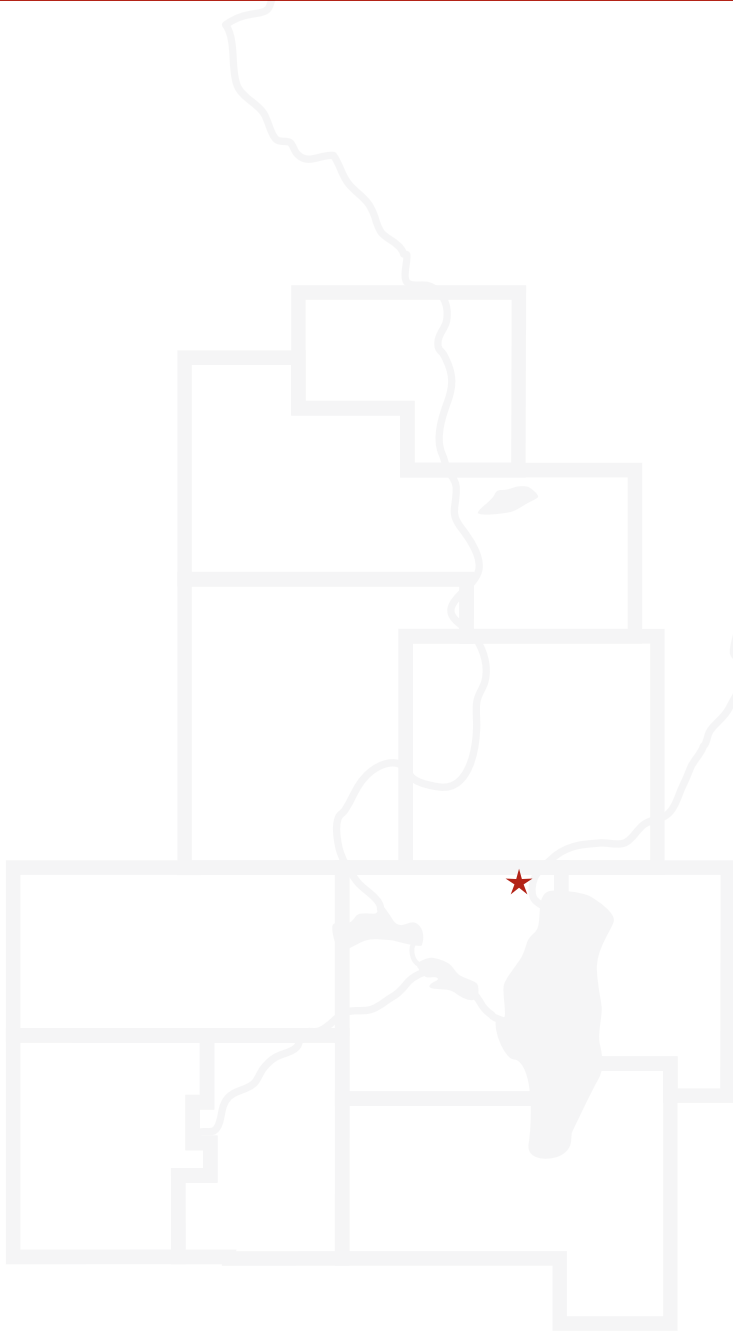


Town of Menasha Bicycle & Pedestrian Plan April 2015



Adopted
May 11, 2015

Town of Menasha Bicycle and Pedestrian Plan

Adopted May 11, 2015

Prepared by the
East Central Wisconsin Regional Planning Commission

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This document provides a framework for the bicycle and pedestrian plan for the Town of Menasha along with policy and program recommendations.

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EXECUTIVE SUMMARY

Town of Menasha Bicycle and Pedestrian Plan

Background

The Town of Menasha Bicycle and Pedestrian Plan is designed to provide the town with projects, programs, and policies as it continues to enhance the bicycle and pedestrian network and increase opportunities for active transportation and recreation in the community. East Central Wisconsin Regional Planning Commission (ECWRPC) granted a Technical Assistance request from the Town of Menasha to facilitate the development of a bicycle and pedestrian plan. The Town of Menasha had not previously completed a bicycle and pedestrian plan, but elements in their latest comprehensive plan identify corridors that are in need of facilities within the town. The purpose of the plan is to further develop a multimodal network by including and connecting to those corridors previously identified in the comprehensive plan. Additionally, connecting to the Fox Cities/Oshkosh Regional Bicycle and Pedestrian Network was emphasized throughout the planning process (for additional information on the regional network reference the Appleton Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan). The goal of the plan is to provide more active transportation choices and opportunities for recreation within the Town of Menasha with connections to the surrounding communities.

BENEFITS OF BICYCLING AND WALKING

Economic:

- In 2010, a study found that bicycle recreation and tourism contribute \$924 million annually to Wisconsin's economy and estimates that "the potential value of health benefits from reducing short car trips and increasing bicycling totaled \$409 million".

Real Estate Values:

- Bob McNamara, Senior Policy Representative for the National Association of Realtors (NAR), a 1.2 million member professional organization, emphasized the importance of transportation choice at the 2009 National Bike Summit. Realtors sell not just houses, he said, they sell communities. Increasing transportation choice increases livability.

Health:

- People living in auto-oriented suburbs drive more, walk less and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6%, but walking for transportation reduces the risk of obesity.
- Today, approximately one-quarter of health care costs in the U.S. are attributable to obesity and health care costs for childhood obesity are estimated at approximately \$14 billion per year.
- Obesity is so prevalent in today's children, that this may be the first generation of children in over 200 years that may not outlive their parents.

Environmental/Congestion Management:

- Returning to 1969 levels of walking and bicycling to school would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants equal to keeping more than 250,000 cars off the road for a year.
- In urban areas, where cars and bicyclists travel at similar speeds, bike lanes can accommodate 7 to 12 times as many people per meter of lane per hour than car lanes and bicycles cause less wear on the pavement.

Bicycle and Pedestrian Safety:

- Pedestrians are twice as likely to be struck by a vehicle in locations without a sidewalk.
- Seniors are the most vulnerable bicyclists and pedestrians. Adults over 65 make up 10% of walking trips, yet comprise 19% of pedestrian fatalities and make up 6% of bicycling trips, yet account for 10% of bicycle fatalities.



CB Trail



Trestle Trail Bridge

Investments in bicycle and pedestrian infrastructure create more jobs per million dollars spent than highway projects. Bicycle and pedestrian projects produce 9.6-11.4 jobs per million dollars spent compared to only 7.8 jobs created by road only projects.

Town of Menasha Bicycle and Pedestrian Recommended Facilities (Not a Complete List)

- **Irish Road:** From County Road BB to County Road II
- **East Shady Lane:** From Irish Road to Clayton Avenue
- **County Highway II/Winchester Road:** From Lake Street to Spring Road Elementary School
- **Cold Spring Road:** From Jacobsen Road to Winchester Road
- **Jacobsen Road:** From the Friendship State Trail to Irish Road
- **Butte des Morts Beach Road:** From the Friendship State Trail to County Road BB (alternative to Stroebe Road to Northern Road)
- **Clayton Avenue:** From County Road BB to County Road II
- **Lakeshore Drive:** From Olde Midway Road to Palisades Lane
- **Manitowoc Road:** From Oneida Street to Melissa Street



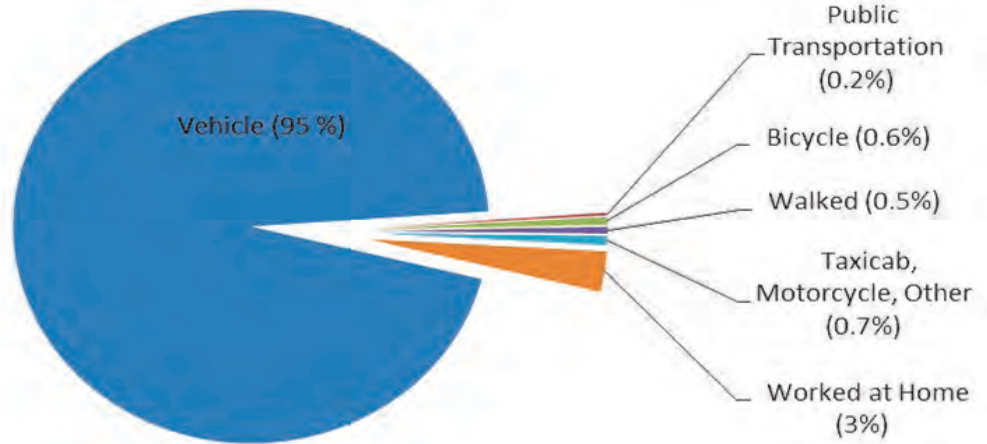
**Miron Bridge Connecting the Town of
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Prepared April, 2015 by:



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Commuting Methods Mode Share for the Town of Menasha



Town of Menasha Existing Bicycle Facility Miles

Community	Population	Bike Racks	Bike Lanes (Miles) x 2	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Total Bicycle Facility (Miles)	Miles Per 1000 Capita
Town of Menasha	18,498	21	1.04	16.35	1.66	19.05	1.03
City of Menasha	17,353	19	2.84	3.79	0	6.63	0.38
City of Neenah	25,501	26	20.02	16.57	0.25	36.84	1.44

Town of Menasha Existing Pedestrian Facility Miles

Community	Population	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Sidewalks (Miles)	Total Miles of Pedestrian Facilities	Miles Per 1000 Capita
Town of Menasha	18,498	16.35	1.66	3.26	21.27	1.15
City of Menasha	17,353	3.79	0	89.52	93.31	5.38
City of Neenah	25,501	16.57	0.25	153.34	170.16	6.67

Town of Menasha Bicycle and Pedestrian Plan Goals

Goal 1 – Education

Increase public and political awareness of the need for and benefits of bicycle and pedestrian facilities and a well-connected bicycle and pedestrian network.

Goal 2 – Encouragement

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

Goal 3 – Enforcement

Improve safety, reduce conflicts and build awareness and respect between motorists, bicyclists, and pedestrians by improving enforcement of bicycle and pedestrian laws.

Goal 4 – Engineering

Improve the bicycle and pedestrian facility connections to destinations within the Town of Menasha and to surrounding communities.

Goal 5 – Evaluation

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



CHAPTER 1
INTRODUCTION

CHAPTER 1: INTRODUCTION

1.1 BACKGROUND INFORMATION

The Town of Menasha Bicycle and Pedestrian Plan is designed to provide the town with projects, programs, and policies as it continues to enhance the bicycle and pedestrian network and increase opportunities for active transportation and recreation in the community. East Central Wisconsin Regional Planning Commission (ECWRPC) granted a Technical Assistance request from the Town of Menasha to facilitate the development of a bicycle and pedestrian plan. The Town of Menasha had not previously completed a bicycle and pedestrian plan, but elements in their latest comprehensive plan identify corridors that are in need of facilities within the town. The purpose of the plan is to further develop a multimodal network by including and connecting to those corridors previously identified in the comprehensive plan. Additionally, connecting to the Fox Cities/Oshkosh Regional Bicycle and Pedestrian Network was emphasized throughout the planning process (for additional information on the regional network reference the Appleton Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan). The goal of the plan is to provide more active transportation choices and opportunities for recreation within the Town of Menasha with connections to the surrounding communities.

The Town of Menasha is a community of 18,498¹ residents and is located on the urban fringe of the Fox Cities which has a population of over 200,000. The town encompasses an area of just under 14 square miles and has a contrast of urban development along with other areas that are less developed and more rural in nature. These elements create a unique opportunity for implementing a successful multimodal transportation network. The Town of Menasha has numerous natural features which are complemented by a series of parks and recreational facilities and opportunities for residents. Connecting to these recreational facilities, along with transit routes, schools, commercial development, and other desired destinations were a major point of emphasis while developing the future multimodal network.

The Bicycle and Pedestrian Plan represents efforts of Town of Menasha staff, the Town of Menasha Bicycle and Pedestrian Task Force, ECWRPC staff, and input from the public. This partnership approach ensures that representatives from a variety of organizations, areas of expertise, and backgrounds were able to provide input and guidance to the plan development. This plan will examine the benefits of including bicycle and pedestrian facilities within the Town of Menasha and connecting with surrounding communities in the region. The continued development of the bicycle and pedestrian network will create more of a balanced network for all transportation modes and will help create an environment that supports active transportation. Bicycle and pedestrian infrastructure also is supported by programs and policies that focus on the all of 5 E's (Education, Encouragement, Enforcement, Engineering, and Evaluation). Therefore, recommendations for programs and policies were also developed to help support this mode shift and safely utilize the multimodal network.

1.2 WHY CREATE A PLAN

The Town of Menasha currently has a multimodal network that connects many areas of the community. The existing network takes the form of paved off road shared-used paths. In fact, there are over 18 miles of these paths in the town which means nearly 8 percent of the paved shared-used paths within the entire Fox Cities Transportation Management Area lies within the

Town of Menasha. Even with these great facilities there are still many areas within the town that lack access to any kind of bicycle and pedestrian accommodations. This plan will help prioritize areas that are most in need of these accommodations and ensure that available funds are used efficiently. Also, by identifying these corridors this plan will potentially help to secure other outside funding sources for project implementation.

1.3 BENEFITS OF BICYCLE AND PEDESTRIAN FACILITIES AND PROGRAMS

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

Economic

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

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

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

In 2010, a study found that bicycle recreation and tourism contribute \$924 million to Wisconsin's economy and estimates "the potential value of health benefits from reducing short car trips and increasing bicycling to total \$409 million".

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

Not only can bicycling and walking benefit a personal budget, but it also can benefit a community's economy. Road projects have more costs as they are very material intensive and therefore, the budget for a road project can be extremely high. By contrast, bicycling and walking infrastructure projects are more labor intensive and are less expensive than road projects. Additionally, the construction of bicycling and walking infrastructure can create more jobs than road projects.

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

Real Estate Values

Bicycle and pedestrian facilities can positively impact the value of property values.

- *A 1998 study of property values along the Mountain Bay Trail in Brown County, Wisconsin shows that lots adjacent to the trail sold faster and for an average of 9 percent more than similar property not located next to the trail.*⁷
- *In Vermont, property values of homes in walkable neighborhoods were \$6,500 higher than those in car-dependent areas. Add all of those homes together and walkability added more than \$350 million to the local economy.*⁸
- *Bob McNamara, a Senior Policy Representative for the National Association of Realtors (NAR), a 1.2 million member professional organization, emphasized the importation of transportation choice at the 2009 National Bike Summit. Realtors sell not just houses, he said, they sell communities. Increasing transportation choice increases livability.*⁹
- *A study of home values near the Monon Trail in Indianapolis, Ind. measured the impact of the trail on property values. Given two identical houses, with the same number of square feet, bathrooms, bedrooms, and comparable garages and porches, houses within a half mile of the Monon Trail would sell for an average of 11 percent more.*¹⁰

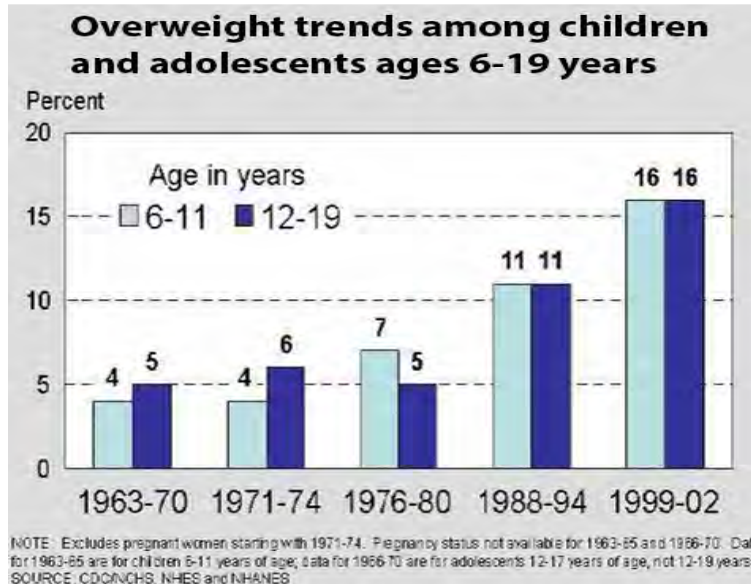
Health

The built environment can play a crucial role in a community's or person's health. Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.¹¹ It has been noted that not only are adult obesity rates on the rise, but also childhood obesity rates continue to rise. Over the past 40 years, rates of obesity have soared among children of all ages within the United States and approximately 25 million children and adolescents – more than 33% - are now overweight, obese or at risk of becoming so.¹²

- *More than one-third of U.S. adults (35.7%) are obese and another third are overweight.*¹³
- *Obesity—related conditions include heart diseases, stroke, type 2 diabetes, and certain types of cancer are some of the leading causes of preventable death.*¹⁴
- *In 2008, the estimated annual medical costs of obesity in the U.S. was \$147 billion; the medical costs for people who were obese were \$1,429 higher than those of normal weight.*¹⁵
- *The costs of obesity account for approximately nine percent of total U.S. health care spending¹⁶ and add an estimated additional \$395 per year, per person to health care expenses.*¹⁷
- *Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.*¹⁸
- *Between 1966 and 2009, the number of children who bicycled or walked to school fell 75% while the percentage of obese children rose 276%.*¹⁹
- *In general, states with the highest levels of bicycling and walking have the lowest levels of obesity, hypertension (high blood pressure), and diabetes and have the greatest*

percentage of adults who meet the recommended 30-plus minutes per day of physical activity.²⁰

- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.²¹



Children today are not getting the recommend amount of physical activity and this has contributed to the increase in chronic diseases in children. Over the last 40 years, rates of obesity have soared among children of all ages in the United States and approximately 25 million children and adolescents – more than 33% - are now overweight, obese or at risk of becoming so.²² Safe Routes to School Programs work with schools and communities to enable and encourage students to walk and bike to school.

- Obesity is so prevalent in today's children, that this may be the first generation of children in over 200 years that may not outlive their parents.²³
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity²⁴ and health care costs just for childhood obesity are estimated at approximately \$14 billion per year.²⁵



- Children who walk one mile to and from school each day get two-thirds of the recommended sixty minutes of physical activity a day. Children who walk to school also have higher levels of physical activity throughout the day.^{26 27}

Environmental

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

- *Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults.*²⁸
- *Over the last 25 years, among children ages 5 to 14, there has been a 74 percent increase in asthma cases.*²⁹
- *A 5% increase in a neighborhood's "walkability" reduces vehicle miles traveled by 6%.*³⁰
- *Returning to 1969 levels of walking and bicycling to school³¹ would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants³² – equal to keeping more than 250,000 cars off the road for a year.*

Congestion Management

In 2009, 40% of trips in the United States were shorter than two miles, a distance easily covered by bicycle or foot. However, Americans use their cars for 87% of trips that are 1-2 miles in length.³³ Bicycling or walking can help mitigate traffic congestion and provide commuters with an opportunity for active transportation.

- *Currently, 12% of all trips are made by bicycle (1.0%) or foot (10.5%) in the United States.*³⁴
- *From 2000 to 2009, the number of commuters who bicycle to work increased by 57% nationally.*³⁵
- *In urban areas, where cars and bicyclists travel at similar speeds, bike lanes can accommodate **7 to 12 times as many people** per meter of lane per hour than car lanes and bicycles cause less wear on the pavement.*³⁶

In the recent years, the trend for transporting children to school has been primarily by personal vehicle. Within the span of one generation, the percentage of children walking or bicycling to school has dropped dramatically from approximately 50% in 1969³⁷ to just 13% in 2009.³⁸

- *While distance to school is the most commonly reported barrier to walking and bicycling³⁹, private vehicles still account for half of school trips between $\frac{1}{4}$ and $\frac{1}{2}$ mile⁴⁰ - a distance easily covered on foot or bike.*
- *In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.*⁴¹



- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.⁴²

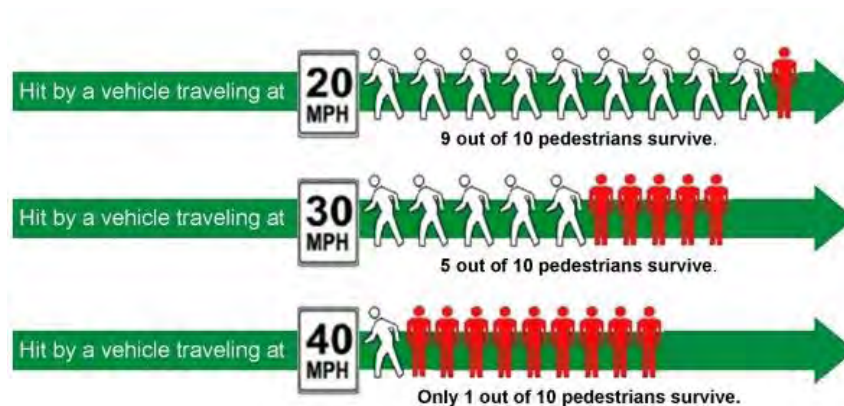
Bicycle and Pedestrian Safety

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

- Pedestrians are twice as likely to be struck by a vehicle in locations without sidewalks.⁴³
- Fourteen percent of all traffic fatalities in the U.S. are bicyclists (1.8%) or pedestrians (11.7%).⁴⁴
- Seniors are the most vulnerable bicyclists and pedestrians. Adults over 65 make up 10% of walking trips, yet comprise 19% of pedestrian fatalities and make up 6% of bicycling trips, yet account for 10% of bicyclist fatalities.⁴⁵
- From 2000-2006, 30% of traffic deaths for children ages 5-15 occurred while walking or bicycling.⁴⁶
- The medical costs for treating children's bicycle and pedestrian fatalities was \$839 million in 2005 and another \$2.2 billion in lifetime lost wage costs.⁴⁷

Figure 1 shows that as the speed of a vehicle increases the chance of a pedestrian surviving decreases. This is one of the reasons why school zones have a speed limit of 15 mph.

