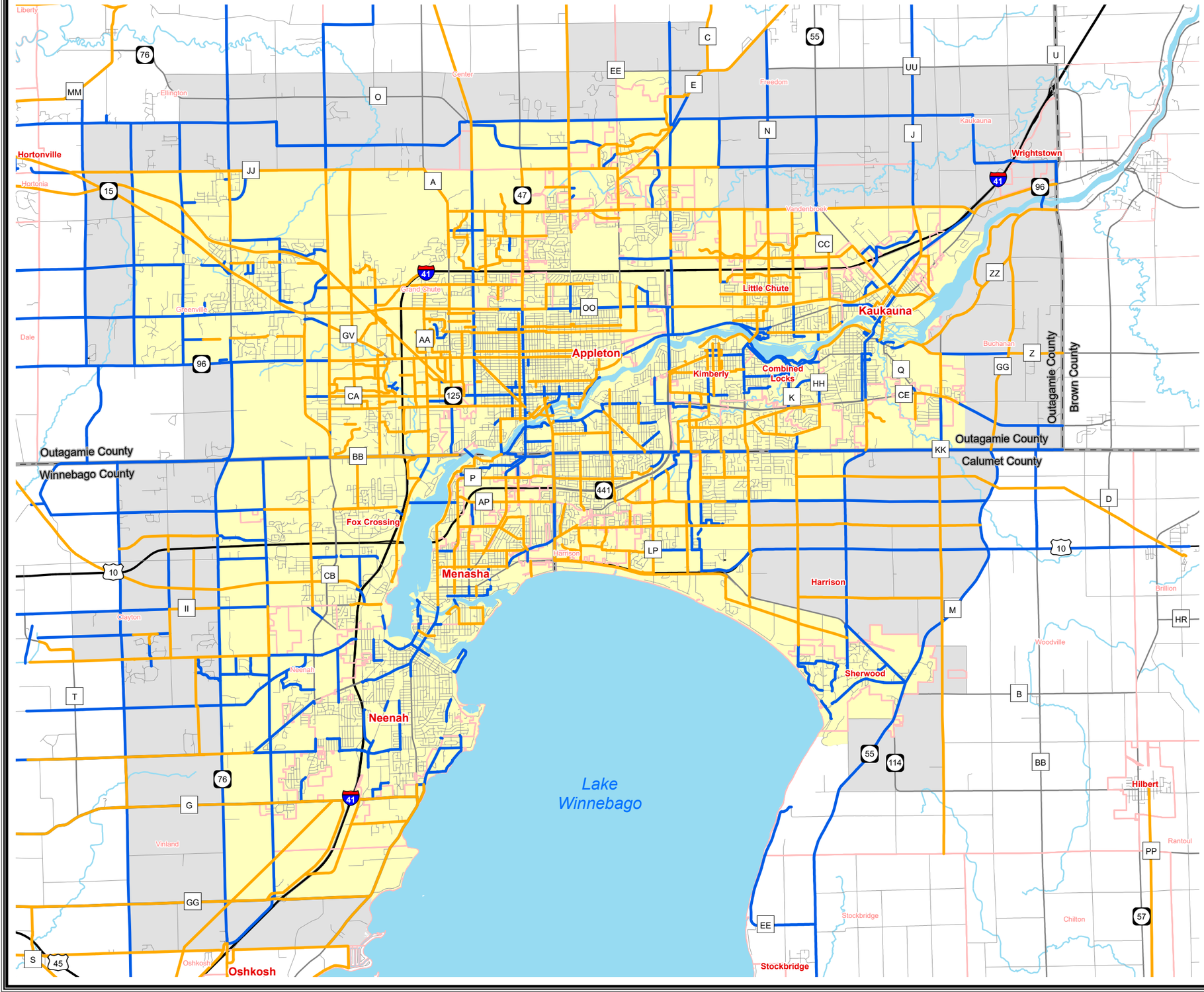
Map 4-2
Appleton TMA
Planned and Recommended Bicycle & Pedestrian Facilities



- Planned Facility
- Recommended Facility
- Municipal Boundary
- County Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Recommended Transportation Data provided by ECWRPC & Local Municipalities.

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Map 4-3
Appleton TMA
Recommended Projects

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundary
- County Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.
Recommended Transportation Data provided by ECWRPC & Local Municipalities.

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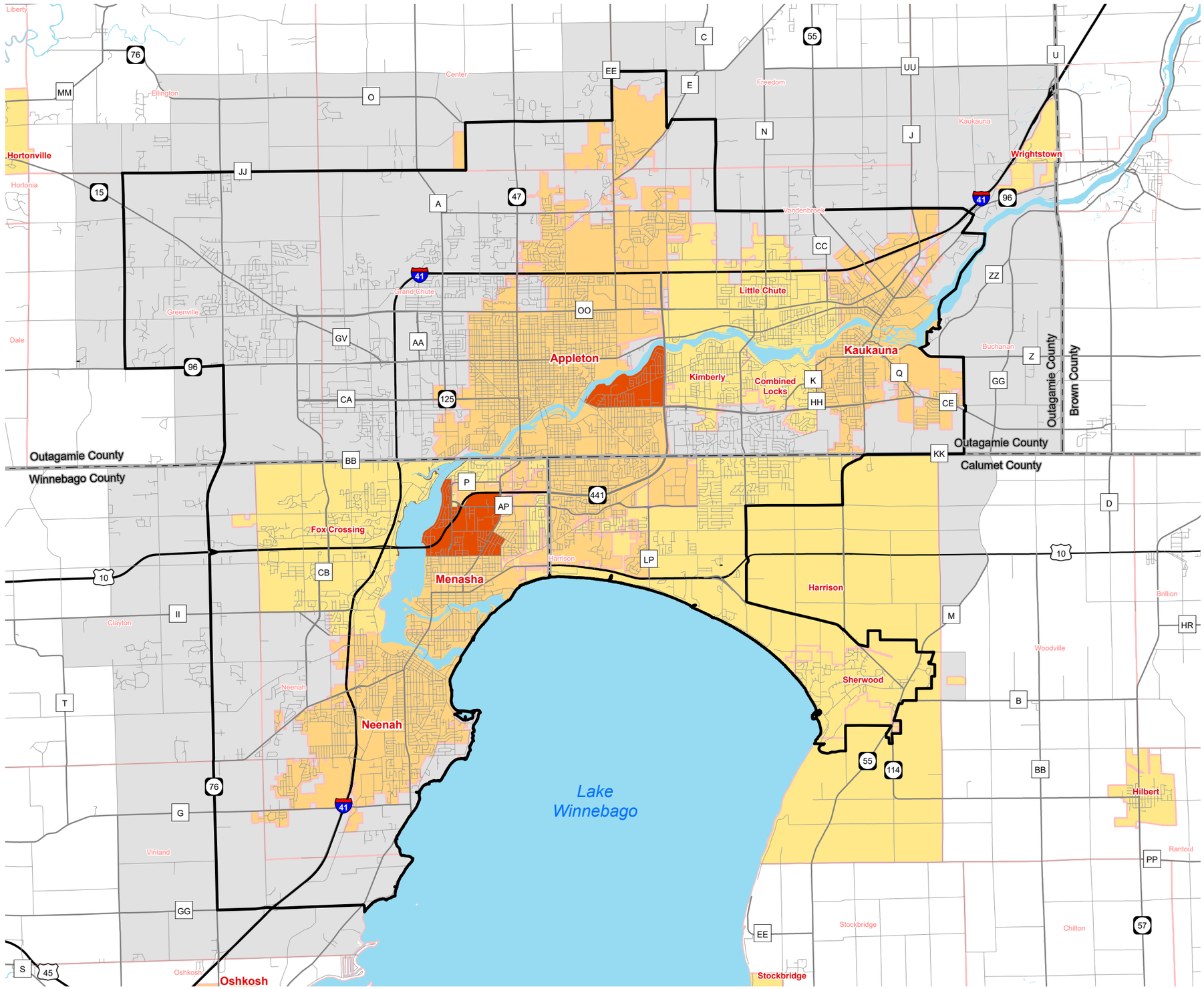
Map 6-1
Appleton TMA
Low Income, Low Access to Food



Municipal Boundary
County Boundary
Low Income, Low Access to Food
City
Village
Fox Cities Adjusted Urbanized Area
Fox Cities Metropolitan Planning Area

N
W
E
S

0 1.5 3
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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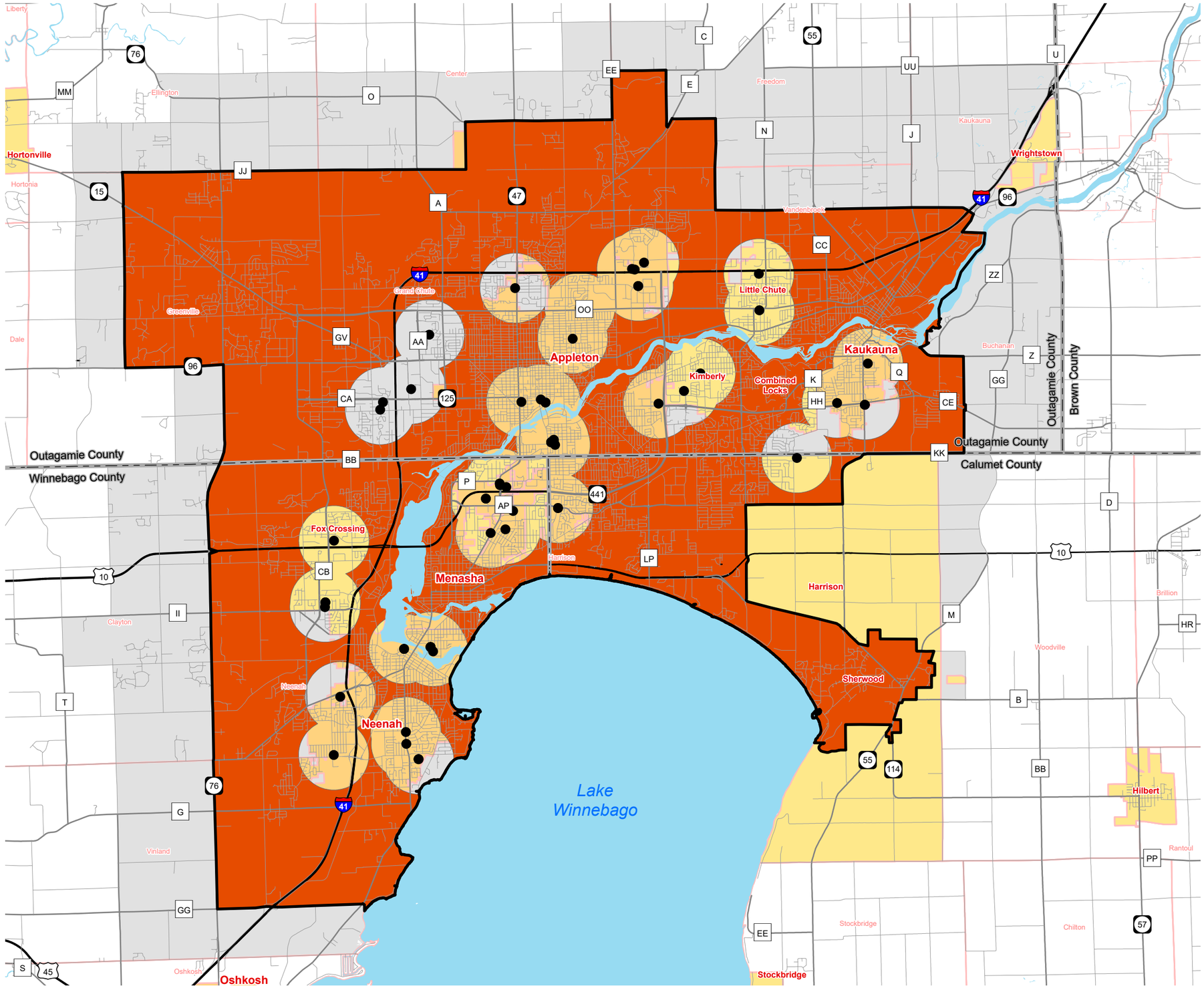
Map 6-2
Appleton TMA
Urbanized Area Households w/o Vehicle, minus 1 mile Health Care Buffer



- Health Care Facility
- Municipal Boundary
- County Boundary
- Urbanized Area Households w/o Vehicle
- City
- Village
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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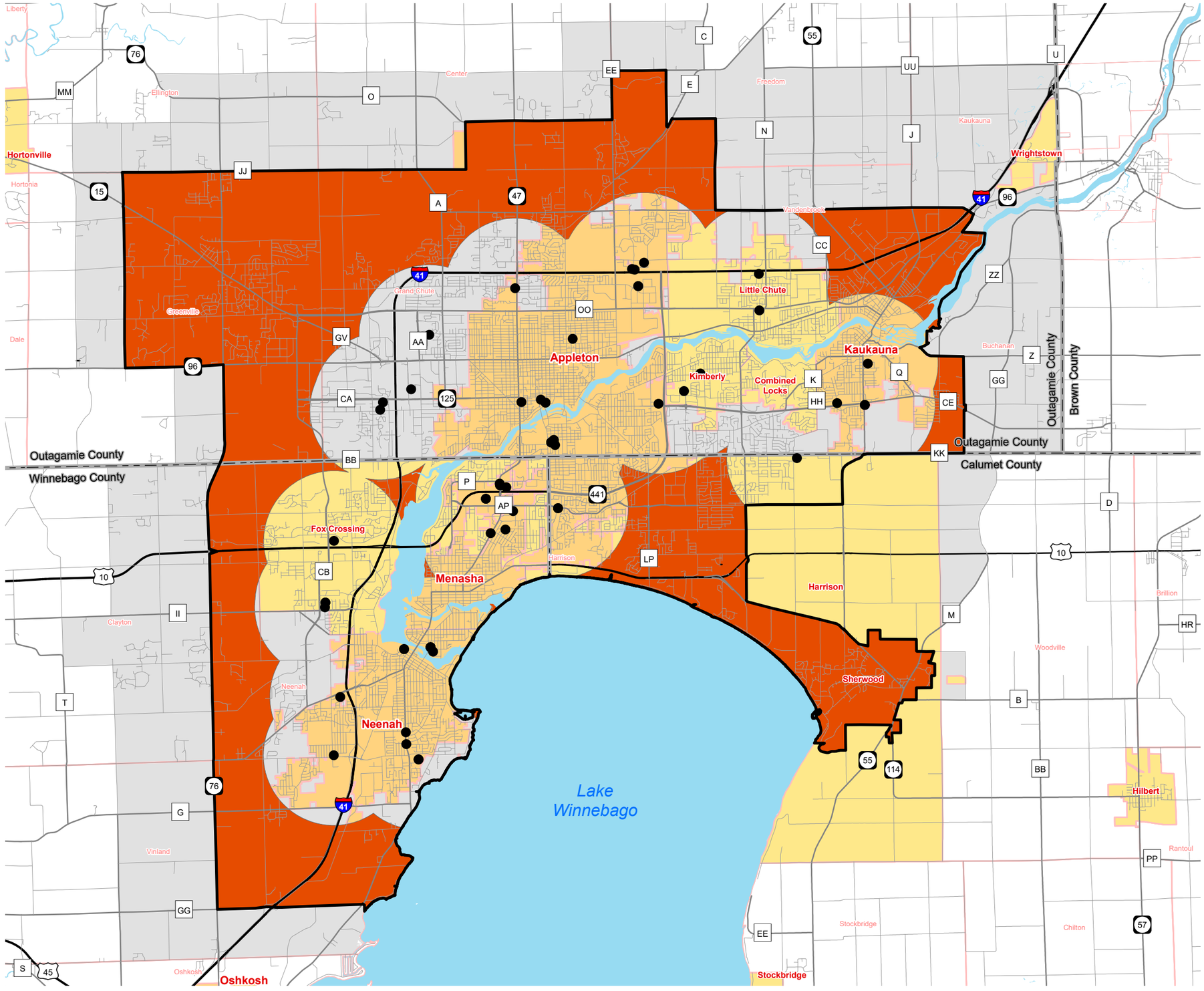
Map 6-3
Appleton TMA
Urbanized Area Households w/o Vehicle, minus 2 mile Health Care Buffer



- HealthCare
- Municipal Boundary
- County Boundary
- Urbanized Area Households w/o Vehicle
- City
- Village
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N W E S

0 1.5 3

Scale in Miles

Source:
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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APPENDIX B

REFERENCE MAPS

Map B-1
Appleton TMA
Cultural Features

- Short Range Project
- Illustrative Project
- Library
- Museum
- Cemeteries
- HistoricalMarkers
- HistoricalSites
- LocallySignificant_HistoricSites
- PerformingArts
- Short Range Project
- Illustrative Project
- YellowstoneTrail
- Municipal Boundary
- County Boundary
- Historical Districts
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
Cultural data provided by WI Historical Society 2015, National Register of Historical Places 2015, Yellowstone Trail Association 2015, Local Historical Societies 2015, and ECWRPC.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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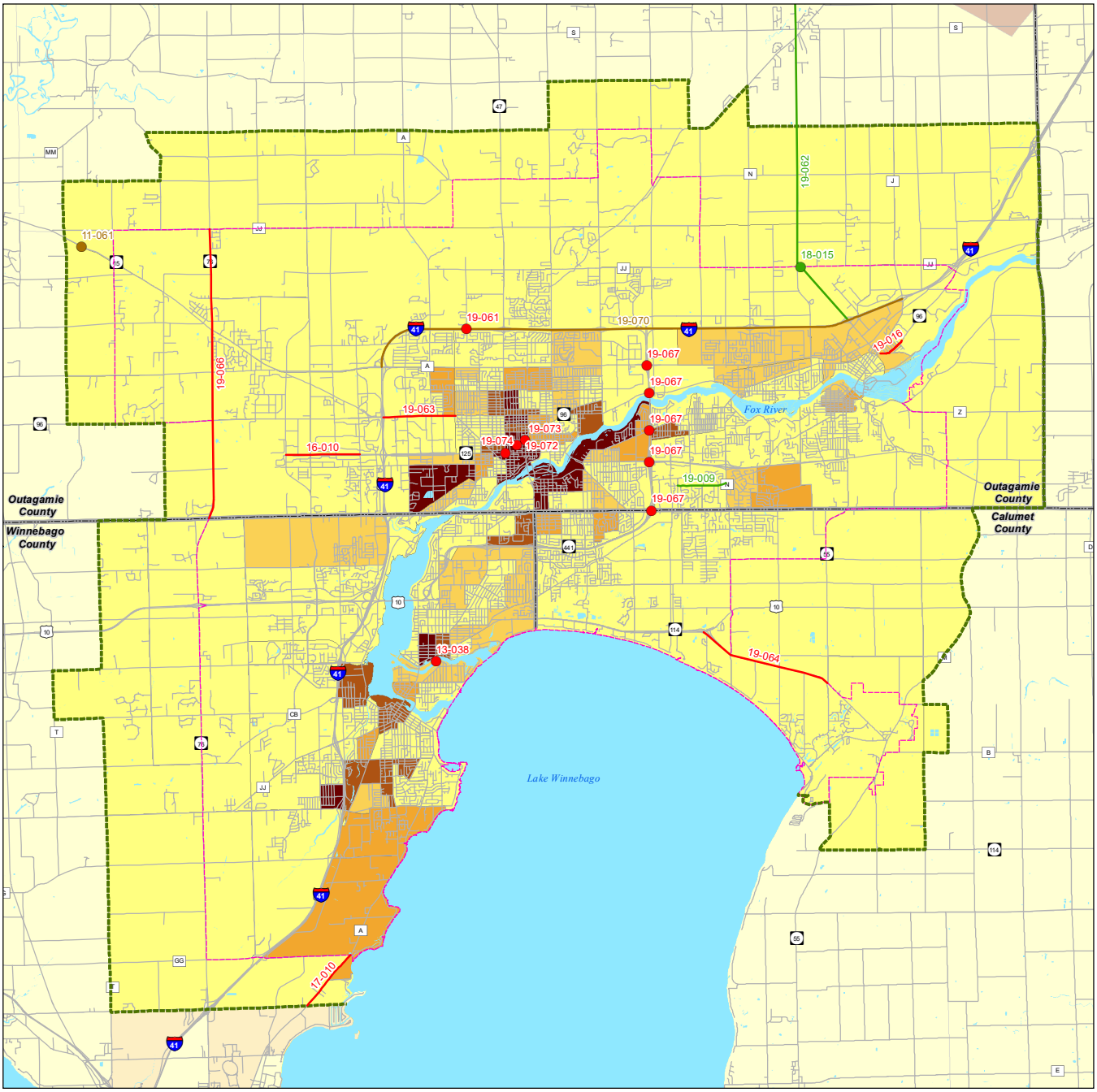
Map B-2
Appleton Transportation Management Area TIP Projects (2020 - 2023) and Population Below Poverty Level (American Community Survey 2017)



Transit Routes

1/4 Mile Transit Buffer

Population Below Poverty Level

< 10%

10.01% - 15%

15.01% - 20%

20.01% - 25%

> 25.00%

2018 Metropolitan Planning Boundary

2018 Adjusted Urbanized Boundary

TIP Project Year and Number

2020 **06-056**

2021 **06-056**

2022 **06-056**

2023 **06-056**

TIP Intersection Project Year and Number

2020 ***06-056***

2021 ***06-056***

2022 ***06-056***

2023 ***06-056***

N W E S

0 2 4

Scale in Miles

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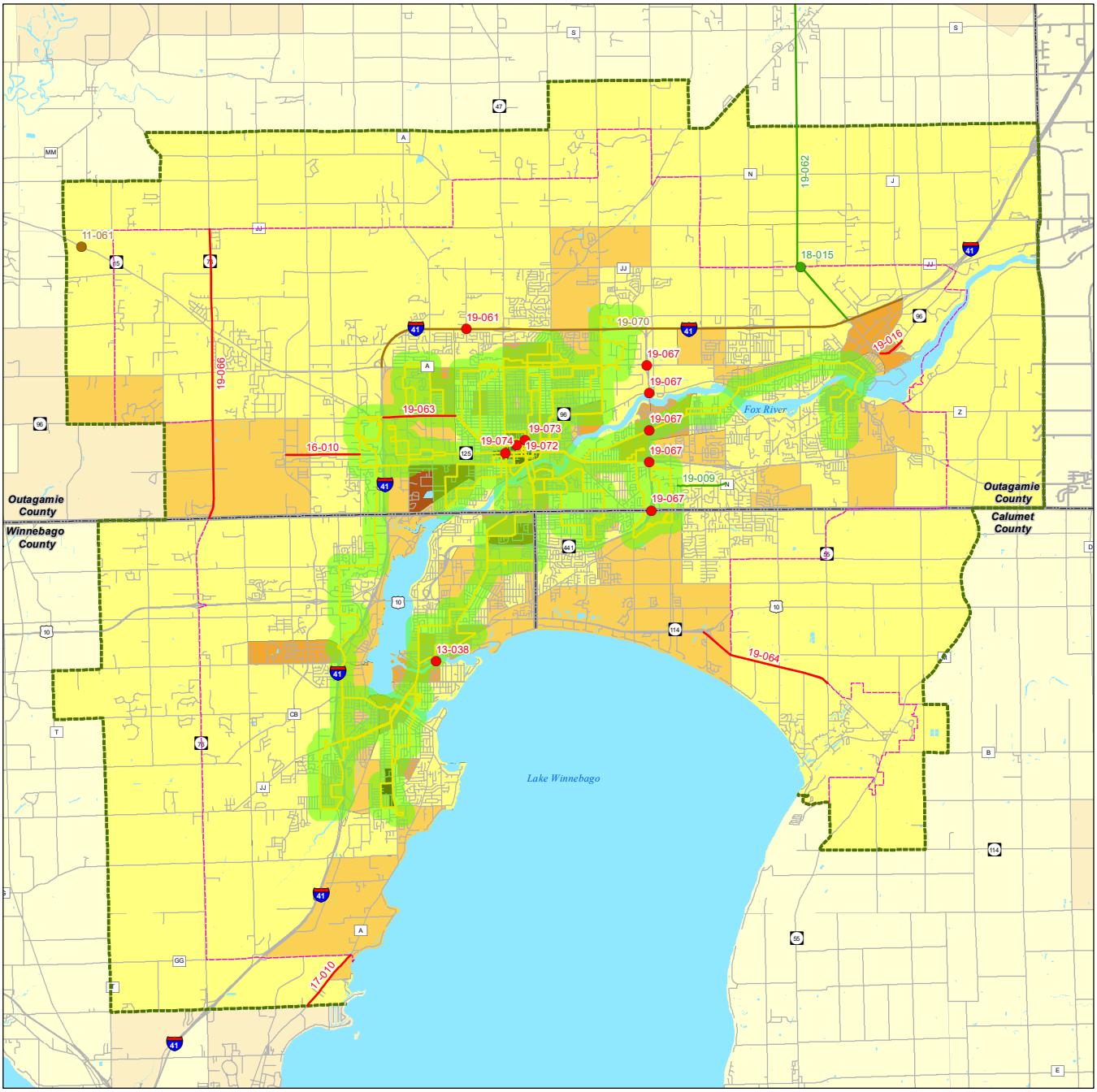
Sources: American Community Survey 2017 Census Block Groups. 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2018 centerline and 2018 hydrology.

