

Appendix I: Multimodal Accommodations

A. Fox Cities Regional Overview

1. Bicycle/Pedestrian

Figure I-1 displays the existing bicycle/pedestrian facilities in the region.

The Fox Cities region has a relatively extensive network of sidewalks, bicycle routes, and off-road trails to meet the travel needs of bicyclists and pedestrians. Sidewalks are present along most streets in the established urban neighborhoods of the Fox Cities and in many newer residential subdivisions. However, many of the older suburban neighborhoods and lower-density subdivisions do not have sidewalks or trails.

Each community in the region has its own bicycle/pedestrian network, with its own defining elements. For example, the towns of Menasha and Grand Chute have developed extensive off-road trails, most of which are parallel to roadway corridors. The cities of Menasha and Neenah have developed diverse networks utilizing sidewalks, trails, and on-road bicycle links. The City of Appleton has focused primarily on the provision of sidewalks, with only a few major trails and bicycle routes. Additionally, regional and statewide trail corridors have been developed by various agencies and groups, including the Friendship Trail, which runs parallel to US 10 and through the City of Menasha.

Overall, the existing bicycle/pedestrian network has relatively widespread coverage. Several notable gaps in the system are present, especially in older suburban neighborhoods and in commercial/industrial areas between cities and villages. One particularly large area with poor coverage is between Appleton and Little Chute. Other missing links in the existing network include connections in the Harrison area southeast of Appleton and between downtown Appleton and trail networks to the north, south, and west.

2. Transit

Figure I-2 displays the existing transit system in the region.

Transit service in the Fox Cities region is provided by Valley Transit (VT). The VT system is comprised mostly of local radial routes that converge on a central transfer center in downtown Appleton. Many VT routes operate in a loop pattern, using different streets in the inbound and outbound directions. Currently, there are 13 regular fixed routes that operate out of the Appleton Transit Center

Valley Transit also operates out of a satellite transit center in downtown Neenah. This satellite center is served by Route 10 (express service to Oshkosh), Route 30 (service to downtown Appleton via City of Menasha), Route 31/32 (circulator service around east and west sides of Neenah), and Route 41 (crosstown service to Fox River Mall via Town of Menasha). Several other outlying locations also serve as transfer points between lines, including Fox River Mall (timed transfer between Routes 15 and 41, also served by Route 12) and the North Transfer Point on First Avenue (timed transfer between Routes 5 and 6).

There is one express bus route currently operating in the Fox Valley, between Neenah and Oshkosh. This bus route begins and ends at the Neenah Transit Center, using Winneconne Avenue (WIS 114) to access US 41 en route to Oshkosh.

3. Park and Ride

Figure I-2 displays the existing park and ride lots in the region.

There are four existing park and ride lots in the Fox Cities region¹. Two of these are along the US 41 corridor on the north side of the region (at CTH E/Ballard Road and CTH N/Freedom Road). The other two are located in southeastern Calumet County (at US 10 and CTH N, and at WIS 114 and WIS 55). There is also an existing park and ride lot just outside the study area in southwestern Brown County (at US 41 and CTH S).

B. US 41/WIS 441 Corridor Overview

The maps in **Exhibit I-1** display detailed views of the existing bicycle/pedestrian, transit, and park and ride systems along the study corridor. Some noteworthy conditions include:

1. Bicycle/Pedestrian

Bicycle and pedestrian facilities vary greatly across the study corridor, with relatively dense sidewalk and trail networks in areas such as the City of Neenah and parts of the City of Appleton. On the other hand, few facilities exist near US 41 in the vicinity of Little Chute and Kaukauna. There are two pedestrian/bicycle overpasses currently located in the study corridor, crossing US 41 near Northland Avenue in the Town of Grand Chute and crossing WIS 441 near Oneida Street in the City of Appleton. Some other trails, sidewalks, and bicycle routes use existing roadway overpasses to cross the highway corridor, but there are long stretches along both US 41 and WIS 441 that lack adequate facilities for pedestrians and bicycles to cross the highway. Notably, there is no existing facility for pedestrians or bicycles to cross US 41 between the Jacobsen Road overpass in the Town of Menasha and the pedestrian overpass in the Town of Grand Chute, which are approximately five miles apart. Other long gaps exist between Cecil Street and Jacobsen Road (3 miles), CTH A and Meade Street (2.5 miles), and CTH E and CTH N (3 miles). There are no facilities to allow pedestrian crossings over US 41 northeast of CTH N in Little Chute.

2. Transit

The current Valley Transit system provides service in the US 41 study corridor primarily in the area between the City of Neenah and the Fox River Mall area in the Town of Grand Chute. The Fox River Mall area is served by Routes 12, 15, and 41. The City of Neenah is served by Routes 10, 31, 32, and 41. Route 41 runs along surface streets parallel to US 41 through this area. Route 10 is an express bus route between Neenah and Oshkosh utilizing US 41 south of the Winneconne Avenue interchange.