Figure 1: Speed of Vehicles and Survival of Pedestrians



¹ American Fact Finder, United States Census Bureau <http://www.census.gov/>

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

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

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CHAPTER 2

PLAN DEVELOPMENT

CHAPTER 2: PLAN DEVELOPMENT

The Town of Menasha Bicycle and Pedestrian Task Force was formed under the direction of the Town Board in June, 2013. The Town Board passed a resolution which gave the task force the charge of creating an inventory of current bicycle and pedestrian facilities and uses; developing recommendations for future Bike/Pedestrian facility locations and types of facilities; and applying for “Walking” and “Bicycling” Friendly Community status. In January, 2014 ECWRPC staff began assisting the task force with the development of a bicycle and pedestrian plan for the town.

2.1 BICYCLE AND PEDESTRIAN TASK FORCE

The Bicycle and Pedestrian Task Force is comprised of a variety of stakeholders from the community. The task force was responsible for providing guidance throughout the planning process and assisting the town as it moves forward with implementation. The task force provided feedback and input throughout the plan development process and worked to develop the multimodal network, prioritize needed bicycle and pedestrian accommodations, and create other non-infrastructure recommendations for the plan.

Table 1: Bicycle and Pedestrian Task Force

Name	Organization
Bill Breider	YMCA Fox Cities/ Resident
Danielle Kolman	Kimberly Clark Corporation Intern
Debbie Swiertz	Town of Menasha Park and Rec. Commission
Don Stauber	Town of Menasha Resident
Elizabeth Eisen	Town of Menasha Resident
George Dearborn	Town of Menasha Community Development
Kevin Lisowe	Great Harvest Bread Company/ Resident
Kris Koepppe	Town of Menasha Planning Comm./ Sustainability Comm.
Michael Dillon	SCA Tissue/ Resident
Michael Kading	Town of Menasha Park and Rec. Department
Mike Van Dyke	Town of Menasha Sustainability Comm./ Town Board Supervisor
Ria Hull	Town of Menasha, Associate Planner
Stephanie Pereira da Silva	Kimberly Clark Corporation
Steve Powers	Kimberly Clark Corporation/ Resident
Steve Pratt	Cranked Bike Studio
Tamra Vandanelzen	Kimberly Clark Corporation Intern

2.2 PLAN DEVELOPMENT PROCESS

The planning process was divided into four major tasks: inventory of existing conditions, development of strategies and specific network facility recommendations, implementation and benchmarking, and the public participation process.

Current Conditions Inventory and Analysis

The data collection phase used Geographic Information Systems (GIS) data from the *Appleton (Fox Cities) Transportation Management Area (TMA)* and *Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan*, which was completed in October, 2014. This data was then clipped to the current municipal boundary for the Town of Menasha to be utilized in the planning process. Examples of the data that were collected included: existing bicycle and pedestrian facilities, school locations, land uses, railroads, parks, bike and walk audit information, crash data, and bicycle and pedestrian counts. Data for recommended bicycle and pedestrian facilities was incorporated from the most recent version of the Town of Menasha Comprehensive Plan. After all of this information and data was compiled, the Bicycle and Pedestrian Task Force began to analyze the data and determined opportunities, constraints, natural and man-made barriers, and gaps with regards to bicycle and pedestrian facilities within the Town of Menasha.

Development of Plan Recommendations

Plan recommendations were developed for each of the goals outlined at the end of this chapter. These recommendations will assist the Town of Menasha with implementation of the bicycle and pedestrian plan along with non-infrastructure recommendations.

Public Participation Process

The Bicycle and Pedestrian Task Force made it a priority to gather public input during the planning process. A public information meeting was held on Wednesday, November 5th, 2014 at the Town of Menasha Municipal Building. The goal of the meeting was to receive feedback on gaps, barriers and needed bicycle and pedestrian connections in the Town of Menasha and surrounding communities. Attendees at the meeting were able to add potential bicycle and pedestrian facilities to a map of recommended facilities throughout the town. These recommended facilities were developed through a combination of facilities identified in the Town of Menasha Comprehensive Plan and input from the Bicycle and Pedestrian Task Force.



There were also two other exercises at the public information meeting. Attendees were able to rank the recommended facilities based on which facilities they thought were of highest importance. Table 2 shows the results of this exercise with the recommended facilities that

received the most votes ranked in order from top to bottom. Please note that participants were given a limited number of votes and there was a relatively low sample of residents from the Town of Menasha that participated in the exercise.

Attendees also participated in a second exercise which involved a visual preference survey of different types of bicycle and pedestrian accommodations to find out which types of facilities they would like to see in their community. The results of the visual preference survey can be found in Figure 2. The number in the upper left corner of each picture indicates the number of votes each type of facility received.

Table 2: Ranking of Recommended Facilities

Town of Menasha Bicycle and Pedestrian Accommodations Prioritization Results From Public Information Meeting	
Segment	
Irish Rd (Shady-Jacobsen)	9
E Shady Ln (Cold Spring-CB)	7
Cold Spring Rd (Shady-Prospect)	7
Valley Rd	5
Appleton Rd	3
Oneida St	3
Prospect Ave/CTH BB	3
Winchester Rd (Spring Rd-Lake St)	1
Cold Spring Rd (Jacobsen-Winchester)	1
Jacobsen Rd (CB-Irish)	1
Irish Rd (Prospect-Shady)	1
Butte de Morts Beach/Northern/Stroebe	0
Airport Rd	0
Manitowoc Rd	0
Irish Rd (Jacobsen-Winchester)	0
Lakeshore Dr	0
Jacobsen Rd (American-Cold Spring)	0
Jacobsen Rd (Cold Spring-CB)	0
Clayton Ave	0
E Shady Ln (Irish-Clayton)	0

Figure 2: Visual Preference Survey Results



2.3 PLAN VISION

Vision

Ensure that residents within the Town of Menasha have the ability to safely and conveniently walk or bike between origins and destinations via a well-connected bicycle and pedestrian network.

2.4 PLAN GOALS

Goal 1 – Education

Increase public and political awareness of the need for and benefits of bicycle and pedestrian facilities and a well-connected bicycle and pedestrian network.

Goal 2 – Encouragement

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

Goal 3 – Enforcement

Improve safety, reduce conflicts and build awareness and respect between motorists, bicyclists, and pedestrians by improving enforcement of bicycle and pedestrian laws.

Goal 4 – Engineering

Improve the bicycle and pedestrian facility connections to destinations within the Town of Menasha and to surrounding communities.

Goal 5 – Evaluation

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

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CHAPTER 3

CURRENT CONDITIONS INVENTORY & ANALYSIS

CHAPTER 3: CURRENT CONDITIONS INVENTORY AND ANALYSIS

The Town of Menasha has continued to increase the amount of bicycle and pedestrian facilities, programs, and policies within the town as the community develops. The Task Force, along with ECWRPC, conducted a thorough analysis of the existing resources for bicycle and pedestrian facilities in the Town of Menasha. The analysis of existing conditions included looking at bicycle and pedestrian facilities that are currently in place and facilities that are planned or designated for construction in the near future. Through the planning process the Task Force also identified popular origins and destinations for bicycle and pedestrian trips, existing opportunities for bicycle and pedestrian infrastructure, along with natural and man-made constraints. All of these factors will influence how the town develops bicycle and pedestrian infrastructure and programs in the future.

3.1 OVERVIEW

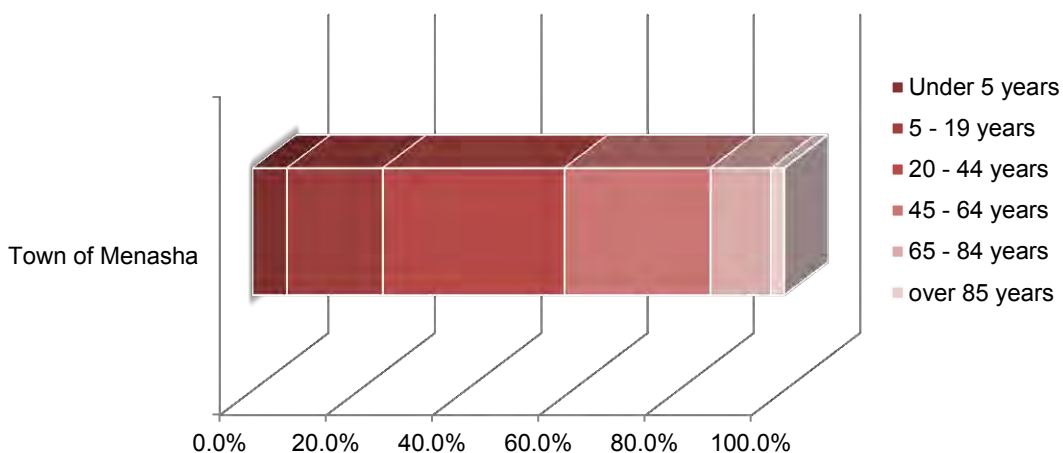
Population Demographics

The Town of Menasha has an estimated population of 18,498 (Source: U.S. Census Bureau, 2010). The majority of the population in the town falls within the 20-44 year and 45-64 year age categories. Approximately 18.0% of the population is under the age of 19, while 2.4% of the population is over the age of 85.

Table 3: Population Demographics

	Under 5 years	5 – 19 years	20 - 44 years	45 – 64 years	65 – 84 years	Over 85 years
Town of Menasha	6.5%	18.0%	34.1%	27.5%	11.5%	2.4%

Figure 3: Town of Menasha Population Demographics



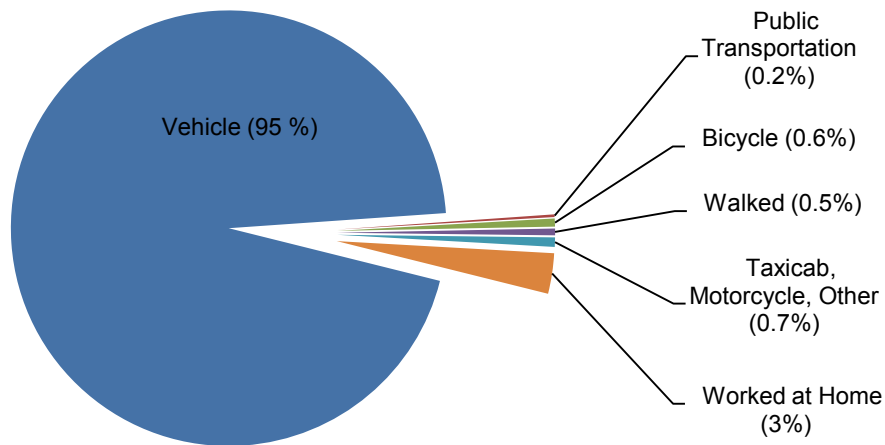
Commuting Methods Mode Share

Within the U.S., people under 16 years of age take a disproportionate number of bicycling trips for the size of their age group, making up only 21% of the population but taking 39% of all bicycling trips. Sixty-six percent of the U.S. population, those aged 17-64, makes 54% of bicycling trips. Walking trips, on the other hand, are distributed more proportionally among all age groups. Senior citizens (over sixty-five) take the fewest walking or bicycling trips.⁴⁸

Schools within the Town of Menasha
Spring Road Elementary School
New Hope Lutheran Christian School
Saint Mary's Central High School

A recent report released by U.S. Public Interest Research Group (PIRG) found that Americans took nearly 10% more trips via public transportation in 2011 than in 2005. The nation also saw increases in commuting by bike and on foot.⁴⁹ In the study it was also noted that Millennials (people born between 1983 and 2000) drove 23% fewer miles on average than any other group. Millennials are more likely to live in urban and walkable neighborhoods and are more open to other forms of transportation (i.e. transit, bicycle and walking).⁵⁰

Figure 4: Commuting Methods Mode Share for the Town of Menasha



Source: U.S. Census 2010
BO8006: Sex of Workers by Means of Transportation to Work – Universe: Workers 16 years and over
2008-2012 American Community Survey 5 –Year Estimates

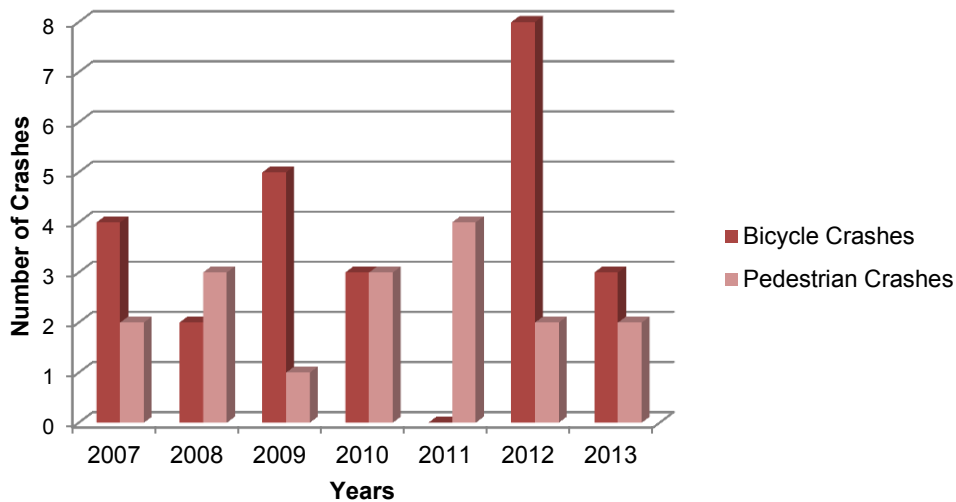
Crash Data

The Task Force, assisted by ECWRPC, analyzed bicycle and pedestrian crash data as a part of the planning process to help identify conflict points between vehicles and people walking and biking. It is important to keep in mind that in some cases current conditions, and the lack of bicycle and pedestrian facilities, limit the number of people walking or biking in a particular area, thus lowering the number of potential crashes. Analyzing the crash data is still an important step in the planning process and can help identify areas that have the highest need for safety improvements regarding bicycle and pedestrian facilities. See Map 7 for exact locations of reported bicycle and pedestrian crashes in the town.

Table 4: Town of Menasha Crash Data - 2007-2013

	2007	2008	2009	2010	2011	2012	2013	Total
Bicycle Crashes	4	2	5	3	0	8	3	25
Pedestrian Crashes	2	3	1	3	4	2	2	17

Figure 5: Town of Menasha Crash Data



Source: Wisconsin TOPS Lab – 2007-2013

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

Count Data

One of the tasks given to the Task Force by the Town Board was to perform bicycle and pedestrian counts throughout the town. Audits were conducted at eight different locations throughout the town in August and September of 2013. During the audits, bicycles and pedestrians using off-road shared used paths were counted. The compilation of all of the count data can be found in Table 5.

Table 5: Town of Menasha Bicycle and Pedestrian Task Force Count Data - 2013

Location	Total Dates Counted	Total Time Counted	Pedestrians	Bicyclists	Totals	Totals Per Hour
Trestle Trail	1	45 Minutes	68	24	92	105
Manitowoc Road Trail	1	1 Hour	7	17	24	24
Plank Road Trail	4	1 Hour 45 Minutes	4	9	13	7
Friendship/Hwy 10 Trail	17	4 Hours 30 Minutes	116	108	224	50
Cold Spring Road Trail	5	1 Hour 30 Minutes	48	107	155	103
CTH II Trail	15	3 Hours 45 Minutes	48	14	62	17
CTH CB Trail	15	3 Hours 45 Minutes	80	50	130	35
American Drive Trail	8	2 Hours	14	10	24	12

Annual average daily bicycle and pedestrian count data was also available through the Wisconsin Department of Transportation and the Town of Menasha. Data was collected for approximately 2 weeks for 24 hours/day and then averaged per 24 hour period. Locations that were assessed within the Town of Menasha can be found in Table 6.

Table 6: Annual Average Daily Bicycle and Pedestrian Counts - Town of Menasha - 2013

Location	Date	Annual Average Daily Count Total
CB Trail (south of CTH BB)	2013	66
Trestle Trail	2013	384
North Lake Street Trail	2013	3
Jacobson Trail	2013	15

Source: WisDOT

Audits were also conducted as a part of the *Appleton (Fox Cities) Transportation Management Area (TMA)* and *Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan* and some of the audits locations were within the Town of Menasha. Audit locations were selected based on feedback from the public during a series of public information meetings and from input from the Steering Committee made up of stakeholders from the planning area. During these audits an inventory and analysis of existing conditions was completed along with bicycle and pedestrian counts at each location. The results of the bike and walk audits can be found in the bike and walk audit summary sheets at the end of this chapter.

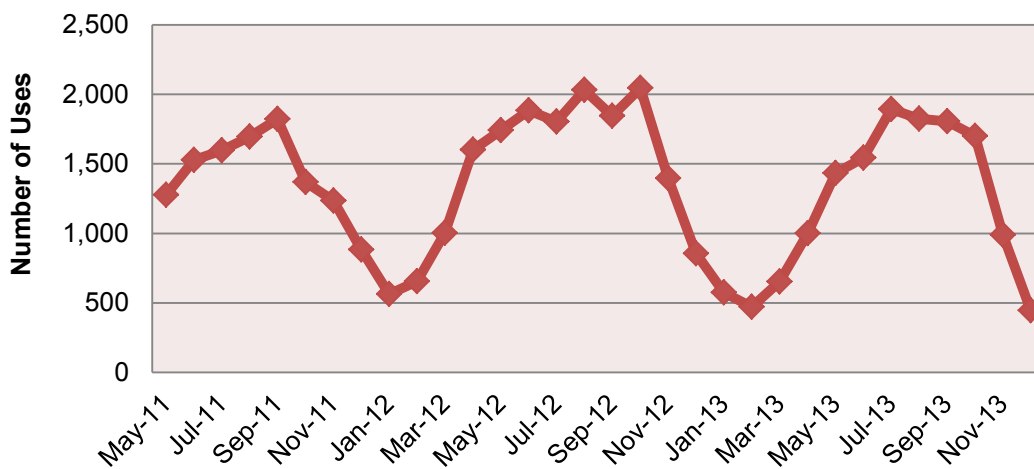
Table 7: Bike and Walk Audit Locations - 2013

Audit Number	Location
1	Appleton Rd (STH 47) & Midway Rd (CTH AP)
2	CTH II & CTH CB
3	Winchester Rd. (CTH II) & USH 41
4	Winchester Rd. from USH 41 to N. Lake St.
5	Prospect Avenue (CTH BB) & Northern Rd./Bluemound Dr.

Links to Transit

Mass transit is complementary to bicycling and walking for transportation. Mass transit can reduce traffic congestion and pollution and when designed along with considerations for bicycling and walking, it can also encourage people to include physical activity in their daily commutes. Valley Transit has equipped their buses with bicycle racks, allowing riders to combine a bicycle and a bus trip. When a commuter is able to take a bicycle on a bus, the distance they can travel in a reasonable amount of time is greatly increased. In Figure 6 it is noted that bike rack usage for Valley Transit peaks during the warmer months of the year (April – October) and declines during the colder months of the year. Refer to Map 8 to view the existing transit routes in the Town of Menasha.

**Figure 6: Valley Transit Bike Rack Usage
 May, 2011 - December, 2013**



Health Data

The *County Health Rankings and Roadmaps* program is a collaborative effort between the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute. The purpose of the rankings is to help communities focus on factors that affect health. Overall Winnebago County has a population that ranks 39 (1 being the best and 72 the worst) out of 72 counties in Wisconsin for health rankings.

Table 8: County Health Rankings - 2014

	Wisconsin	Winnebago County
Overall Ranking – Health Outcomes		39 of 72
Health Factors		17 of 72
Health Behaviors		33 of 72
Adult Obesity Percentage of adults that report a BMI >= 30	29%	30%
Physical Inactivity Percentage of adults reporting no leisure-time physical activity	22%	22%
Access to exercise opportunities Percentage of the population with adequate access to locations for physical activity	78%	75%
Physical Environment		31 of 72
Air pollution - particulate matter	11.5	11.6
Percentage of the workforce that drives alone to work	80%	84%
Among workers that commute in their car alone, the percentage that commutes more than 30 minutes	26%	16%

Source: *County Health Rankings & Roadmaps, 2014*

Health Outcomes vs. Health Factors

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

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

The built environment affects a community's overall health. The purpose of including the *County Health Rankings* data was to recognize how the built environment and access to opportunities for physical activity affects the health of a community.

Existing Bicycle and Pedestrian Network

Pedestrian Facilities

Pedestrian facilities are defined as a sidewalk and off-road shared use path (both paved and unpaved). As noted in Table 9 the majority of pedestrian facilities within the Town of Menasha are off-road shared use paths.