TD: O:\1322-FoxCitiesTIP\MXD\2019\G1_Poverty_2019.mxd

Map B-3
Appleton Transportation Management Area TIP Projects (2020 - 2023) and Household Income Less than $25,000 per Year (American Community Survey 2017)



Transit Routes

1/4 Mile Transit Buffer

Household Income Less than $25,000

- < 15%
- 15.01% - 30%
- 30.01% - 45%
- 45.01% - 60%
- > 60.00%

2018 Metropolitan Planning Boundary

2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**

TIP Intersection Project Year and Number

- 2020 ***06-056***
- 2021 ***06-056***
- 2022 ***06-056***
- 2023 ***06-056***

N W E S

0 2 4

Scale in Miles

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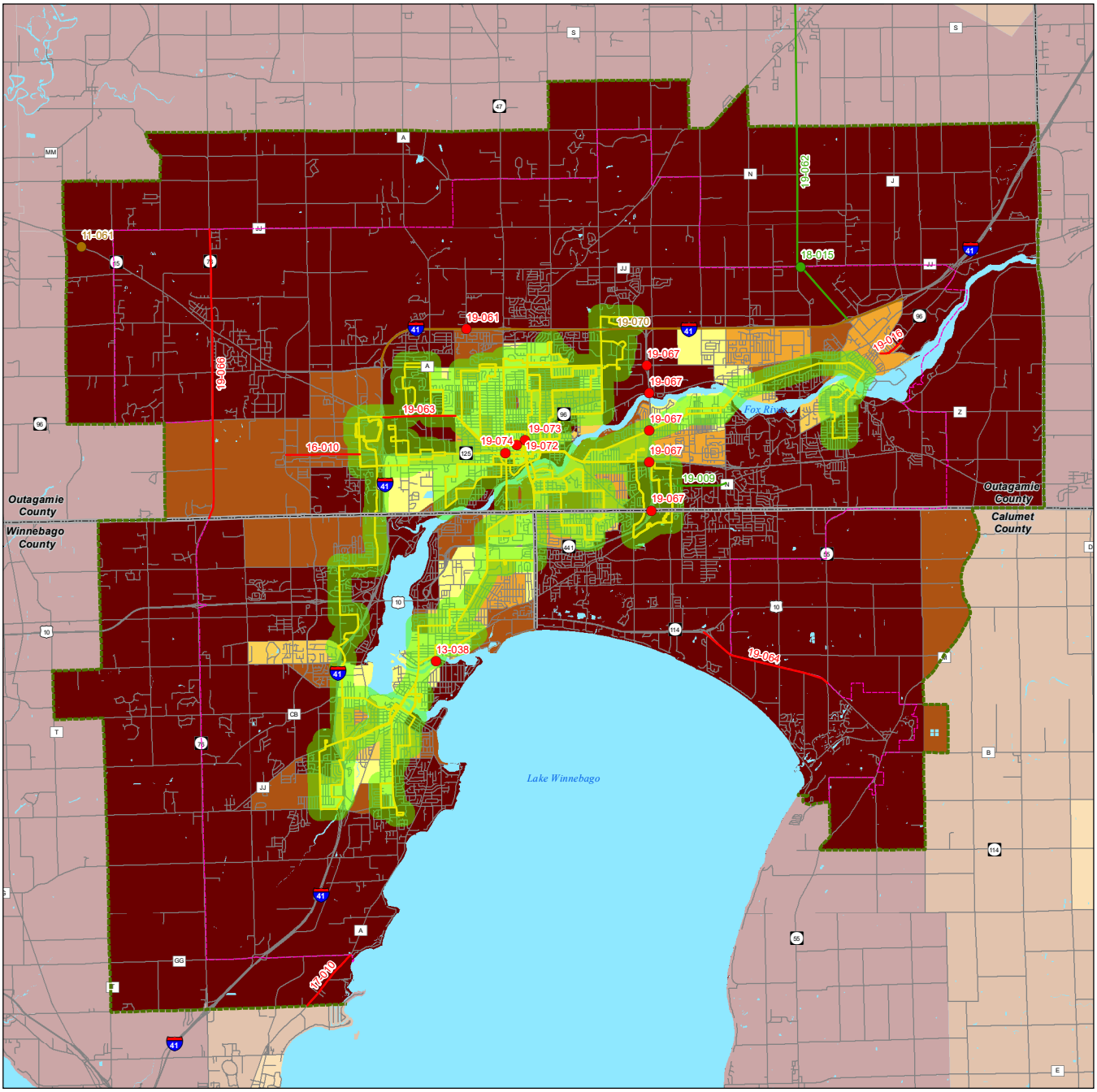
Sources: American Community Survey 2017 Census Block Groups. 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2018 centerline and 2018 hydrology.

TD: O:\1322-FoxCitiesTIP\MXD\2019\G2_25K_2019.mxd

Map B-4
Appleton Transportation Management Area TIP Projects (2020 - 2023) and Household Income Greater than $100,000 per Year (American Community Survey 2017)



Transit Routes

1/4 Mile Transit Buffer

Household Income Greater than $100,000

- < 10.00%
- 10.01% - 15%
- 15.01% - 20%
- 20.01% - 25%
- > 25%

2018 Metropolitan Planning Boundary

2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056

TIP Intersection Project Year and Number

- 2020 *06-056*
- 2021 *06-056*
- 2022 *06-056*
- 2023 *06-056*

N W E S

0 2 4

Scale in Miles

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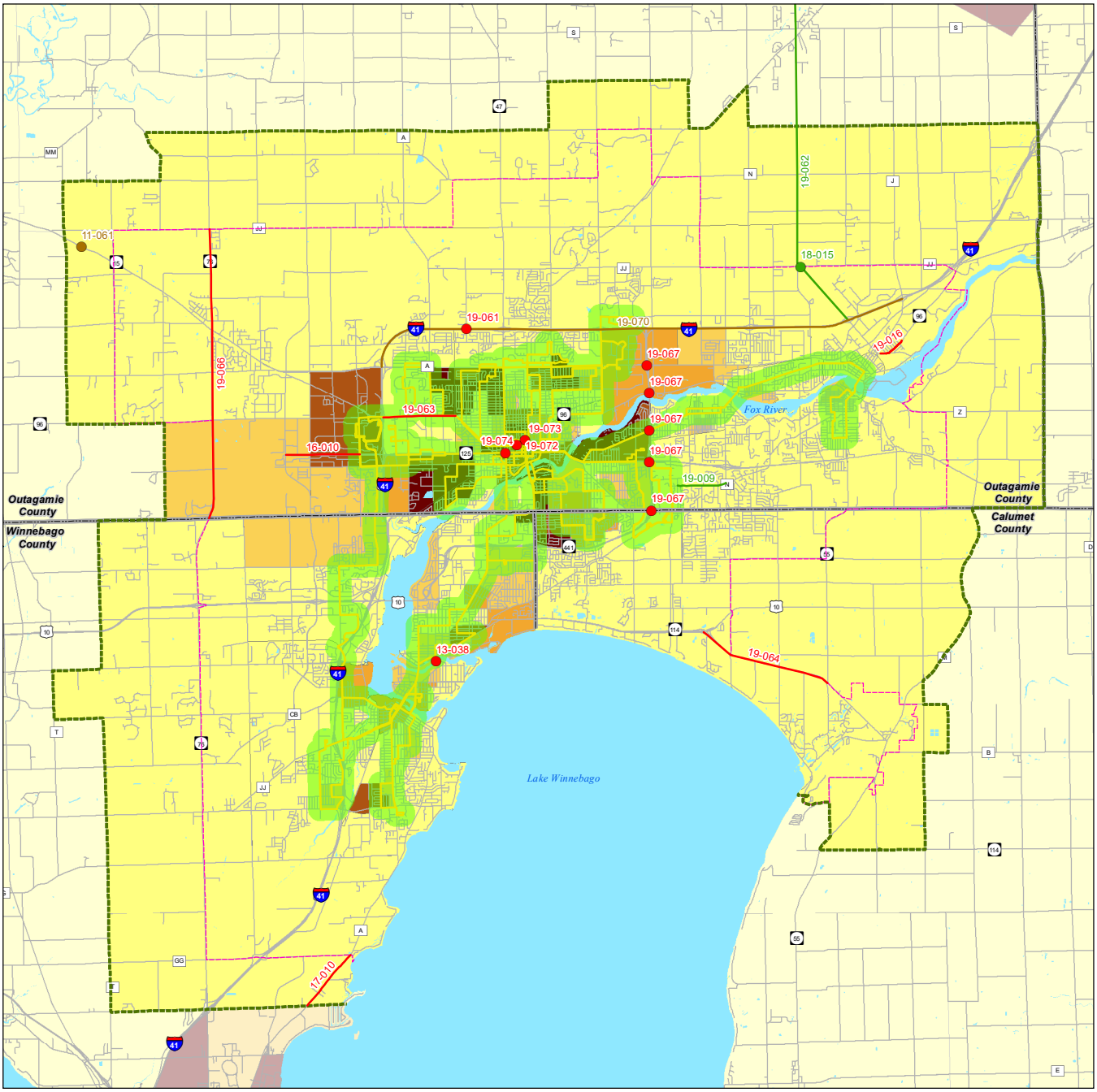
TD: O:\1322-FoxCitiesTIP\MXD\2019\G3_100K_2019.mxd

Map B-5
Appleton Transportation Management Area TIP Projects (2020 - 2023) and Minority Population (American Community Survey 2017)



Transit Routes

1/4 Mile Transit Buffer

Percent Minority Population

< 10%

10.01% - 15%

15.01% - 20%

20.01% - 25%

> 25.00%

2018 Metropolitan Planning Boundary

2018 Adjusted Urbanized Boundary

TIP Project Year and Number

2020 **06-056**

2021 **06-056**

2022 **06-056**

2023 **06-056**

TIP Intersection Project Year and Number

2020 ***06-056***

2021 ***06-056***

2022 ***06-056***

2023 ***06-056***

N W E S

0 2 4

Scale in Miles

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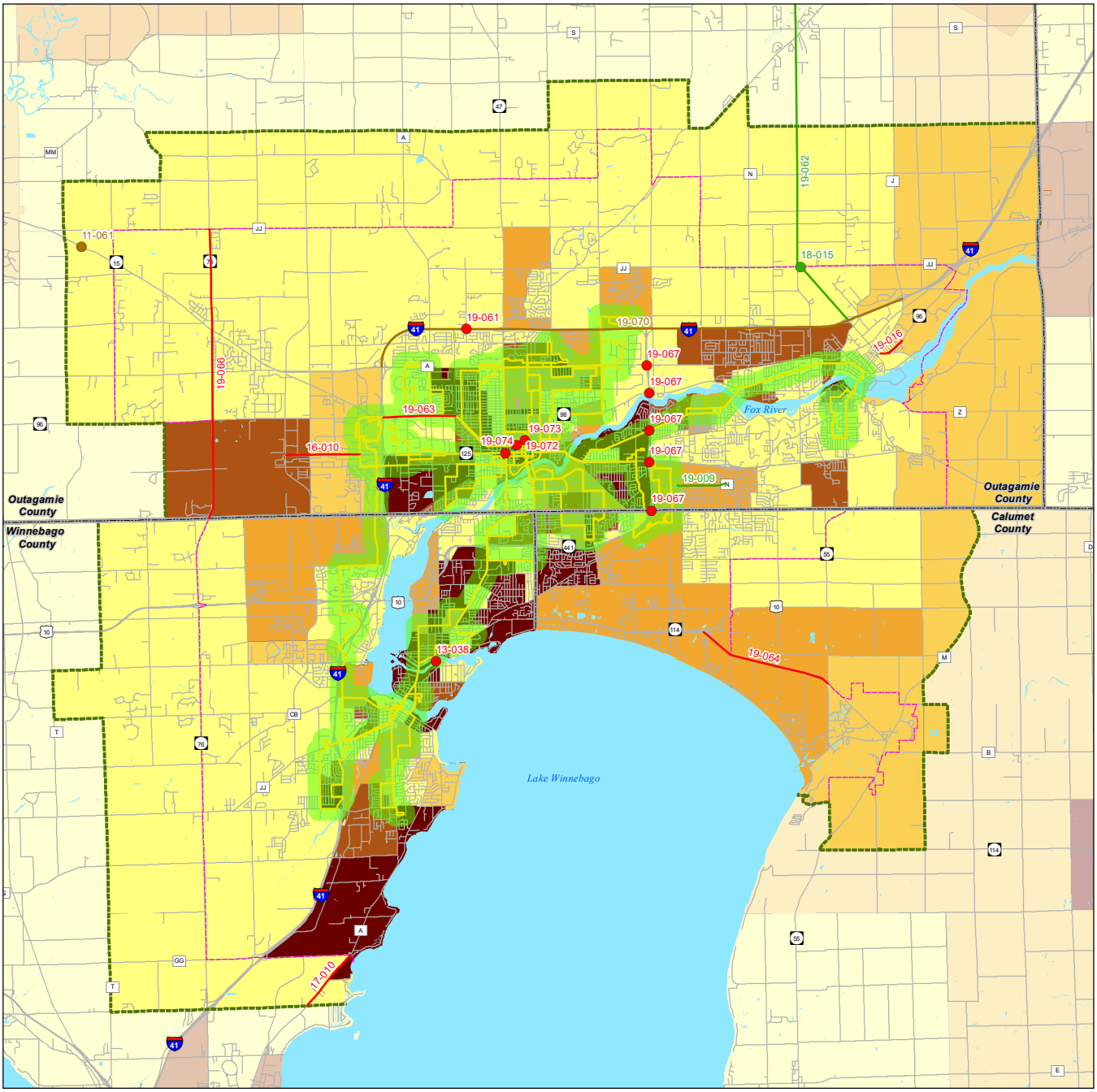
Prepared SEPTEMBER 2019:

East Central Wisconsin Regional Planning Commission ECWRPC

Sources: American Community Survey 2017 Census Block Groups. 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2018 centerline and 2018 hydrology.

TD: O:\1322-FoxCitiesTIP\MXD\2019\G4_Minority_2019.mxd

Map B-6
Appleton Transportation Management Area TIP Projects (2020 - 2023) and Hispanic Population (American Community Survey 2017)



Transit Routes

1/4 Mile Transit Buffer

Percent Hispanic Population

- < 2.00%
- 2.00% - 2.5%
- 2.51% - 5%
- 5.01% - 10%
- > 10.00%

2018 Metropolitan Planning Boundary

2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 **06-056**
- 2021 **06-056**
- 2022 **06-056**
- 2023 **06-056**

TIP Intersection Project Year and Number

- 2020 ***06-056***
- 2021 ***06-056***
- 2022 ***06-056***
- 2023 ***06-056***

N W E S

0 2 4

Scale in Miles

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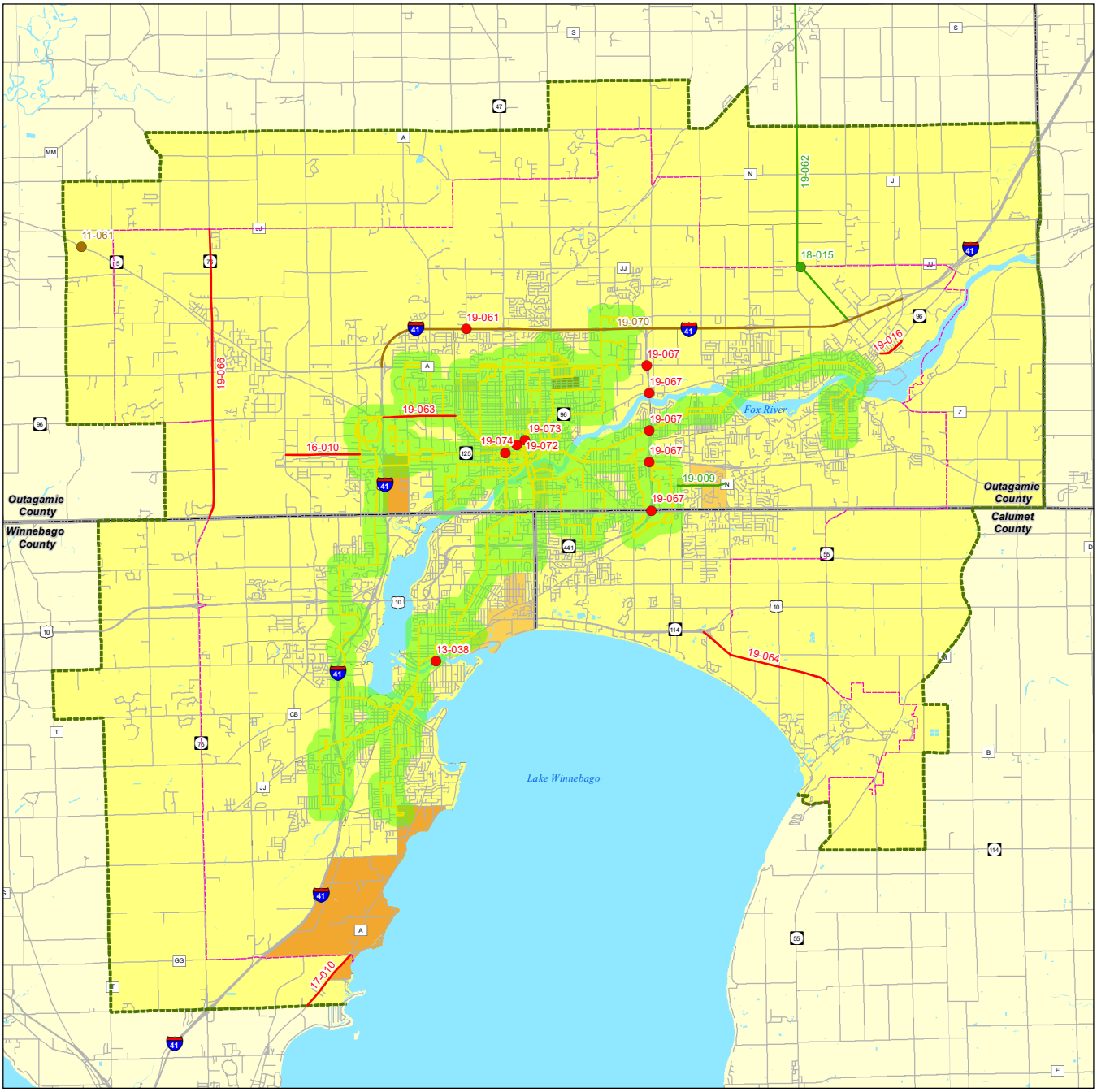
Prepared SEPTEMBER 2019:

East Central Wisconsin Regional Planning Commission ECWRPC

Sources: American Community Survey 2017 Census Block Groups. 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2018 centerline and 2018 hydrology.