Several routes provide bus service along the WIS 441 corridor, including Route 1 (Oneida/Midway/Appleton, serving University of Wisconsin-Fox Valley), Route 8 (southeastern Appleton), Route 11 (shopping areas along Calumet and College), Route 20 (between Appleton, Kimberly, Little Chute, and Kaukauna), and Route 30 (between Appleton, Menasha, and Neenah).

3. Park and Ride

There are two existing park and ride lots in the US 41 corridor. One is located at Ballard Road (CTH E) in northern Appleton, and the other is located at Freedom Road (CTH N) in northern Little Chute. Neither lot is served by a transit route, so these function primarily as carpool lots.

C. Planned/Programmed Improvements

1. Bicycle/Pedestrian

Many different governments, agencies, and groups have developed plans for bicycle and pedestrian system improvements in the Fox Cities region. In developing the findings and recommendations of this study, the report team consulted the following sources:

- 2005 and 2006 Aerial Orthophotography²
- Brown County Park and Outdoor Recreation Plan Update³
- City of Appleton Trail System Map⁴
- City of Kaukauna Parks and Recreation Plan⁵
- City of Menasha Parks and Recreation Plan⁶
- East Central Wisconsin Regional 2030 Comprehensive Plan⁷
- Fox Cities (Appleton) MPO Long-range Transportation/Land Use Plan⁸
- “Fox Valley Trails” map⁹
- Grand Chute Trails Plan¹⁰
- Neenah Access Trails website¹¹
- Town of Buchanan Comprehensive Plan¹²
- Town of Greenville Draft Comprehensive Plan¹³
- Town of Harrison Comprehensive Park and Outdoor Recreation Plan¹⁴
- “Trails of the Fox Cities” map¹⁵
- Village of Little Chute Comprehensive Park and Outdoor Recreation Plan¹⁶
- Wisconsin Department of Transportation county bicycle maps¹⁷
- Wisconsin Rail Issues and Opportunities Report¹⁸

The above-referenced documents highlight many potential future bicycle and pedestrian connections. **Figure I-3** displays an overview map of these planned/programmed improvements. Some noteworthy items include:

- Expansion of trail networks in suburban areas, including substantial expansions in the Towns of Grand Chute, Harrison, and Buchanan, the Village of Little Chute, and the City of Kaukauna.
- Expansion of the on-street bicycle route network in the City of Menasha.
- Extension of CE Trail/Newberry Trail/River Heritage Trail corridor across western Appleton via Prospect Avenue corridor, creating continuous trail facility across center of region.
- Extension of Friendship Trail along USH 10 east of Menasha, toward Village of Sherwood.
- Extension of sidewalks along WIS 96 in the Town of Grand Chute to the Fox River Mall area, and along Capitol Drive on the north side of Appleton.

2. Transit

The last Transit Development Plan (TDP) for Valley Transit¹⁹ was created in 2001. This plan called for the expansion of service in southeastern Appleton, elimination of evening/night service (to be replaced by demand-response service), and the creation of a new crosstown route through northern Appleton. Only the recommended expansion of service to shopping centers in southeastern Appleton was implemented as a result of this plan.