Table 9: Town of Menasha Existing Pedestrian Facility Miles

Community	Population	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Sidewalks (Miles)	Total Miles of Pedestrian Facilities	Miles Per 1000 Capita
Town of Menasha	18,498	16.35	1.66	3.26	21.27	1.15
City of Menasha	17,353	3.79	0	89.52	93.31	5.38
City of Neenah	25,501	16.57	0.25	153.34	170.16	6.67

Source: Population data provided by U.S. Census, 2010; Pedestrian data provided by local municipalities in 2014

Bicycle Facilities

Bicycle facilities are defined as sharrows, marked bike lanes, and shared use paths (both paved and unpaved).

Table 10: Town of Menasha Existing Bicycle Facility Miles

Community	Population	Bike Racks (Number)	Bike Lanes (Miles) x 2	Off-Road Paved (Miles)	Off Road Not Paved (Miles)	Total Bicycle Facility (Miles)	Miles Per 1000 Capita
Town of Menasha	18,498	21	1.04	16.35	1.66	19.05	1.03
City of Menasha	17,353	19	2.84	3.79	0	6.63	0.38
City of Neenah	25,501	26	20.02	16.57	0.25	36.84	1.44

Source: Population data provided by U.S. Census, 2010; Pedestrian data provided by local municipalities in 2013-14

Table 11: Existing Roadways with Pedestrian and Bicycle Facilities

	Town of Menasha	
	Miles	Percentage
Roadway	141.69	
Roadway with Sidewalk	2.29	1.6%
Roadway with Off-Road Shared Use Path	17.04	12.02%
Roadway with Bicycle Lanes	1.04	0.7%
Roadways with Sidewalk or Off-Road Shared Use Path and Bicycle Lanes (Complete Streets)	1.04	0.7%

*It is noted that bicycles are considered vehicles based on Wisconsin State Statute [340.01(5)]⁵¹ and they can be used on roadways. However, consideration should be given to provide space for bicyclists on the roadways as it relates to safety.

3.2 EXISTING PROGRAMS, PARTNERS, AND POLICIES

Existing Programs

Fox Valley Bike Challenge

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



In 2011, with the help of the Bicycle Federation of Wisconsin, the Challenge was successfully piloted in Wisconsin at the state-wide level. In 2012, the Bike Challenge partnered with the League of American Bicyclists and created the Get Up & Ride National Bike Challenge, which went national and had over 30,000 participants riding 12 million miles.⁵²

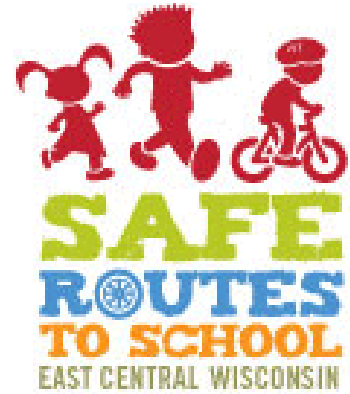
Safe Routes to School

Safe Routes to School (SRTS) is a national and international movement to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The goal of the program is to enable and encourage children Kindergarten-8th grade, including those with disabilities, to walk and bike to school. The SRTS program is based on the principles of the 5-E's: Engineering, Encouragement, Education, Enforcement, and Evaluation. The program facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic congestion, fuel consumption, and air pollution. The program also plays a role in reversing the alarming nationwide trend toward childhood obesity and inactivity. SRTS funds are limited to children Kindergarten-8 and to projects located within two miles of a school.⁵³

- Within the span of one generation, the percentage of children walking or bicycling to school has dropped abruptly, from approximately 50% in 1969⁵⁴ to just 13% in 2009.⁵⁵
- While distance to school is the most commonly reported barrier to walking and bicycling⁵⁶, private vehicles still account for half of school trips between 1/4 and 1/2 mile—a distance easily covered on foot or bike.⁵⁷
- In 2009, American families drove 30 billion miles and made 6.5 billion vehicle trips to take their children to and from schools, representing 10-14 percent of traffic on the road during the morning commute.⁵⁸
- A California study showed that schools that received infrastructure improvements through the Safe Routes to School program yielded walking and bicycling increases in the range of 20 to 200 percent.⁵⁹

East Central Wisconsin Regional SRTS Program

The East Central Wisconsin Regional SRTS Program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS activities. By working to make it safer and more appealing for students (grades K–8) to walk and bike to school, the Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities. The East Central Wisconsin Regional SRTS Program, which began in October of 2009, has been funded through the Wisconsin Department of Transportation.



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

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

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

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

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

Local SRTS Action Plans: Local SRTS Action Plans are developed by the local SRTS coalition. The Action Plans include student and parent survey results, bike and walk audit results, and recommendations based on the 5 E's (Education, Encouragement, Enforcement, Engineering, and Evaluation).

International Walk to School Day (1st Wednesday in October): International Walk to School Day is a global event that involves communities from more than 40 countries walking and bicycling to school on the same day. It began in 1997 as a one-day event. Over time, this event

has become part of a movement for year-round safe routes to school programs. In 2013, there were 4,467 events.

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

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

Frequent Walker Program/Mileage Club: Schools within the region develop frequent walker programs (i.e. Walking Wednesdays) to encourage families to walk to school more often. Students attending rural schools may not have opportunities to bike and walk to school. Several schools within the East Central Region have developed Frequent Walker Program on their campuses, where students can walk a route on campus. Many schools have developed mileage club programs where students track how far they have walked by using a map of the United States.

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

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



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

Advocacy Organizations and Partners

Fox Cities Greenways



The Fox Cities Greenways organization was started in January, 1995 and was primarily formed after the STH 441 bridge over Little Lake Butte des Morts was open for bicyclists and pedestrians before residents were allowed to drive on it. This sparked significant interest among the public about having trail facilities throughout the Fox Cities. The Fox Cities

Greenways organization is a 501C3 organization that works with local municipalities, partner organizations, and residents to develop and expand the bicycle and pedestrian network through trails, bicycle facilities, and water trails. Website: <http://www.focol.org/greenways/>

Fox Cities Cycling Association



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

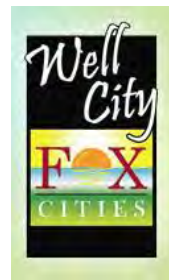
Weight of the Fox Valley



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

<https://www.facebook.com/WeightoftheFoxValley>

Well City Fox Cities



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

Activate Fox Cities



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

Existing Policies

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

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

Bicycle Friendly Communities

The Bicycle Friendly Communities Program provides a roadmap and guidance to assist communities in improving conditions for bicycling. A community recognized by the League of American Bicyclists as Bicycle Friendly welcomes bicyclists by providing safe accommodations for cycling and encouraging people to bike for transportation and recreation. The Town of Menasha Bicycle and Pedestrian Task Force completed the application process in 2014. The town received an Honorable Mention designation and received feedback from the program on how to improve the conditions for bicycling in the community. For more information on the application and feedback please see Appendix _____.

Walk Friendly Communities

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

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

⁴⁹ A New Direction: Our Changing Relationship with Driving and the Implications for America's Future, <http://www.uspirg.org/reports/usp/new-direction> (9/19/14)

⁵⁰ A New Direction: Our Changing Relationship with Driving and the Implications for America's Future, <http://www.uspirg.org/reports/usp/new-direction> (9/19/14)

⁵¹ Wisconsin State Statute [340.01(5)] <http://docs.legis.wisconsin.gov/statutes/statutes/340/01/5> (9/19/14)

⁵² <http://www.endomondo.com/campaign/national/faqs> (3/26/2013)

⁵³ <http://www.saferoutespartnership.org/resourcecenter/quick-facts> (3/26/2013)

⁵⁴ Transportation Characteristics of School Children, Report no. 4. Washington, DC: Nationwide personal Transportation Study, Federal Highway Administration, July 1972. (August 2013)

⁵⁵ McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine (August 2011) (In press). (August 2013)

⁵⁶ U.S. Centers for Disease Control and Prevention, Morbidity and Mortality Weekly Report September 30, 2005, "Barriers to Children Walking to or from School, United States 2004." Available at www.cdc.gov/mmwr/preview/mmwrhtml/mm5438a2.htm. (August 2013)

⁵⁷ Federal Highway Administration, National Household Travel Survey 2001; NHTS Brief on Travel to School, January 2008. (August 2013)

⁵⁸ McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. "U.S. School Travel 2009: An Assessment of Trends." *American Journal of Preventive Medicine* (August 2011) (In press). (August 2013)

⁵⁹ Marla R. Orenstein, Nicolas Gutierrez, Thomas M. Rice, Jill F. Cooper, and David R. Ragland, "Safe Routes to School Safety and Mobility Analysis" (April 1, 2007). UC Berkeley Traffic Safety Center. Paper UCB-TSC-RR-2007-1. <http://repositories.cdlib.org/its/tsc/UCB-TSC-RR-2007-1> (August 2013)

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Appleton Rd (STH 47) & Midway Rd (CTH AP) Bike/Walk Audit Results Map

Source: Aerial photography Winnebago County, 2010. Transit data Outagamie County, 2013. ECWRPC and audit team members provided the bike and walk audit results.

Audit Conducted - 09.24.2013
4:30 p.m. - 5:30 p.m.

Scale in Feet
0 200 400

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Map Prepared October, 2013 by: East Central Wisconsin Regional Planning Commission

Audit Observations

- Pedestrian
- Bicycle
- Bicycle & Pedestrian
- Transit
- Traffic/Built Environment
- Existing Sidewalk
- Valley Transit Routes
- Municipal Boundary
- Valley Transit Route Stop
- 2010 Traffic Counts

Bikes & Pedestrians Observed During Audit

Bikes	Pedestrians
14	17



Audit #1

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

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

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

TOP CONCERNS

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

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

CTH II From STH 76 to Clayton Ave Bike/Walk Audit Results Map

Source: Aerial photography and base data Winnebago County, 2010. Transit data Outagamie County, 2013. ECWRPC and audit team members provided the bike and walk audit results.

Audit Conducted - 09.10.2013
7:30 a.m. - 8:30 a.m.

Scale in Feet
0 500 1,000

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Map Prepared November, 2013 by: East Central Wisconsin Regional Planning Commission
ECWRPC

Audit Observations

- Pedestrian
- Bicycle
- Bicycle & Pedestrian
- Transit
- Traffic/Built Environment
- Shared-Use Path
- Valley Transit Routes
- Valley Transit Route Stop
- 2010 Traffic Counts

A Number of Major Businesses Serve as Potential Bike/Ped Trip Generators

- * Willie Beamons
- * Sutton Transport
- * Warehouse Specialists
- * Kimblery Clark
- * Headliners
- * Citgo Gas Station
- * New Holland

High Traffic Volume and Speeds on STH 76 & CTH II

Shared-Use Path Terminates

Bike/Ped Accomodation Needed Along CTH II from STH 76 to Shared-Use Path at Clayton Ave Due to Proximity to Major Businesses, Residential Development, School, and Adjacent Existing Shared-Use Path



Audit #2

CTH II From STH 76 to Clayton Ave

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

TOP CONCERNS

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

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

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



Audit #3

CTH II & CTH CB

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

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

TOP CONCERNS

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

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

Winchester Rd (CTH II) & USH 41 Bike/Walk Audit Results Map

Source: Aerial photography and base data Winnebago County, 2010. Transit data Outagamie County, 2013. ECWRPC and audit team members provided the bike and walk audit results.

Audit Conducted - 09.10.2013
7:30 a.m. - 8:30 a.m.

Scale in Feet
0 200 400

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Map Prepared November, 2013 by: ECWRPC

Audit Observations

- Pedestrian
- Bicycle
- Bicycle & Pedestrian
- Transit
- Traffic/Built Environment
- Shared-Use Path
- Valley Transit Routes
- Valley Transit Route Stop
- 2010 Traffic Counts

Bikes & Pedestrians Observed During Audit

Bikes	Pedestrians
5	21



Audit #4

Winchester Rd (CTH II) & USH 41

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

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

TOP CONCERNS

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

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

Winchester Rd From USH 41 to N Lake St Bike/Walk Audit Results Map

Source: Aerial photography and base data Winnebago County, 2010. Transit data Outagamie County, 2013. ECWRPC and audit team members provided the bike and walk audit results.

Audit Conducted - 09.10.2013
7:30 a.m. - 8:30 a.m.

Scale in Feet
0 200 400

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Map Prepared November, 2013 by: East Central Wisconsin Regional Planning Commission

Audit Observations

- Pedestrian
- Bicycle
- Bicycle & Pedestrian
- Transit
- Traffic/Built Environment
- Shared-Use Path
- Valley Transit Routes
- Valley Transit Route Stop
- 9999 2010 Traffic Counts

Bikes & Pedestrians Observed During Audit

Bikes	Pedestrians
1	0



Audit #5

Winchester Rd from USH 41 to N Lake St

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

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

TOP CONCERNS

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

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

Prospect Ave (CTH BB) & Northern Rd/Bluemound Dr Bike/Walk Audit Results Map

Source: Aerial photography and base data Outagamie and Winnebago Counties, 2010. Transit data Outagamie County, 2013. ECWRPC and audit team members provided the bike and walk audit results.

Audit Conducted - 09.11.2013
4:30 p.m. - 5:30 p.m.

Scale in Feet
0 200 400

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Map Prepared October, 2013 by:
East Central Wisconsin Regional Planning Commission
ECWRPC

Audit Observations

- Pedestrian
- Bicycle
- Bicycle & Pedestrian
- Transit
- Traffic/Built Environment
- Existing Sidewalk
- Valley Transit Routes
- Municipal Boundary
- Valley Transit Route Stop
- 2010 Traffic Counts

Bikes & Pedestrians Observed During Audit

Bikes	Pedestrians
12	0



Audit #6

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

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

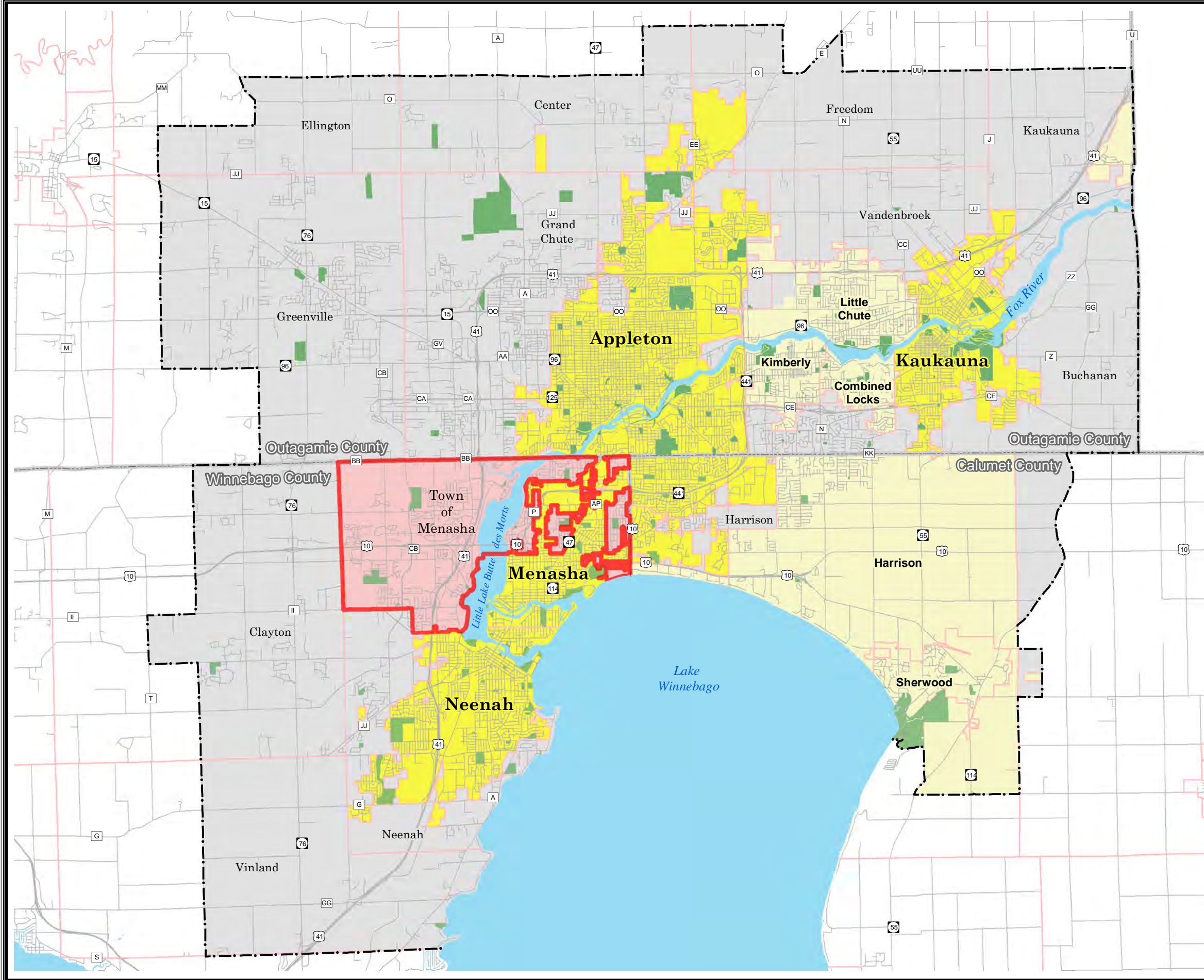
Street type:	Prospect Ave: Minor Arterial Bluemound Dr: Minor Arterial Northern Rd: Collector
Average daily traffic:	Prospect Ave: 10,300 vehicles per day Bluemound Dr: 3,000 vehicles per day Northern Rd: 3,000 vehicles per day
Intersection type:	Traffic lights at Prospect Ave & Bluemound Dr Stop Sign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

TOP CONCERNS

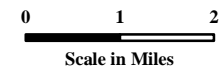
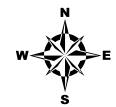
- Lack of bike/ped facilities
- High traffic volume which includes industrial truck traffic
- Heavily used by bicyclists even without any bicycle accommodations
- Inconsistent shoulder width on Prospect Ave
- No transit service

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

Map 1 Town of Menasha Appleton TMA



- Town of Menasha Boundary
- Parks
- City
- Village
- County Boundary
- Appleton Transportation Management Area (TMA)










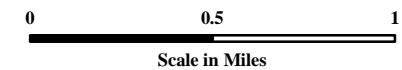
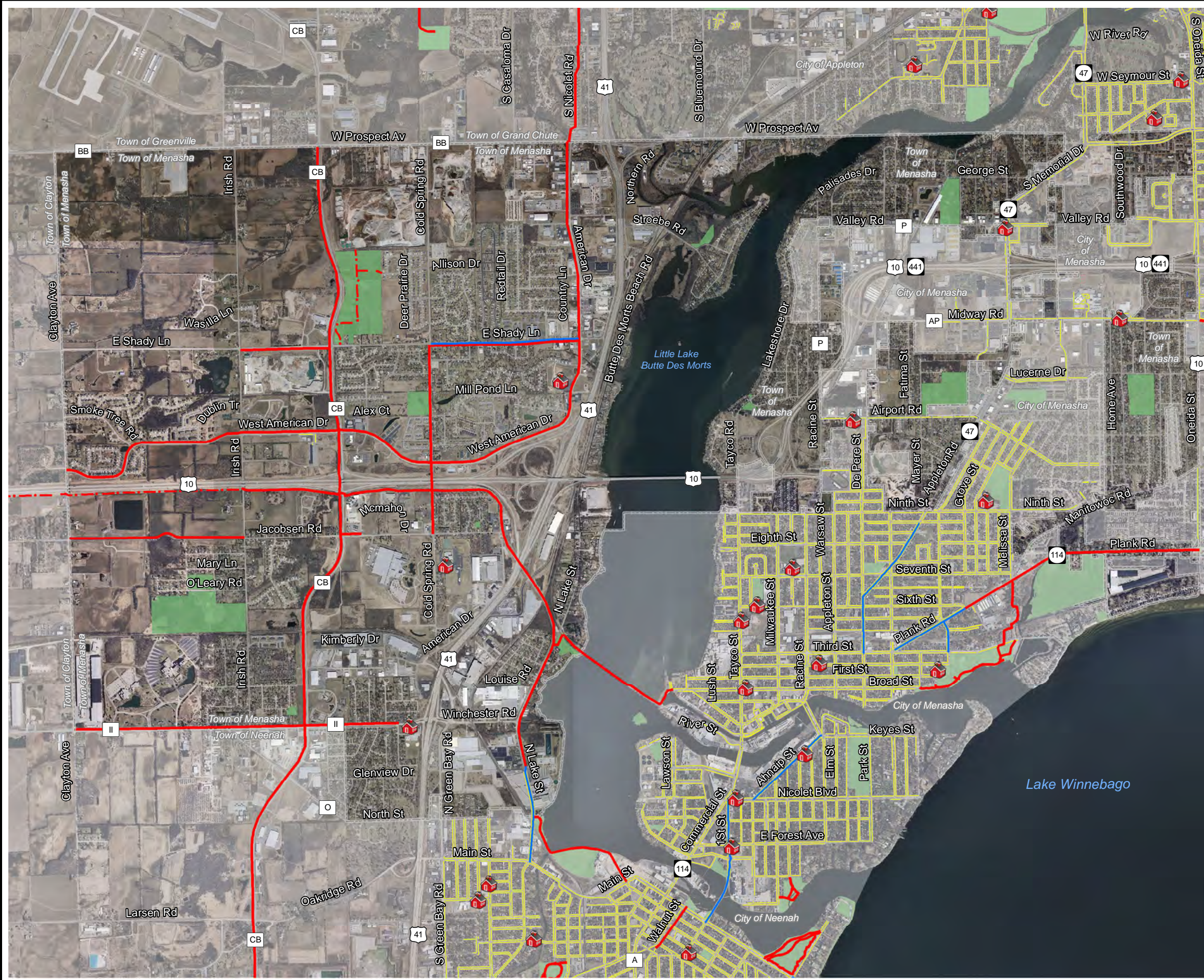
Source: Base data provided by Calumet, Outagamie, & Winnebago County. TMA data provided by ECWRPC & WisDOT.