TD: O:\1322-OshkoshTIP\MXD\2019\G5_Hispanic_2019_v2.mxd

Map B-7
Appleton Transportation Management Area TIP Projects (2020 - 2023) and "Speaks English Less than Well" (American Community Survey 2017)



Transit Routes

1/4 Mile Transit Buffer

Speaks English Less then Well

- < 5%
- 5.01% - 10%
- 10.01% - 15%
- 15.01% - 20%
- > 20%

2018 Metropolitan Planning Boundary

2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056

TIP Intersection Project Year and Number

- 2020 *06-056*
- 2021 *06-056*
- 2022 *06-056*
- 2023 *06-056*

N W E S

0 2 4

Scale in Miles

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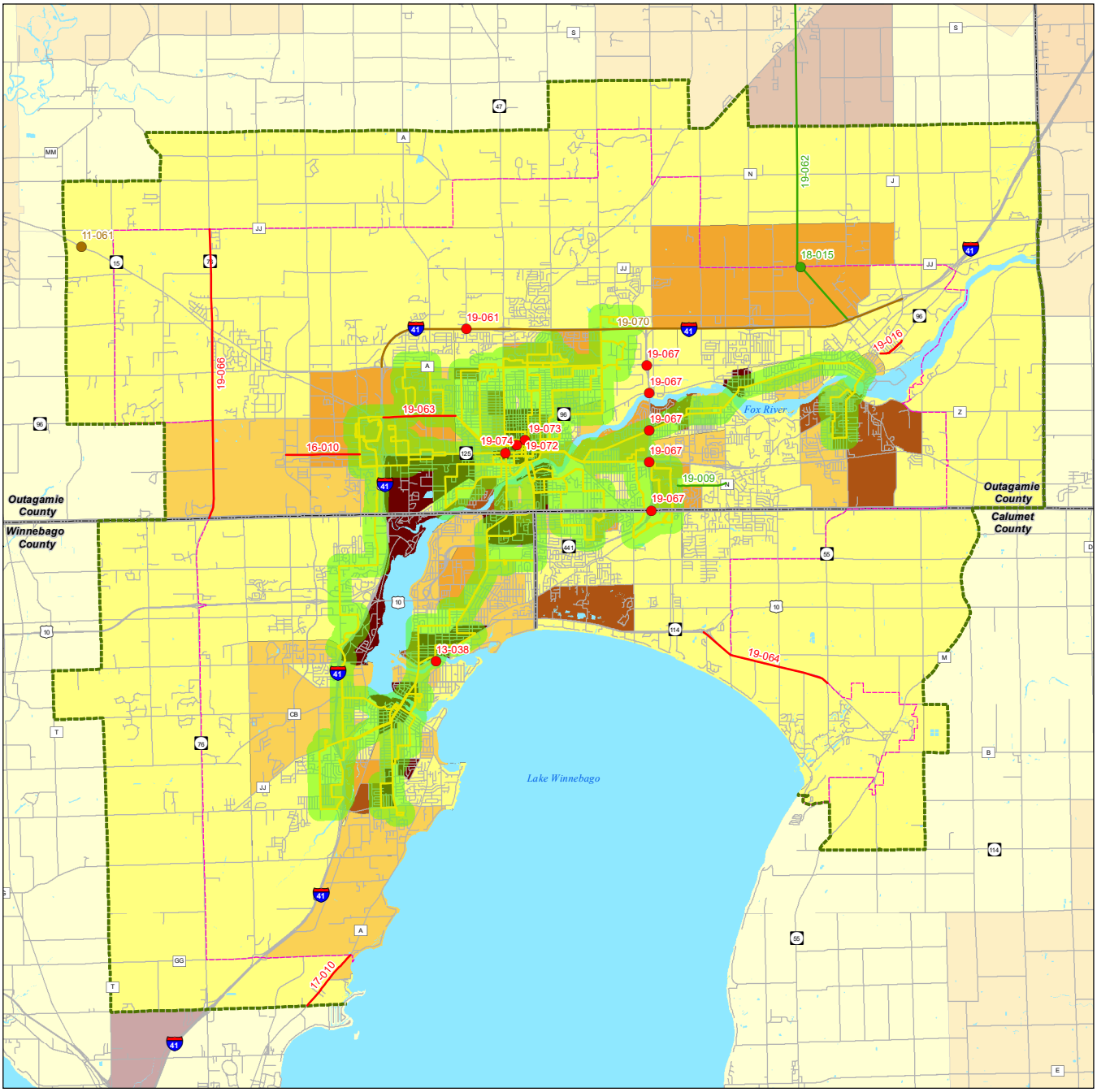
Prepared SEPTEMBER 2019:

East Central Wisconsin Regional Planning Commission ECWRPC

Sources: American Community Survey 2017 Census Block Data. 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2018 centerline and 2018 hydrology.

TD: O:\1322-FoxCitiesTIP\MXD\2019\G6_Language_2019.mxd

Map B-8
Appleton Transportation Management Area TIP Projects (2020 - 2023) and Household No Access to a Car (American Community Survey 2017)



Transit Routes

1/4 Mile Transit Buffer

Households No Access To A Car

- < 2.5%
- 2.51% - 5%
- 5.01% - 7.5%
- 7.51% - 10%
- > 10.00%

2018 Metropolitan Planning Boundary

2018 Adjusted Urbanized Boundary

TIP Project Year and Number

- 2020 06-056
- 2021 06-056
- 2022 06-056
- 2023 06-056

TIP Intersection Project Year and Number

- 2020 *06-056*
- 2021 *06-056*
- 2022 *06-056*
- 2023 *06-056*

N W E S

0 2 4

Scale in Miles

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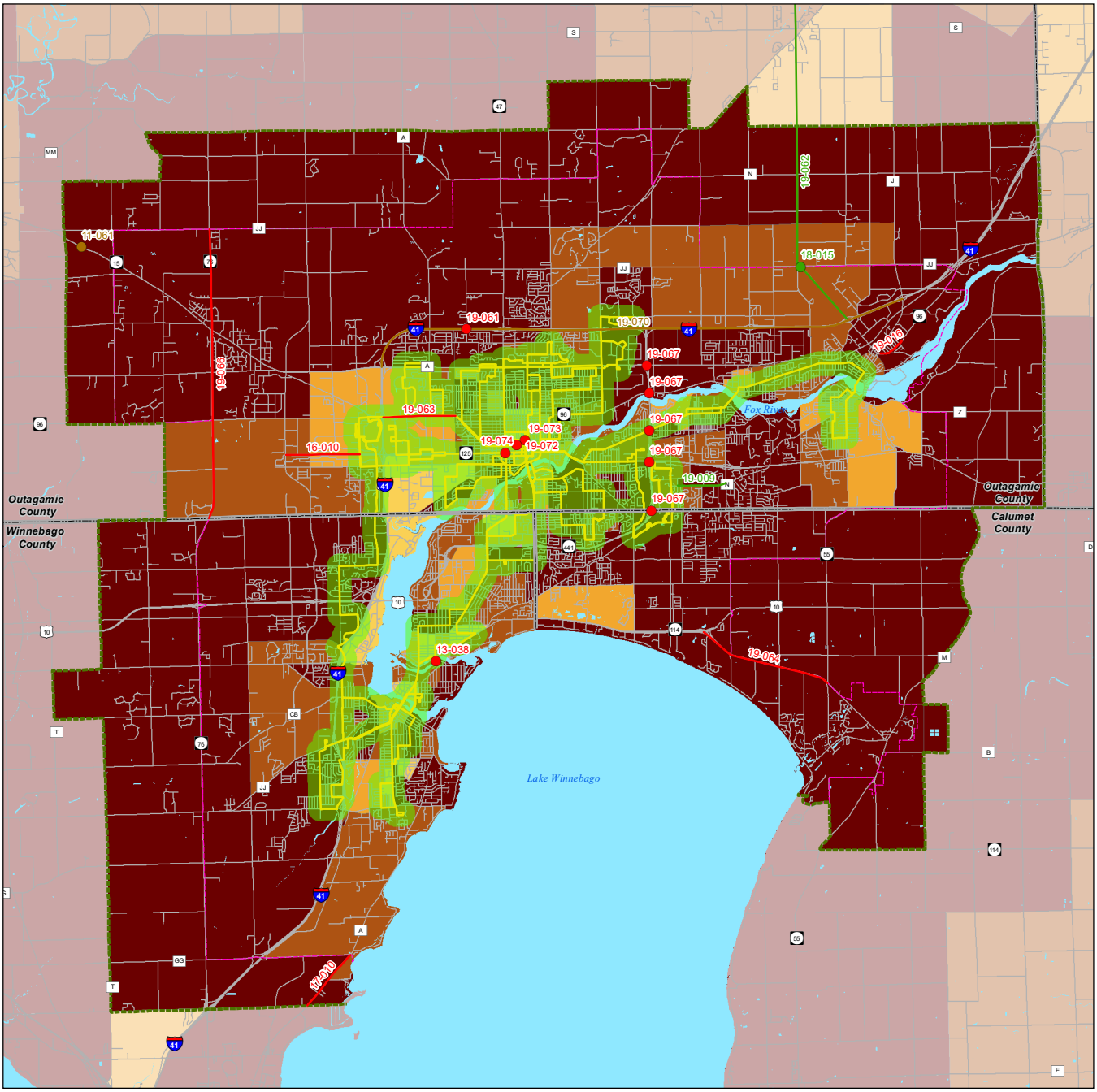
Prepared SEPTEMBER 2019:

East Central Wisconsin Regional Planning Commission ECWRPC

Sources: American Community Survey 2017 Census Block Groups. 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2018 centerline and 2018 hydrology.

TD: O:\1322-FoxCitiesTIP\MXD\2019\G7_NoCar_2019.mxd

Map B-9
Appleton Transportation Management Area TIP Projects (2020 - 2023) and Household Access to a Car (American Community Survey 2017)



Transit Routes

1/4 Mile Transit Buffer

Access to a Car

Below 85%

85% - 90%

91% - 95%

96% - 98%

Above 98%

2018 Metropolitan Planning Boundary

2018 Adjusted Urbanized Boundary

TIP Project Year and Number

2020 **06-056**

2021 **06-056**

2022 **06-056**

2023 **06-056**

TIP Intersection Project Year and Number

2020 ***06-056***

2021 ***06-056***

2022 ***06-056***

2023 ***06-056***

N W E S

0 2 4

Scale in Miles

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Prepared SEPTEMBER 2019:

East Central Wisconsin Regional Planning Commission ECWRPC

Sources: American Community Survey 2017 Census Block Groups. 2018 Metropolitan Planning Area and the 2018 Adjusted Urbanized Area provided by ECWRPC & WisDOT. Outagamie, Winnebago, and Calumet Counties provided 2018 centerline and 2018 hydrology.

TD: O:\1322-FoxCitiesTIP\MXD\2019\G8_Car_2019.mxd

Map B-10
Fox Cities MPO
Geologic Features

- Short Range Project
- Illustrative Project
- Quarries
- Short Range Project
- Illustrative Project
- Municipal Boundary
- County Boundary
- High Bedrock (>5 Acres)
- Steep Slope
- Sand and Gravel Suitability (>5 Acres)
- Prime Farmland
- Airport
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
SSURGO Database and 2015 Land Use Data.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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East Central Wisconsin Regional Planning Commission
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Shawano • Waupaca • Waushara • Winnebago

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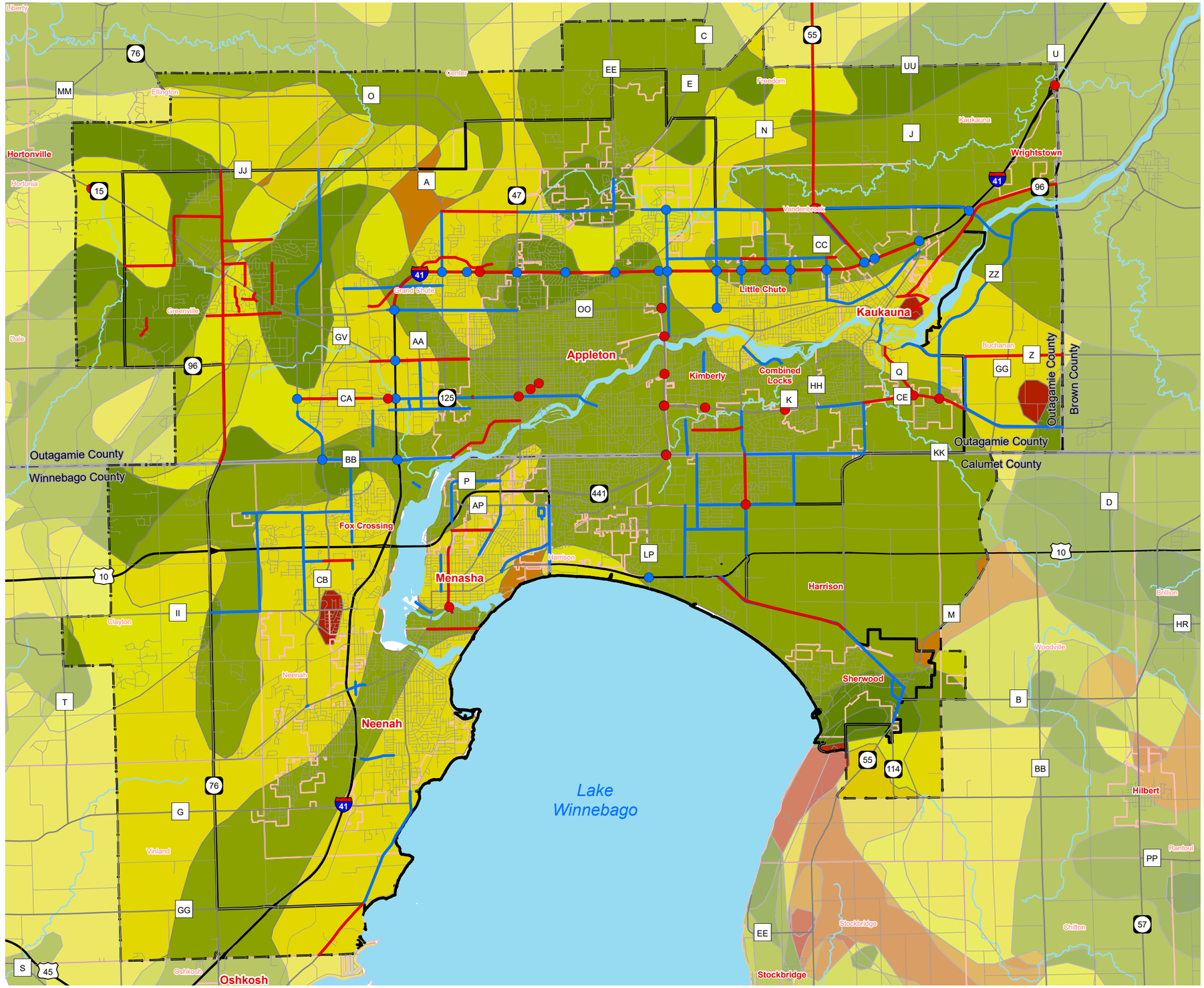
Map B-11
Fox Cities MPO
Groundwater Contamination



- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundary
- County Boundary
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

More Susceptible to Groundwater Contamination

Less Susceptible to Groundwater Contamination

N W E S

0 1.5 3

Scale in Miles

Source:
SSURGO Database and 2015 Land Use data
Base data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

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Map B-12
Appleton TMA
Parks, Open Space, and Recreational Resources

- Short Range Project
- Illustrative Project
- Illustrative Project
- Short Range Project
- Existing Bicycle/Pedestrian Facility
- Planned Bicycle/Pedestrian Facility
- Municipal Boundary
- County Boundary
- Fairgrounds
- General Recreational Parks
- Golf Courses & Country Clubs
- Sport & Recreational Facilities
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
ECWRPC and 2015 Land Use Data.
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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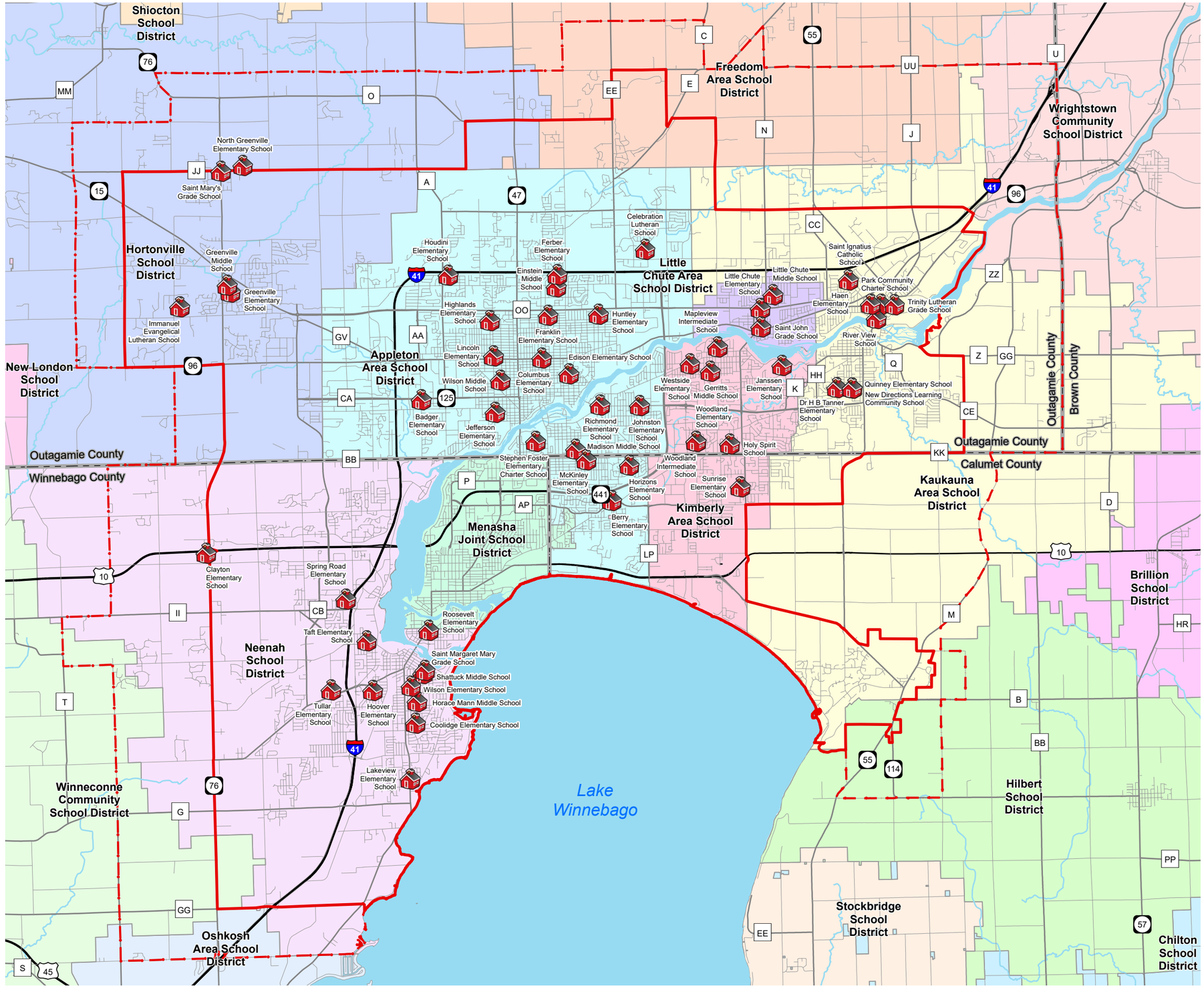
Map B-13
Fox Cities MPO
Safe Routes to School



Legend

- Participating Schools in Regional Safe Routes to School Program
- Fox Cities Adjusted Urbanized Area
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
School data provided by ECWRPC
Base data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ ECWRPC

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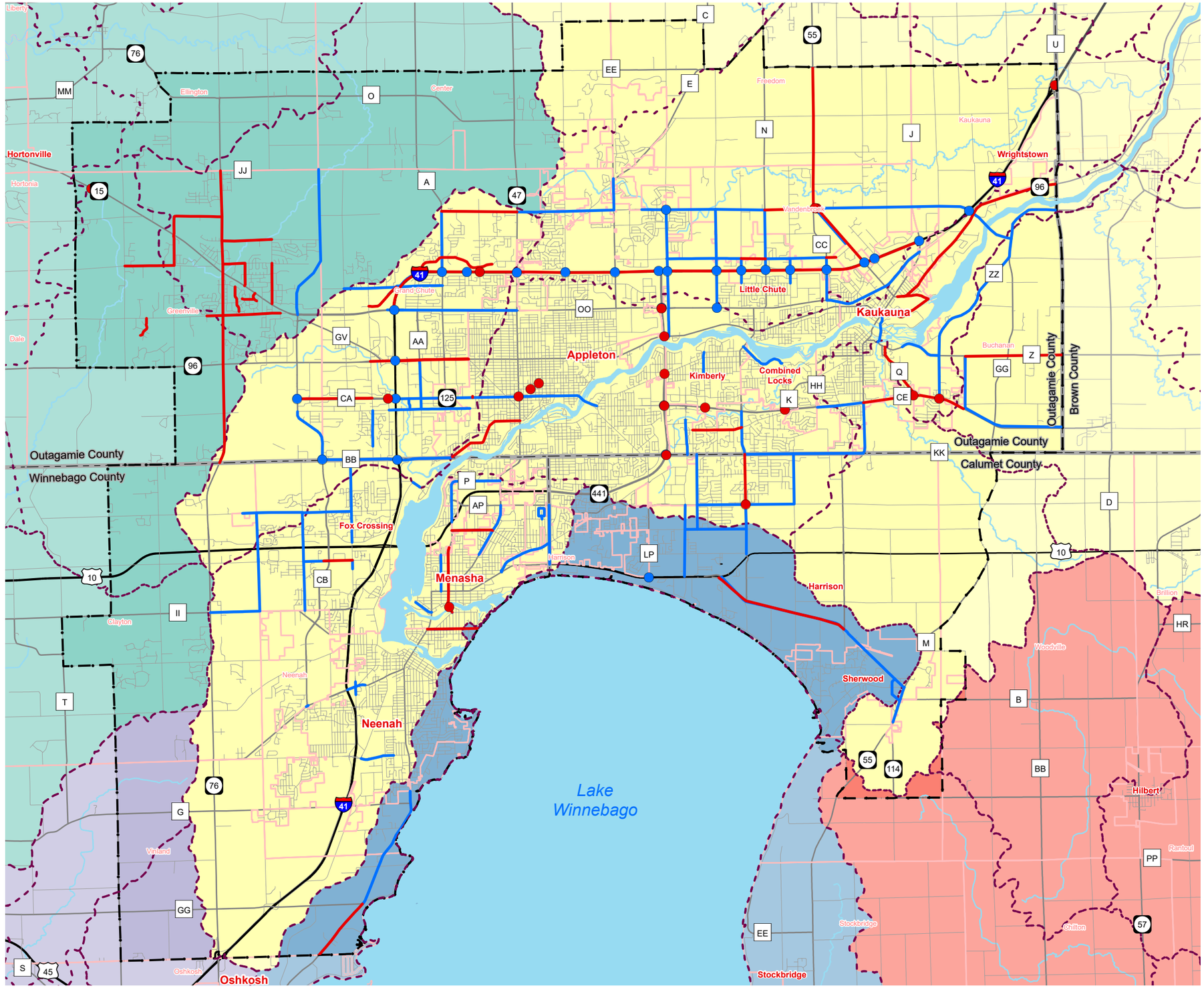

Map B-14
Appleton TMA
Water Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundaries
- County Boundary
- Wolf River Management Unit
- Lower Fox River Management Unit
- Upper Fox River Management Unit
- Manitowoc-Sheboygan Rivers Management Unit
- Lake Winnebago Management Unit
- Sub-Watersheds
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
WDNR 2019
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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Map B-15
Appleton TMA
Wetlands & Floodplains

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundaries
- County Boundary
- 100 Year Floodplain & Wetland
- 100 Year Floodplain
- Wetland
- Fox Cities Metropolitan Planning Area

N
W E
S

0 1.5 3
Scale in Miles

Source:
WDNR 2019
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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Map B-16
Appleton TMA
Wildlife Resources

- Short Range Project
- Illustrative Project
- Short Range Project
- Illustrative Project
- Municipal Boundary
- County Boundary
- Woodlands - Planted
- Woodlands - General
- DNR Endangered Species Areas* - Aquatic
- DNR Endangered Species Areas* - Terrestrial
- DNR Endangered Species Areas* - Wetland
- Fox Cities Metropolitan Planning Area

N W E S

0 1.5 3
Scale in Miles

Source:
WDNR 2019
Base Data provided by Regional Counties, 2020.
MPO/Adjusted Urbanized Area provided by WisDOT/ECWRPC.