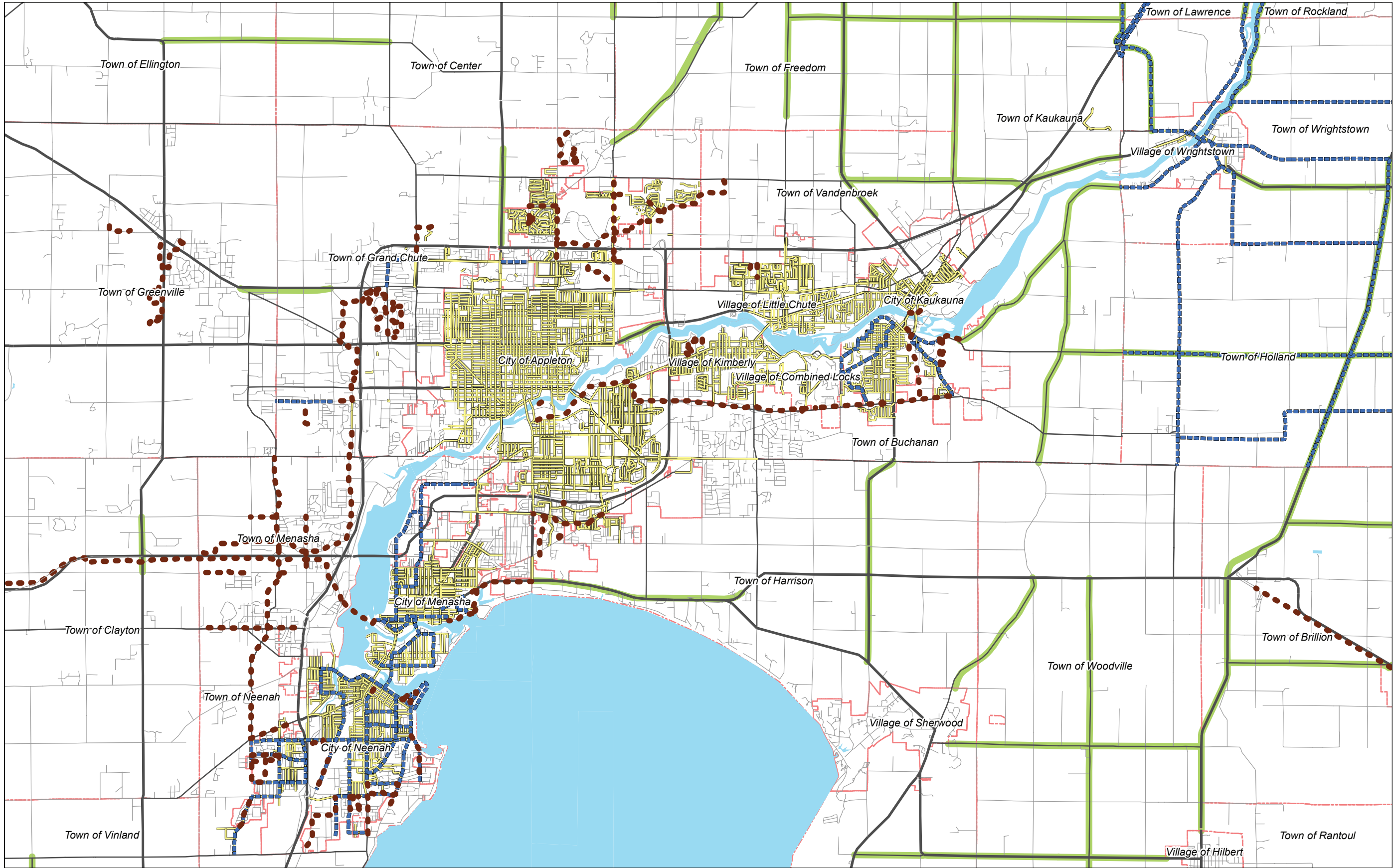
A new TDP is currently under development. Alternatives being studied in the new TDP include the consolidation of Routes 3 and 4 into one route, an express route between downtown Appleton and Fox River Mall, a Wisconsin Avenue/CTH OO northern crosstown route, a Wisconsin Avenue/Ballard Road route, bus services to Green Bay and Fond du Lac, a circulator route in the Greenville area, and increased service frequencies on some or all routes. **Figure I-4** displays the locations of these potential improvements.

3. Park and Ride

There are no known plans for additional or improved park and ride facilities in the Fox Valley at this time.