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Regional Planning Commission
ECWRPC

Map 2 Town of Menasha Bicycle and Pedestrian Existing Facilities

-  Off Road Paved Shared-Use Path
-  Off Road Unpaved Shared-Use Path
-  Bike Lane
-  Sidewalk
-  Public/Private Schools
-  Parks
-  Town of Menasha Boundary










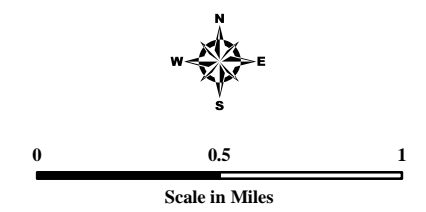
Source: Base data provided by Calumet, Outagamie, & Winnebago County. Bicycle and pedestrian facility data provided by ECWRPC and local municipalities.

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Map 3 Town of Menasha Bicycle Parking

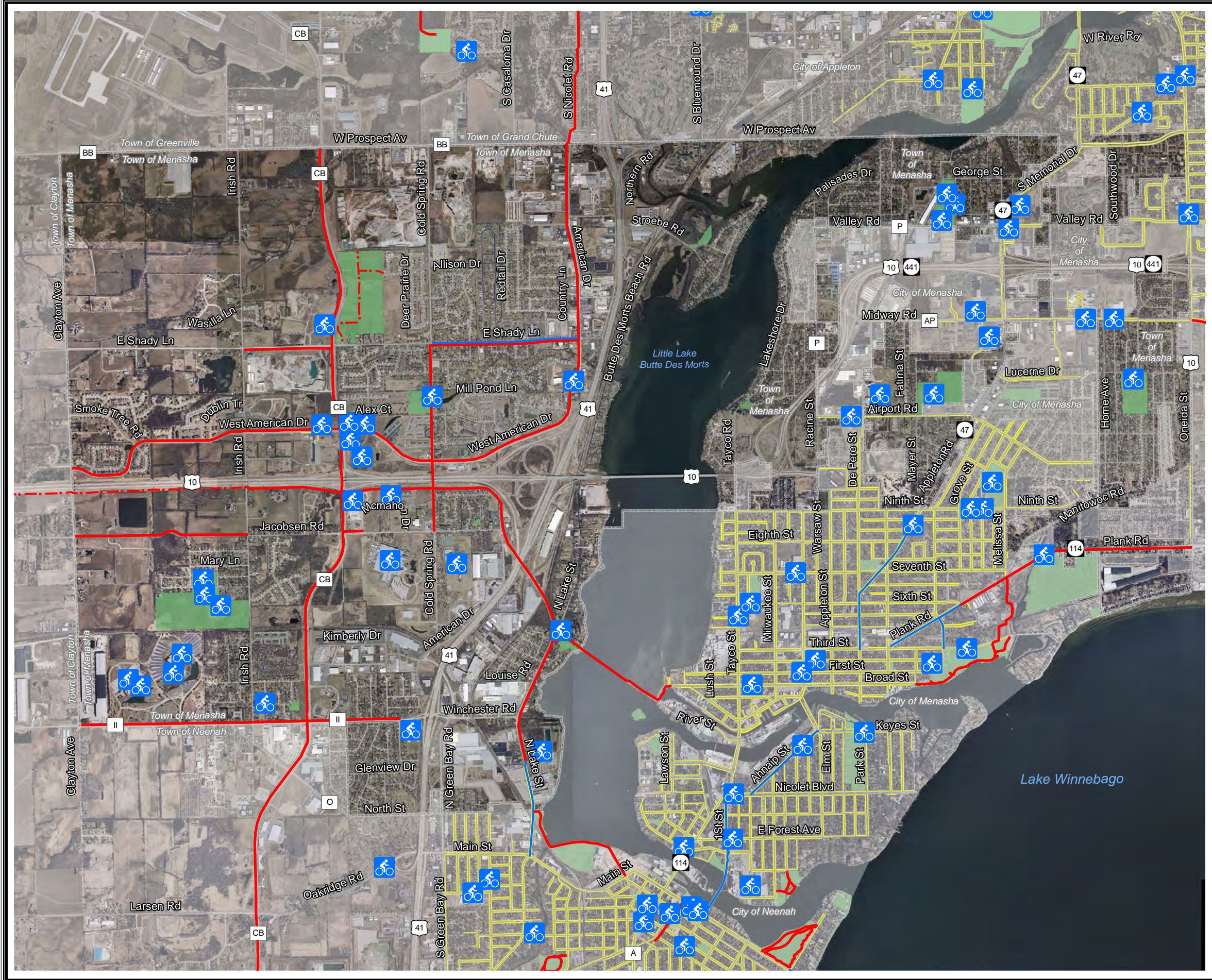
-  Bicycle Parking
-  Off Road Paved Shared-Use Path
-  Off Road Unpaved Shared-Use Path
-  Bike Lane
-  Sidewalk
-  Parks
-  Town of Menasha Boundary



Source: Base data provided by Calumet, Outagamie, & Winnebago County. Bicycle and pedestrian facility data provided by ECWRPC and local municipalities.

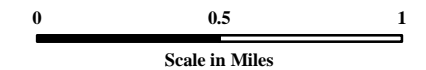
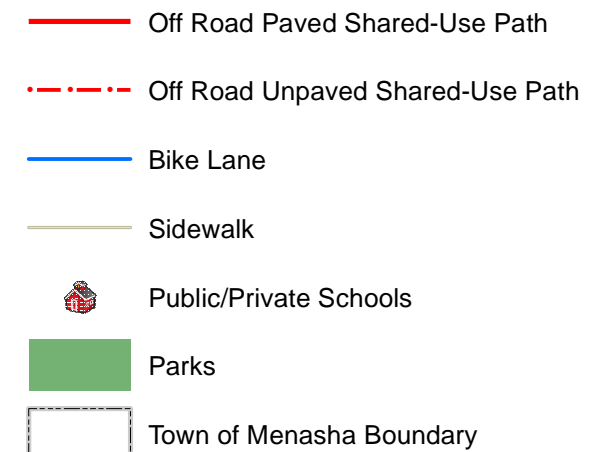
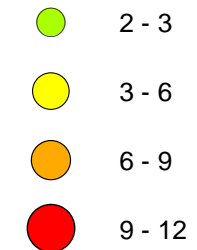
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Map 4 Town of Menasha Bicycle and Pedestrian Crash Data

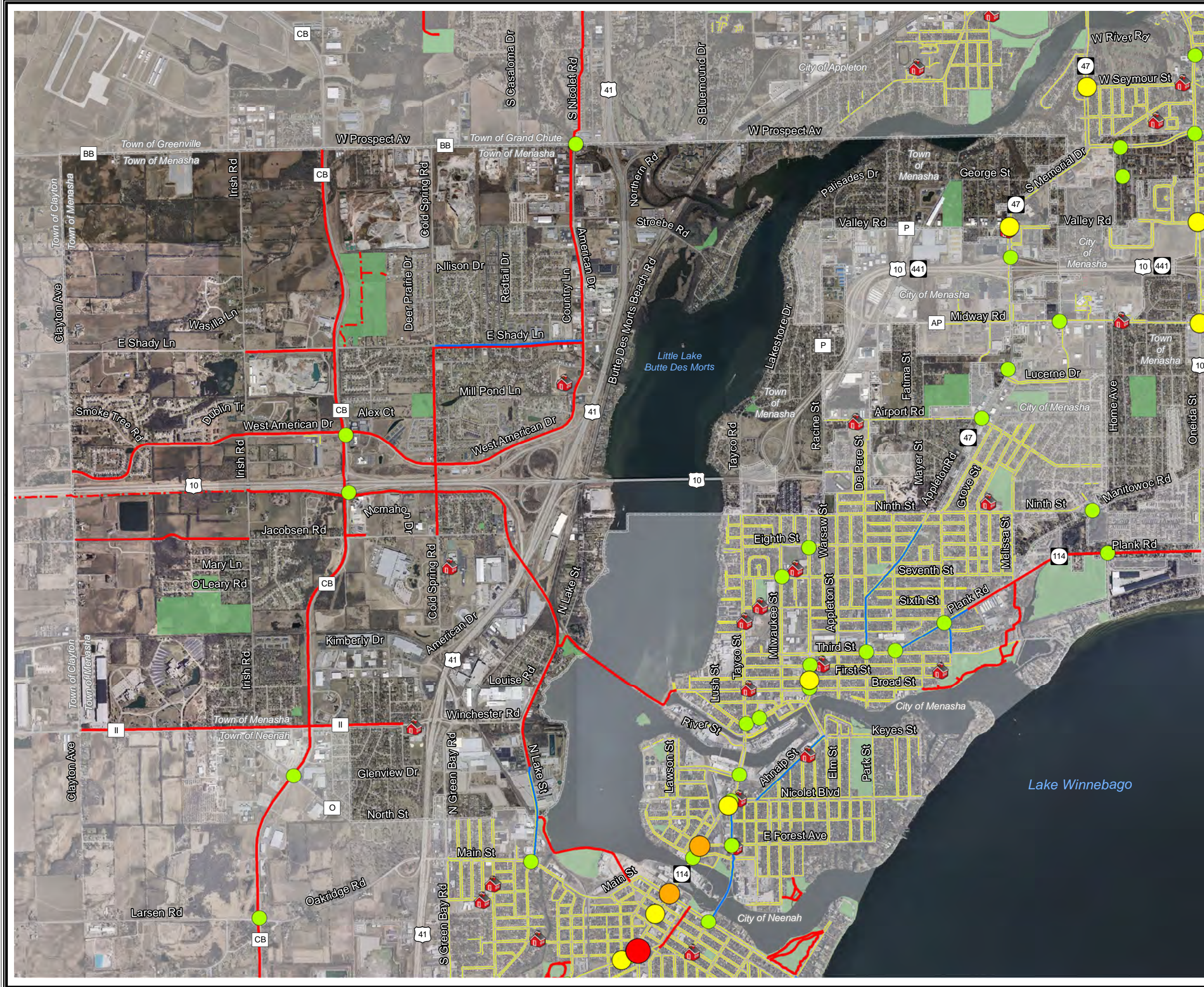
Number of Bike & Ped Crashes From 2007-2013








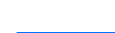



Source: Base data provided by Calumet, Outagamie, & Winnebago County. Bicycle and pedestrian facility data provided by ECWRPC and local municipalities.

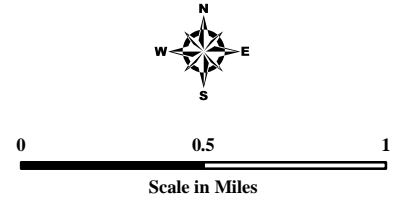
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Map 5 Town of Menasha Valley Transit Routes

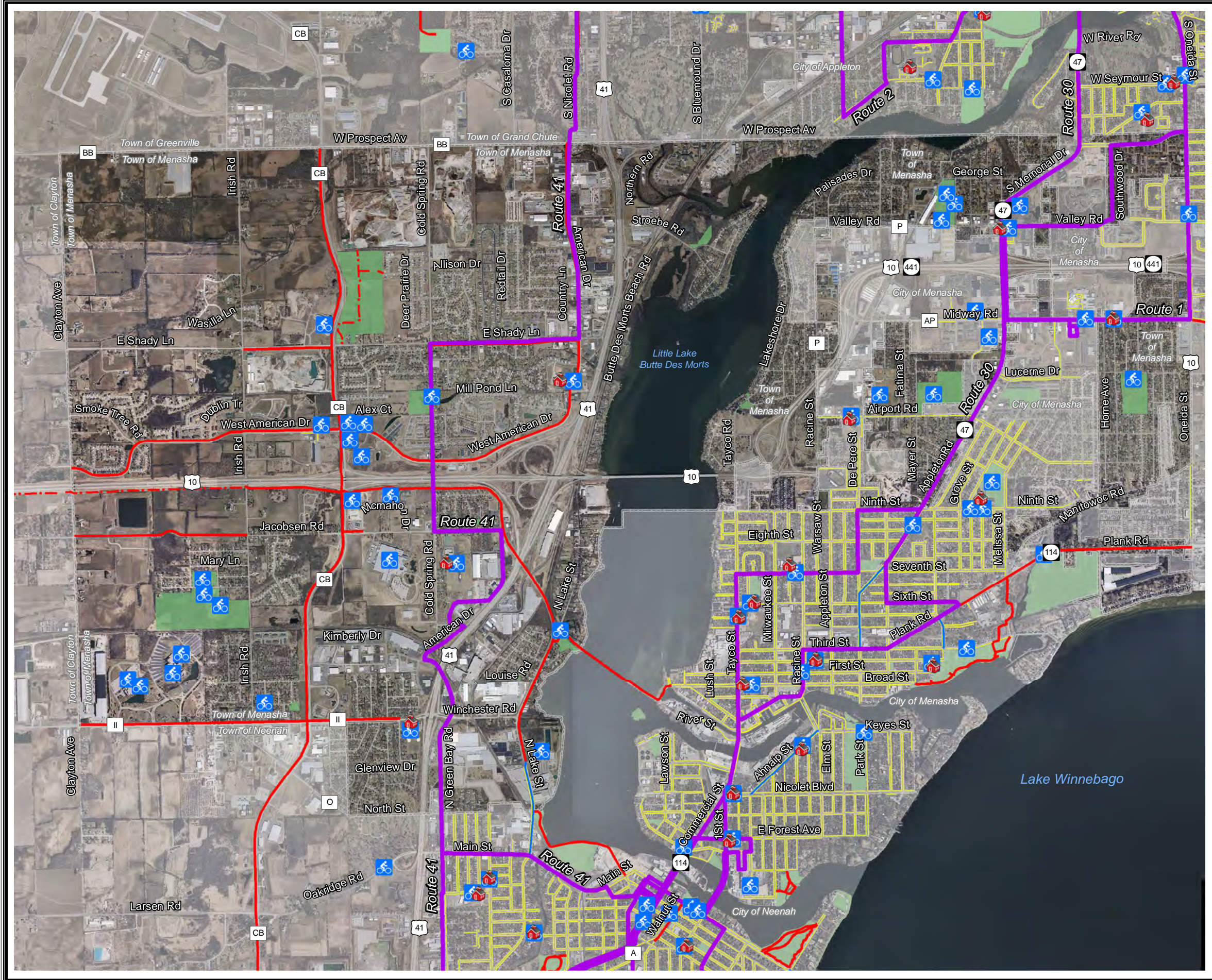
-  Valley Transit Routes
-  Public/Private Schools
-  Bicycle Parking
-  Off Road Paved Shared-Use Path
-  Off Road Unpaved Shared-Use Path
-  Bike Lane
-  Sidewalk
-  Town of Menasha Boundary
-  Parks



Source: Base data provided by Calumet, Outagamie, & Winnebago County. Bicycle and pedestrian facility data provided by ECWRPC and local municipalities.

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CHAPTER 4

BICYCLE AND PEDESTRIAN FACILITY TYPES

CHAPTER 4: BICYCLE AND PEDESTRIAN FACILITY TYPES

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

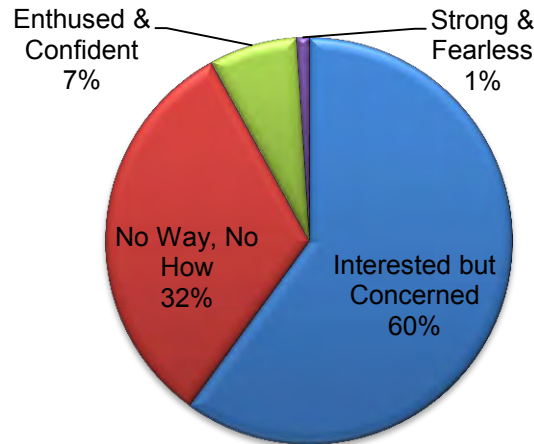
4.1 BICYCLE AND PEDESTRIAN USERS

To reach the goal of increasing the number of bicyclists and pedestrians using facilities within the Town of Menasha, it is important to understand your target audience. The City of Portland, Oregon is one of the friendliest cities for bicycling in the United States. Over the last decade, the City of Portland has taken steps to better understand its population and their attitudes toward cycling. The city did a study to help them understand who their target audience should be with regards to bicycling. They also wanted to know why people are not bicycling if they are not.

As shown below and in Figure 7, the study found four general categories of transportation cyclists:

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

**Figure 7: Four Types of Transportation Cyclists in Portland
by Proportion of Population**



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

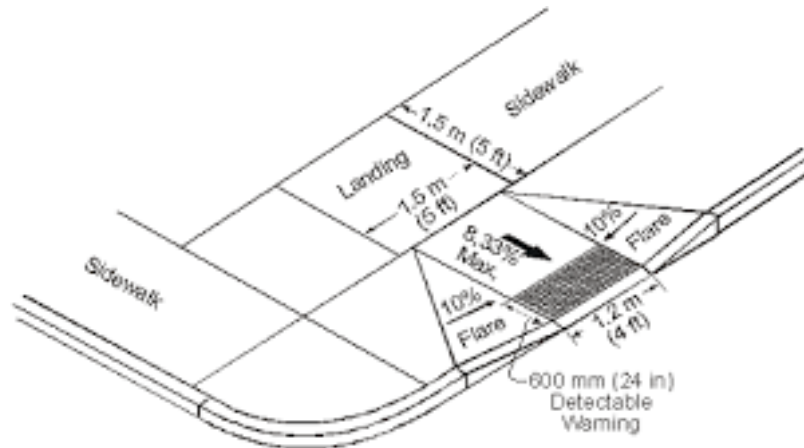
Seniors and children are considered the most “vulnerable users” as it relates to bicycle and pedestrian facilities. As bicycle and pedestrian facilities were discussed throughout this planning process, these users were kept in mind when developing the regional bicycle and pedestrian network. The thought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

Complete Streets are roadways that are designed and operated to enable safe, convenient, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy for users to cross the street, walk to retail locations, and bicycle to work. Complete Streets improve the efficiency and capacity of existing roads, by moving more people in the same amount of space. Wisconsin’s Pedestrian and Bicycle Accommodations law addressing Complete Streets was codified in 2009. It was incorporated into State Statute SS 84.01(35) and later into Administrative Rule as Transportation 75 (also known as Trans 75). More information on Trans 75 can be found at the Wisconsin Department of Transportation website:
<http://www.dot.wisconsin.gov/projects/state/complete-streets.htm>.

4.2 PEDESTRIAN FACILITIES

Pedestrian facilities (i.e. sidewalks and multi-use trails) are an integral part of providing the necessary infrastructure for individuals to remain active and thriving citizens. According to the Federal Highway Administration (FHWA), “When sidewalks are not available, pedestrians are forced to share the street with motorists, access to public transportation is restricted, and children might not have safe play areas.” Because federal regulations do not require agencies to build sidewalks, the decision is left to states and local agencies.”⁶¹ Although the FHWA cannot require states and municipalities to build sidewalks, it does provide basic standards for sidewalk dimensions and minimum slope requirements. The typical minimum width of a residential sidewalk is 60 inches (5 feet). Curb ramps are required at intersections or midblock crossings to connect a sidewalk to the street and must comply with American with Disabilities Act (ADA) regulations. As illustrated in Figure 8 below, the slope of a typical curb ramp should not exceed 8.33 percent.

Figure 8: Federal Highway Administration Curb Ramp Specifications



Sidewalks

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

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

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

Table 12: WisDOT Guidelines for Sidewalk Placement

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

Additional considerations:

1. A sidewalk is required on at least one side of the street for any local street within two blocks of a school site that would be on a walk route for the school.
2. Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and where there are not existing or anticipated uses that would generate pedestrian trips.
3. Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road.⁶²

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

Roadway Crossing Facilities

Pedestrian roadway crossing facilities should clearly indicate to pedestrians where and when they should cross the street. It is equally important to clearly indicate to motorists that they are entering a pedestrian area. The purpose of these facilities is to alert motorists and pedestrians of potential conflicts between various users. These facilities must be well marked and maintained to preserve this purpose. There are several tools that can be used to enhance pedestrian safety at street crossings such as crosswalk markings and signage, curb ramps and extensions, pedestrian signals and refuge islands. These tools along with other pedestrian facilities such as sidewalks and shared-use paths are outlined on Facility Sheets 1.1-1.7.