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PREPARED DECEMBER 2020 BY:

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APPENDIX C

RESOLUTIONS

RESOLUTION NO. 29-20

ADOPTION OF THE UPDATE TO THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA LONG RANGE TRANSPORTATION PLAN/LAND USE PLAN

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

WHEREAS, an update was prepared by the MPO to meet the requirement of the Fixing America's Surface Transportation Act: (FAST Act); and

WHEREAS, the principal elected officials of local governments in the Appleton (Fox Cities) Transportation Management Area, their designated staffs, technical advisory committees and policy boards and the public, have participated in the planning process; and

WHEREAS, all comments received through public information meetings, by U.S. Mail, the MPO website, telephone or other communication were presented to the technical advisory committee and the policy board and incorporated into the update. Now, Therefore:

BE IT RESOLVED THAT THE APPLETON (FOX CITIES) METROPOLITAN PLANNING ORGANIZATION ADOPT THE UPDATE TO THE APPLETON (FOX CITIES) TRANSPORTATION MANAGEMENT AREA LONG RANGE TRANSPORTATION/LAND USE PLAN:

Effective Date: October 30, 2020
Submitted By: Transportation Committee
Prepared By: David Moesch, Associate Transportation Planner

Martin F Farrell
Martin F Farrell (Oct 30, 2020 12:42 CDT)

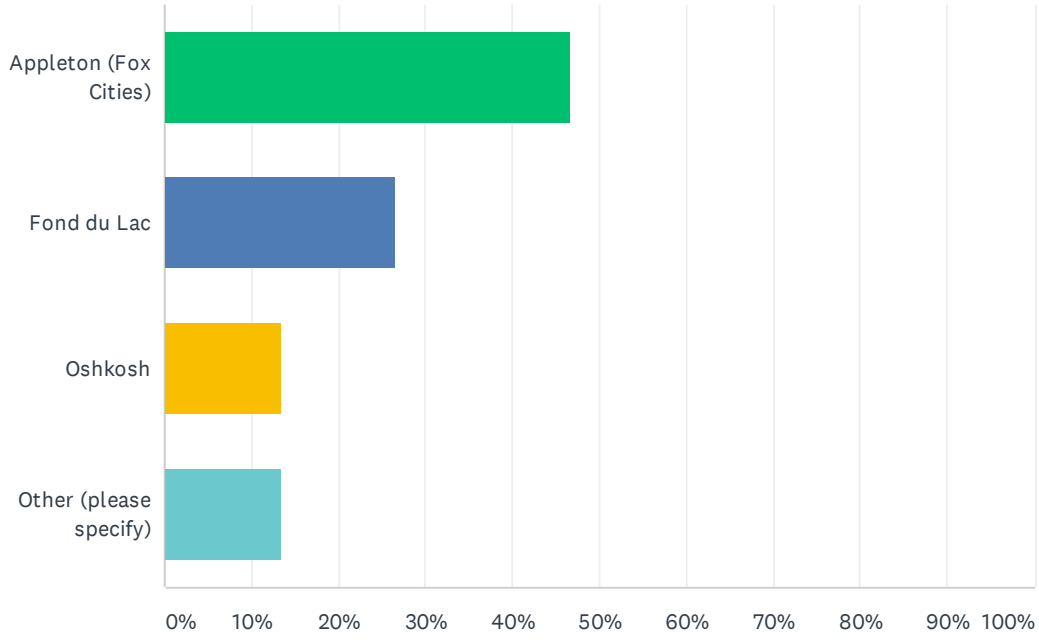
Martin Farrell, Chair – Fond du Lac Co.

APPENDIX D

PUBLIC COMMENTS

Q1 Which area do you live closest to?

Answered: 15 Skipped: 0

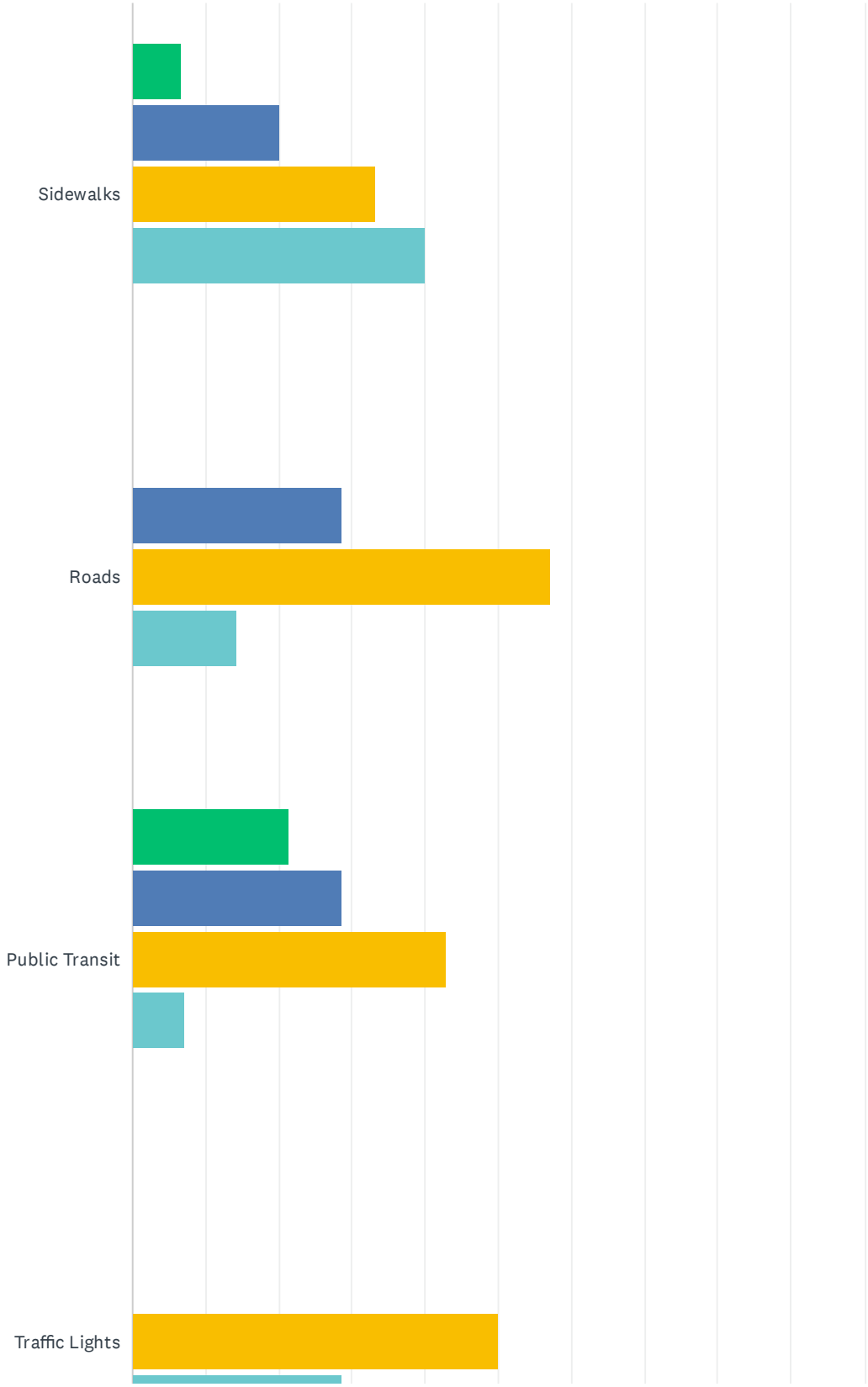


ANSWER CHOICES	RESPONSES	
Appleton (Fox Cities)	46.67%	7
Fond du Lac	26.67%	4
Oshkosh	13.33%	2
Other (please specify)	13.33%	2
TOTAL		15

#	OTHER (PLEASE SPECIFY)	DATE
1	Neenah	2/7/2020 9:58 AM
2	Neenah	5/21/2019 12:28 PM

Q2 Please rate the physical condition of the following facilities or services (1 = poor and 5 = excellent):

Answered: 15 Skipped: 0

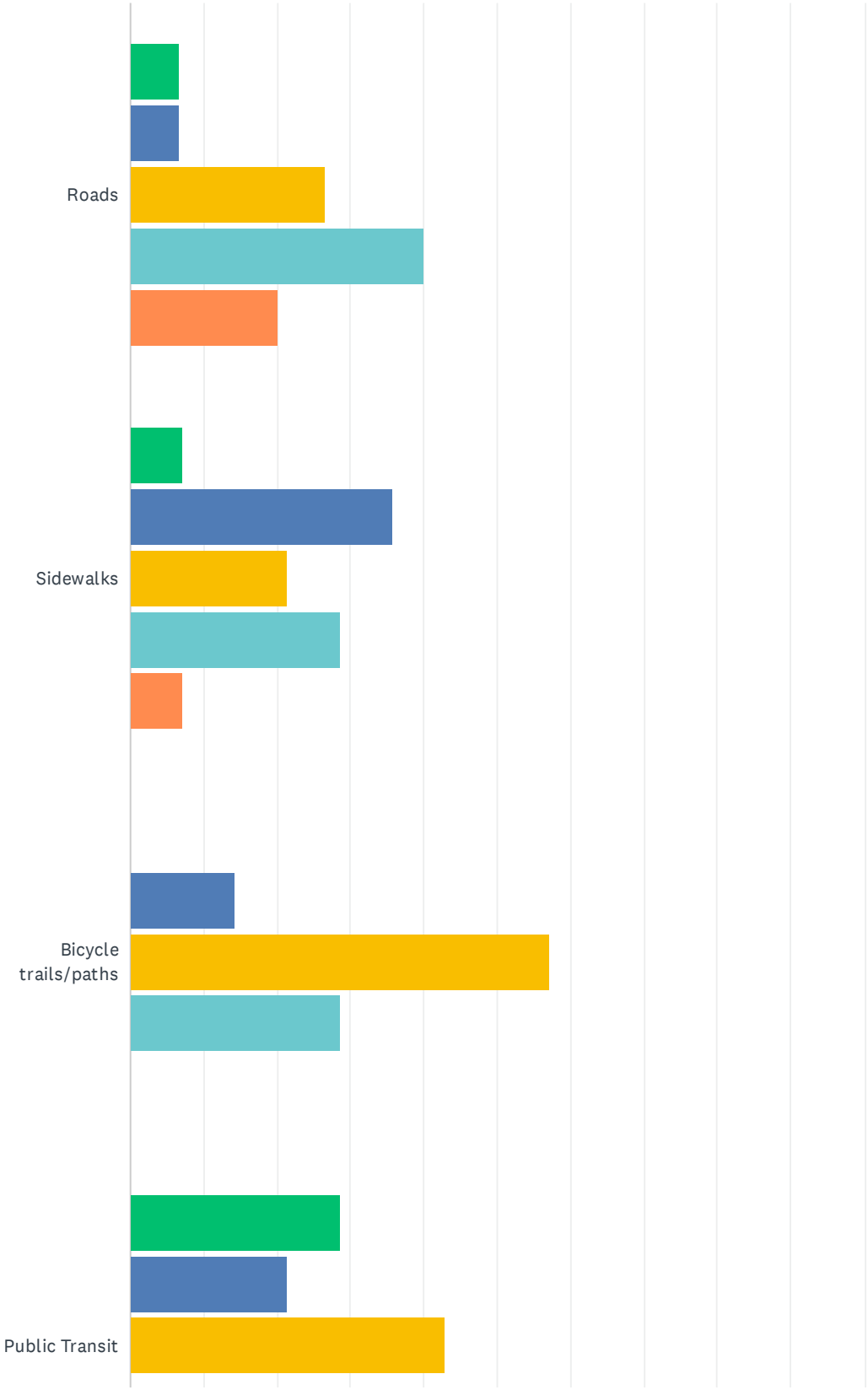


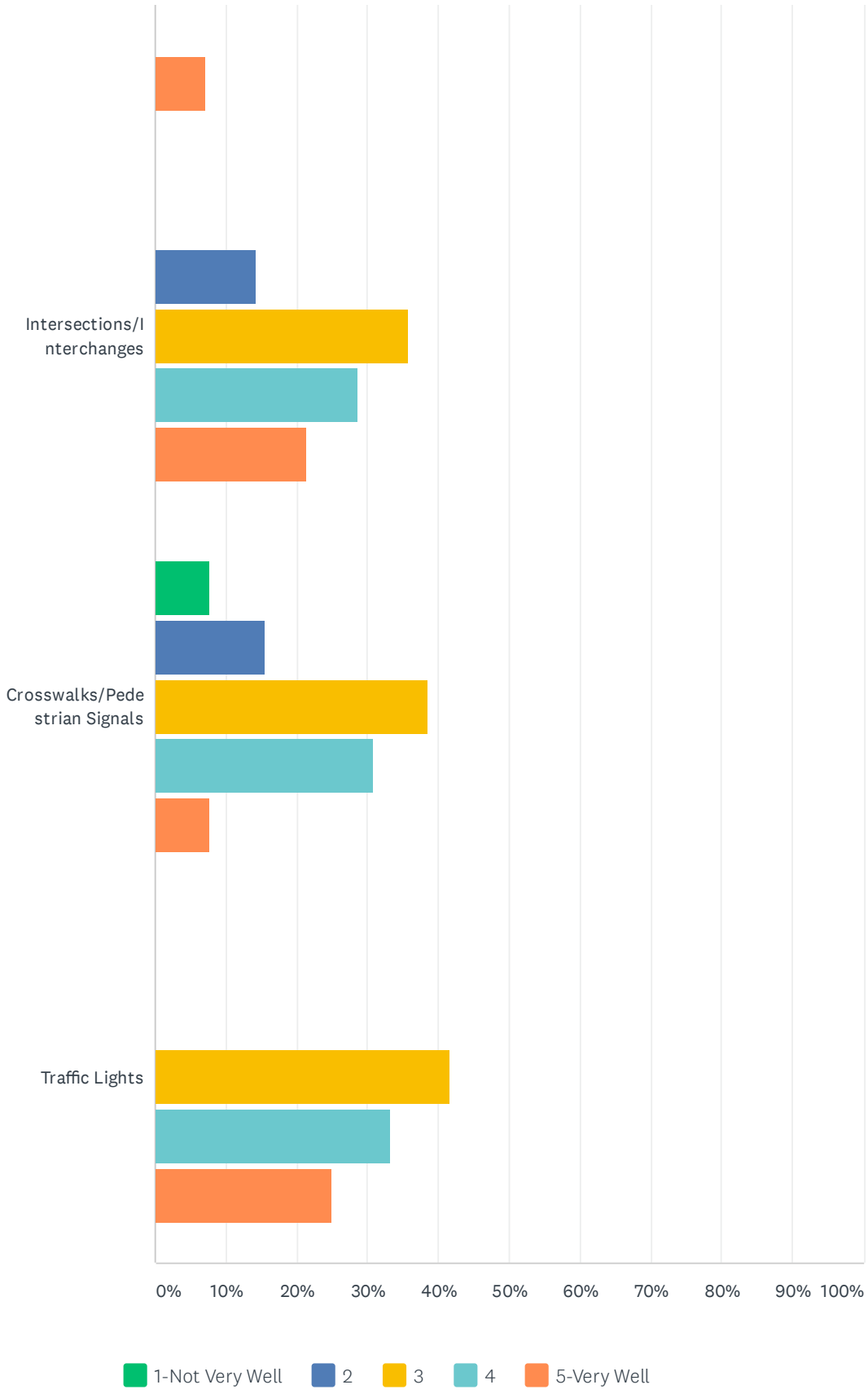
Intersections/Interchanges
Crosswalks/Pedestrian Signals
Bicycle trails/paths
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1-Poor
2
3
4
5-Excellent

	1-POOR	2	3	4	5-EXCELLENT	TOTAL	WEIGHTED AVERAGE
Sidewalks	6.67% 1	20.00% 3	33.33% 5	40.00% 6	0.00% 0	15	3.07
Roads	0.00% 0	28.57% 4	57.14% 8	14.29% 2	0.00% 0	14	2.86
Public Transit	21.43% 3	28.57% 4	42.86% 6	7.14% 1	0.00% 0	14	2.36
Traffic Lights	0.00% 0	0.00% 0	50.00% 7	28.57% 4	21.43% 3	14	3.71
Intersections/Interchanges	0.00% 0	7.14% 1	35.71% 5	35.71% 5	21.43% 3	14	3.71
Crosswalks/Pedestrian Signals	14.29% 2	7.14% 1	28.57% 4	50.00% 7	0.00% 0	14	3.14
Bicycle trails/paths	0.00% 0	15.38% 2	46.15% 6	38.46% 5	0.00% 0	13	3.23

Q3 Please rate how well the regional transportation system or services meet your transportation needs (1 = not very well and 5 = very well):