Endnotes

- ¹ “Park and Ride Lots in Wisconsin” website. Wisconsin Department of Transportation. <http://www.dot.wisconsin.gov/travel/parkride/index.htm>
- ² 2005 and 2006 orthophotography for Brown, Calumet, Outagamie, and Winnebago counties from <http://www.wisconsinview.org/>
- ³ Brown County Park and Outdoor Recreation Plan Update. Final Draft dated July 2008. http://www.co.brown.wi.us/planning_and_land_services/planning/county_web/brownCountyParkPlan.html
- ⁴ “Trail System: Appleton, Wisconsin, and Surrounding Areas.” Map, developed by City of Appleton Parks and Recreation Department, April 2000. <http://www.focol.org/greenways/images/apptrails.pdf>
- ⁵ *Open Space and Recreation Plan 2003-2008*. City of Kaukauna, 2003. <http://www.ci.kaukauna.wi.us/Upload/1/PARKPLAN.pdf>
- ⁶ *City of Menasha Open Space and Recreation Facilities Plan 2007-2011*. City of Menasha, 2007. http://www.cityofmenasha-wi.gov/content/departments/parks_&_recreation/documents/CMenashaRecreationalPlan_FinalNov2007.pdf
- ⁷ *Shaping our Future in the 21st Century: The East Central Wisconsin Regional Comprehensive Plan 2030*. East Central Wisconsin Regional Planning Commission, 2008. Chapter 6: Transportation. <http://www.eastcentralrpc.org/planning/compplan/milestone3/MS3Final/ms3final.htm>
- ⁸ *Appleton Metropolitan Planning Organization Long-range Transportation/Land Use Plan*. East Central Wisconsin Regional Planning Commission, 2005. <http://www.eastcentralrpc.org/AppletonMPO/LRP.htm>
- ⁹ “Fox Valley Trails.” Map developed by City of Appleton GIS, May 2005. <http://www.appleton.org/departments/recreation/images/areatrails.pdf>
- ¹⁰ “Grand Chute Trails Plan.” Map developed by Town of Grand Chute, 2008. <http://www.grandchute.net/resources/trailsmap21208.pdf>
- ¹¹ Neenah Access Trails website, operated by Future Neenah, Inc. <http://www.neenahtrails.com/>
- ¹² *Town of Buchanan Comprehensive Plan*. 2007. Chapter 5: “Transportation.” <http://www.townofbuchanan.org/resources/chapter5transportation.pdf>
- ¹³ *Town of Greenville Draft Comprehensive Plan*. East Central Wisconsin Regional Planning Commission, 2008. http://www.eastcentralrpc.org/PlanGreenville/doc_maps.htm (site accessed October 2008).
- ¹⁴ *Town of Harrison Comprehensive Park and Outdoor Recreation Plan*. Rettler Corp., December 2007. http://www.townofharrison.org/uploads/docs/1_Comprehensive_Park_Plan_Web.pdf
- ¹⁵ “Trails of the Fox Cities.” Map developed by City of Appleton GIS, March 2008. <http://www.appleton.org/departments/recreation/trails/docs/ValleyTrailsFront.pdf>
- ¹⁶ *Village of Little Chute Comprehensive Park and Outdoor Recreation Plan*. Rettler Corp., January 2008. <http://wi-littlechute.civicplus.com/DocumentView.asp?DID=298>
- ¹⁷ Wisconsin Department of Transportation county bike maps. <http://www.dot.wisconsin.gov/travel/bike-foot/countymaps.htm>
- ¹⁸ *Wisconsin Rail Issues and Opportunities Report*. Wisconsin Department of Transportation, Division of Investment Management, Bureau of Planning, 2004. <http://www.dot.wisconsin.gov/projects/state/docs/rail-issues.pdf>