Table 13: Types of Pedestrian Facilities

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

Pedestrian Facility Design Guidance

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2004) https://bookstore.transportation.org/item_details.aspx?id=119
- The Federal Highway Administration’s (FHWA) *Manual on Uniform Traffic Control Devices* (2009) <http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation’s *Guide to Pedestrian Best Practices* (2010) <http://www.dot.wisconsin.gov/projects/state/ped-guide.htm>
- *Wisconsin Department of Transportation Facilities Development Manual, Chapter 11: Design* (2014) <http://roadwaystandards.dot.wi.gov/standards/fdm/>
- The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013) <http://nacto.org/usdg/>

4.3 BICYCLE FACILITIES

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

Table 14: Types of Bicycle Facilities

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

Below is a brief summary and picture of some of the bicycle facilities most likely to be implemented in the Town of Menasha.

Shared-Use Path

A shared-use path is an off-road facility that is strictly designed for bicyclists and pedestrians. These facilities are separate from the road network, but are integrated into the overall transit system to connect neighborhoods to schools, places of employment, and retail districts.⁶³ Typically, widths of these facilities range from 10 – 14 feet. Successful shared use paths often have the following design characteristics:



Typical Shared Use Path

- separation from traffic;
- minimal at-grade street crossings;
- frequent access to bicycle facilities on roadways;
- shorter travel distances than roadways, including connections between cul-de-sacs and cut-through routes;
- connections to multiple destinations;
- proximity to residential or business areas, thereby increasing visibility and safety;
- at-grade street crossings that provide bicycle and pedestrian facilities, as well as signage warning motorists of bicycle and pedestrian crossing;
- termination points that provide safe access from roadways, preferably at streets that are equipped with bicycle facilities; and
- meets all ADA design standards.

Bike Lane

By definition, a bike lane is “a portion of the roadway which has been designated by striping, signing and pavement marking for the preferential or exclusive use by bicyclists.”⁶⁴ Bicycle lanes are the appropriate and preferred bicycle facility for thoroughfares in both urban and suburban areas. Where desired, or where there is a high potential for bicycle use, bicycle lanes may be provided on rural roadways near urban areas as well.

Bicycle lanes are used to facilitate more predictable movements by bicyclists and motorists. Bicycle lanes enable bicyclists to ride at their preferred speed, even when adjacent traffic speeds up or slows down. Bicycle lanes also encourage bicyclists to ride on roadways in a

position where they are more likely to be seen by motorists entering or exiting the roadway than they would be riding on sidewalks or shared-use paths. Properly designed bicycle lanes encourage bicyclists to operate in a manner consistent with the legal and safe operation of all vehicles. As such, unlike paved shoulders, bicycle lanes are travel lanes and should not be used for parking.

Bicycles may be operated on all roadways except where prohibited by statute or regulation. Shared roadways exist everywhere: on local neighborhood streets, on city streets, and on urban, suburban, and rural highways. Shared roadways are open for travel by both bicycles and motor vehicles and can accommodate cyclists in the existing lanes or along adjacent paved shoulders.

Shared Lane Marking (Sharrow)

The shared lane marking or sharrow is useful in locations where there is insufficient width to provide bicycle lanes. A sharrow is designed to work as a bike lane, without the paint or markings of a bike lane or where 5 foot bike lanes do not fit. A sharrow notifies both bicyclists and motorists to share the roadway and indicates to all transportation users that bicyclists are welcome on a road.

The marking also alerts road users to the lateral position bicyclists are likely to occupy within the traveled way, therefore encouraging safer passing practices (including changing lanes, if necessary).



Typical Bike Lane



Typical Sharrow

Signed Shared Roadway (Bike Route)

A signed shared roadway (or bike route) is simply a street/road that has been identified as a preferred bicycle route.⁶⁵ Bicycles and motorists share the road, but there is no designated space for bicycles. Bike routes are often found in residential areas because they have low traffic volumes.

Bicycle Facility Design Guidance

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, 4th Edition (2012) https://bookstore.transportation.org/item_details.aspx?id=1943



Typical Bike Route

- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2009) <http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Wisconsin's Bicycle Facility Design Handbook* (2004) <http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>
- *Wisconsin Department of Transportation Facilities Development Manual, Chapter 11: Design* (2014) <http://roadwaystandards.dot.wi.gov/standards/fdm/>
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2012) <http://nacto.org/cities-for-cycling/design-guide/>

⁶⁰ Four Types of Transportation Cyclists in Portland. <http://www.portlandoregon.gov/transportation/article/158497>

⁶¹ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalks/chap4a.cfm (August 2013)

⁶² WisDOT Guidelines for Sidewalk Placement <http://www.dot.wisconsin.gov/projects/state/docs/ped2020-plan.pdf>

⁶³ <http://www.bicyclinginfo.org/engineering/paths-principles.cfm> (August 2013)

⁶⁴ <http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm> (August 2014)

⁶⁵ <http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm> (August 2013)

Facility Sheet 1.1 - Crosswalk Marking and Signage

Cost Rating: Low
Effectiveness Rating: Moderate

Description:

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



Photo Courtesy of www.pedbikeimages.org

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



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



Photo Courtesy of www.pedbikeimages.org



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



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

Facility Sheet 1.2 - Curb Ramps

Cost Rating: Low
Effectiveness Rating: Moderate/High

Description:

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

Photo Courtesy of www.charmeck.org

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



Photo Courtesy of www.seattle.gov



Photo Courtesy of www.pedbikeimages.org



Photo Courtesy of www.la.sfdpw.org



Photo Courtesy of www.agsinc.com

Facility Sheet 1.3 - Curb Extensions

Cost Rating: Moderate/High
Effectiveness Rating: High

Description:

An extension of the curb line into the street.

Photo Courtesy of www.pedbikeimages.org

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



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



Photo Courtesy of www.pedbikeimages.org



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



Photo Courtesy of www.pedbikeimages.org

Facility Sheet 1.4 - Pedestrian Signals

Cost Rating: Moderate/High
Effectiveness Rating: High

Description:

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



Photo Courtesy of the City of Neenah

<p>Benefits</p>	<ul style="list-style-type: none"> • Informs pedestrians when they should begin crossing. • Countdown timers inform pedestrians how much time they have to cross. • Certain types of pedestrian signals also alert motorists that pedestrians are crossing which increases the percentage of vehicles that yield to pedestrians.
<p>Considerations</p>	<ul style="list-style-type: none"> • If the pedestrian signal is user activated the “push button” should be easily accessible. • It is important to allow sufficient crossing time for vulnerable users. • Special considerations should be included for visually and hearing impaired pedestrians.
<p>Application</p>	<ul style="list-style-type: none"> • Countdown timers are now the preferred pedestrian signal at signalized intersections. • Rapid Flash Beacons or Pedestrian Hybrid Signals can be very effective at high volume pedestrian crossings but installation of these treatments should be thoroughly evaluated to maximize their effectiveness.



Photo Courtesy of www.mtc.ca.gov



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



Photo Courtesy of www.pedbikeimages.org
4-12



Murdock Ave/STH 45, Oshkosh
East Central Wisconsin Regional Planning Commission

Facility Sheet 1.5 - Pedestrian Refuge Islands

Cost Rating: Moderate/High
Effectiveness Rating: High

Description:

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

Photo Courtesy of the City of Neenah

Benefits	<ul style="list-style-type: none"> • Allows pedestrians a place to stop before continuing to cross the remaining distance which allows pedestrians to focus on one direction of traffic flow at a time. • Improves the visibility of pedestrians to motorists, particularly at uncontrolled crossings. • Helps calm traffic speeds. • Reduces the rate of both pedestrian and vehicle crashes.
Considerations	<ul style="list-style-type: none"> • Refuge island should provide sufficient space for pedestrians to stop and be protected from traffic and must be ADA compliant. • Refuge islands that are only painted and have no physical barriers from vehicle traffic provide little to no benefit to pedestrians.
Application	<ul style="list-style-type: none"> • Commonly implemented on multi-lane roadways with higher traffic speeds and other high volume pedestrian crossings. • Used for pedestrian crossings at single and multi-lane roundabouts .



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



Jackson St/STH 45, Oshkosh



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

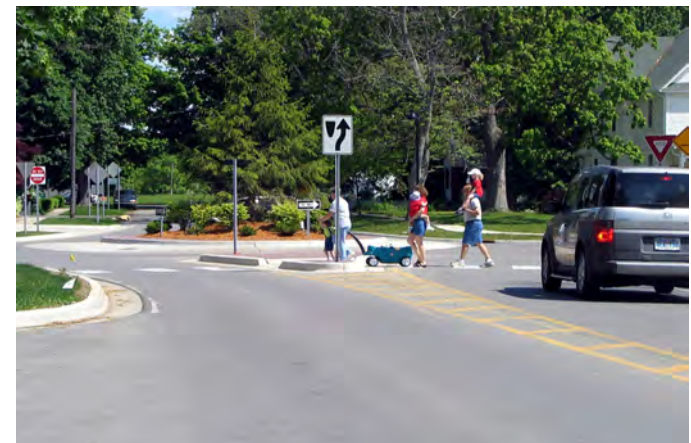


Photo Courtesy of www.pedbikeimages.org

Facility Sheet 1.6 — Sidewalks

Cost Rating: Moderate/High
Effectiveness Rating: High

Description:

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

Benefits

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

Considerations

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

Application

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



Richmond St/STH 47, Appleton



Jackson St/STH 45, Oshkosh



3rd St/STH 114, Menasha
4-14



Northland Ave/CTH 00, Appleton
East Central Wisconsin Regional Planning Commission

Facility Sheet 1.7 — Shared-Use Path

Cost Rating: High
Effectiveness Rating : High

Description:

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

Benefits

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

Considerations

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

Application

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



CE Trail, Kimberly



CB Trail, Town of Menasha



Shared-Use Path Along CTH Y, Oshkosh



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

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

Cost Rating: Low
Effectiveness Rating: Moderate

Description:

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



Photo Courtesy of www.pedbikeimages.org

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



Photo Courtesy of www.pedbikeimages.org



Photo Courtesy of www.pedbikeimages.org



Photo Courtesy of www.pedbikeimages.org



Photo Courtesy of www.pedbikeimages.org

Facility Sheet 1.9 - Bicycle Boulevard

Cost Rating: Low/Moderate
Effectiveness Rating: High

Description:

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



Photo Courtesy of www.minneapolismn.gov

Benefits	<ul style="list-style-type: none"> • Create a very comfortable riding environment for bicyclists. • Can provide connections to other facilities . • Can be relatively low costs for a high benefit. • Provide alternatives to streets with high volume/speed motor vehicle traffic.
Considerations	<ul style="list-style-type: none"> • Careful consideration and analysis should go into selecting streets and developing bicycle boulevards. • Creating connectivity and giving bicycles priority over motor vehicle traffic are key. • Signage, pavements markings and other traffic calming treatments are all potential components of design included in bicycle boulevards.
Application	<ul style="list-style-type: none"> • Bicycle boulevards are ideal on streets with low vehicle traffic volumes and speeds that provide connectivity to the bicycle network.



Photo Courtesy of www.berkleyside.com



Photo Courtesy of www.bostonbiker.org



Photo Courtesy of www.la.streetsblog.org



Photo Courtesy of www.oregonlive.com

Facility Sheet 2.0 - Road Diet (Lane Reconfiguration)

Cost Rating: Low/Moderate
Effectiveness Rating: High

Description:

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

Photo Courtesy of www.bikewalktwincities.org

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



Photo Courtesy of www.bikewalktwincities.org



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

Facility Sheet 2.1 — Bicycle Lane

Cost Rating: Low/Moderate
Effectiveness Rating: High

Description:

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

Benefits

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

Considerations

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

Application

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



Ahnaip St, Menasha



Photo Courtesy of www.nextcity.org



Newberry St, Appleton
East Central Wisconsin Regional Planning Commission



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

Facility Sheet 2.2 - Bicycle Box

Cost Rating: Low/Moderate
Effectiveness Rating: Moderate

Description:

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

Photo Courtesy of www.sfstreetsblog.org

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



Photo Courtesy of www.bfw.org



Photo Courtesy of www.humantransport.org



Photo Courtesy of www.bikingintheupstate.blogspot.com
4-20



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

Facility Sheet 2.3 — Protected Bicycle Lane (Cycle Track)

Cost Rating: Moderate
Effectiveness Rating: High

Description:

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

Photo Courtesy of www.huffingtonpost.com

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



Photo Courtesy of www.peopleforbikes.org



Photo Courtesy of www.peopleforbikes.org



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



Photo Courtesy of www.urbanmilwaukee.com

Facility Sheet 2.4 - Bicycle Parking

Cost Rating: Low
Effectiveness Rating: Moderate/High

Description:

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

Photo Courtesy of www.porterathletic.com

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



Photo Courtesy of www.bikeportland.org



Photo Courtesy of www.bikeportland.org



Photo Courtesy of www.la.streetsblog.org



Photo Courtesy of www.bicyclefixation.com

Facility Sheet 2.5 - Bicycle Wayfinding

Cost Rating: Low
Effectiveness Rating: Moderate

Description:

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

Benefits

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

Considerations

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

Application

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

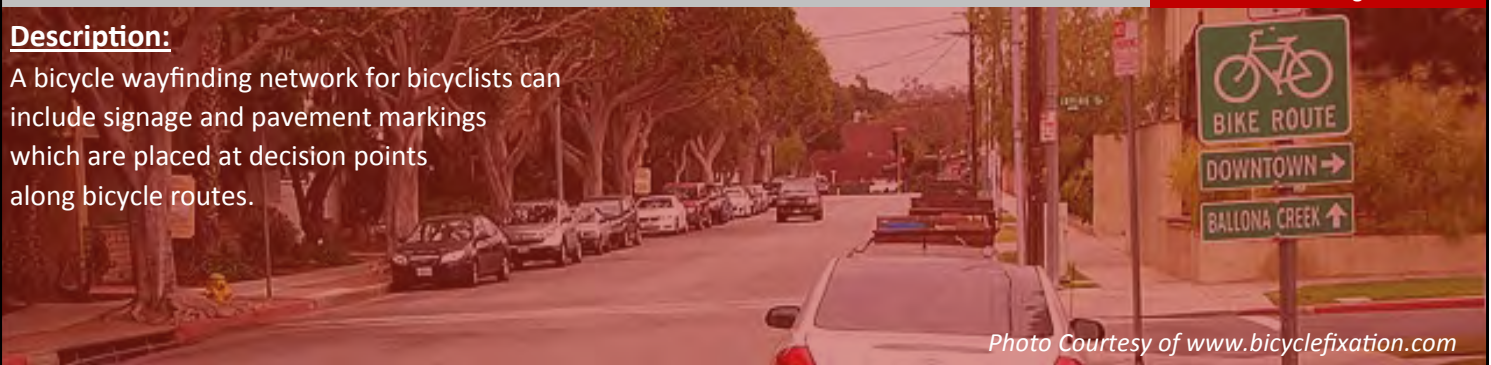


Photo Courtesy of www.bicyclefixation.com



Photo Courtesy of www.bicyclefixation.com



Photo Courtesy of www.ladotbikeblog.wordpress.com



Photo Courtesy of www.apbp.org

East Central Wisconsin Regional Planning Commission



Photo Courtesy of www.bikearlington.com

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CHAPTER 5

RECOMMENDATIONS

CHAPTER 5: RECOMMENDATIONS

This bicycle and pedestrian plan is intended to serve as a comprehensive planning tool for the Town of Menasha to develop a connective network of bicycle facilities, a safe and comfortable walking environment, and an increased standard of living.

5.1 BICYCLE AND PEDESTRIAN NETWORK

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

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

The purpose of this plan is to ensure that bicycle and pedestrian facilities provide the average user with an opportunity to bike and walk to various destinations (i.e. to and from work, retail areas including grocery stores, and to and from school). These facilities will also create more opportunities for recreational activities throughout the Town of Menasha. Recreational cycling, walking, jogging, and other forms of manually propelled exercise are an integral part of creating and maintaining a culture that supports alternative forms of transportation. Integrating facilities that encourage recreational bicycling, tourist activities and social trips are a key component of supporting a larger transportation network for cyclists and pedestrians.

As mentioned in Chapter 4: Bicycle and Pedestrian Facility Types, bicycles are vehicles and accommodations should be provided for bicycles within the roadway when possible. These accommodations could include the addition of bike lanes, which were recently included in the reconstruction project on E. Shady Lane. Other options for on-street bicycle accommodation include sharrows or marked bicycle routes. Shared-use paths may be developed where there is not an existing roadway (i.e. the Trestle Trail) or may run along a major roadway to be used as a transportation facility (i.e. State Friendship Trail along USH 10 or the CB Trail). Consideration should also be given to bicycle movements from urban areas, to suburban areas, to rural areas and to what types of facilities would make these movements and transitions easier.

Creating a safe space for people to walk, which is separated from vehicle traffic is another key component to developing an efficient bicycle and pedestrian network. In many portions of the Town of Menasha, this space takes the form of off road share-use paths, which provide an excellent opportunity for active transportation and recreation. Some areas on the east side of

town have incorporated sidewalks into their roadway where there is more commercial development.

As described in Chapter 4, it is important to consider several factors when determining which facility is best suited for a particular area. These factors include land use, traffic speed and volume, nearby destinations and the number of driveway access points. For more information on bicycle and pedestrian facility types and appropriate applications please see Facility Sheets 1.1-2.5.

The Town of Menasha Bicycle and Pedestrian Network can be found on Map 2 and on Maps 6 through 8 . Definitions of the facility types are as follows.

- **Existing Facilities:** Existing facilities include sidewalks, shared use paths, bike lanes, and sharrows.
- **Recommended Facilities:** Recommended facilities are facilities that were identified as needed connections throughout the planning process and/or identified in the Town of Menasha Comprehensive Plan.
- **Regional Network:** The Regional Network was developed during the planning process for the *Appleton (Fox Cities) Transportation Management Area (TMA)* and *Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan*. The network includes both existing and future recommended facilities throughout the Fox Cities and Oshkosh. The Task Force felt it was important to include the Regional Network to highlight both the existing and recommended facilities within the Town of Menasha that are a part of this larger network and that connect to other communities.

Table 15 indicates which segments are being recommended for bicycle and pedestrian accommodations. A number of the segments recommended are not completely within the Town of Menasha or may not be under the jurisdiction of the Town at all. Collaboration between adjacent municipalities and/or the county and state will be necessary to proceed with implementation of bicycle and pedestrian facilities for these segments. For example, there is currently a signed agreement between the Town and the cities of Menasha, Neenah and Appleton supporting the inclusion of bike and pedestrian facilities along State Hwy 47 (Appleton Road) when the road is reconstructed.

It should also be noted that the list in Table 15 is not exhaustive. As the Town develops, every effort should be made to incorporate bike and pedestrian facilities into all new development or redevelopment projects.

Table 15: Town of Menasha Recommended Bicycle and Pedestrian Facilities

<u>Recommended Facilities Segment Name</u>	<u>Municipality</u>	<u>From</u>	<u>To</u>	<u>Mileage</u>
CTH BB/ W. Prospect Avenue	Town of Menasha Town of Greenville	Clayton Avenue	East of S. Carriage Lane - W. Prospect Avenue Leaves the Town of Menasha Boundary and Turns Northeast Into Appleton	4.03
	Town of Grand Chute			
	City of Appleton			
	Outagamie County			
	Winnebago County			
Clayton Avenue	Town of Menasha	CTH BB	CTH II	3.05
	Town of Clayton			
Irish Road	Town of Menasha	CTH BB	CTH II	3.05
Cold Spring Road	Town of Menasha	CTH BB	East Shady Lane	1.06
Northern Road	Town of Menasha	CTH BB	Stroebe Road to W. Prospect Avenue	0.53
Stroebe Road	Town of Menasha	Northern Road	Butte Des Morts Beach Road	0.24
New Trail Connection to Prospect Avenue	Town of Menasha	Stroebe Road	Prospect Avenue	0.54
Butte Des Morts Beach Road	Town of Menasha	USH 10	Stroebe Road	1.37
N. Lake Street	Town of Menasha	Entrance to Trestle Trail	USH 10	0.86
Palisades Drive	Town of Menasha	North End of Palisades Drive	Lakeshore Drive	1.35
S. Memorial Drive/STH 47/Appleton Rd.	Town of Menasha	W. Calumet Street	Ninth Street	2.25
	City of Appleton			
	City of Menasha			
	Wisconsin DOT			
W. Calumet Street	Town of Menasha	S. Memorial Drive/STH 47	S. Oneida Street	0.59
	City of Appleton			
S. Oneida Street/USH 10	Town of Menasha	W. Calumet Street	Plank Road/STH 114	2.21
	City of Appleton			
	City of Menasha			
	Wisconsin DOT			
E. Shady Lane	Town of Menasha	Clayton Avenue	Irish Road	0.94
E. Shady Lane	Town of Menasha	CTH CB	Cold Spring Road	0.52
Lakeshore Drive	Town of Menasha	Palisades Drive	Tayco Street	1.15
	City of Menasha			
Olde Midway Road	Town of Menasha	Racine Street/CTH P	Lakeshore Drive	0.18
	City of Menasha			

Valley Road/Racine Street/CTH P	Town of Menasha City of Menasha	Ninth Street	S. Oneida Street	3.48
Midway Road/CTH AP	Town of Menasha City of Menasha Winnebago County	Racine Street/CTHP	S. Oneida Street/USH 10	1.58
Earl Street	Town of Menasha City of Menasha	Midway Road/CTH AP	Airport Road	0.51
New CB Trail Connection	Town of Menasha	Elk Trail Court	CB Trail	0.06
Airport Road	Town of Menasha City of Menasha	Racine Street/CTH P	S. Memorial Drive/STH 47	0.83
Jacobsen Road	Town of Menasha	Irish Road	Wiouwash Trail	1.41
Cold Spring Road	Town of Menasha	Jacobsen Road	Winchester Road	1.09
Winchester Road/CTH II	Town of Menasha	Spring Road Elementary School	N. Lake Street	0.64
	Winnebago County			
	Wisconsin DOT			
North Street	Town of Menasha	Town of Menasha Boundary	USH 41	0.39
	Town of Neenah			
	City of Neenah			
Tayco Street	Town of Menasha	Lakeshore Drive	Ninth Street	0.51
	City of Menasha			
Ninth Street	Town of Menasha	Tayco Street	Racine Street	0.36
	City of Menasha			
Ninth Street	Town of Menasha	De Pere Street	Meadowview Drive	1.20
	City of Menasha			
Manitowoc Road	Town of Menasha	Melissa Street	Oneida Street/USH 10	1.17
	City of Menasha			
Brighton Beach Road	Town of Menasha	Municipal Park	Plank Road/STH 114	0.31
East Side of CTH CB	Town of Menasha	Jacobsen Road	West American Drive	0.55
Total Miles				37.65

5.2 NON-INFRASTRUCTURE RECOMMENDATIONS

The “5 Es”

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

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

The non-infrastructure recommendations compliment the infrastructure recommendations and are essential to developing a bikable and walkable community. Specific non-infrastructure recommendations can be found on Tables 16-20.