Answered: 15 Skipped: 0

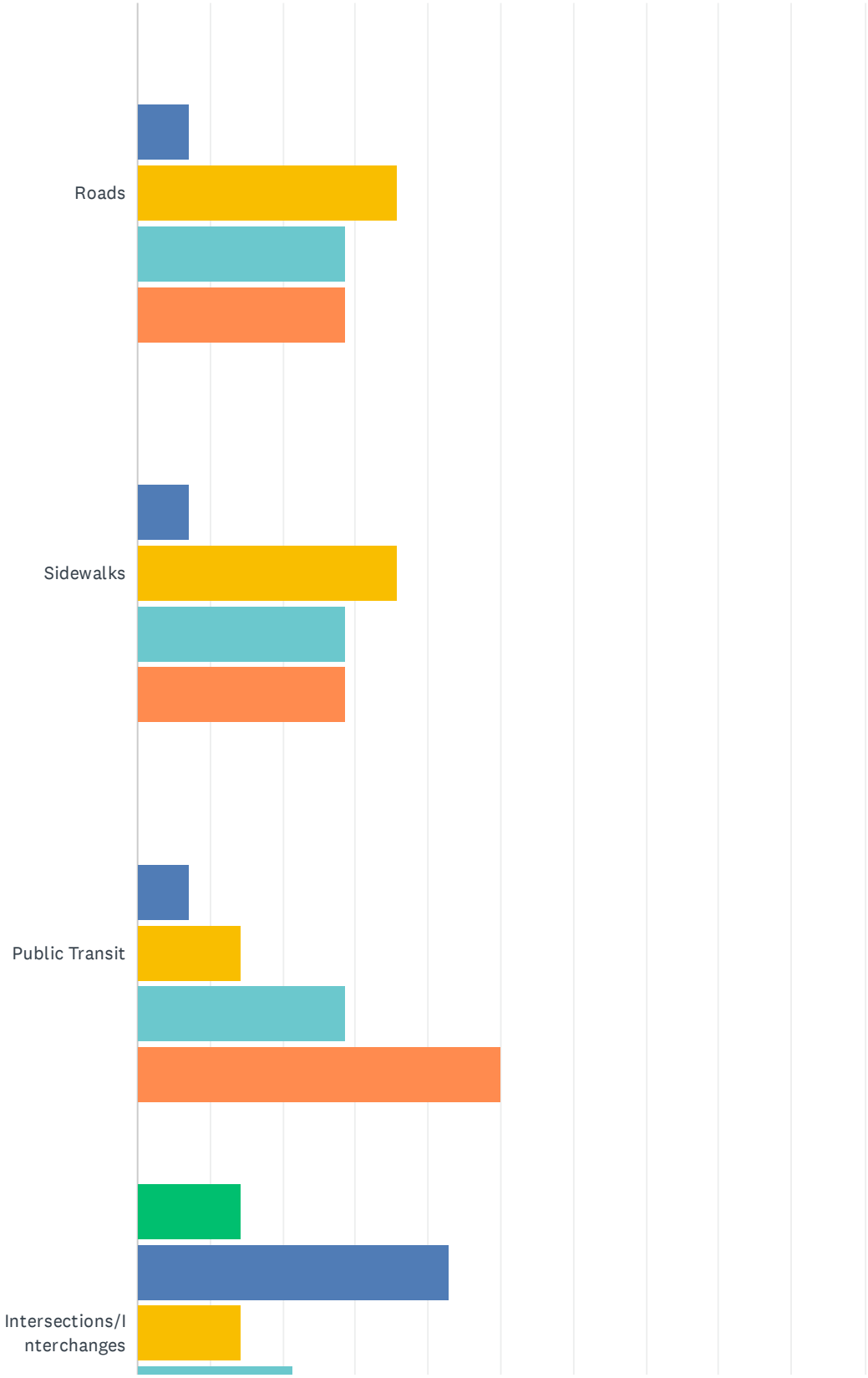


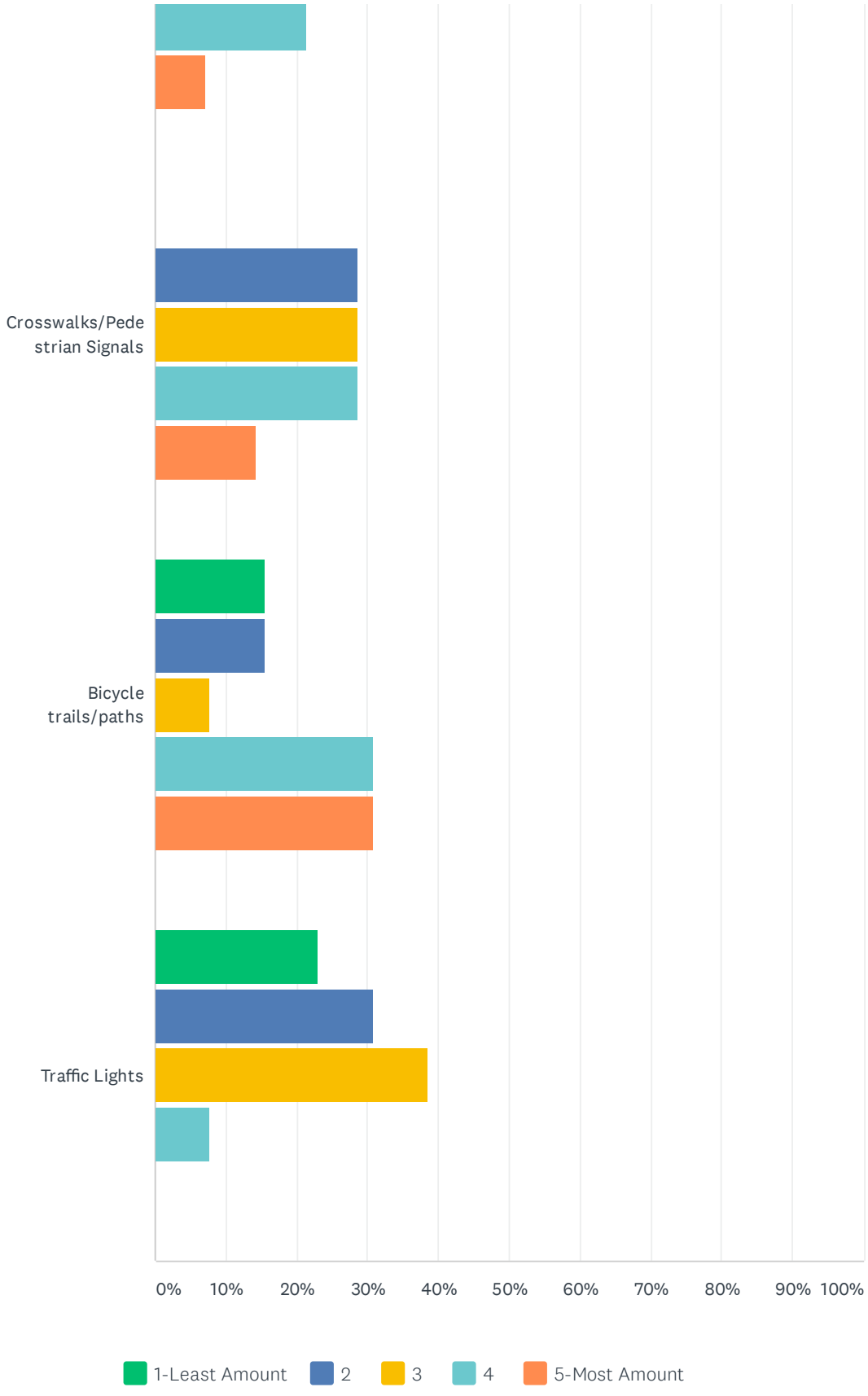

Intersections/Interchanges
Crosswalks/Pedestrian Signals
Traffic Lights
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1-Not Very Well
2
3
4
5-Very Well

	1-NOT VERY WELL	2	3	4	5-VERY WELL	TOTAL	WEIGHTED AVERAGE
Roads	6.67% 1	6.67% 1	26.67% 4	40.00% 6	20.00% 3	15	3.60
Sidewalks	7.14% 1	35.71% 5	21.43% 3	28.57% 4	7.14% 1	14	2.93
Bicycle trails/paths	0.00% 0	14.29% 2	57.14% 8	28.57% 4	0.00% 0	14	3.14
Public Transit	28.57% 4	21.43% 3	42.86% 6	0.00% 0	7.14% 1	14	2.36
Intersections/Interchanges	0.00% 0	14.29% 2	35.71% 5	28.57% 4	21.43% 3	14	3.57
Crosswalks/Pedestrian Signals	7.69% 1	15.38% 2	38.46% 5	30.77% 4	7.69% 1	13	3.15
Traffic Lights	0.00% 0	0.00% 0	41.67% 5	33.33% 4	25.00% 3	12	3.83

Q4 Please rate where funding/investments be used (1 = least amount and 5 = most amount):

Answered: 15 Skipped: 0




Crosswalks/Pedestrian Signals
Bicycle trails/paths
Traffic Lights
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1-Least Amount
2
3
4
5-Most Amount

	1-LEAST AMOUNT	2	3	4	5-MOST AMOUNT	TOTAL	WEIGHTED AVERAGE
Roads	0.00% 0	7.14% 1	35.71% 5	28.57% 4	28.57% 4	14	3.79
Sidewalks	0.00% 0	7.14% 1	35.71% 5	28.57% 4	28.57% 4	14	3.79
Public Transit	0.00% 0	7.14% 1	14.29% 2	28.57% 4	50.00% 7	14	4.21
Intersections/Interchanges	14.29% 2	42.86% 6	14.29% 2	21.43% 3	7.14% 1	14	2.64
Crosswalks/Pedestrian Signals	0.00% 0	28.57% 4	28.57% 4	28.57% 4	14.29% 2	14	3.29
Bicycle trails/paths	15.38% 2	15.38% 2	7.69% 1	30.77% 4	30.77% 4	13	3.46
Traffic Lights	23.08% 3	30.77% 4	38.46% 5	7.69% 1	0.00% 0	13	2.31

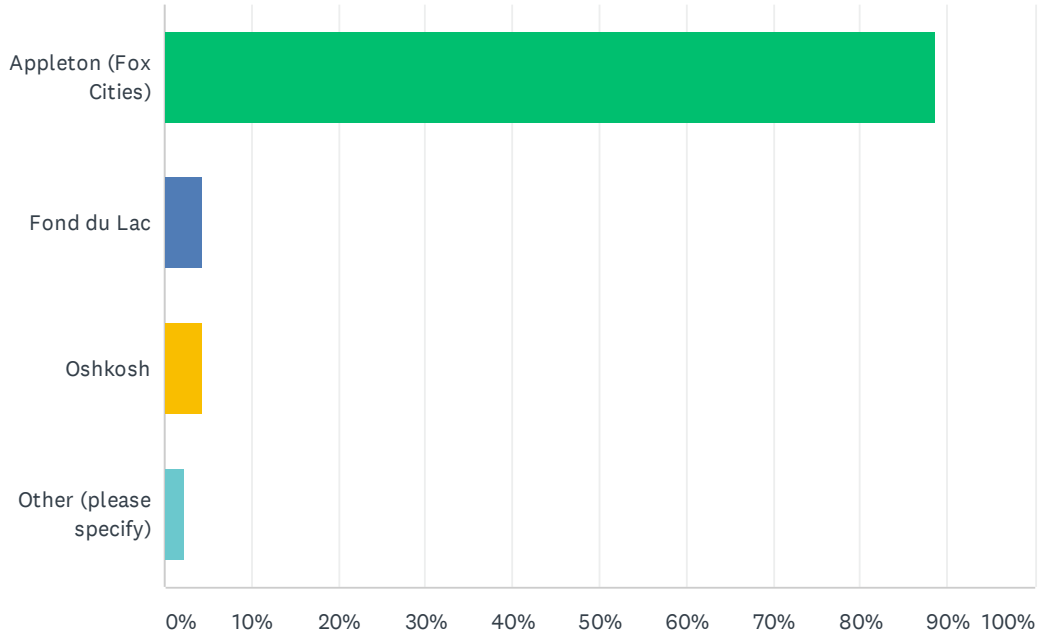
Q5 Additional Comments:

Answered: 7 Skipped: 8

#	RESPONSES	DATE
1	I don't like that their aren't sidewalks in our neighborhood. There is nowhere safe for kids to learn how to ride their bike.	2/7/2020 9:58 AM
2	The I-41-Hwy 23 interchange gets more congested every year. Over the past 3 years I've seen an increase in the number of pedestrians and bicyclists in that area as well as on the Scott St overpass, just north of Hwy 23. With no sidewalk or marked bike path on the east side of the interchange/overpass (and no street lamps on either side of the overpass), it's definitely a dangerous area.	6/13/2019 12:43 PM
3	We need a transit system that runs till midnight, (referring to bus service).	6/6/2019 4:52 PM
4	We need public transit options, with creative thinking involved.	6/6/2019 4:39 PM
5	Please move bus stop back to Leaven and not at United Way. Appleton Transit could use an update, sort of Dingy. Consider transit routes that align with shift schedules.	5/21/2019 12:28 PM
6	road conditions are in bad shape, however, we should fix what we have not add more or more lanes. bike lanes, public transit, and sidewalks don't connect or provide connections to most popular destinations, we need to invest to make sure that they do	5/9/2019 4:28 PM
7	Not all roads are the same.	5/6/2019 10:22 AM

Q1 Which area do you live closest to?

Answered: 89 Skipped: 0

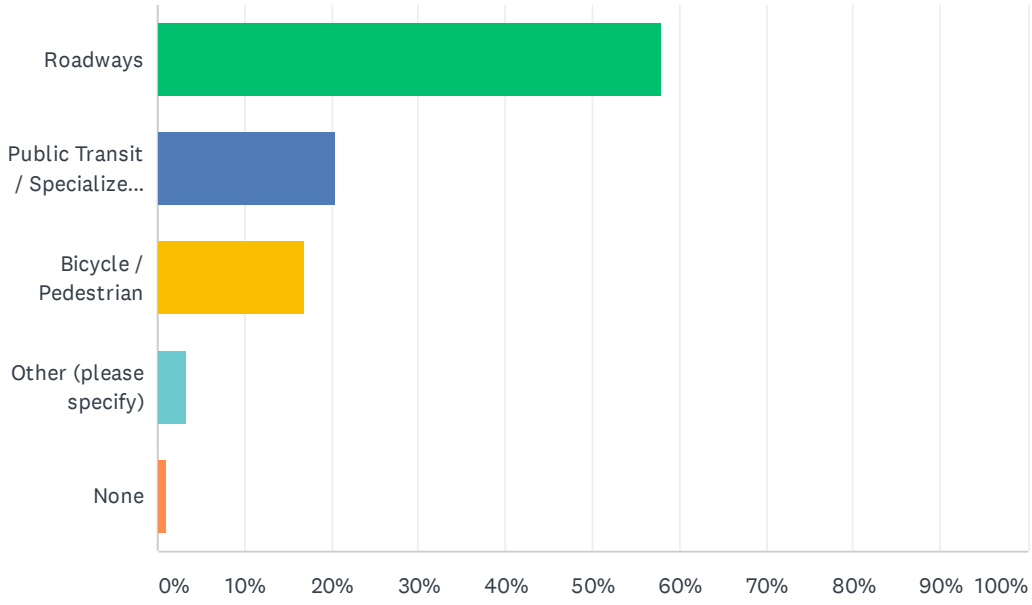


ANSWER CHOICES	RESPONSES	
Appleton (Fox Cities)	88.76%	79
Fond du Lac	4.49%	4
Oshkosh	4.49%	4
Other (please specify)	2.25%	2
TOTAL		89

#	OTHER (PLEASE SPECIFY)	DATE
1	Neenah	2/7/2020 9:59 AM
2	Neenah	10/3/2019 3:55 PM

Q2 What is your top transportation opportunity to improve the regional transportation system?

Answered: 88 Skipped: 1



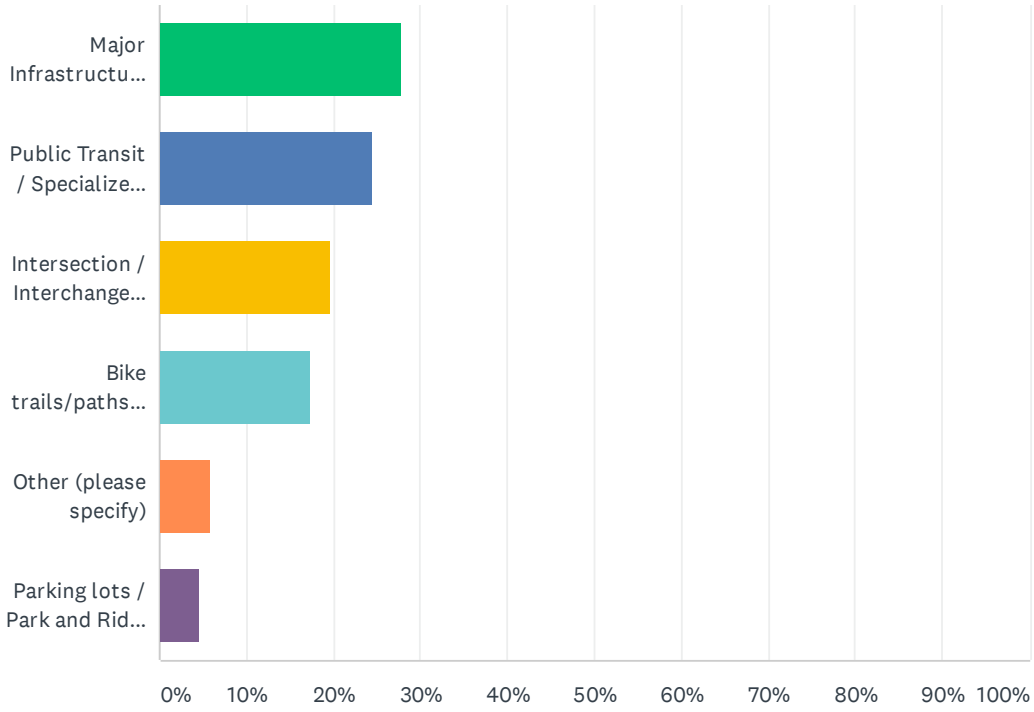
ANSWER CHOICES	RESPONSES	
Roadways	57.95%	51
Public Transit / Specialized Transit	20.45%	18
Bicycle / Pedestrian	17.05%	15
Other (please specify)	3.41%	3
None	1.14%	1
TOTAL		88

#	OTHER (PLEASE SPECIFY)	DATE
1	Train	9/23/2019 10:05 AM
2	I don't understand this question.	9/23/2019 9:21 AM
3	Railroad	7/30/2019 5:50 PM

Q3 Which of the following investment programs/policies could improve this transportation opportunity?

Answered: 86 Skipped: 3

Long Range Transportation Plan 2050/Transportation Needs



ANSWER CHOICES	RESPONSES	
Major Infrastructure investments	27.91%	24
Public Transit / Specialized Transit investments	24.42%	21
Intersection / Interchange investments (street light upgrades, roundabouts, etc.)	19.77%	17
Bike trails/paths and sidewalk investments	17.44%	15
Other (please specify)	5.81%	5
Parking lots / Park and Ride investments	4.65%	4
TOTAL		86

#	OTHER (PLEASE SPECIFY)	DATE
1	Transportation for the elderly -- maybe that fits into specialized transit investment?	9/30/2019 12:31 PM
2	Literally just fixing all the potholes. Please no more roundabouts.	9/23/2019 10:47 AM
3	Roads	9/23/2019 9:22 AM
4	Basic road quality in all areas	9/23/2019 9:20 AM
5	Updated intersections, lights, other upgrades	7/30/2019 5:50 PM

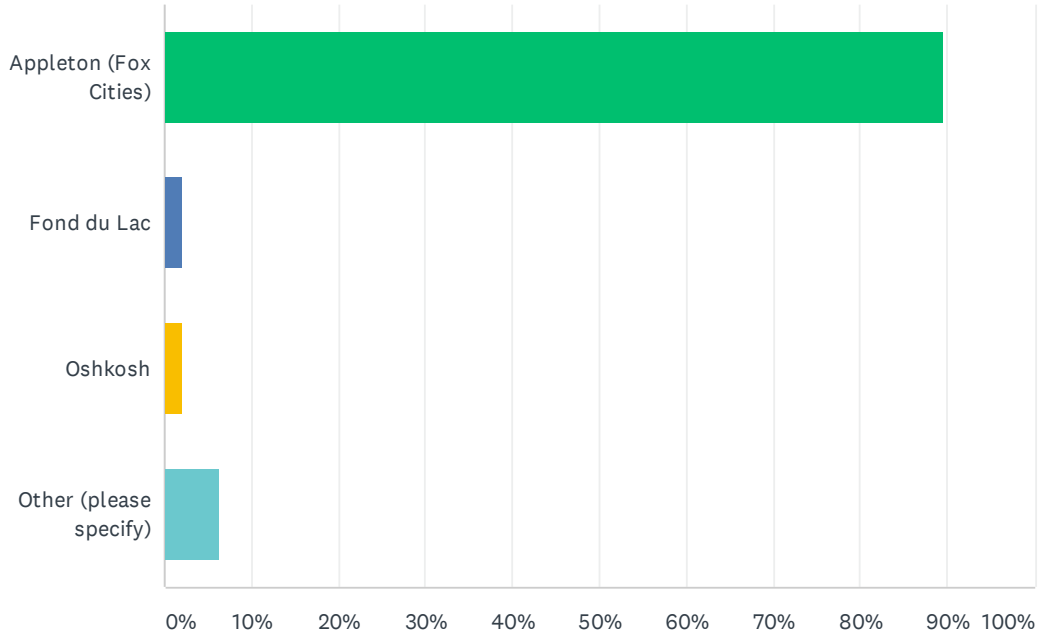
Q4 Additional Comments:

Answered: 18 Skipped: 71

#	RESPONSES	DATE
1	Transit options for rural Outagamie co	2/7/2020 8:43 AM
2	I think sidewalks should be retroactively added to both sides of the streets to newer developments. Little kids don't get to practice bike-riding without sidewalks on their side of the street, nor do you get to meet neighbors as easily without a sidewalk.	10/3/2019 3:55 PM
3	As our populations age, transportation continues to be a challenge for those that live in the rural parts of the county that need to come to the Appleton area for specialized health care needs. We need more programs that can be offered like "Make the Ride Happen" so that people can have transportation to and from medical appointments, meal sites, and other opportunities that prevents social isolation and depression.	9/30/2019 12:31 PM
4	n/a	9/27/2019 11:45 AM
5	Mass transit is virtually non-existent and inefficient. It is impossible to travel regionally and comprehensively inside the Fox Cities metro area. Bus and passenger rail investment is needed to create a workable infrastructure before demand will increase. Continued investment in expanding highways and over-focus on bike transportation ignores the realities of future demand and our climate (bike transportation is not a likely mode of transportation for half of the year).	9/26/2019 4:39 PM
6	The highways have recently been fixed, but they were done in a way where they are not completely smooth. This may lead to long-term damages to cars that have to drive on uneven highway surfaces on a daily basis.	9/23/2019 11:59 AM
7	I would like to see commuter trains across Appleton and from Appleton to Green Bay	9/23/2019 11:24 AM
8	I wish we had a public transportation system was was easier to use, easier to understand the schedule and more frequent. As it is, it is difficult to figure out the schedule (and I have a master's degree) and the connections just don't connect in a convenient manner. I've lived in Europe where the bus/metro system is amazing and so easy and convenient and cheap so everyone uses it. Not so here unfortunately.	9/23/2019 11:04 AM
9	I would also like to see more bike paths so that bikes are not on the road as much.	9/23/2019 10:45 AM
10	We need a train transit system to Green Bay and Milwaukee and Minn.	9/23/2019 10:05 AM
11	Would love to see commuter trains to larger cities like Milwaukee, Green Bay, and Madison.	9/23/2019 9:23 AM
12	I would love better bus routes- especially from Gb to MKE.	9/23/2019 9:21 AM
13	Need bus route by Coscto and Partnership community health center.	9/23/2019 9:21 AM
14	please provide bus route out to Partnership Community Health Clinic	9/23/2019 8:46 AM
15	Passenger rail would be a great addition for the Fox Valley area. Lost time and lost revenue for all communities involved	7/30/2019 5:50 PM
16	Sorry we could only choose one: while public transit / mass transit needs a lot of development, bicycling infrastructure has been paying lots of rewards but needs more work.	7/13/2019 7:32 AM
17	While bicycle facilities have improved dramatically, there are still many areas where there are limited pedestrian facilities. Also, while one can cycle to most locations, there is a lack of safe, secure bicycle parking at most businesses.	7/12/2019 7:48 AM
18	Public transit could do so much to improve our community. Better connections to destinations and to each other. When public transit is more efficient and effective, more people will choose to ride.	7/12/2019 7:04 AM

Q1 Which area do you live closest to?