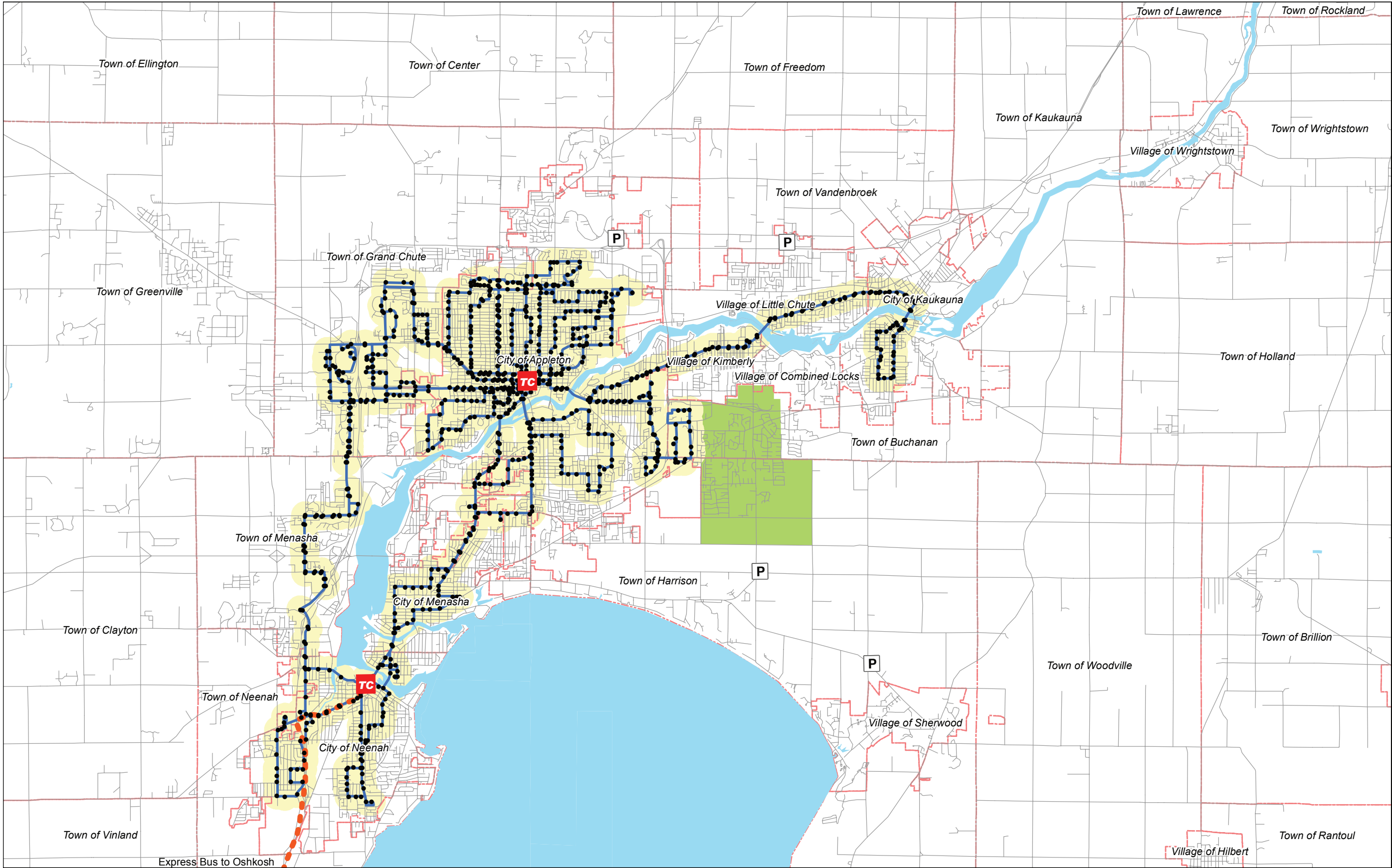
US 41 / WIS 441

EXISTING BICYCLE AND PEDESTRIAN SYSTEM MAP

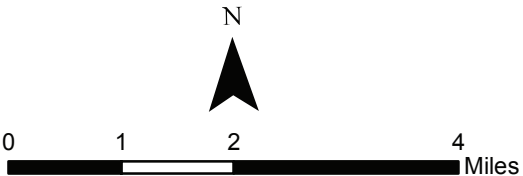


Figure I-1

Operational Needs
Assessment
US 41 and WIS 441
PRELIMINARY REPORT



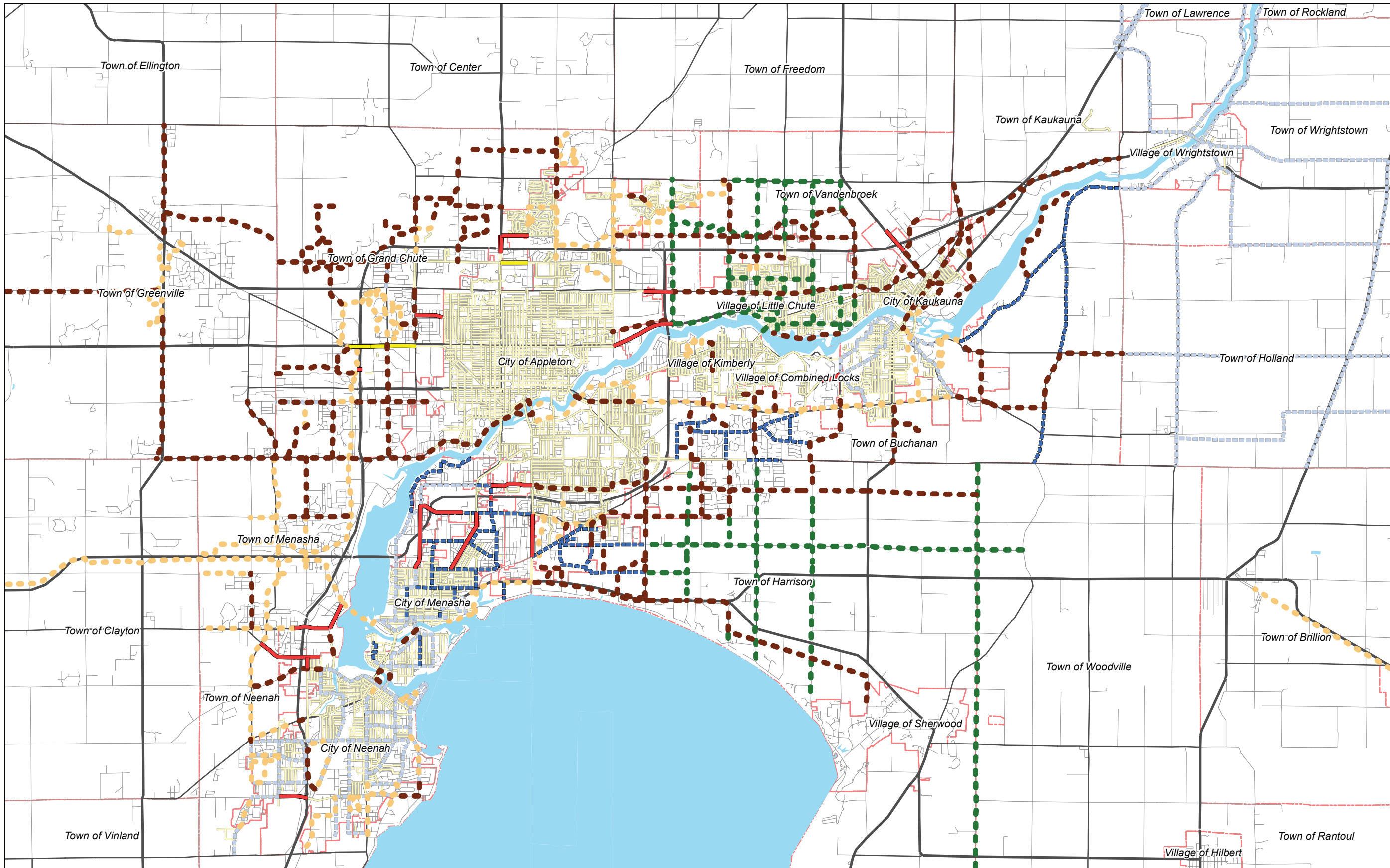
- | | | |
|----------------------------|-----------------------------------|----------------------------------|
| Existing Bus Routes | Existing Transit Centers | Area within 1/4 Mile of Bus Stop |
| Existing Express Bus Route | Existing Park-and-Ride Facilities | Streets |
| Existing Bus Stops | Call-a-Ride Service Area | Municipal Boundaries |