Table 16: Education Recommendations

Education Recommendations					
<i>Goal - Increase public and political awareness of the need for and benefits of bicycle and pedestrian facilities and a well interconnected multimodal transportation network.</i>					
Recommendations	Performance Measure/ Metric	Baseline Metric	Timeline	Partners	
Establish an informational website showing routes and locations of bicycle and pedestrian facilities.	Develop website/web page	N/A	1-3 years	ECWRPC, Fox Cities Greenways	
Develop summer bicycling classes through the Town of Menasha Park and Recreation Department.	Number of class participants	N/A	1-3 years	ECWRPC, Fox Cities Greenways, Fox Cities Cycling Association	
Establish Youth Engagement Programs that may include youth led education.	Number of program participants	N/A	1-3 years	ECWRPC, Neenah Joint School District, Winnebago County Health Department	
Educate drivers (including young drivers) about interacting/sharing the road with bicyclists and pedestrians.	Number of outreach events/programs	Town's Summer Safety Night Event Park & Rec. Department Publications	1-3 years	ECWRPC, Fox Cities Greenways, Fox Cities Cycling Association, Winnebago County Health Department	
Promote and encourage land use decisions that provide an appropriate mixture of land use that are supportive of increased walking and bicycling.	Number of policies in place	N/A	1-5 years	Bicycle & Pedestrian Implementation Committee, ECWRPC, Fox Cities Greenways	
Well City - work with employers on increasing opportunities for their employees and their families to walk or bike.	Number of employers participating and number of employees affected	N/A	1-5 years	Local Employers, Winnebago County Health Department	
Calculate economic benefits of local projects that include bicycle and pedestrian facilities.	Number of projects evaluated	N/A	1-5 years	Bicycle & Pedestrian Implementation Committee, ECWRPC, Fox Cities Greenways	

Table 17: Enforcement Recommendations

Enforcement Recommendations <i>Goal – Improve safety, reduce conflicts and build mutual awareness and respect between motorists, bicyclists and pedestrians by improving enforcement of all multimodal transportation laws.</i>					
Recommendations	Performance Measure/Metric	Baseline Data	Timeline	Partners	
Partner with law enforcement in bicycle and pedestrian education efforts.	Number of local law enforcement officers conducting bicycle and pedestrian training	Unknown	1-5 years	Town of Menasha Police Department, ECWRPC, Fox Cities Greenways	
Provide the “Enforcement for SRTS Course” to law enforcement officers.	Number of law enforcement officers that receive training	Unknown	1-3 years	Town of Menasha Police Department, ECWRPC	
Work with law enforcement to provide positive reinforcement to residents and youth for “Doing it Right.”	Number of law enforcement officer interactions with residents	Unknown	1-3 years	Town of Menasha Police Department, ECWRPC, Fox Cities Greenways	

Table 18: Encouragement Recommendations

Encouragement Recommendations				
Goal – Encourage more residents to walk and/or bike as a means to reduce dependence on the automobile, conserve resources and increase physical activity.				
Recommendations	Performance Measure/Metric	Baseline Data	Timeline	Partners
Continue to work with local organizations and employers to expand and promote the Fox Valley Bicycle Challenge.	Number of riders and number of miles ridden in the Town of Menasha during the Bike Challenge	2,310 riders; Nearly 1 million miles (Fox Valley 2014)	1-3 years	Fox Cities Cycling Association; Kimberly Clark; ECWRPC
Provide bicycle parking at local businesses, employment centers, recreational facilities, etc.	Amount of bicycle parking at local businesses, employment centers, recreational facilities, etc.	Number of bike parking spaces	1-3 years	Fox Cities Cycling Association; Fox Cities Greenways; Local Employers
Establish an informational website showing routes and locations of bicycle and pedestrian facilities.	Develop website/web page	N/A	1-3 years	ECWRPC, Fox Cities Greenways
Develop walking school bus programs and/or cycle trains with local schools.	Number of students and trips taken by students in the walking school bus or cycle train	0	1-3 years	Neenah Joint School District; ECWRPC
Well City - work with employers on increasing opportunities for their employees and their families to walk or bike.	Number of employers participating and number of employees affected	N/A	1-5 years	Local Employers, Winnebago County Health Department
Establish Youth Engagement Programs that may include youth led education.	Number of program participants	N/A	1-3 years	ECWRPC, Neenah Joint School District, Winnebago County Health Department
Continue to promote Bike to Work Week.	Number of local businesses participating	N/A	1-3 years	Fox Cities Cycling Association; Fox Cities Greenways; Local Employers

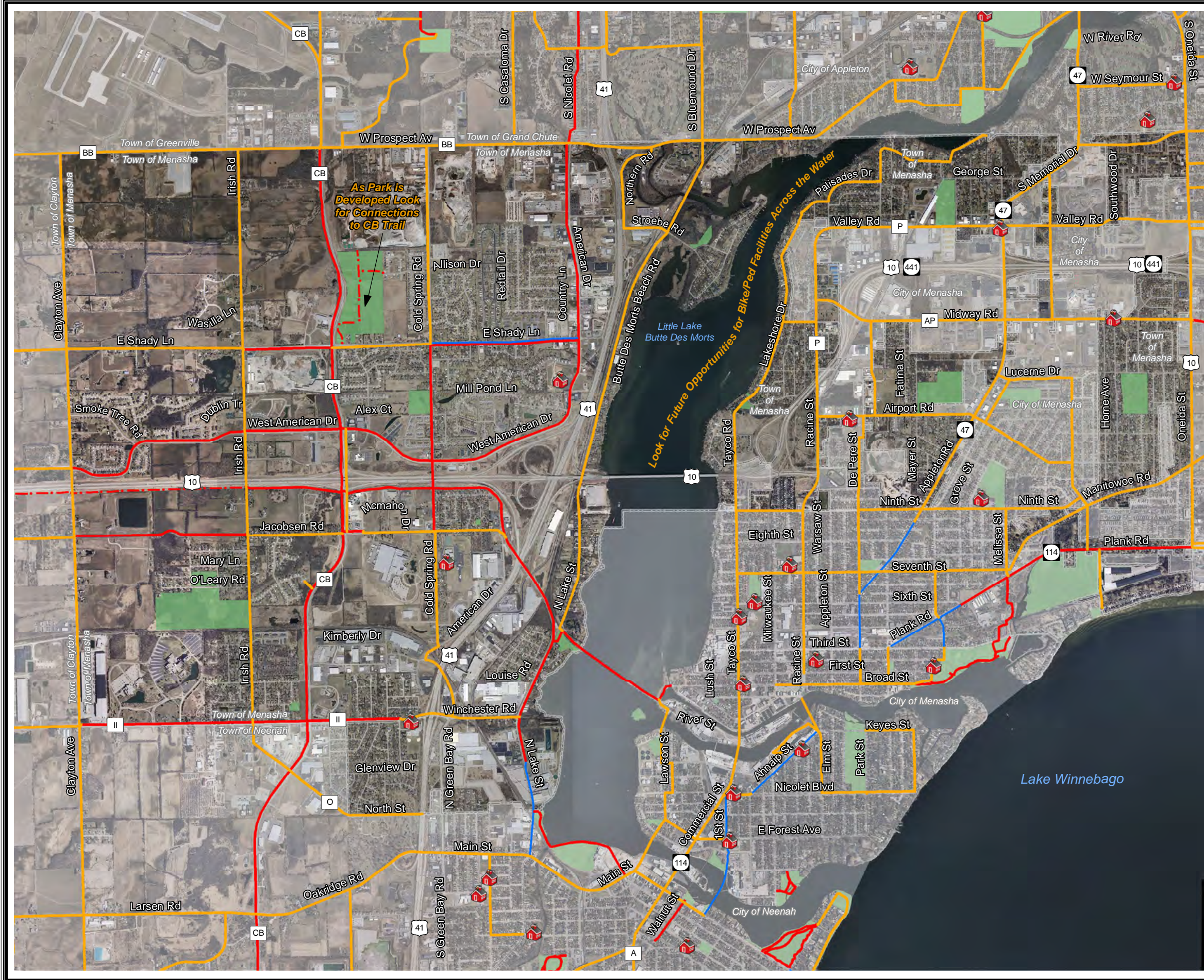
Table 19: Engineering Recommendations








Engineering Recommendations Goal – Improve the bicycle and pedestrian facility connections to destinations within the Town of Menasha and to surrounding communities.					
Recommendations	Performance Measure/Metric	Baseline Data	Timeline	Partners	
Continue to increase the number of bicycle and pedestrian facilities in the Town of Menasha.	Increase the pedestrian and bicycle facility mileage in the Town of Menasha	See Tables 9-11	Ongoing	ECWRPC; Wisconsin DOT; adjacent local municipalities; Bicycle & Pedestrian Implementation Committee	
Develop a Complete Streets policy for the Town of Menasha.	Adoption of policy	N/A	1-3 years	ECWRPC; Bicycle & Pedestrian Implementation Committee	
Develop a dedicated funding source for implementing bicycle and pedestrian facilities and programs (both at the local and the MPO level).	Amount of funding available for bicycle and pedestrian facilities; revise the STP-Urban process for the inclusion of bicycle and pedestrian projects	N/A	1-3 years	ECWRPC; Local municipalities; Bicycle & Pedestrian Implementation Committee	
Develop consistent signage of bicycle and pedestrian facilities in the Town of Menasha and throughout the Fox Cities.	Installation of signage	N/A	1-3 years	ECWRPC; Visitors and Convention Bureaus; local Chamber of Commerce	
Develop criteria for prioritizing projects that include bicycle and pedestrian facilities	Development of criteria	N/A	1-3 years	ECWRPC, Fox Cities Greenways	
Ensure that bicycle and pedestrian facilities connect to transit routes and stops.	Mileage of bicycle and pedestrian facilities to transit stops	N/A	1-5 years	Valley Transit, Fox Cities Greenways	

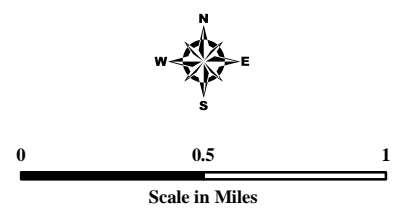
Table 20: Evaluation Recommendations

Evaluation Recommendations					
Goal – Establish criteria to evaluate the education, encouragement, enforcement and engineering components of existing and future bicycle and pedestrian planning efforts, programs and facilities.					
Recommendations	Performance Measure/Metric	Baseline Data	Timeline	Partners	
Develop a bicycle and pedestrian count process and conduct bicycle and pedestrian counts on a regular basis.	Bicycle and pedestrian count procedure and conduct bicycle and pedestrian counts on a regular basis	See Tables 5 & 6	1-3 years	ECWRPC; Bicycle & Pedestrian Implementation Committee	
Develop a benchmarking report on the state of walking and bicycling within the Town of Menasha.	Completed report	N/A	Ongoing; every 2 years	ECWRPC; Bicycle & Pedestrian Implementation Committee; Fox Cities Greenways	
Develop a Local Economic Impact Study for the Town of Menasha	Completed report	N/A	1-3 years	ECWRPC; Bicycle & Pedestrian Implementation Committee	
Update bicycle and pedestrian mileage annually.	Bicycle and pedestrian facility mileage in the Town of Menasha	See Tables 9 - 11	Every year	ECWRPC; Bicycle & Pedestrian Implementation Committee	
Number of bicycle and pedestrian crashes within the Town of Menasha.	Number of crashes	See Table 4	Every year	ECWRPC; Bicycle & Pedestrian Implementation Committee; Wisconsin DOT	
Work to Achieve higher level designations in the Bicycle Friendly Communities Program through the League of American Bicyclists.	Level of recognition	Honorable Mention	Ongoing	ECWRPC; Bicycle & Pedestrian Implementation Committee	

Map 6 Town of Menasha Bicycle and Pedestrian Recommended & Existing Facilities



-  Recommended Bicycle/Pedestrian Facilities
-  Off Road Paved Shared-Use Path
-  Off Road Unpaved Shared-Use Path
-  Bike Lane
-  Public/Private Schools
-  Town of Menasha Boundary
-  Parks







Source: Base data provided by Calumet, Outagamie, & Winnebago County. Bicycle and pedestrian facility data provided by ECWRPC and local municipalities.

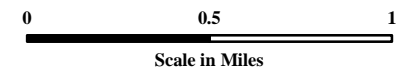
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Map 7 Town of Menasha Regional Bicycle and Pedestrian Network

-  Regional Bike/Ped Network
-  Public/Private Schools
-  Town of Menasha Boundary
-  Parks

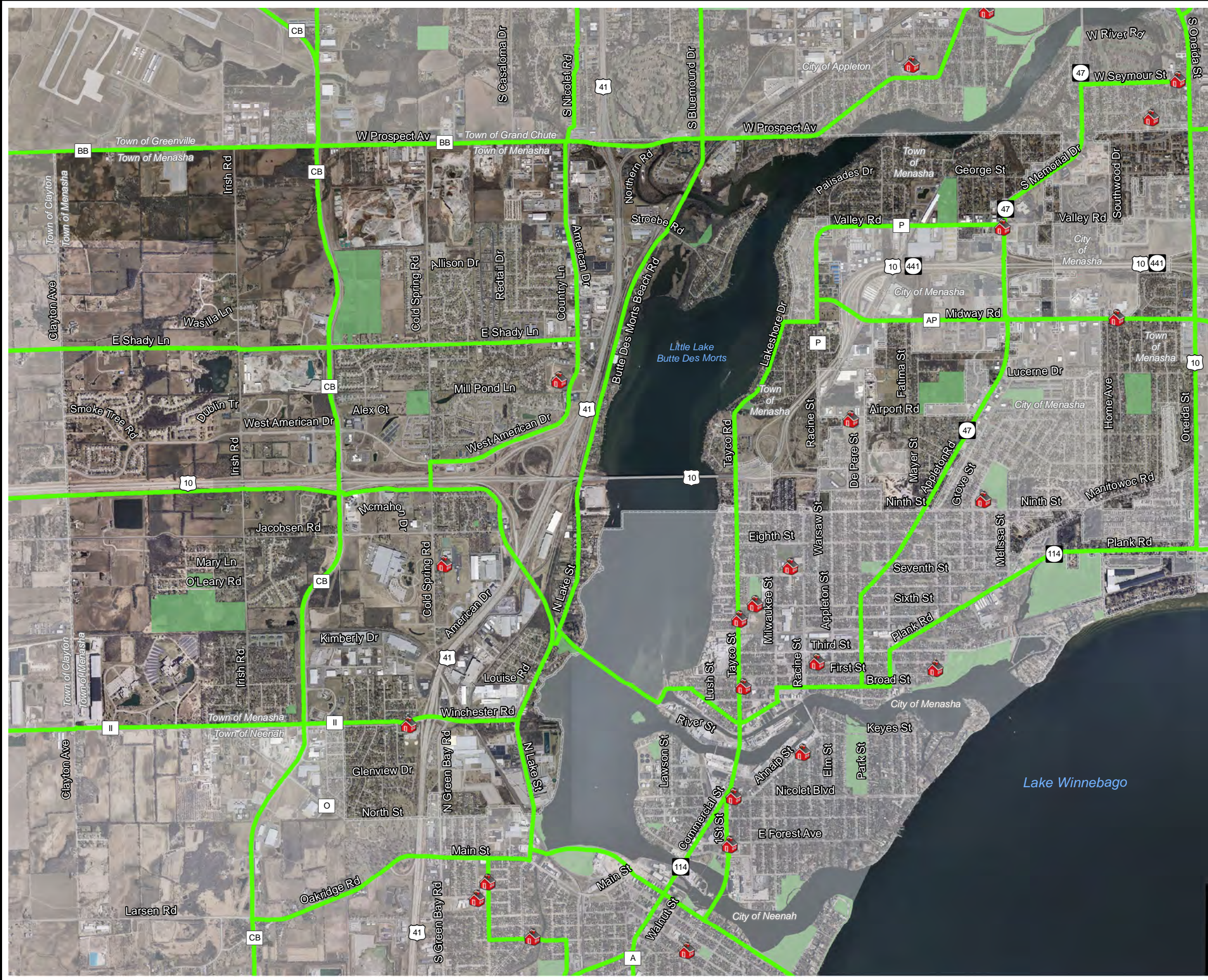
* Regional Bike/Ped Network consists of existing facilities and future recommended facilities that create/will create regional connections. This network was developed during the development of the Appleton (Fox Cities) Transportation Management Area (TMA) and Oshkosh Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan.











Source: Base data provided by Calumet, Outagamie, & Winnebago County. Bicycle and pedestrian facility data provided by ECWRPC and local municipalities.

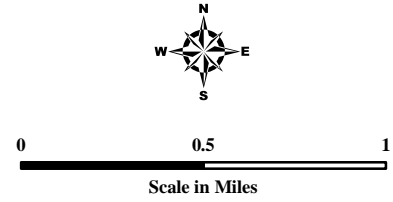
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Map 8 Town of Menasha Recommended Facilities and Regional Bicycle and Pedestrian Network

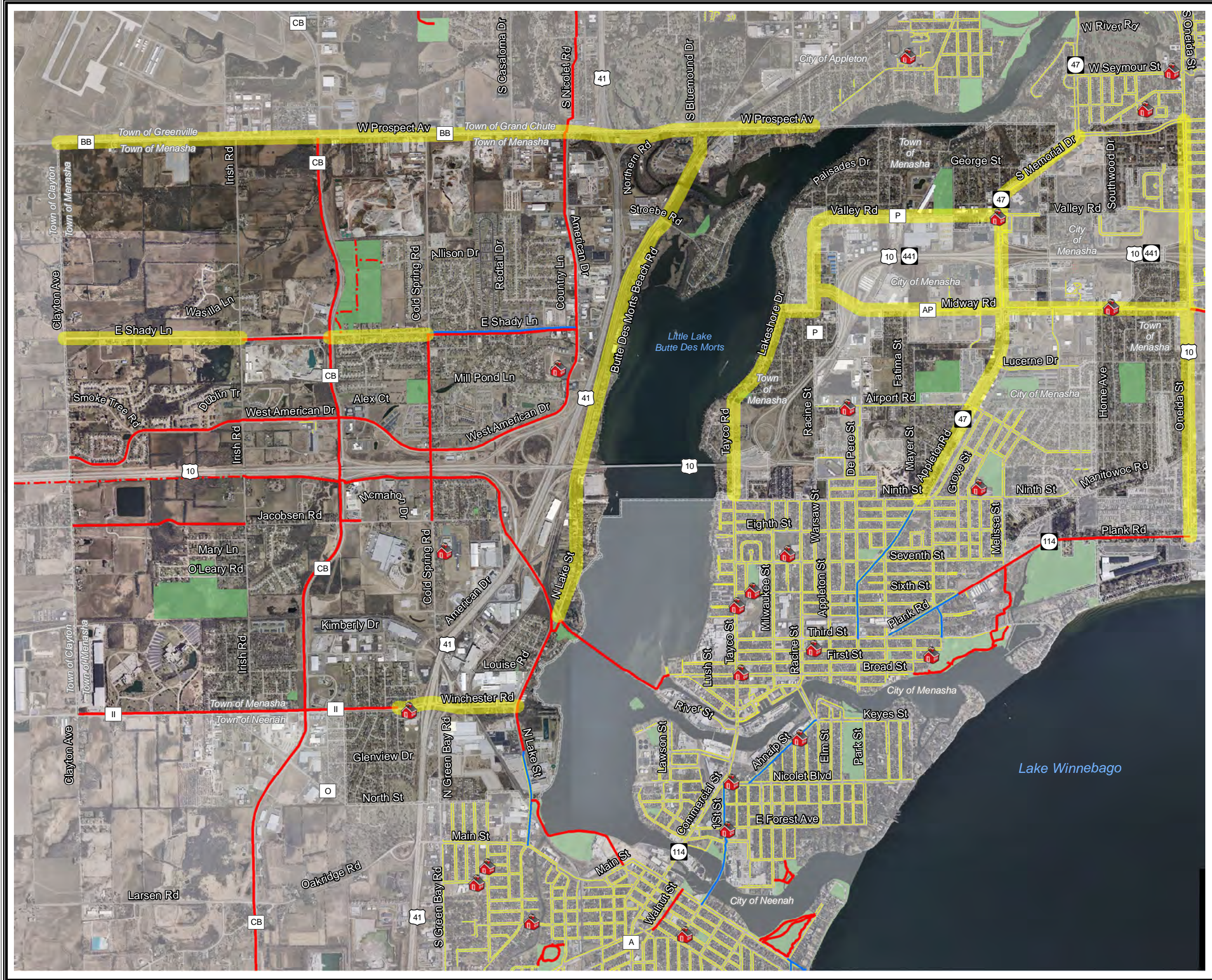
-  Corridors Completely or Partially Within the Town of Menasha Identified as "Recommended Facilities" and Included in the "Regional Network"
-  Off Road Paved Shared-Use Path
-  Off Road Unpaved Shared-Use Path
-  Bike Lane
-  Sidewalk
-  Public/Private Schools
-  Town of Menasha Boundary
-  Parks



Source: Base data provided by Calumet, Outagamie, & Winnebago County. Bicycle and pedestrian facility data provided by ECWRPC and local municipalities.