Answered: 48 Skipped: 0



ANSWER CHOICES	RESPONSES	
Appleton (Fox Cities)	89.58%	43
Fond du Lac	2.08%	1
Oshkosh	2.08%	1
Other (please specify)	6.25%	3
TOTAL		48

#	OTHER (PLEASE SPECIFY)	DATE
1	Neenah	2/7/2020 10:04 AM
2	Neenah	9/25/2019 12:40 PM
3	Neenah Menasha	9/24/2019 7:19 AM

Q2 Please describe a road or corridor that needs improvement:

Answered: 43 Skipped: 5

#	RESPONSES	DATE
1	Bayview Road	2/7/2020 10:04 AM
2	Valley Transit access to Grande Market Drive.	10/23/2019 7:59 AM
3	Grande Market Drive in Appleton (Grand Chute)	10/18/2019 10:06 AM
4	Highway 41 from Kaukauna through Appleton needs to be expanded to add lanes. This is extremely hazardous with traffic jams and accidents resulting from short merge on and off ramps and increases to daily usage of that highway.	10/16/2019 2:59 PM
5	College Avenue	10/16/2019 1:47 PM
6	Grand Market Drive in Grand Chute	10/16/2019 1:24 PM
7	Highway 23	10/7/2019 3:09 PM
8	Grand Market Drive	10/6/2019 11:32 AM
9	Intersection of E Calumet and Kensington	10/1/2019 3:33 PM
10	Highway 41 north to GB	10/1/2019 1:41 PM
11	Grand Market Drive	10/1/2019 1:12 PM
12	na	10/1/2019 12:36 PM
13	Any high volume traffic road without sidewalks.	10/1/2019 11:54 AM
14	Near Grand Market Drive	10/1/2019 11:02 AM
15	Transportation to Partnership Health/Dental and Probation and Parole on Grande Market Drive in Grand Chute	10/1/2019 11:00 AM
16	Grand Market Drive	9/27/2019 12:35 PM
17	Grand Market Drive, Appleton, WI	9/26/2019 9:44 AM
18	Actually I am asking for bus service out toward the airport, (ATW)	9/26/2019 8:04 AM
19	Completion of Stanley and other side streets soon. South Commercial	9/25/2019 12:40 PM
20	East College Avenue (between the College Ave bridge and 441) is a pedestrian nightmare. We finally have 2 crosswalks in a two mile stretch. (West of the bridge, there are protected crosswalks every block). Speeding is a major problem, and even at our new crosswalks, cars are reluctant to stop. We need the digital speed feedback signs going both directions, and patrols for speeders. (We seem to only see police AFTER an accident). I think 4 way stops or lights would help, although they would be very unpopular. They WOULD make our residential neighborhood much better for the residents.	9/25/2019 10:04 AM
21	Mall Area, Grande Market Dr.	9/25/2019 9:03 AM
22	Richmond st	9/25/2019 7:21 AM
23	Need a connection to Grand Market Drive	9/25/2019 12:09 AM
24	Access ramps Cty Hwy A to 41 and connect Hwy 47 to Grand Chute Blvd	9/24/2019 5:01 PM
25	Manitowoc Rd. between Lake Park and Oneida St.	9/24/2019 3:01 PM
26	Intersection of Lawe St and E South River St	9/24/2019 1:28 PM
27	Far south side of Kaukauna	9/24/2019 1:17 PM
28	Grand Market Drive	9/24/2019 1:15 PM
29	Most of them	9/24/2019 1:11 PM
30	French Rd	9/24/2019 12:30 PM
31	Grande Market Drive from downtown Appleton. Kaukauna and Neenah	9/24/2019 12:15 PM
32	Morrison Street and area	9/24/2019 11:51 AM

33	Near Pathways, Probation and Parole, there are no sidewalks or bike trails.	9/24/2019 8:53 AM
34	Grand Market Drive, there is no public transit that goes to that area of the community.	9/24/2019 7:19 AM
35	the area where Probation and Parole have their offices which is also close to Partnership for Health care, NO bus goes there and the area could also be improved for sidewalks. The struggle to drive legally affects a smooth re-entry for anyone who was in prison/lost their license.	9/24/2019 6:29 AM
36	Grand Market drive- not accessible enough	9/23/2019 11:51 PM
37	Grand Market Drive needs to have bus routes extend to probation and parole, and Partnership for medical and dental appointments. Many people do not have cars, and many do not have bikes, even with the improbability of being able to ride a bike there in winter anyway without sidewalks. Many are elderly and not able to walk to their appointments, and it is considerably dangerous for them to do so in Wisconsin winters!	9/22/2019 5:20 PM
38	Route to partnership health. Parole office t	9/22/2019 5:09 PM
39	a bus needs to go out to Grand Market Drive.	9/22/2019 4:35 PM
40	See below for Spencer St. Glendale Ave from Mead to Ballard needs to be resurfaced.	9/17/2019 10:17 AM
41	I-41 corridor from Green Bay to Neenah	9/5/2019 11:19 AM
42	I 41 between Appleton and green bay.	9/5/2019 7:48 AM
43	East side by 441 and both College and KK	8/22/2019 4:52 PM

Q3 Please describe a bike trail/path that needs improvement (or note areas which are currently not served by trails or sidewalks which could benefit from them):

Answered: 32 Skipped: 16

#	RESPONSES	DATE
1	Adding sidewalks to both sides of the roads in developments that only have them on 1 side would be very good since kids can't safely learn to ride a bike at their house if they don't have a sidewalk or path on their side of the street.	2/7/2020 10:04 AM
2	Grande Market Drive could use a sidewalk so patrons of local businesses don't have to walk in the roadway. This is dangerous - especially in winter.	10/23/2019 7:59 AM
3	Grande Market Drive	10/18/2019 10:06 AM
4	N/A	10/16/2019 2:59 PM
5	Not Applicable	10/16/2019 1:47 PM
6	N/A	10/7/2019 3:09 PM
7	sidewalks near Fox River Mall along College and WI Avenues. Also area to the west of this including Grand Market Drive	10/6/2019 11:32 AM
8	NA	10/1/2019 1:12 PM
9	NA	10/1/2019 12:36 PM
10	Not sure	10/1/2019 11:02 AM
11	See above	10/1/2019 11:00 AM
12	Do not use	9/25/2019 12:40 PM
13	Pedestrian and bike trails along Casaloma. I see bikes and pedestrians more frequently and inability to make intersection crossings as well as safe walkways/bikeways	9/25/2019 9:03 AM
14	Menasha hey 10/114	9/25/2019 7:21 AM
15	The closest bus stop is currently about a mile away, and there are no consistent sidewalks or bike routes.	9/25/2019 12:09 AM
16	Trail to connect hwy 47 to Grand Chute Blvd	9/24/2019 5:01 PM
17	South Lawe St hill	9/24/2019 1:28 PM
18	Safe access to Fox River Mall and area stores and services.	9/24/2019 1:17 PM
19	Grand Market Drive	9/24/2019 1:15 PM
20	??	9/24/2019 1:11 PM
21	JJ	9/24/2019 12:30 PM
22	High cliff to Calumet county park, to Kaukauna, to CE trail and to Jefferson Park	9/24/2019 12:15 PM
23	Pathways and Probation and Parole Buildings. There isn’t even access to a bus stop and people use these services.	9/24/2019 8:53 AM
24	There is no bike trail or sidewalk to Parole and Probation office, Partnership Community Health Center and the temp services. All these offices out there are without sidewalks, buses or a bike route. Reliable transportation to those facilities would lead to positive healthy outcomes. It is absolutely counterproductive to allow a probation office to be dislocated from the community when an individual's life depends on getting to these appointments on time. It is the responsibility of the community stakeholders to create access to these facilities and develop equitable communities.	9/24/2019 7:19 AM
25	Please connect the river trails in the city, especially from Lutz Park to Fratello's restaurant.	9/24/2019 6:29 AM
26	Grand market drive- no sidewalks or bike paths that extend to the partnership community health center	9/23/2019 11:51 PM
27	Sidewalks definitely needed on Grand Market Drive out to Partnership Health and probation and parole offices.	9/22/2019 5:20 PM
28	Route leading to doc parole offices	9/22/2019 5:09 PM

29	College ave out to the mall and Wisconsin ave out to the mall and Spencer street needs a safe bike route lane. A path at the very least to the mall. I can believe that a sidewalk is not there.	9/22/2019 4:35 PM
30	Spencer street!!!! Spencer is a very narrow road without much of a shoulder, on the route to an elementary school, that is used as an alternative to College Ave.	9/17/2019 10:17 AM
31	Building on to Appleton's Apple Creek trail to extend it to the west so commercial areas in Grand Chute are more accessible by bike.	9/5/2019 11:19 AM
32	Just a good north/south bike road through town would be nice. Sections of Meade have bike Lanes, but it is also very narrow in parts.	8/22/2019 4:52 PM

Q4 Please describe where public transit could be improved (adding service to new areas or updating existing routes):

Answered: 45 Skipped: 3

#	RESPONSES	DATE
1	later hours routes to pick up after 2nd shift in areas with manufacturing.	2/7/2020 10:04 AM
2	Rural areas of Outagamie co	2/7/2020 8:44 AM
3	Adding Valley Transit Service to the Grande Market Drive area. Clients/patients make frequent visits to the probation and parole office, Community Health Center and temp services. There are no sidewalks, bus service, or bike routes. Reliable transportation services to these businesses would lead to better and more positive healthy outcomes for local residents.	10/23/2019 7:59 AM
4	Grande Market Drive in Appleton. There is Partnership Clinic, staffing agencies and the Probation/Parole Office where many clients need to report and they have to walk from the bus stop at Walmart to the office. There are some clients who are older and have to make this walk in the winter months which is a hardship for them.	10/18/2019 10:06 AM
5	It would be helpful to add bus routes out near McCarthy Road between College Ave and Wisconsin Ave, near Costco and the new Hilton hotel on McCarthy Rd.	10/16/2019 2:59 PM
6	The Grande Market Drive business area	10/16/2019 1:47 PM
7	add bus stop on McCarthy	10/16/2019 1:24 PM
8	The hours of public transit in Fond du lac needs to be looked at. Right now we do not have transit after 6 pm or weekends so if someone would like to get a job later in the day or on weekends they have to find other transportation which is not always reliable.	10/7/2019 3:09 PM
9	add service to Grand Market Drive	10/6/2019 11:32 AM
10	An additional bus route to the far west side of Appleton is absolutely necessary. Partnership clinic and probation and parole are just two agencies located out there that serve many people with a lack of access to transportation and rely heavily on public transportation.	10/1/2019 3:33 PM
11	Adding some services to Sundays. Many income individuals could benefit from the ability to attend spiritual service and work on days that others do not want to.	10/1/2019 1:41 PM
12	Grand Market Drive	10/1/2019 1:12 PM
13	To Partnership medical and dental clinics in Appleton/Grand Chute. This will also provide access to those who need to go to the DOC probation office on Grande Market Drive.	10/1/2019 12:36 PM
14	To Partnership Community Health. The airport.	10/1/2019 11:54 AM
15	Grand Market Drive	10/1/2019 11:02 AM
16	See above	10/1/2019 11:00 AM
17	Grand Market Drive	9/27/2019 12:35 PM
18	It would be very helpful to have a route much closer to the Grand Market Avenue area. Thank you for considering!	9/27/2019 12:10 PM
19	Public bus service is needed for Grand Market Drive to support those who have probation appointments and for those who have medical and/or dental appointments with the Partnership Community Health Center. Currently, these services are about a walking mile from the bus route, which makes it difficult (especially in inclement weather) for people to get to their appointments. Please extend the bus route to the probation office and the Community Health Center. People who need the services in this area find it extremely difficult to get to their appointments without further bus service. Thanks.	9/26/2019 9:44 AM
20	See Number 2. I volunteer with Circles of Support and hear of many who need to visit the Parole Office out by the airport, and, many who visit Partnership Health there, medical and/or dental. they usually have transportation challenges so utilize bus service.	9/26/2019 8:04 AM
21	Please bring a bus route to Grand Market Drive. Many people need services in that area. The closest bus stop is currently about a mile away, and there are no consistent sidewalks or bike routes.	9/25/2019 8:00 PM
22	Add a bus route to Grand Market Drive; Many members of our community need services in that area, such as medical and dental care at Partnership Community Health, employment through	9/25/2019 6:39 PM

	staffing agencies, and support/supervision through Parole and Probation. The closest bus stop is currently about a mile away and there are no consistent sidewalks or bus routes. Thank you	
23	Bus transportation to offices where persons returning to community on parole and under supervision need to report. This is a concern for those who need to report in.	9/25/2019 12:40 PM
24	Public transit should access Grand Market Drive to make it easier for people to access to Partnership for Community Health, supervision at Probation and Parole, and employment through staffing agencies. The closest bus stop is a mile away, and there are not consistent sidewalks. These are all agencies that are used by people who lack resources, and we should be helping them access services that they need to improve their lives.	9/25/2019 10:04 AM
25	adding bus routes to Partnership community health, staffing agencies and other community services on Grande Market Drive	9/25/2019 9:03 AM
26	Grande market	9/25/2019 7:21 AM
27	Service needs to extend to Grand Market Drive.	9/25/2019 12:09 AM
28	bus service to Grande Market Drive area	9/24/2019 5:59 PM
29	Bus route to Grand Mkt drive	9/24/2019 5:01 PM
30	area west of Fox River Mall	9/24/2019 3:01 PM
31	We need a bus route to Grand Market Drive. Many members of our community need services in that area, such as medical and dental care at Partnership Community Health, employment through staffing agencies, and support/supervision through Parole and Probation.	9/24/2019 1:28 PM
32	Grande Market Drive	9/24/2019 1:17 PM
33	Grand Market drive to access Partnership Community Health resources	9/24/2019 1:15 PM
34	Not certain	9/24/2019 1:11 PM
35	Grande market drive for medical, dental And other community services	9/24/2019 12:15 PM
36	Grande Market Drive so we can bus to services and businesses	9/24/2019 11:51 AM
37	People have to go to their Probation and Parole appointments and Pathways that provide needed services yet the nearest bus stop is a mile away so they have to walk without sidewalks. This needs to change.	9/24/2019 8:53 AM
38	There is no bike trail or sidewalk to Parole and Probation office, Partnership Community Health Center and the temp services. All these offices out there are without sidewalks, buses or a bike route. Reliable transportation to those facilities would lead to positive healthy outcomes. It is absolutely counterproductive to allow a probation office to be dislocated from the community when an individual's life depends on getting to these appointments on time. It is the responsibility of the community stakeholders to create access to these facilities and develop equitable communities.	9/24/2019 7:19 AM
39	Again the area mentioned above, by Grande Market drive.	9/24/2019 6:29 AM
40	Currently there is not a public bus that goes out to Grand Market Drive. It goes as far as Walmart and then there is about a mile walk to those businesses. Parole and Probation office, Partnership Community Health Center and the temp services all have offices out there without sidewalks, buses or a bike route. Accessibility to these locations are vital to the health and well being of citizens without other means of transportation.	9/23/2019 11:51 PM
41	As mentioned previously bus routes need to extend to probation and Parole offices and Partnership Health as many do not have transportation, and winter conditions are very dangerous for the elderly who attempt to walk this area!	9/22/2019 5:20 PM
42	See previous answers	9/22/2019 5:09 PM
43	to Grand market Drive	9/22/2019 4:35 PM
44	There is a tremendous need for a bus route that goes to Grand Market drive; Partnership medical and dental, temp employment agencies and DOJ are all services that people with limited transportation need to access.	9/17/2019 10:17 AM
45	There is a lot of parking downtown, but since it's not always right where people want it to be,	8/22/2019 4:52 PM

	maybe a route that loops around each of the ramps and goes up and down College could be useful.	

Q5 Additional Comments:

Answered: 15 Skipped: 33

#	RESPONSES	DATE
1	Please consider expanding bus service to the Grande Market Drive area for the greater good of the community and those community members who visits Probation and Parole, Partnership Community Health Center and temp services.	10/23/2019 7:59 AM
2	Not Applicable	10/16/2019 1:47 PM
3	Using VT is not an efficient mode of transportation for most people and is an option of last resort or out of necessity. Many short routes (distance-wise) take an hour or more to access using current VT routes and schedules. Ridership would increase if it were more efficient for the general public rather than just those who lack any other means of transportation.	10/6/2019 11:32 AM
4	na	10/1/2019 12:36 PM
5	I have questioned for years why Valley Transit could not be added to the Probation/Parole , and both Partnership Community Health and Dental Clinic areas. These are near each other and all three serve low income folks who definitely would benefit from and use the bus service out in that area !	10/1/2019 11:02 AM
6	Keep up the great work.	9/27/2019 12:35 PM
7	I will hope to hear follow up via the news media. thank you.	9/26/2019 8:04 AM
8	Is it necessary to have such large buses??	9/25/2019 12:40 PM
9	Thank you for your consideration regarding this issue.	9/25/2019 12:09 AM
10	None	9/24/2019 1:28 PM
11	None	9/24/2019 1:11 PM
12	It seems almost deliberate that the Parole and Probation office, Partnership Community Health Center and the temp services were all put in that area without sidewalks, buses or a bike route to dislocate them and cause systemic barriers on marginalized groups. Reliable transportation to those facilities is absolutely necessary and improvement must be made immediately. It should be the first priority as it impacts community health. Get a bus out there, put in sidewalks, and make sure there is a bike route. Out community will not be equitable providing these barriers continue to prevent people from accessing resources. FIX THE PROBLEM! WITHOUT DELAY!	9/24/2019 7:19 AM
13	Thanks for your work and assistance. Please contact Lisa Hanneman of ESTHER for more detailed information.	9/24/2019 6:29 AM
14	there a alot of people who go to Partnership Community Health Center, Probation and Parole and the temp services out on Grand Market Drive that need a bus or bike trail!	9/22/2019 4:35 PM
15	Anything from road design to increased enforcement that can make using our roads safer would be a benefit to all modes of transportation that use or cross our roads.	8/22/2019 4:52 PM

APPENDIX E

CENSUS ON THE MAP APPLICATION

Distance/Direction Report – Calumet County Home Census Block to Work Census Block

Job Counts in Work Blocks by Distance Only

	2017	
	Count	**Share**
Total Private Primary Jobs	22,481	100.0%
Less than 10 miles	11,331	50.4%
10 to 24 miles	6,162	27.4%
25 to 50 miles	1,892	8.4%
Greater than 50 miles	3,096	13.8%

Job Counts in Work Blocks to the North of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	2,975	100.0%
Less than 10 miles	1,722	57.9%
10 to 24 miles	826	27.8%
25 to 50 miles	377	12.7%
Greater than 50 miles	50	1.7%

Job Counts in Work Blocks to the Northeast of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	2,503	100.0%
Less than 10 miles	1,152	46.0%
10 to 24 miles	893	35.7%
25 to 50 miles	423	16.9%
Greater than 50 miles	35	1.4%

Job Counts in Work Blocks to the East of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	986	100.0%
Less than 10 miles	562	57.0%
10 to 24 miles	326	33.1%
25 to 50 miles	90	9.1%
Greater than 50 miles	8	0.8%

Job Counts in Work Blocks to the Southeast of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	1,526	100.0%

Less than 10 miles	777	50.9%
10 to 24 miles	491	32.2%
25 to 50 miles	222	14.5%
Greater than 50 miles	36	2.4%
Job Counts in Work Blocks to the South of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	2,588	100.0%
Less than 10 miles	370	14.3%
10 to 24 miles	352	13.6%
25 to 50 miles	283	10.9%
Greater than 50 miles	1,583	61.2%
Job Counts in Work Blocks to the Southwest of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	3,301	100.0%
Less than 10 miles	1,489	45.1%
10 to 24 miles	995	30.1%
25 to 50 miles	169	5.1%
Greater than 50 miles	648	19.6%
Job Counts in Work Blocks to the West of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	3,599	100.0%
Less than 10 miles	2,212	61.5%
10 to 24 miles	834	23.2%
25 to 50 miles	134	3.7%
Greater than 50 miles	419	11.6%
Job Counts in Work Blocks to the Northwest of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	5,003	100.0%
Less than 10 miles	3,047	60.9%
10 to 24 miles	1,445	28.9%
25 to 50 miles	194	3.9%
Greater than 50 miles	317	6.3%

Inflow/Outflow Report Calumet County

Selection Area Labor Market Size (Private Primary Jobs)

	2017	
	Count	**Share**
Employed in Calumet County	13,039	100.0%
Living Calumet County	22,481	172.4%
Net Job Inflow (+) or Outflow (-)	-9,442	-

In-Area Labor Force Efficiency (Private Primary Jobs)

	2017	
	Count	**Share**
Living in the Selection Area	22,481	100.0%
Living and Employed in the Selection Area	4,142	18.4%
Living in the Selection Area but Employed Outside	18,339	81.6%

In-Area Employment Efficiency (Private Primary Jobs)

	2017	
	Count	**Share**
Employed in the Selection Area	13,039	100.0%
Employed and Living in the Selection Area	4,142	31.8%
Employed in the Selection Area but Living Outside	8,897	68.2%

Outflow Job Characteristics (Private Primary Jobs)

	2017	
	Count	**Share**
External Jobs Filled by Residents	18,339	100.0%
Workers Aged 29 or younger	4,188	22.8%
Workers Aged 30 to 54	10,189	55.6%
Workers Aged 55 or older	3,962	21.6%
Workers Earning $1,250 per month or less	3,334	18.2%
Workers Earning $1,251 to $3,333 per month	5,293	28.9%
Workers Earning More than $3,333 per month	9,712	53.0%
Workers in the "Goods Producing" Industry Class	5,711	31.1%
Workers in the "Trade, Transportation, and Utilities" Industry Class	3,761	20.5%
Workers in the "All Other Services" Industry Class	8,867	48.4%

Inflow Job Characteristics (Private Primary Jobs)

	2017	
	Count	**Share**
Internal Jobs Filled by Outside Workers	8,897	100.0%
Workers Aged 29 or younger	2,710	30.5%
Workers Aged 30 to 54	4,251	47.8%

Workers Aged 55 or older	1,936	21.8%
Workers Earning $1,250 per month or less	2,064	23.2%
Workers Earning $1,251 to $3,333 per month	3,675	41.3%
Workers Earning More than $3,333 per month	3,158	35.5%
Workers in the "Goods Producing" Industry Class	2,989	33.6%
Workers in the "Trade, Transportation, and Utilities" Industry Class	2,365	26.6%
Workers in the "All Other Services" Industry Class	3,543	39.8%
Interior Flow Job Characteristics (Private Primary Jobs)		
	2017	
	Count	**Share**
Internal Jobs Filled by Residents	4,142	100.0%
Workers Aged 29 or younger	1,115	26.9%
Workers Aged 30 to 54	1,920	46.4%
Workers Aged 55 or older	1,107	26.7%
Workers Earning $1,250 per month or less	1,009	24.4%
Workers Earning $1,251 to $3,333 per month	1,558	37.6%
Workers Earning More than $3,333 per month	1,575	38.0%
Workers in the "Goods Producing" Industry Class	2,025	48.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	752	18.2%
Workers in the "All Other Services" Industry Class	1,365	33.0%