US 41 / WIS 441

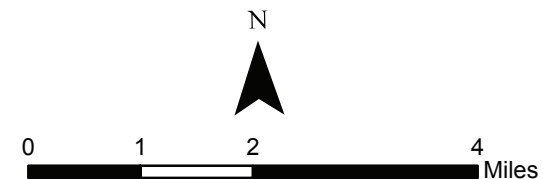
EXISTING TRANSIT SYSTEM MAP





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|---------------------------------|--------------------------------|---|-----------------|
| Existing On-road Bicycle Routes | Planned On-road Bicycle Routes | Miscellaneous Planned Bicycle/
Pedestrian Facilities | State Highways |
| Existing Trails | Planned Trails | Other Recommended Facilities
(not planned or programmed) | County Highways |
| Existing Sidewalks | Planned Sidewalks | | Local Streets |

Existing System is shaded. Future Improvements are highlighted.



US 41 / WIS 441

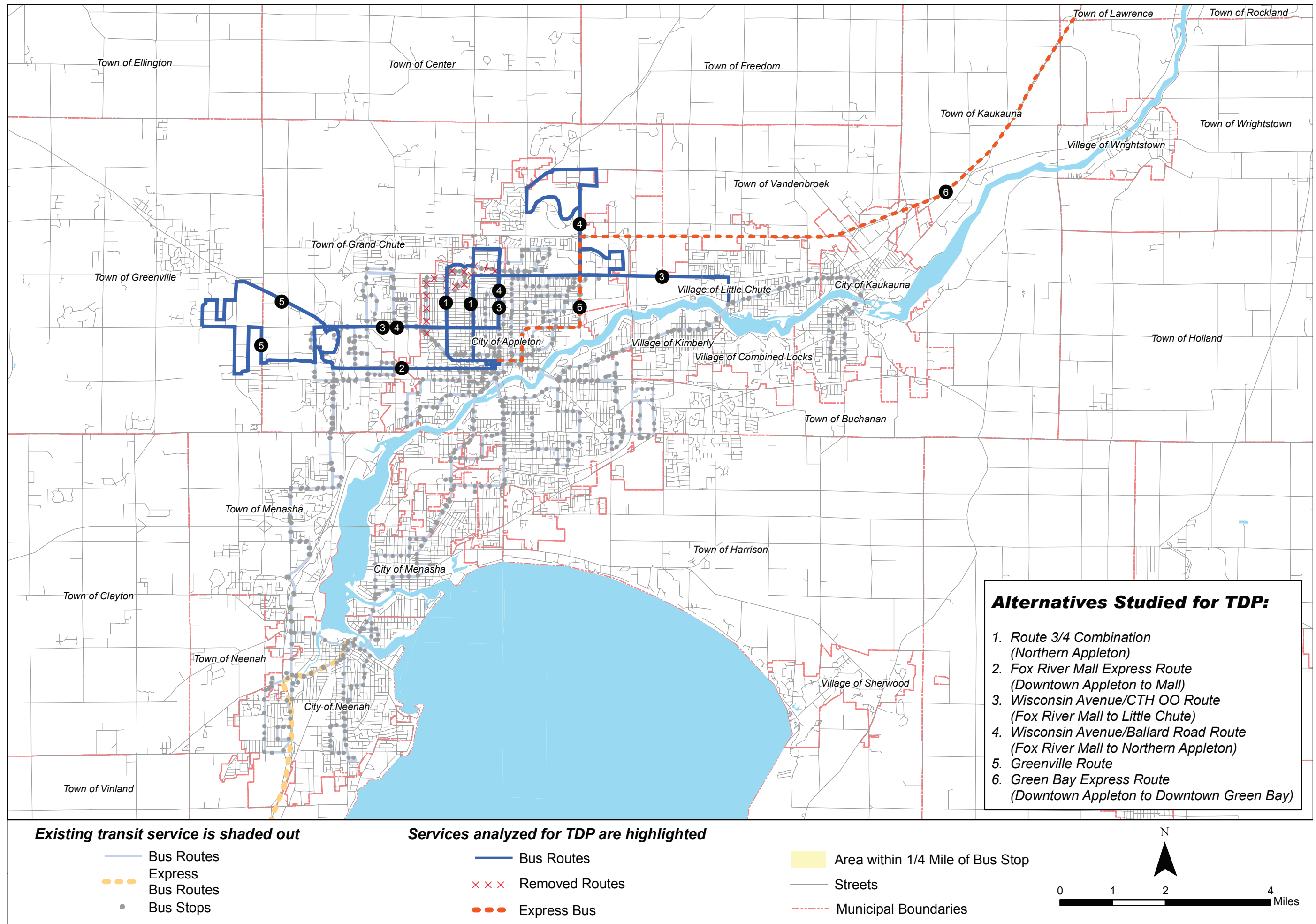
PLANNED PROGRAMMED BICYCLE & PEDESTRIAN SYSTEM MAP





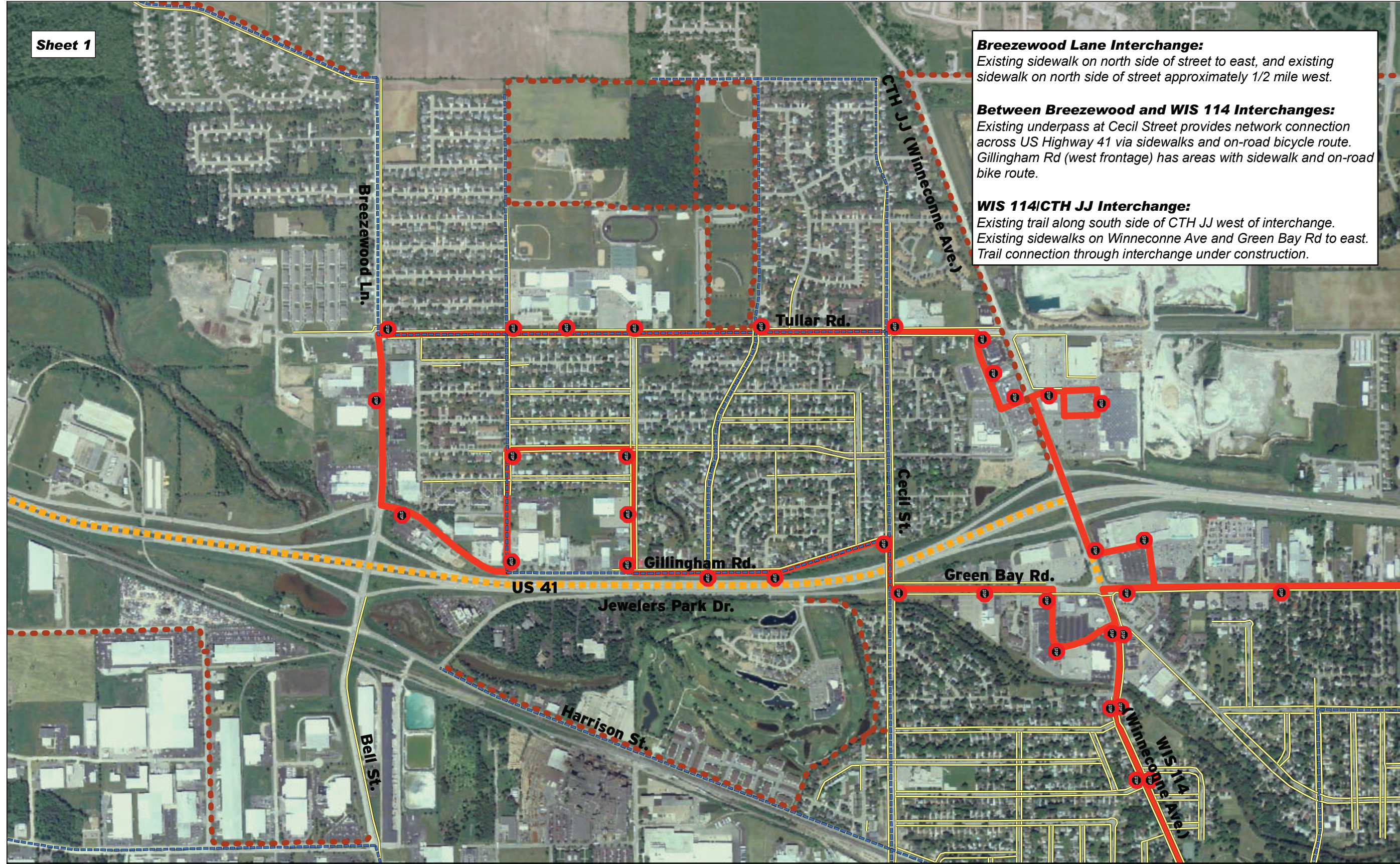
Figure I-4

Operational Needs
Assessment
US 41 and WIS 441
PRELIMINARY REPORT





US 41 / WIS 441
MULTIMODAL EXISTING CONDITIONS MAP

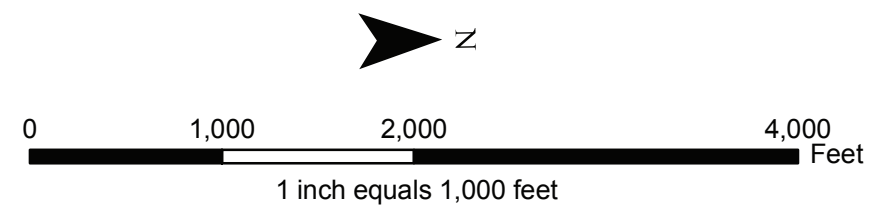


Breezewood Lane Interchange:
Existing sidewalk on north side of street to east, and existing sidewalk on north side of street approximately 1/2 mile west.

Between Breezewood and WIS 114 Interchanges:
Existing underpass at Cecil Street provides network connection across US Highway 41 via sidewalks and on-road bicycle route. Gillingham Rd (west frontage) has areas with sidewalk and on-road bike route.