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ECWRPC





CHAPTER 6
IMPLEMENTATION
& FINANCING

CHAPTER 6: IMPLEMENTATION AND FINANCING

6.1 IMPLEMENTATION

Role of the Town of Menasha Bicycle and Pedestrian Implementation Committee

After approval of the Town of Menasha Bicycle and Pedestrian Plan, the Task Force will dissolve and the Town will encourage new participation from community stakeholders to form the Town of Menasha Bicycle and Pedestrian Implementation Committee. The Implementation Committee would focus on maintaining the momentum built during the plan development process. They would meet on a quarterly basis to assist the Town with plan implementation and also work on specific bicycle and pedestrian projects as they arise. The Implementation Committee will focus on a number of objectives:

- Implementation of the Bicycle and Pedestrian Plan.
- Achieve higher level designations in the Bicycle Friendly Communities Program through the League of American Bicyclists.
- Develop a consistent message regarding bicycle and pedestrian education and outreach.
- Engage town staff, partners and stakeholders before and during the budget process to ensure bike and pedestrian facilities are considered in all projects funded through the Capital Improvement Program.
- Serve as a resource for the Town in the development of bicycle and pedestrian facilities and programs.

Measuring Progress

The recommendations presented in this plan will provide the Town of Menasha with the tools needed to develop an effective bicycle and pedestrian network. After a plan is completed and approved, it is important to measure the progress of implementation. This may include updating baseline data (i.e. existing bicycle and pedestrian facility mileage, crash data, etc.) on an annual basis. Recommendations and actions for the 5 E's (Education, Encouragement, Enforcement, Engineering, and Evaluation) are outlined in Tables 16-20. Within each recommendation, there is a performance measure or metric that will be evaluated on an annual basis.

6.2 FINANCING

Funding and financing of a bicycle and pedestrian infrastructure project depends on the individual project and if it coincides with a road reconstruction or resurfacing project. Typically, it is more efficient at the local level to build in the cost of bicycle and pedestrian facilities into a reconstruction project. While state and federal programs can help finance bicycle and pedestrian accommodations, the administration of state and federal grants may increase the cost of the entire project; therefore, it is recommended that the Town of Menasha work with the Wisconsin Department of Transportation or ECWRPC to ensure that a state or federal grant is appropriate for the project. Various funding and financing opportunities are outlined in the following paragraphs.

Town of Menasha Capital Improvement Programs (CIP)

It is recommended that when possible the Town of Menasha fund bicycle and pedestrian facilities through their local Capital Improvement Program and include the cost into the overall project. As local streets are scheduled for reconstruction or resurfacing, bicycle and pedestrian facilities should be considered by the Town of Menasha. It is much more cost efficient to include bicycle and pedestrian accommodations as part of a road construction project versus trying to retrofit the road once the project is completed.

Surface Transportation Program – Urban (STP-Urban)

The Surface Transportation Program – Urban (STP-Urban) allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. All projects must meet federal and state requirements. Communities are eligible for funding on roads that are functionally classified as a major collector or higher.

In 2012 new federal transportation legislation was passed called Moving Ahead for Progress in the 21st Century Act (MAP-21). That legislation designated areas with populations over 200,000 people that meet certain density requirements as Transportation Management Areas (TMAs). The Wisconsin Department of Transportation (WisDOT) coordinates with local municipalities within TMA areas to select projects which are eligible for STP-Urban funds. The Town of Menasha is completely within the Appleton (Fox Cities) TMA. In order to receive funding, projects must meet certain selection criteria developed by the Appleton (Fox Cities) TMA. See the Appleton (Fox Cities) Transportation Improvement Program for details regarding selection criteria.

STP-Urban funds have been used for infrastructure projects that include bicycle and pedestrian facilities. In the future, it is recommended that the Appleton (Fox Cities) TMA also consider funding non-infrastructure projects (i.e. education, encouragement, enforcement, and evaluation projects) through STP-Urban funds. The funding ratio for STP-Urban projects is usually 80% federal funds to 20% local funds.

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

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a new legislative program that was authorized in 2012 by the new federal transportation bill MAP-21. Projects that meet eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle and Pedestrian Facilities Program are eligible TAP projects. The funding ratio is split between 80% federal funds and 20% funds.

In MAP-21, urban areas with populations over 200,000 (Transportation Management Areas) will now have the ability to select and award TAP projects at the local level.⁶⁶ The Appleton (Fox Cities) TMA has an annual federal allocation of \$314,140 annually to award to TAP projects. WisDOT also coordinates a statewide TAP grant cycle for projects that are not located within the TMAs.

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

Highway Safety Improvement Program (HSIP)

The purpose of the Highway Safety Improvement Program (HSIP) is to develop and implement, on a continuing basis, stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (both state and local). The federal funding ratio for the HSIP funds is usually 90% federal and a 10% match of state and/or local funds. The HSIP Program currently prioritizes sites that have experienced a high crash history with an emphasis on low-cost options that can be implemented quickly.⁶⁷

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

Recreational Trails Aid Program (RTA)

The Recreation Trails Aid Program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

Websites:

Federal Highway Administration -
http://www.fhwa.dot.gov/environment/recreational_trails/index.cfm

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

Metropolitan Planning (PL) Funds

Metropolitan Planning (PL) Funds provide federal funding under MAP-21 to Metropolitan Planning Organizations (MPOs) to carry out the federal transportation planning activities within a MPO area. The primary purpose of these funds is for planning activities including the development of a regional long range transportation plan and the transportation improvement program. Funding can be used for local and other transportation planning activities including plans, studies, and programs for bicycle and pedestrian accommodations.

EPA “Climate Showcase Communities” Grants

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

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

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

The CDBG program provides eligible metropolitan cities and urban counties (called “entitlement communities”) with annual direct grants that they can use to revitalize neighborhoods, expand affordable housing and economic opportunities, and/or improve community facilities and services. These grants are typically awarded to benefit underserved communities (low- and

moderate-income communities). Eligible activities include building public facilities and improvements, such as streets, sidewalks, sewers, water systems, community and senior citizen centers, and recreational facilities.⁶⁸

Website:

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

The Robert Wood Johnson Foundation

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

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

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

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

Public-Private Partnerships

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

Conclusion

Implementation of any plan can be challenging and it is important to maintain the momentum that was created during the plan development process. As previously mentioned, the Town of Menasha Bicycle and Pedestrian Implementation Committee will meet on a quarterly basis to focus on implementation and to serve as a resource for the Town of Menasha. Successful implementation is dependent on securing funding for bicycle and pedestrian facilities and on

commitment and collaboration between the Town of Menasha, Winnebago County, adjacent local municipalities, the Wisconsin Department of Transportation, ECWPRC, local businesses, and residents.

⁶⁶ Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program:
<http://www.dot.state.wi.us/localgov/aid/tap.htm>

⁶⁷ Wisconsin Department of Transportation (WisDOT) Highway Safety Improvement Program (HSIP):
<http://www.dot.state.wi.us/localgov/highways/hsip.htm>

⁶⁸ U.S. Department of Housing and Urban Development:
http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

Table 21: Quick Reference Funding Source Summary Table

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



APPENDICES



APPENDIX A

GLOSSARY OF TERMS AND ACRONYMS

APPENDIX A: GLOSSARY OF TERMS AND ACRONYMS

9.1 GLOSSARY OF TERMS AND ACRONYMS

The terms and acronyms listed below are used throughout this document. The glossary of terms is provided as a convenient reference:

Terms

Bike and Walk Audit - An assessment of a particular intersection or corridor as it relates to bicycle and pedestrian safety and facilities.

Built Environment - Human-made surroundings that provide the setting for human activity which range in scale from buildings and streets to entire cities and communities.

Mode Share - Refers to the amount of use by a particular type of transportation (i.e. bicyclists, pedestrians and motorists).

Multimodal Network - A transportation system that provides opportunities for a variety of users (i.e. motor vehicles, transit, bicycles and pedestrians).

Acronyms

ADA – Americans with Disabilities Act

AADT – Annual Average Daily Traffic

BCI – Bicycle Compatibility Index

CTH – County Trunk Highway

FHWA – Federal Highway Administration

FRA – Federal Rail Administration

FTA – Federal Transit Administration

GIS – Geographic Information System

ISTEA – Intermodal Surface Transportation Efficiency Act (1991)

LOS – Level of Service

LRTP – Long Range Transportation Plan

MAP-21 – Moving Ahead Progress in the 21st Century Act (2012)

MCD – Minor Civil Division

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

ECWRPC – East Central Wisconsin Regional Planning Commission

NHS – National Highway System

ROW – Right of Way

SAFETEA-LU – Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (2005)

SRTS – Safe Routes to School

STH – State Trunk Highway

STIP – Statewide Transportation Improvement Program

STP – Surface Transportation Program

TAC – Technical Advisory Committee

TAZ – Transportation Analysis Zone

TDM – Travel or Transportation Demand Management

TEA-21 – Transportation Equity Act for the Twenty-first Century (1998)

TIP – Transportation Improvement Program

TMA - Transportation Management Area

TSM – Transportation System Management

USH – United States (Federal) Highway

VPD – Vehicles Per Day

WIDOA – Wisconsin Department of Administration

WisDPI – Wisconsin Department of Public Instruction

WisDOT – Wisconsin Department of Transportation



APPENDIX B

BICYCLE & PEDESTRIAN RESOURCES

APPENDIX B: BICYCLE AND PEDESTRIAN RESOURCES

NATIONAL RESOURCES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Institute of Transportation Engineers (ITE): Designing Urban Walkable Thoroughfares
<http://library.ite.org/pub/e1cff43c-2354-d714-51d9-d82b39d4dbad>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATE RESOURCES

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

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

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

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

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

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

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

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APPENDIX C

TOWN OF MENASHA BICYCLE & PEDESTRIAN TASK FORCE MEETING AGENDAS & MINUTES

**APPENDIX C: TOWN OF MENASHA BICYCLE AND PEDESTRIAN TASK FORCE MEETING
AGENDAS & MINUTES**

(Only meetings that pertained to the development of this plan were included)

**Town of Menasha
Bicycle/Pedestrian Task Force
Thursday, March 13, 2014, 6:00 p.m.
Municipal Complex - 2000 Municipal Drive
Assembly Room**

- I. Call to Order**
- II. Approval of Minutes – February 27, 2014**
- III. Three Primary Objectives:**
 - 1. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
 - 2. To prioritize future facilities and types of facilities to be built; and
 - 3. To complete the application process for walking and bicycling friendly communities status.
- IV. Report on Bike/Ped. Planning Meeting with East Central – Creating a Roadmap**
- V. Future Bike/Ped Facilities Prioritization/Recommendation – where, when, type?**
- VI. Discuss Past Assignments**
- VII. Next Meeting and Assignments**
- VIII. Adjourn**

**Town of Menasha
Bicycle/Pedestrian Task Force
Thursday, March 13, 2014, 6:00 p.m.
Municipal Complex - 2000 Municipal Drive**

- I. CALL TO ORDER:** The meeting of the Bike/Ped Task Force was called to order at 6:00 p.m. by Chair Michael Dillon

PRESENT: Mike Van Dyke, Kris Koeppe, Michael Dillon

TOWN STAFF: Associate Planner Ria Hull

GUESTS: Mike Patza, East Central Regional Planning Commission

II. Approval of Minutes – February 27, 2014

A motion was made by Mr. Van Dyke, seconded by Mr. Koeppe, to approve the minutes of February 27, 2014. The motion carried.

III. Review the Three Primary Objectives:

4. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
5. To prioritize future facilities and types of facilities to be built; and
6. To complete the application process for walking and bicycling friendly communities status.

IV. Report on Bike/Ped. Planning Meeting with East Central – Creating a Roadmap

Mike Patza, with East Central Regional Planning Commission, reviewed what was discussed at the planning meeting earlier today. He said that East Central awarded a grant to the Town to help us develop a bike/ped plan. He said that the plan needs to discuss the where, what (type) and why of bike/ped facilities. He said that, once completed, the plan should be the tool for implementation.

The presentation to the Town Board at the Annual Meeting on April 15th was discussed. It was decided that we should use the presentation to update the Town Board and the public on the Task Force's activities. We will show the Board a general "roadmap" to where we want to be and we will use maps as visual aids. We will have three maps: existing bike/ped

facilities, planned facilities (already in the budget), and proposed facilities. The maps will also distinguish between “highway” connector facilities and local feeder facilities to help the Board see how bike/ped facilities fit into a complete transportation system.

Obtaining letters of support from businesses for the Town’s bike/ped facilities before the Annual Meeting was discussed as well.

V. Next Meeting and Assignments

The Task Force members who were present all agreed to contact a business or two to obtain a letter of support and also to request a business presence at the April 15th meeting. The businesses/institutions discussed were St. Mary’s, Ogden, Miron, KC, Spring Road Elem., and McMahon.

VI. Adjourn – 6:50 p.m.

Town of Menasha
Bicycle/Pedestrian Task Force
Wednesday, March 26, 2014, 6:00 p.m.
Municipal Complex - 2000 Municipal Drive
Assembly Room

- I. Call to Order**
- II. Approval of Minutes – March 13, 2014**
- III. Three Primary Objectives:**
 - 1. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
 - 2. To prioritize future facilities and types of facilities to be built; and
 - 3. To complete the application process for walking and bicycling friendly communities status.
- IV. Discuss and Finalize Annual Meeting Presentation**
- V. Next Meeting and Assignments**
- VI. Adjourn**

**Town of Menasha
Bicycle/Pedestrian Task Force
Wednesday, March 26, 2014, 6:00 p.m.
Municipal Complex - 2000 Municipal Drive**

- I. **CALL TO ORDER:** The meeting of the Bike/Ped Task Force was called to order at 6:00 p.m. by Chair Michael Dillon

PRESENT: Michael Dillon, Mike Van Dyke, Kris Koeppe, Bill Breider

TOWN STAFF: Director of Parks and Recreation Michael Kading, Associate Planner Ria Hull

GUESTS: Mike Patza and Melissa Kraemer-Badtke, East Central Wisconsin RPC

- II. **Approval of Minutes – March 13, 2014** - A motion was made by Mr. Van Dyke, seconded by Chair Dillon, to approve the minutes of March 13, 2014. The motion carried.

III. **Review the Three Primary Objectives:**

4. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
5. To prioritize future facilities and types of facilities to be built; and
6. To complete the application process for walking and bicycling friendly communities status.

IV. **Discuss and Finalize Annual Meeting Presentation**

Mike Patza showed the maps that East Central created for the Annual Meeting presentation (April 15th at 6:00 p.m.). The Task Force discussed the order in which the maps should be shown, the details that should be shown, and how best to present the information to the Town Board.

It was tentatively decided to create eight separate maps going from a local scale up to a regional scale and then back down:

1. Current Town facilities
2. Proposed facilities from the Town's Comp Plan
3. Proposed facilities by the Task Force
4. Proposed facilities from neighboring communities' Comp Plans
5. Regional picture – wide zoom

6. Comparisons with other locations – Madison, La Crosse, Green Bay?? (this map is a “maybe”)
7. Town “backbone” facilities
8. Town existing facilities vs. proposed (by both Comp Plan and Task Force) – the “ask”

The Task Force decided to make all eight maps available at the Annual Meeting in case there are questions on details, but to only use three or four in the actual presentation so as not to overwhelm the Board.

Melissa Kraemer-Badtke showed the Task Force a four-page “quick facts” sheet that was created for the Regional Bike/Ped Plan. It was decided to make something similar, geared towards the Town and only two pages not four, for the Town Board at the Annual Meeting.

V. Next Meeting and Assignments – Next meeting will be **April 17th, 2014 at 6:00 p.m.**

Mike Dillon, Mellissa Kraemer-Badtke, Mike Patza and Ria Hull will work together on the presentation.

VI. Adjourn – 7:15 p.m.

**Town of Menasha
Bicycle/Pedestrian Task Force
Thursday, September 18, 2014, 6:00 p.m.
Municipal Complex - 2000 Municipal Drive
Administration Conference Room**

VII. Call to Order

VIII. Approval of Minutes – March 26, 2014

IX. Three Primary Objectives:

7. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
8. To prioritize future facilities and types of facilities to be built; and
9. To complete the application process for walking and bicycling friendly communities status.

X. Post-Presentation Analysis and Next Steps

XI. Next Meeting and Assignments

XII. Adjourn

**Town of Menasha
Bicycle/Pedestrian Task Force
Thursday, September 18, 2014, 6:00 p.m.
Municipal Complex - 2000 Municipal Drive**

- VII. CALL TO ORDER:** The meeting of the Bike/Ped Task Force was called to order at 6:00 p.m. by Chair Michael Dillon

PRESENT: Michael Dillon, Mike Van Dyke, Mike Patza, Ria Hull, Deb Swiertz, Danielle Kolman, Tamra Vandeneizen

- VIII. Review the Three Primary Objectives:**

10. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
11. To prioritize future facilities and types of facilities to be built; and
12. To complete the application process for walking and bicycling friendly communities status.

- IX. Review Work To-Date**

The Task Force reviewed what has been done so far. Mike Patza said that the task now is to develop a plan document that has our recommendations in it as well as justification for those recommendations. He went over the plan outline he created. He said that the plan needs to have the 5 “E’s:” Engineering, Education, Encouragement, Enforcement, and Evaluation. Meeting with Randy Gallow once we prioritize our recommendations was discussed and agreed upon.

The Task Force made a list of the recommended facilities and also discussed criteria by which they should be rated and prioritized.

- X. Next Steps – Plan for Moving Forward Working with East Central to Complete the Bike/Ped Plan**

Mike Patza and Ria Hull said they would work together on creating a matrix to help prioritize the task force’s “recommended” facilities for the Town’s Bike/Ped Plan. They will then send

this matrix out to the task force and to others (e.g. KC bikers – ask Stephanie, FCCA, Greenways, etc.) to gather opinions and input.

XI. Next Meeting and Assignments

Mike Patza and Ria Hull said they would work together on creating a matrix to help prioritize the task force’s “recommended” facilities for the Town’s Bike/Ped Plan. They will then send this matrix out to the task force and to others (e.g. KC bikers – ask Stephanie, FCCA, Greenways, etc.) to gather opinions and input.

Next Meeting: Wednesday, October 29th, 6:00 p.m.

Tentative Public Informational Meeting: Wednesday, November 5th, 5-7 p.m.

XII. Adjourn – 7:10 p.m.

**Town of Menasha
Bicycle/Pedestrian Task Force
Wednesday, October 29, 2014, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive
Administration Conference Room**

XIII. Call to Order

XIV. Primary Objectives:

13. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
14. To prioritize future facilities and types of facilities to be built; and
15. To complete the application process for walking and bicycling friendly communities status.

XV. Review Prioritization Spreadsheet

XVI. Next Steps – Plan for Public Input Session (Nov. 5th)

XVII. Adjourn

**Town of Menasha
Bicycle/Pedestrian Task Force
Wednesday, October 29, 2014, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive**

- XIII. CALL TO ORDER:** The meeting of the Bike/Ped Task Force was called to order at 5:15 p.m. by Chair Michael Dillon.