Distance/Direction Report – Outagamie County Home Census Block to Work Census Block

Job Counts in Work Blocks by Distance Only

	2017	
	Count	**Share**
Total Private Primary Jobs	83,833	100.0%
Less than 10 miles	44,960	53.6%
10 to 24 miles	21,639	25.8%
25 to 50 miles	5,908	7.0%
Greater than 50 miles	11,326	13.5%

Job Counts in Work Blocks to the North of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	2,811	100.0%
Less than 10 miles	2,146	76.3%
10 to 24 miles	347	12.3%
25 to 50 miles	245	8.7%
Greater than 50 miles	73	2.6%

Job Counts in Work Blocks to the Northeast of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	10,840	100.0%
Less than 10 miles	3,682	34.0%
10 to 24 miles	5,478	50.5%
25 to 50 miles	1,484	13.7%
Greater than 50 miles	196	1.8%

Job Counts in Work Blocks to the East of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	9,712	100.0%
Less than 10 miles	6,015	61.9%
10 to 24 miles	2,846	29.3%
25 to 50 miles	799	8.2%
Greater than 50 miles	52	0.5%

Job Counts in Work Blocks to the Southeast of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	8,861	100.0%

Less than 10 miles	5,062	57.1%
10 to 24 miles	2,486	28.1%
25 to 50 miles	796	9.0%
Greater than 50 miles	517	5.8%
Job Counts in Work Blocks to the South of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	17,620	100.0%
Less than 10 miles	6,167	35.0%
10 to 24 miles	3,902	22.1%
25 to 50 miles	1,408	8.0%
Greater than 50 miles	6,143	34.9%
Job Counts in Work Blocks to the Southwest of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	16,069	100.0%
Less than 10 miles	9,103	56.6%
10 to 24 miles	4,540	28.3%
25 to 50 miles	454	2.8%
Greater than 50 miles	1,972	12.3%
Job Counts in Work Blocks to the West of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	13,081	100.0%
Less than 10 miles	9,567	73.1%
10 to 24 miles	1,457	11.1%
25 to 50 miles	459	3.5%
Greater than 50 miles	1,598	12.2%
Job Counts in Work Blocks to the Northwest of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	4,839	100.0%
Less than 10 miles	3,218	66.5%
10 to 24 miles	583	12.0%
25 to 50 miles	263	5.4%
Greater than 50 miles	775	16.0%

Inflow/Outflow Report Outagamie County

Selection Area Labor Market Size (Private Primary Jobs)

	2017	
	Count	**Share**
Employed in Outagamie County	93,582	100.0%
Living in Outagamie County	83,833	89.6%
Net Job Inflow (+) or Outflow (-)	9,749	-

In-Area Labor Force Efficiency (Private Primary Jobs)

	2017	
	Count	**Share**
Living in the Selection Area	83,833	100.0%
Living and Employed in the Selection Area	39,611	47.2%
Living in the Selection Area but Employed Outside	44,222	52.8%

In-Area Employment Efficiency (Private Primary Jobs)

	2017	
	Count	**Share**
Employed in the Selection Area	93,582	100.0%
Employed and Living in the Selection Area	39,611	42.3%
Employed in the Selection Area but Living Outside	53,971	57.7%

Outflow Job Characteristics (Private Primary Jobs)

	2017	
	Count	**Share**
External Jobs Filled by Residents	44,222	100.0%
Workers Aged 29 or younger	11,364	25.7%
Workers Aged 30 to 54	23,582	53.3%
Workers Aged 55 or older	9,276	21.0%
Workers Earning $1,250 per month or less	8,198	18.5%
Workers Earning $1,251 to $3,333 per month	14,104	31.9%
Workers Earning More than $3,333 per month	21,920	49.6%
Workers in the "Goods Producing" Industry Class	12,767	28.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	9,887	22.4%
Workers in the "All Other Services" Industry Class	21,568	48.8%

Inflow Job Characteristics (Private Primary Jobs)

	2017	
	Count	**Share**
Internal Jobs Filled by Outside Workers	53,971	100.0%
Workers Aged 29 or younger	13,985	25.9%
Workers Aged 30 to 54	28,070	52.0%

Workers Aged 55 or older	11,916	22.1%
Workers Earning $1,250 per month or less	10,671	19.8%
Workers Earning $1,251 to $3,333 per month	18,164	33.7%
Workers Earning More than $3,333 per month	25,136	46.6%
Workers in the "Goods Producing" Industry Class	14,358	26.6%
Workers in the "Trade, Transportation, and Utilities" Industry Class	12,702	23.5%
Workers in the "All Other Services" Industry Class	26,911	49.9%
Interior Flow Job Characteristics (Private Primary Jobs)		
	2017	
	Count	**Share**
Internal Jobs Filled by Residents	39,611	100.0%
Workers Aged 29 or younger	9,868	24.9%
Workers Aged 30 to 54	20,657	52.1%
Workers Aged 55 or older	9,086	22.9%
Workers Earning $1,250 per month or less	7,977	20.1%
Workers Earning $1,251 to $3,333 per month	13,596	34.3%
Workers Earning More than $3,333 per month	18,038	45.5%
Workers in the "Goods Producing" Industry Class	12,643	31.9%
Workers in the "Trade, Transportation, and Utilities" Industry Class	6,961	17.6%
Workers in the "All Other Services" Industry Class	20,007	50.5%

Distance/Direction Report – Winnebago County Home Census Block to Work Census Block

Job Counts in Work Blocks by Distance Only

	2017	
	Count	**Share**
Total Private Primary Jobs	70,626	100.0%
Less than 10 miles	36,533	51.7%
10 to 24 miles	16,670	23.6%
25 to 50 miles	6,901	9.8%
Greater than 50 miles	10,522	14.9%

Job Counts in Work Blocks to the North of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	11,817	100.0%
Less than 10 miles	7,548	63.9%
10 to 24 miles	3,591	30.4%
25 to 50 miles	446	3.8%
Greater than 50 miles	232	2.0%

Job Counts in Work Blocks to the Northeast of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	16,719	100.0%
Less than 10 miles	7,326	43.8%
10 to 24 miles	5,461	32.7%
25 to 50 miles	3,601	21.5%
Greater than 50 miles	331	2.0%

Job Counts in Work Blocks to the East of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	5,401	100.0%
Less than 10 miles	3,313	61.3%
10 to 24 miles	1,409	26.1%
25 to 50 miles	582	10.8%
Greater than 50 miles	97	1.8%

Job Counts in Work Blocks to the Southeast of Home Blocks by Distance

	2017	
	Count	**Share**
Total Private Primary Jobs	6,345	100.0%

Less than 10 miles	2,967	46.8%
10 to 24 miles	1,096	17.3%
25 to 50 miles	763	12.0%
Greater than 50 miles	1,519	23.9%
Job Counts in Work Blocks to the South of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	12,207	100.0%
Less than 10 miles	4,249	34.8%
10 to 24 miles	2,750	22.5%
25 to 50 miles	852	7.0%
Greater than 50 miles	4,356	35.7%
Job Counts in Work Blocks to the Southwest of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	8,654	100.0%
Less than 10 miles	5,093	58.9%
10 to 24 miles	1,609	18.6%
25 to 50 miles	169	2.0%
Greater than 50 miles	1,783	20.6%
Job Counts in Work Blocks to the West of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	4,219	100.0%
Less than 10 miles	2,662	63.1%
10 to 24 miles	315	7.5%
25 to 50 miles	209	5.0%
Greater than 50 miles	1,033	24.5%
Job Counts in Work Blocks to the Northwest of Home Blocks by Distance		
	2017	
	Count	**Share**
Total Private Primary Jobs	5,264	100.0%
Less than 10 miles	3,375	64.1%
10 to 24 miles	439	8.3%
25 to 50 miles	279	5.3%
Greater than 50 miles	1,171	22.2%

Inflow/Outflow Report – Winnebago County

Selection Area Labor Market Size (Private Primary Jobs)

	2017	
	Count	**Share**
Employed in Winnebago County	80,556	100.0%
Living in Winnebago County	70,626	87.7%
Net Job Inflow (+) or Outflow (-)	9,930	-

In-Area Labor Force Efficiency (Private Primary Jobs)

	2017	
	Count	**Share**
Living in the Selection Area	70,626	100.0%
Living and Employed in the Selection Area	34,773	49.2%
Living in the Selection Area but Employed Outside	35,853	50.8%

In-Area Employment Efficiency (Private Primary Jobs)

	2017	
	Count	**Share**
Employed in the Selection Area	80,556	100.0%
Employed and Living in the Selection Area	34,773	43.2%
Employed in the Selection Area but Living Outside	45,783	56.8%

Outflow Job Characteristics (Private Primary Jobs)

	2017	
	Count	**Share**
External Jobs Filled by Residents	35,853	100.0%
Workers Aged 29 or younger	10,057	28.1%
Workers Aged 30 to 54	18,306	51.1%
Workers Aged 55 or older	7,490	20.9%
Workers Earning $1,250 per month or less	7,870	22.0%
Workers Earning $1,251 to $3,333 per month	12,856	35.9%
Workers Earning More than $3,333 per month	15,127	42.2%
Workers in the "Goods Producing" Industry Class	8,643	24.1%
Workers in the "Trade, Transportation, and Utilities" Industry Class	9,235	25.8%
Workers in the "All Other Services" Industry Class	17,975	50.1%

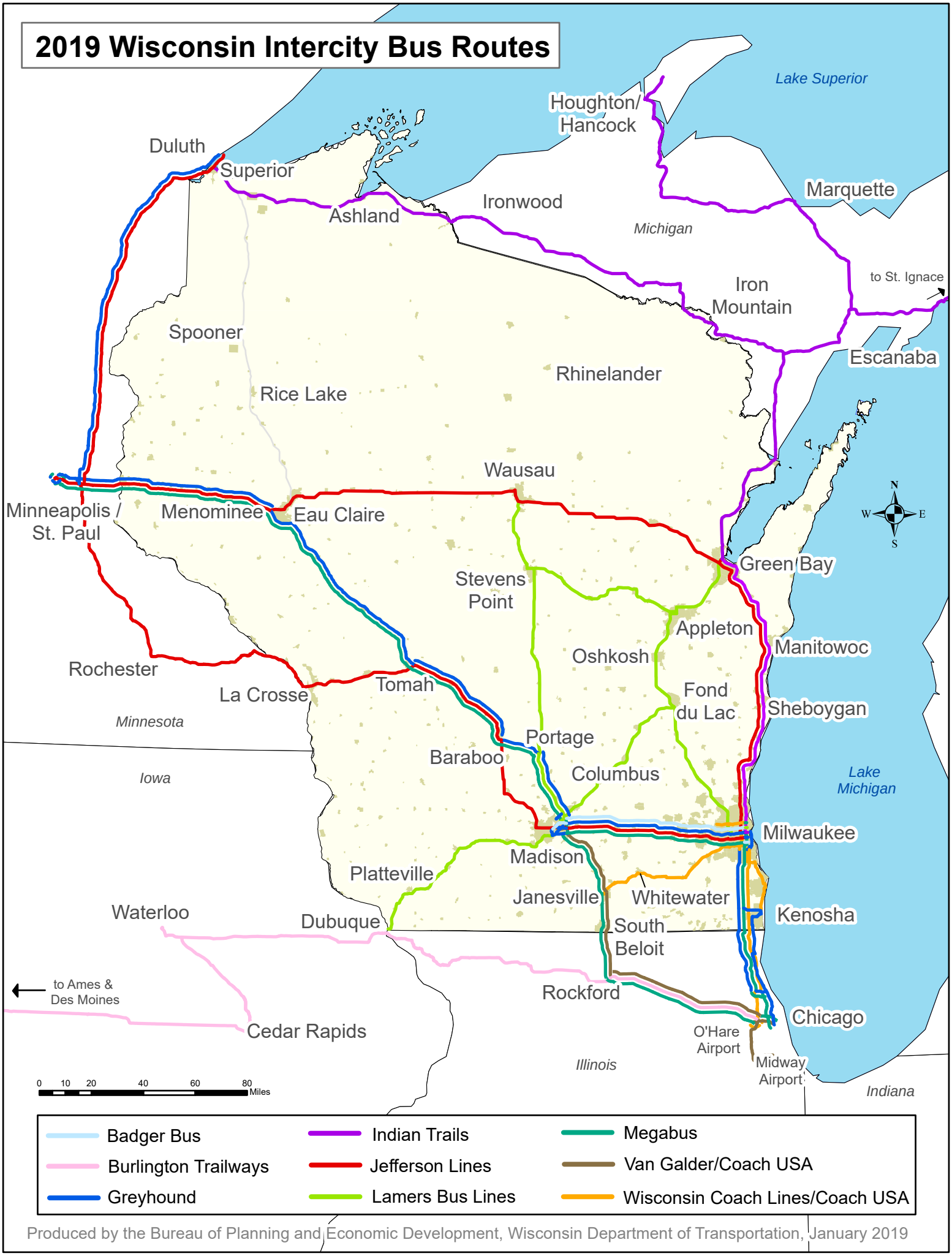
Inflow Job Characteristics (Private Primary Jobs)

	2017	
	Count	**Share**
Internal Jobs Filled by Outside Workers	45,783	100.0%
Workers Aged 29 or younger	10,911	23.8%
Workers Aged 30 to 54	24,775	54.1%

Workers Aged 55 or older	10,097	22.1%
Workers Earning $1,250 per month or less	7,449	16.3%
Workers Earning $1,251 to $3,333 per month	13,510	29.5%
Workers Earning More than $3,333 per month	24,824	54.2%
Workers in the "Goods Producing" Industry Class	16,072	35.1%
Workers in the "Trade, Transportation, and Utilities" Industry Class	9,345	20.4%
Workers in the "All Other Services" Industry Class	20,366	44.5%
Interior Flow Job Characteristics (Private Primary Jobs)		
	2017	
	Count	**Share**
Internal Jobs Filled by Residents	34,773	100.0%
Workers Aged 29 or younger	8,721	25.1%
Workers Aged 30 to 54	18,068	52.0%
Workers Aged 55 or older	7,984	23.0%
Workers Earning $1,250 per month or less	6,570	18.9%
Workers Earning $1,251 to $3,333 per month	11,947	34.4%
Workers Earning More than $3,333 per month	16,256	46.7%
Workers in the "Goods Producing" Industry Class	12,337	35.5%
Workers in the "Trade, Transportation, and Utilities" Industry Class	5,414	15.6%
Workers in the "All Other Services" Industry Class	17,022	49.0%

APPENDIX F

INTERCITY BUS ROUTES &
TRANSIT SYSTEMS

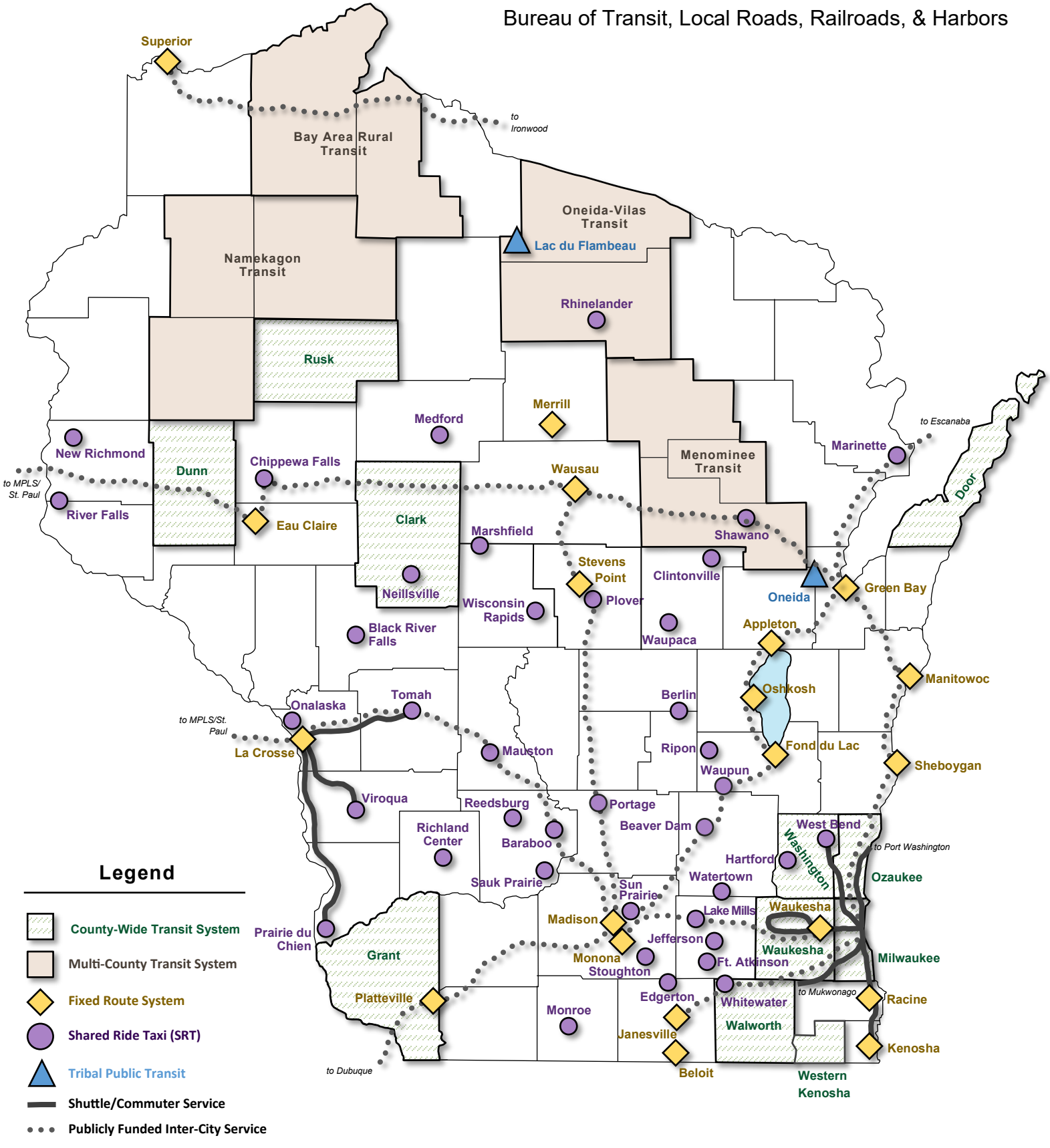


Produced by the Bureau of Planning and Economic Development, Wisconsin Department of Transportation, January 2019

Wisconsin Public Transit Systems 2020

Wisconsin Department of Transportation

Bureau of Transit, Local Roads, Railroads, & Harbors

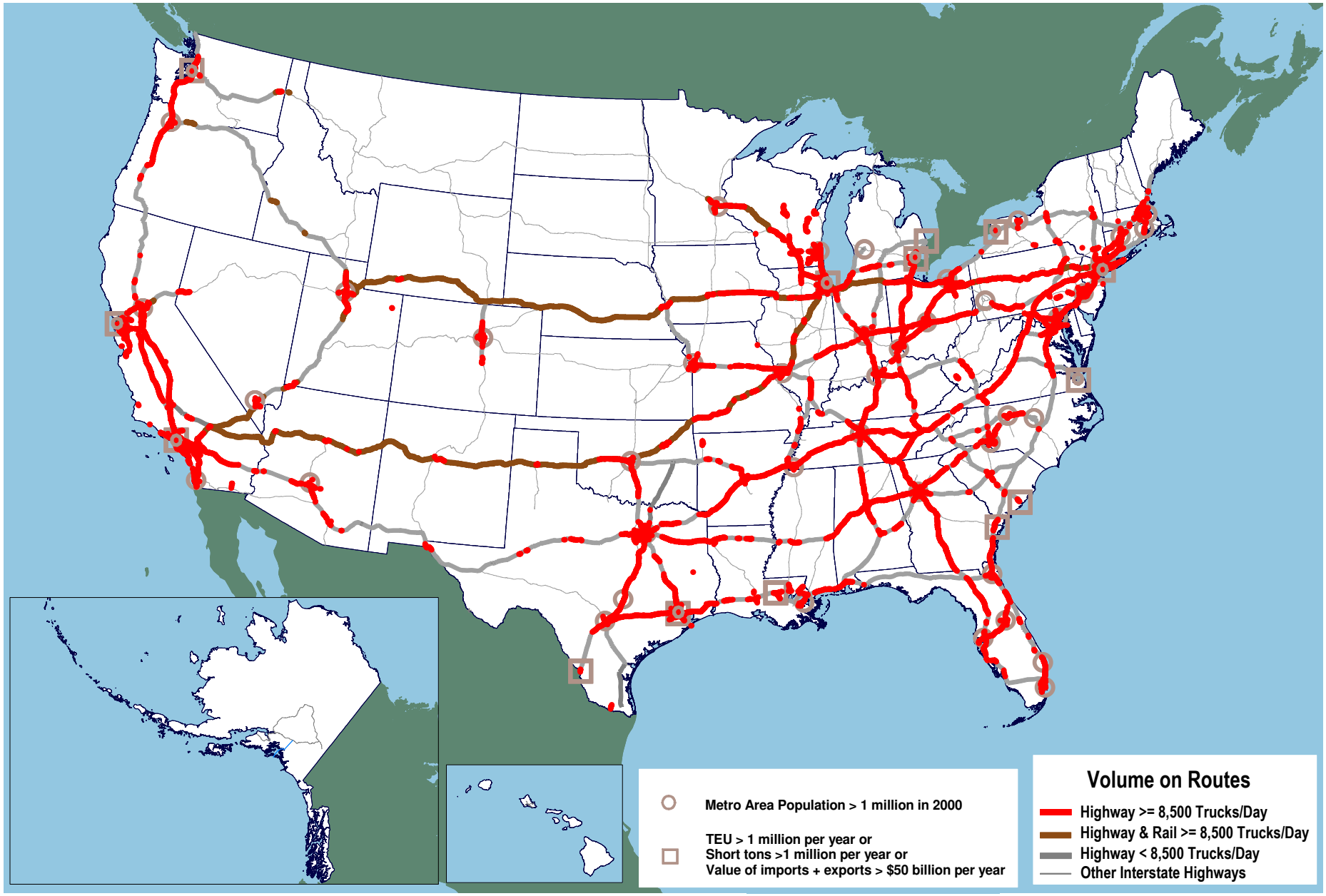


This map identifies the general coverage areas of public transit systems within Wisconsin. For specific route information, contact transit systems directly.