PRESENT: Michael Dillon, Kris Koeppel, Ria Hull, Michael Kading, Danielle Kolman, Tamra Vandeneizen, Mike Patza, Melissa Kraemer-Badtke

XIV. Review the Three Primary Objectives:

16. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
17. To prioritize future facilities and types of facilities to be built; and
18. To complete the application process for walking and bicycling friendly communities status.

XV. Review Prioritization Spreadsheet

The task force reviewed the prioritization spreadsheet and talked about potential issues, such as how to truly determine a trail's economic impact and how it's impossible to be completely objective. It was decided not to use the spreadsheet at the public input session because it would be too complicated and time consuming.

XVI. Next Steps – Plan for Public Input Session (Nov. 5th)

The task force discussed having people rate the trails more generally at the public input session, giving them stickers to place next to the trail segment they thought was most important. The differences in viewpoints between those who live inside the town and those who live outside the town were discussed. Having different colored stickers for residents vs. non-residents was discussed, but ultimately decided against.

Mike P. and Melissa showed the task force the maps and other visual aids they will be using, including the existing vs. proposed map, the crash data map, and a visual preference survey.

Asking people for their email address when they sign in, as well as having a comment box, was talked about in case people don't feel comfortable speaking up in public.

The next meeting will be **Nov. 12, 2014 at 5:15 p.m.** to discuss the results of the public input session.

XVII. Adjourn – 6:00 p.m.

**Town of Menasha
Bicycle/Pedestrian Task Force
Wednesday, November 12, 2014, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive
Administration Conference Room**

XVIII. Call to Order

XIX. Primary Objectives:

19. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
20. To prioritize future facilities and types of facilities to be built; and
21. To complete the application process for walking and bicycling friendly communities status.

XX. Discuss Results from Public Input Session

XXI. Next Steps – Compiling Information & Plan Writing

XXII. Adjourn

**Town of Menasha
Bicycle/Pedestrian Task Force
Wednesday, November 12, 2014, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive**

XVIII. CALL TO ORDER: The meeting of the Bike/Ped Task Force was called to order at 5:15 p.m. by Chair Michael Dillon.

PRESENT: Michael Dillon, Kris Koeppe, Michael Kading, Tamra Vandanelzen, Mike Patza, Melissa Kraemer-Badtke and Resident/Guest Mark Greene

XIX. Review the Three Primary Objectives:

22. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
23. To prioritize future facilities and types of facilities to be built; and
24. To complete the application process for walking and bicycling friendly communities status.

XX. Discuss Results from Public Input Session

The group reviewed the Public Input Comments, Visual Preference rankings, Accommodation Prioritization and “The Did We Miss Anything Map.”

Individuals present indicated that they were very pleased with the comments and turn out from the meeting and could accept and recommend the mapping options. The recommendation of a trail going through Woodland Prairie Park will be forwarded onto the Park Commission.

**XXI. Next Steps – Compiling Information & Plan Writing
Continue to work on draft of overall plan.**

- M. Patza will prepare and send a draft copy of the plan to Assoc. Planner Hull for distribution to task force by Monday, January 12, 2015.
- Next Meeting is scheduled for Tuesday, January 20, 2015 @ 5:15 p.m.
- Approval of Plan in February 2015.
- Recommend hosting one final public review in March...need to do some additional marketing. Would like to get more diverse representation from throughout the town and other commissions and committees.
- The final recommendation is to make a final presentation during the April 2015 Annual Town meeting.

Invite businesses in to give testimonials...

XXII. Adjourn – 6:07 p.m.

**Town of Menasha
Bicycle/Pedestrian Task Force
Monday, February 2, 2015, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive
Administration Conference Room**

- XXIII. Call to Order**
- XXIV. Primary Objectives:**
- 25. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
 - 26. To prioritize future facilities and types of facilities to be built; and
 - 27. To complete the application process for walking and bicycling friendly communities status.
- XXV. Review Draft Chapters 1 & 2 of the Bike/Ped Plan – East Central**
- XXVI. Plan Vision and Goals Exercise – East Central**
- XXVII. Adjourn**

**Town of Menasha
Bicycle/Pedestrian Task Force
Monday, February 2, 2015, 5:15 p.m.
Minutes**

XXVIII. Call to Order – 5:20 p.m.

Present: Michael Kading, Ria Hull, Mike Dillon, Kris Koeppe, Mike Patza, Melissa Kraemer-Badtke

XXIX. Primary Objectives:

28. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
29. To prioritize future facilities and types of facilities to be built; and
30. To complete the application process for walking and bicycling friendly communities status.

XXX. Review Draft Chapters 1 & 2 of the Bike/Ped Plan – East Central

Mike Patza went over the maps for the Bike/Ped Plan with the task force. He will email out a list of bike parking locations for review.

The plan was discussed and the task force decided to present the plan at the Annual Meeting. It was also decided to ask for endorsements from the Park Commission, Sustainability Committee and Planning Commission before presenting it to the Town Board. The Planning Commission will do a resolution of support for the plan.

Target meeting dates:

- Park Commission – April 8th
- Sustainability Committee – April 14th
- Planning Commission – April 15th
- Town Board - Annual Meeting – April 21st

XXXI. Plan Vision and Goals Exercise – East Central

It was decided to use the regional bike/ped plan's verbiage for the vision and goals, just revising it slightly to make it appropriate for the town.

Mike Patza will email the goals exercise out to the task force.

XXXII. Adjourn – 6:15 p.m.

Next Meeting – Monday, March 2, 2015 at 5:15 p.m.

**Town of Menasha
Bicycle/Pedestrian Task Force
Monday, March 2, 2015, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive
Administration Conference Room**

XXXIII. Call to Order

XXXIV. Primary Objectives:

31. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
32. To prioritize future facilities and types of facilities to be built; and
33. To complete the application process for walking and bicycling friendly communities status.

XXXV. Review Goals Prioritization Exercise

XXXVI. Review Draft Sections of Bike/Ped Plan

XXXVII. Adjourn

Town of Menasha
Bicycle/Pedestrian Task Force
Monday, March 2, 2015, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive
Administration Conference Room

XXXVIII. Call to Order – 5:18

Present: Michael Kading, Ria Hull, Mike Dillon, Kris Koeppe, Debbie Swiertz, Mike Patza

XXXIX. Primary Objectives:

- 34. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
- 35. To prioritize future facilities and types of facilities to be built; and
- 36. To complete the application process for walking and bicycling friendly communities status.

XL. Review Goals Prioritization Exercise

The task force looked over the results of the prioritization survey and decided to post the survey to the Town Park and Rec. and Police Facebook pages in hopes of receiving more responses.

XLI. Review Draft Sections of Bike/Ped Plan

The task force reviewed the wording of the vision statement and the bike parking map.

The task force also reviewed a draft of Chapter 3: Current Conditions Inventory and Analysis and made some changes and suggestions.

Mike Patza said he is still working on Chapters 4 and 5, but he hopes to have a complete draft finished by the March 30 meeting. He said he would email Word versions of the draft chapters to Ria and Deb for editing.

XLII. Adjourn – 6:20 p.m.

Next Meeting – Monday, March 30, 2015 at 5:15 p.m.

Town of Menasha
Bicycle/Pedestrian Task Force
Monday, March 30, 2015, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive
Administration Conference Room

XLIII. Call to Order

XLIV. Primary Objectives:

- 37. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
- 38. To prioritize future facilities and types of facilities to be built; and
- 39. To complete the application process for walking and bicycling friendly communities status.

XLV. Review Final Draft of Bike/Ped Plan

XLVI. Adjourn

**Town of Menasha
Bicycle/Pedestrian Task Force
Monday, March 30, 2015, 5:15 p.m.
Municipal Complex - 2000 Municipal Drive
Administration Conference Room**

XLVII. Call to Order – 5:20

Present: Michael Kading, Ria Hull, Mike Dillon, Kris Koeppe, Elizabeth Eisen, Mike Patza

XLVIII. Primary Objectives:

- 40. To inventory the current bicycle and pedestrian facilities and uses throughout the town;
- 41. To prioritize future facilities and types of facilities to be built; and
- 42. To complete the application process for walking and bicycling friendly communities status.

XLIX. Review Final Draft of Bike/Ped Plan

Mike Patza reviewed some key section of the Bike/Ped Plan with the task force, including the implementation section, the recommendations section and the maps.

There was discussion about the future of the task force. Mike Dillon said that he feels the task force should dissolve and a new implementation committee should be formed to help the town implement the plan and work on specific projects. Mike Kading said a specific example of a project that this type of committee could assist with is the Little Lake Butte des Morts loop that the town and the cities of Neenah and Menasha are working on right now.

The task force discussed the intent of presenting to the Plan Commission, Park Commission, and Sustainability Committee. Ria Hull said that the Plan Commission could do a resolution and the Sustainability Committee could do a letter of support. The Park Commission could also do a letter.

The task force decided to just present the plan to the Town Board and residents at the Annual Meeting and then put it on a regular Town Board agenda for official approval at the end of April or beginning of May. Mike Patza said that he could do the presentation.

L. Adjourn – 6:20 p.m.

Next meetings for plan presentation:

- **Park Commission – April 8, 6:30 pm – letter of support**
- **Sustainability – April 14, 5:15 pm – letter of support**
- **Planning – April 15, 5:15 pm – resolution of support requesting the Town Board adopt the plan**
- **Annual Meeting – April 21, 6:00 pm – presentation to Board and residents**
- **Regular Town Board meeting for approval/adoption – April 27 or May 11, 6:00 pm**



APPENDIX D

LETTERS OF SUPPORT & ADOPTED RESOLUTION

McMAHON

ENGINEERS ARCHITECTS

March 31, 2014

Town of Menasha Board of Supervisors
2000 Municipal Drive
Neenah, WI 54956

Re: Support For Bike/Pedestrian Trail
McM. No. M0032-940002

Dear Board of Supervisors:

First, let us begin by commending the Town of Menasha on the leadership role taken in establishing and maintaining an outstanding alternative transportation system by way of the developed bicycle and pedestrian trails established within the Town and those that connect to the surrounding municipalities.

With our corporate headquarters located along USH 10, the employees of McMAHON are very fortunate to have direct access to the Hwy 10 trail in our back yard. Our hope is that other businesses and residential neighborhoods can enjoy the same benefits with the development of a complete and interconnected trail system.

There are several different groups of employees at McMAHON that enjoy the trails as part of a corporate wellness program, by walking or running throughout the work day. There is also an established core group of employees that utilize the trail as an alternative source of transportation means, as they bike to and from work from the surrounding communities of Neenah, Appleton and Hortonville. We would like to encourage the Town to continue their efforts in completing the interconnection of the trail system as a means of convenience and safety especially for those using the trails to get from and to a destination, as in those bicycling to and from work.

Historically, it has been a part of the McMAHON culture to design for a sustainable future, and the many energy and environmental conscious sources and systems that appear within the McMAHON Business Park is a reflection of just that. With just that in mind, we encourage the use of the trails in an effort to conserve our natural resources. What better way to encourage the use of the trails than to provide a completed and well maintained system.

In closing, we would like to thank the Town, as well as, the Parks and Recreation Department for the exceptional job and commitment exerted in establishing and nurturing a community that has become a great place to live and work. McMAHON is fortunate to have been trusted to provide engineering and architectural services for the Town. Let us continue to all work together to reinforce the Town of Menasha's commitment of "Bridging the Fox Cities".

Very truly yours,

McMAHON



Carl C. Sutter, P.E., CCS
Senior Vice President

cc: Ria Hull, Associate Planner – Town of Menasha



MIRON CONSTRUCTION CO., INC.

1471 McMahan Drive • Neenah, WI 54956-6305
P.O. Box 509 • Neenah, WI 54957-0509
P 920.969.7000 F CALL FOR DEPT FAX
miron-construction.com

March 13, 2014

To Whom It May Concern:

I am submitting this letter in support of the Town of Menasha trails, and the ongoing efforts to provide an interconnected, well-maintained trail system for our community, including our employee wellness program at Miron Construction.

We credit the CB trail system, located just off our property line, as an important influence in our health and wellness initiatives here at Miron. Our employees use this trail on a regular basis for walking, running and biking activities, as well as spending time with family in warm weather. We also value this easily accessible trail for our recruitment and retention efforts, as it is a nice amenity for our strong commitment to sustainability and wellness within our organization.

We also participate in the Bike To Work Week initiatives in May, and are a participating company in the National Get Up and Ride! Campaign. The CB trail is an integral pathway for our employees to be able to participate in these programs. Having a more complete connection to the other trails in the area would be ideal, and we hope to see progress in this area in the future.

To Your Health,

Brenda Schanhofer
Wellness Coordinator
Miron Construction Co, INC.
Brenda.Schanhofer@miron-construction.com

At Miron Construction, true healthcare reform begins with ourselves, in our homes, and in our workplace.



Have an Evergreen day!

Mr. Dale Youngquist
Town of Menasha
Board of Supervisors

April 22, 2015

Dear Mr. Youngquist:

I am writing to you regarding the bike and pedestrian paths in the Town of Menasha. Evergreen Credit Union is located at 1500 W. American Dr. We are a member owned and community grown credit union serving the financial needs of the Town and region. We have been in business for 56 years and at this location for 10 years.

The bike and pedestrian path runs immediately in front of the credit union. Our members use the path to bike and walk to the credit union to do business. We have a bike rack adjacent to the path to make it easy for people to park their bikes and come inside the lobby. Many members even use the drive-through when they are on their bikes. We also see neighbors walking regularly on the paths.

Just this year we have implemented 'walking meetings'. While not every meeting can be done in a walking format, many points of discussion can be covered while we walk and talk. The paths allow us easy, safe, and comfortable access to walk as we conduct business among the staff.

Our bike friendly location invites current and potential employees, to consider Evergreen Credit Union as an employer of choice. We recognize the use of the paths in our neighborhood and among our staff and members. We are proud to be located in the Town of Menasha along the bike and pedestrian paths.

Sincerely,

Mike Brandt
President/CEO



TOWN OF MENASHA PARKS & RECREATION DEPARTMENT

2000 Municipal Drive Neenah, WI 54956-5663
Phone (920) 720-7108 Fax (920) 720-7113
www.town-menasha.com
parkrec@town-menasha.com

April 9, 2015

Dear Chairman Youngquist and Town Board:

The Park and Recreation Commission has reviewed the recommendations set forth by the Bike & Pedestrian Task Force and fully supports the further development and creation of bike and pedestrian infrastructure within the Town of Menasha. The Commission feels strongly that the Town of Menasha should:

“Provide safe and comfortable pedestrian and bicycle facilities in all areas of the Town, including residential, commercial, industrial, recreational and institutional areas. All neighborhoods should be designed to meet the unique needs of pedestrians, bicyclists and automobile travelers.”

The benefits of creating bicycle and pedestrian infrastructure include:

- Economic opportunities for local businesses;
- Increased real estate values;
- Promotion of a healthy and active community;
- Positive environmental impacts; and
- Overall safety for those who wish to bike and walk.

On behalf of the Park and Recreation Commission I would like to request that the Town Board:

1. Adopt the Town of Menasha Bike and Pedestrian Plan as presented;
2. Begin looking for ways to implement the recommendations; and
3. Incorporate these recommendations into the current and future Capital Improvement Plan.

We look forward to working collaboratively with the Plan Commission, Sustainability Committee and the Town Board to ensure that we continue to design our community with bicyclists and walkers in mind.

Sincerely,

Jim Wise,
Town of Menasha
Park and Recreation Commission Chair



April 14, 2015

Dear Chairman Youngquist and Town Board:

The Sustainability Committee has reviewed the recommendations set forth by the Bike & Pedestrian Task Force and fully supports the further development and creation of bike and pedestrian infrastructure within the Town of Menasha. The Committee's mission statement is:

"To help sustain our community for future generations by using resources in the most responsible ways at the right times and for the right reasons."

Sustaining our community means maintaining its economic, social and environmental health in such a way that future generations can enjoy the same benefits as we enjoy today. Economic, social and environmental benefits can all be derived from building a strong network of bike and pedestrian infrastructure within a community.

The benefits of creating bicycle and pedestrian infrastructure include:

1. Economic opportunities for local businesses;
2. Increased real estate values;
3. Promotion of a healthy and active community;
4. Positive environmental impacts; and
5. Overall safety for those who wish to bike and walk.

On behalf of the Sustainability Committee I would like to request that the Town Board:

1. Adopt the Town of Menasha Bike and Pedestrian Plan as presented;
2. Begin looking for ways to implement the recommendations; and
3. Incorporate these recommendations into the current and future Capital Improvement Plan.

We look forward to working collaboratively with the Plan Commission, Park Commission and the Town Board to ensure that we continue to design our community with bicyclists and walkers in mind.

Sincerely,

A handwritten signature in black ink that reads "Kris Koeppe".

Kris Koeppe,
Town of Menasha
Sustainability Committee Chair

RES #150511-1:TB

ADOPTION OF TOWN OF MENASHA BIKE & PEDESTRIAN PLAN

WHEREAS, the Town of Menasha Board of Supervisors established the Town of Menasha Bicycle & Pedestrian Task Force on June 24, 2013 with Resolution #130624-6 and charged the Task Force with three objectives:

- 1) Inventory the current Bike/Pedestrian facilities and uses;
- 2) Develop recommendations for future Bike/Pedestrian facility locations and types of facilities; and
- 3) Apply for "Walking" and "Bicycling" friendly communities status from the respective national organizations; and

WHEREAS, to achieve the first two objectives, the Bicycle & Pedestrian Task Force has worked closely with Town staff, East Central Wisconsin Regional Planning Commission, and Town residents to create a Town of Menasha Bike & Pedestrian Plan; and

WHEREAS, the Town of Menasha Comprehensive Plan adopted on August 25, 2003 includes many objectives that support bike and pedestrian planning:

"Provide safe and comfortable pedestrian and bicycle facilities in all areas of the Town, including residential, commercial, industrial, recreational and institutional areas. All neighborhoods should be designed to meet the unique needs of pedestrians, bicyclists and automobile travelers"; and

WHEREAS, the Park Commission and Sustainability Committee have written letters in support of adoption of the Bike & Pedestrian Plan; and

WHEREAS, the Planning Commission has reviewed the plan at their April 15, 2015 meeting and recommended adoption:


Planning Commission: 6 Aye 0 Nay 1 Excused 0 Abstain

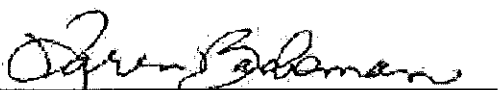
NOW, THEREFORE, BE IT RESOLVED by the Town of Menasha Board of Supervisors that the Town of Menasha Bike & Pedestrian Plan be adopted to guide future bike and pedestrian planning within the Town of Menasha.

Adopted this 11th day of May, 2015

Requested by: George Dearborn, Director of Community Development

Submitted by: Dale A. Youngquist, Town Chairman


Dale A. Youngquist, Town Chairman


Attest: Karen Backman, Town Clerk

EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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

COMMISSION MEMBERS

CALUMET COUNTY

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

FOND DU LAC COUNTY

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Craig Tebon*
Nick Leonard*

MENOMINEE COUNTY

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Ruth Winter
Michael Chapman

OUTAGAMIE COUNTY

Thomas Nelson
Helen Nagler
Daniel Rettler
Timothy Hanna
Jeff Nooyen
Michael Thomas

SHAWANO COUNTY

Jerry Erdmann
Thomas Kautza
Marshal Giese

WAUPACA COUNTY

Dick Koeppen
Gary Barrington
Brian Smith
DuWayne Federwitz

WAUSHARA COUNTY

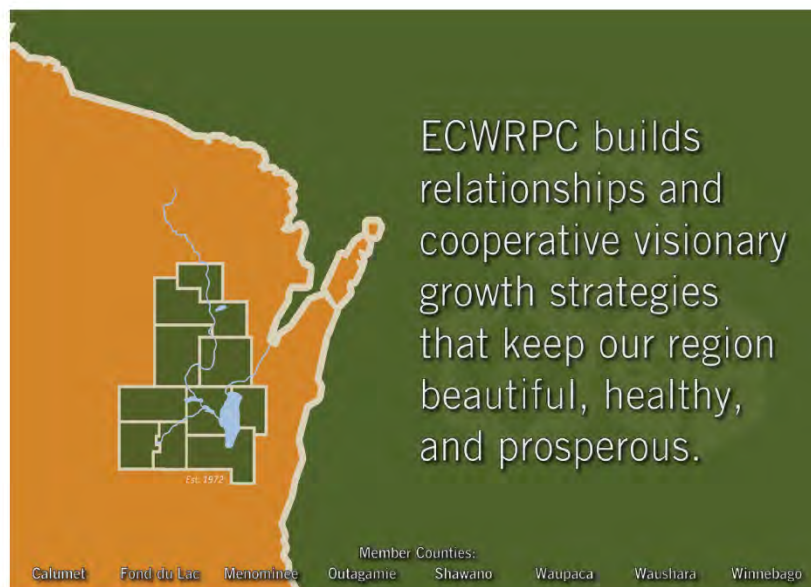
Donna Kalata, Chair
Larry Timm
Neal Strehlow

WINNEBAGO COUNTY

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David Albrecht
Ernie Bellin
Steve Cummings
Ken Robl
Robert Schmeichel

EX-OFFICIO MEMBERS

Jill Michaelson
Deborah Wetter



*To be determined