APPENDIX G

MAJOR FREIGHT CORRIDORS MAPS

Major Freight Corridors



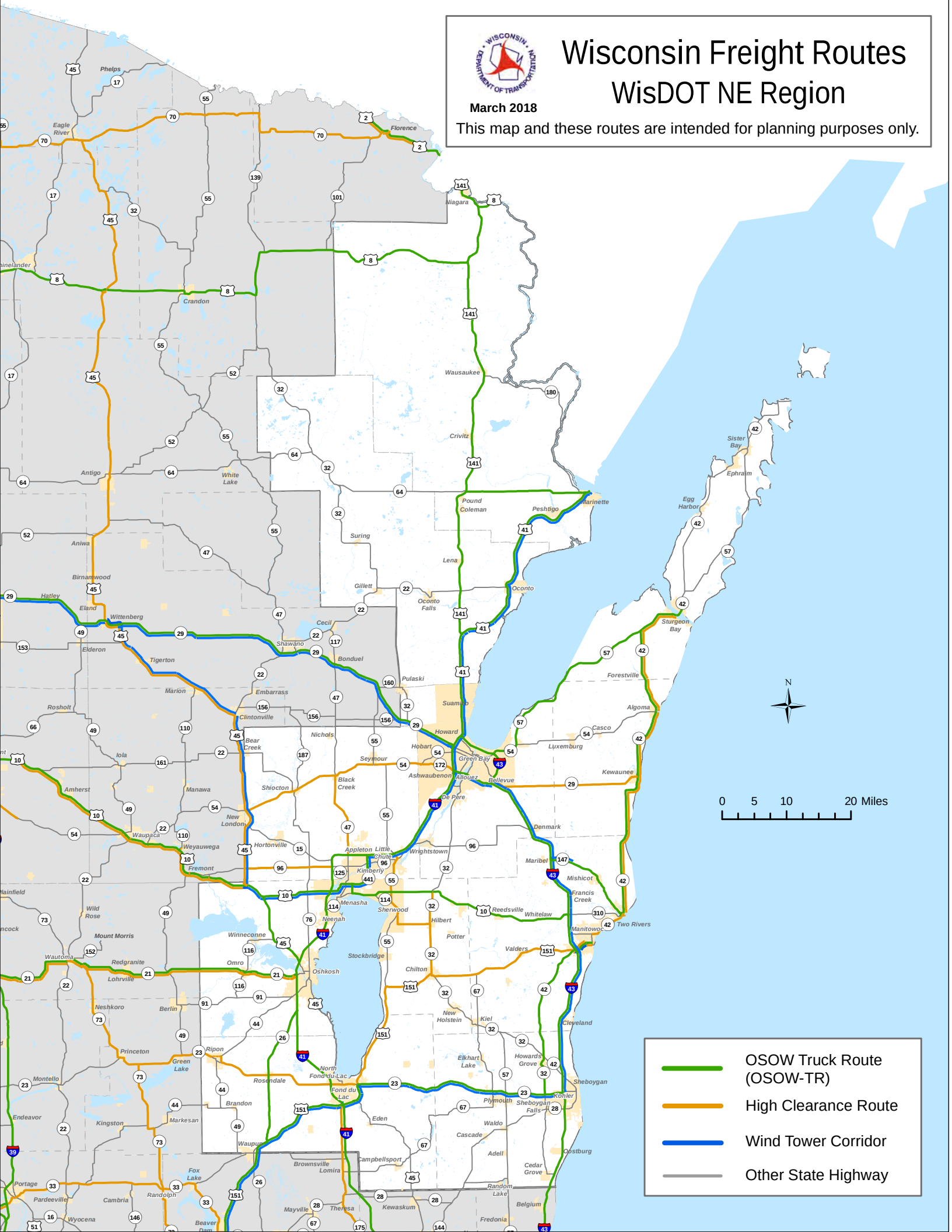
Note: Highway & Rail is additional highway mileage with daily truck payload equivalents based on annual average daily truck traffic (2011) plus average daily intermodal service on parallel railroads. Average daily intermodal service is the annual tonnage moved by container-on-flatcar and trailer-on-flatcar service divided by 365 days per year and 16 tons per average truck payload.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2013

Wisconsin Freight Routes
WisDOT NE Region

March 2018

This map and these routes are intended for planning purposes only.



National Long Truck Route

US Long Truck Route

STN

WISCONSIN

Wisconsin Long Truck Operators Map

WisDOT NE Region

August 2017

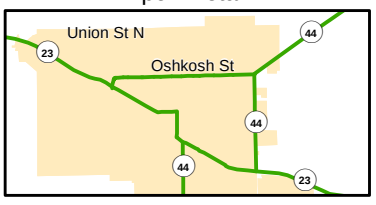
Designated Long Truck Routes identified in Trans 276.07

- Designated Long Truck Route
- 65' Restricted Truck Route
  48' semitrailer, no 53' semitrailers, no double bottoms
- Other State Highway
- Rest Area

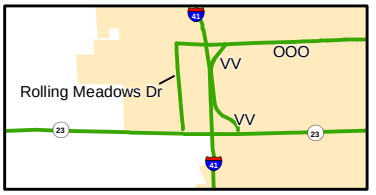
N

0 5 10 20 Miles

Ripon Detail



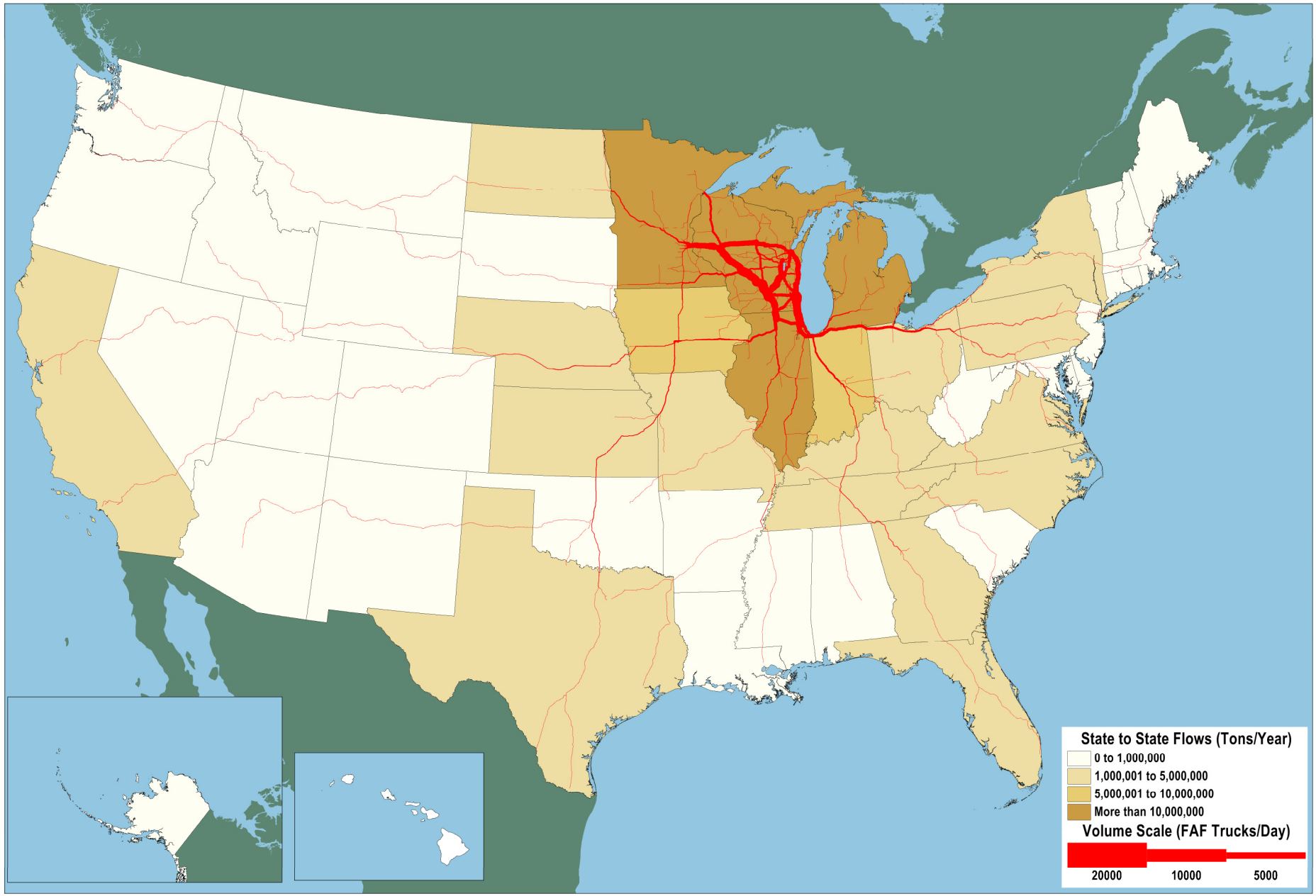
Fond du Lac Detail



APPENDIX H

MAJOR TRUCK FLOWS MAPS: 2012 & 2045

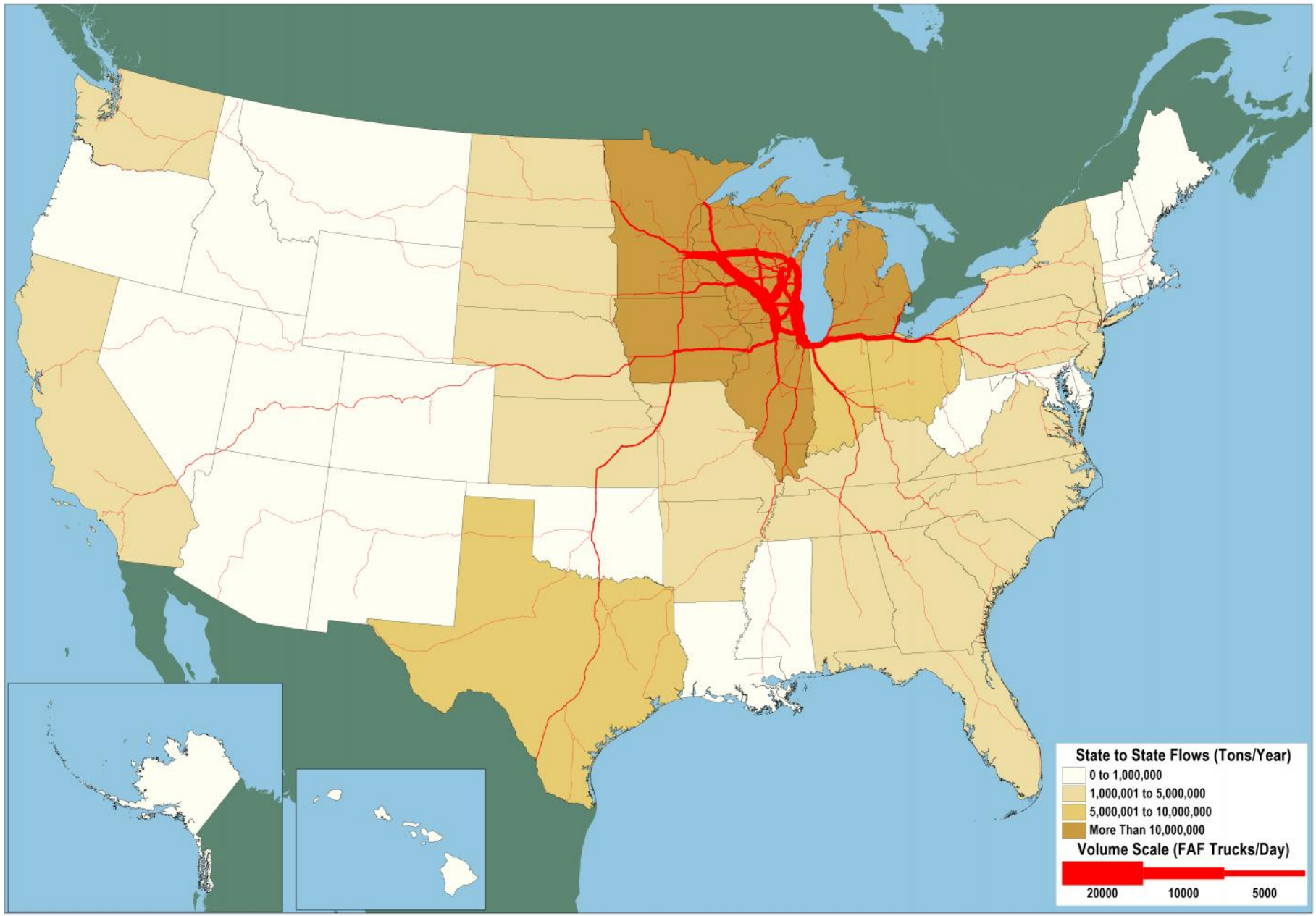
Major Flows by Truck To, From, and Within Wisconsin: 2012



Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 4.3, 2017.

Major Flows by Truck To, From, and Within Wisconsin: 2045

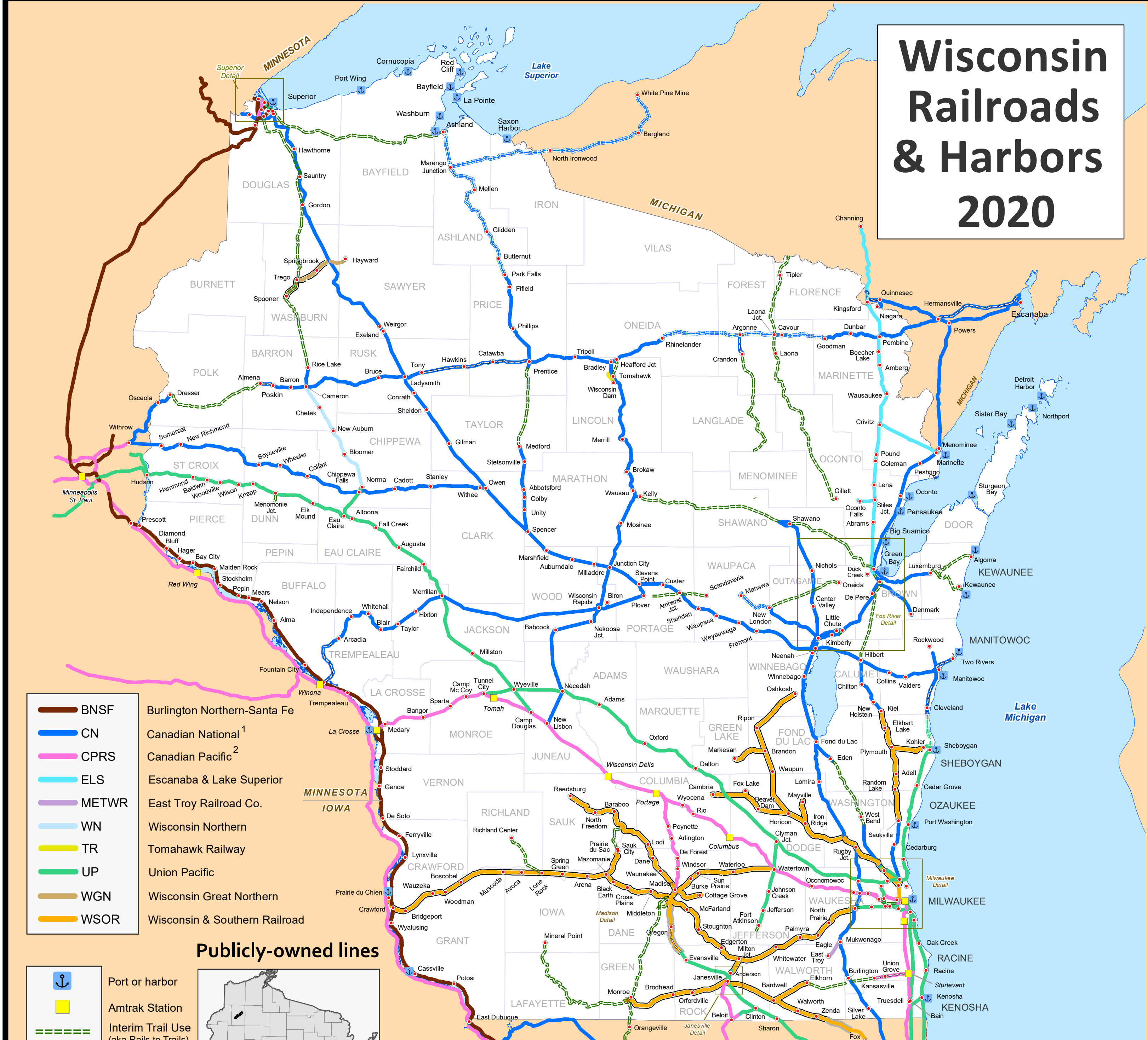


Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 4.3, 2017.

APPENDIX I

WISCONSIN RAILROADS & HARBORS: 2020

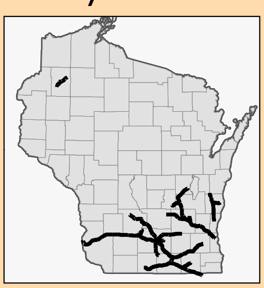
Wisconsin Railroads & Harbors 2020



BNSF	Burlington Northern-Santa Fe	
CN	Canadian National [1]	
CPRS	Canadian Pacific [2]	
ELS	Escanaba & Lake Superior	
METWR	East Troy Railroad Co.	
WN	Wisconsin Northern	
TR	Tomahawk Railway	
UP	Union Pacific	
WGN	Wisconsin Great Northern	
WSOR	Wisconsin & Southern Railroad	

- Port or harbor
- Amtrak Station
- Interim Trail Use (aka Rails to Trails)
- Out of service
- Discontinuance [3]
- RTC-owned [4]
- State-owned

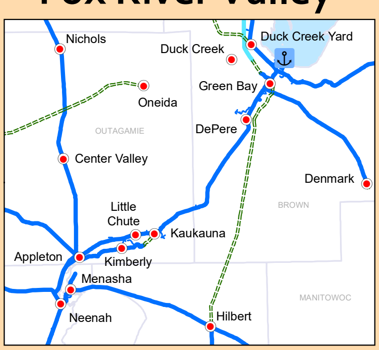
Publicly-owned lines



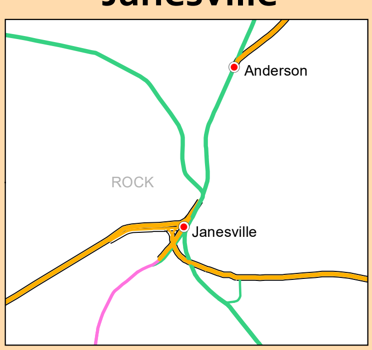
NOTES:
1 Canadian National is the parent company of Wisconsin Central Limited (WCL) and the Sault St. Marie Railroad.
2. Canadian Pacific is the parent company of Soo Line (SOO), Dakota, Minnesota & Eastern (DME), and Iowa, Chicago and Eastern (ICE).
3. The non-abandonment discontinuance of common carrier service
4 Rail Transit Commission (RTC) owned

- Switching and terminal operations (Madison Terminal Railway, LLC, Rail & Transload, Inc. in Watertown, Port of Milwaukee, Wisconsin Rapids Railroad) are not shown.
- Map displays rail lines and corridors owned by operating freight railroads and government agencies.
- Industrial leads, utility company spurs, museum tracks are not shown.
- Line color represents principal operator, may not be owner.

Fox River Valley

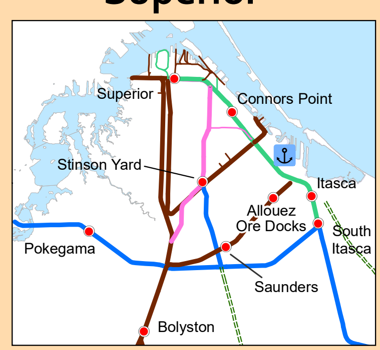


Janesville



Milwaukee

Superior



Wisconsin Department of Transportation - January 2020

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Jeff Nooyen, Vice-Chair
Melissa Kraemer Badtke, Secretary-Treasurer

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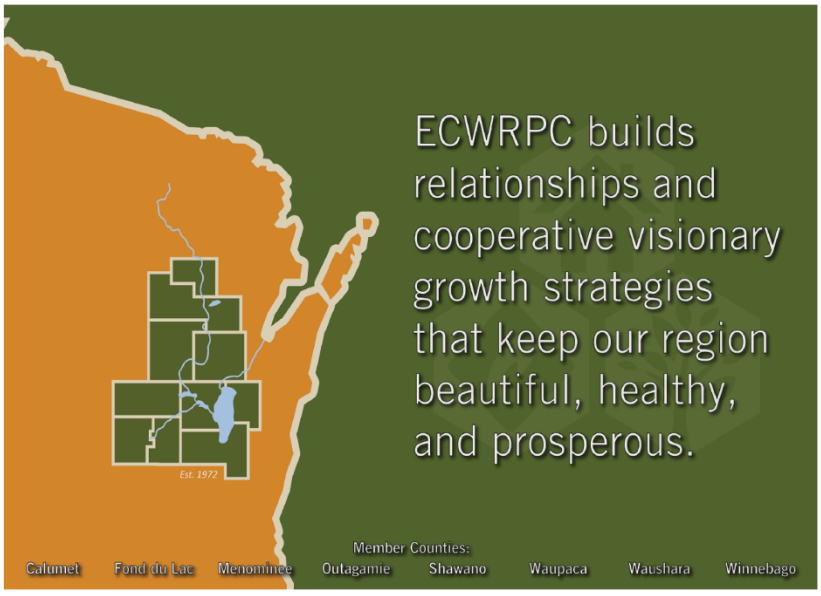
Jill Michaelson
Ronald McDonald