WIS 114/CTH JJ Interchange:
Existing trail along south side of CTH JJ west of interchange. Existing sidewalks on Winneconne Ave and Green Bay Rd to east. Trail connection through interchange under construction.

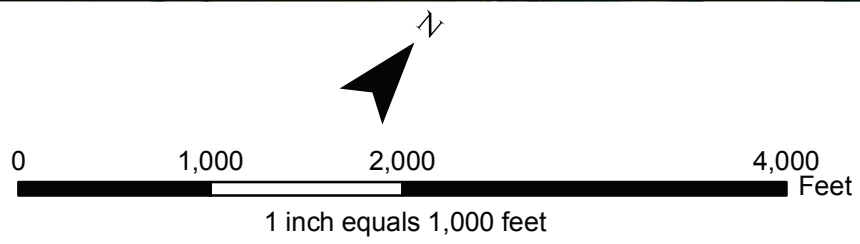
- | | | |
|---|------------------|--------------------------|
| Off-road Trails | — Sidewalks | Transit Stops |
| ----- Designated On-road Bike Routes | — Transit Routes | Park and Ride Lots |
| — State & county highways suitable for use by bicyclists (state-designated) | | ----- Express Bus Routes |



CTH U Interchange:
Parts of CTH U, CTH DDD, and the US 41 east and west frontage roads are designated on-road bicycle routes.



- | | | |
|---|------------------|------------------------|
| ● ● ● ● Off-road Trails | — Sidewalks | Transit Stops |
| --- Designated On-road Bike Routes | — Transit Routes | Park and Ride Lots |
| — State & county highways suitable for use by bicyclists (state-designated) | | --- Express Bus Routes |



US 41 / WIS 441
MULTIMODAL EXISTING CONDITIONS MAP





Between US 41 and CTH P Interchanges:

Tayco Street, which passes under WIS 441, is a designated on-road bicycle route.

CTH P Interchange:

CTH P is a designated on-road bicycle route.

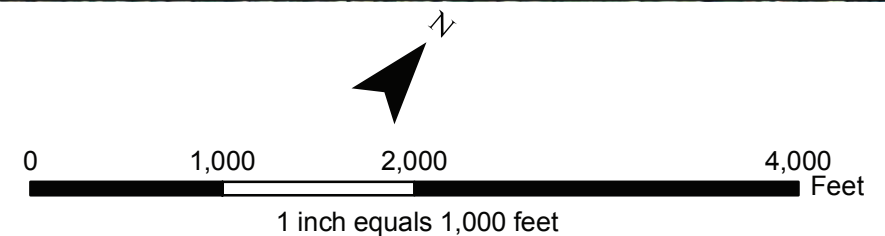
CTH AP Interchange:

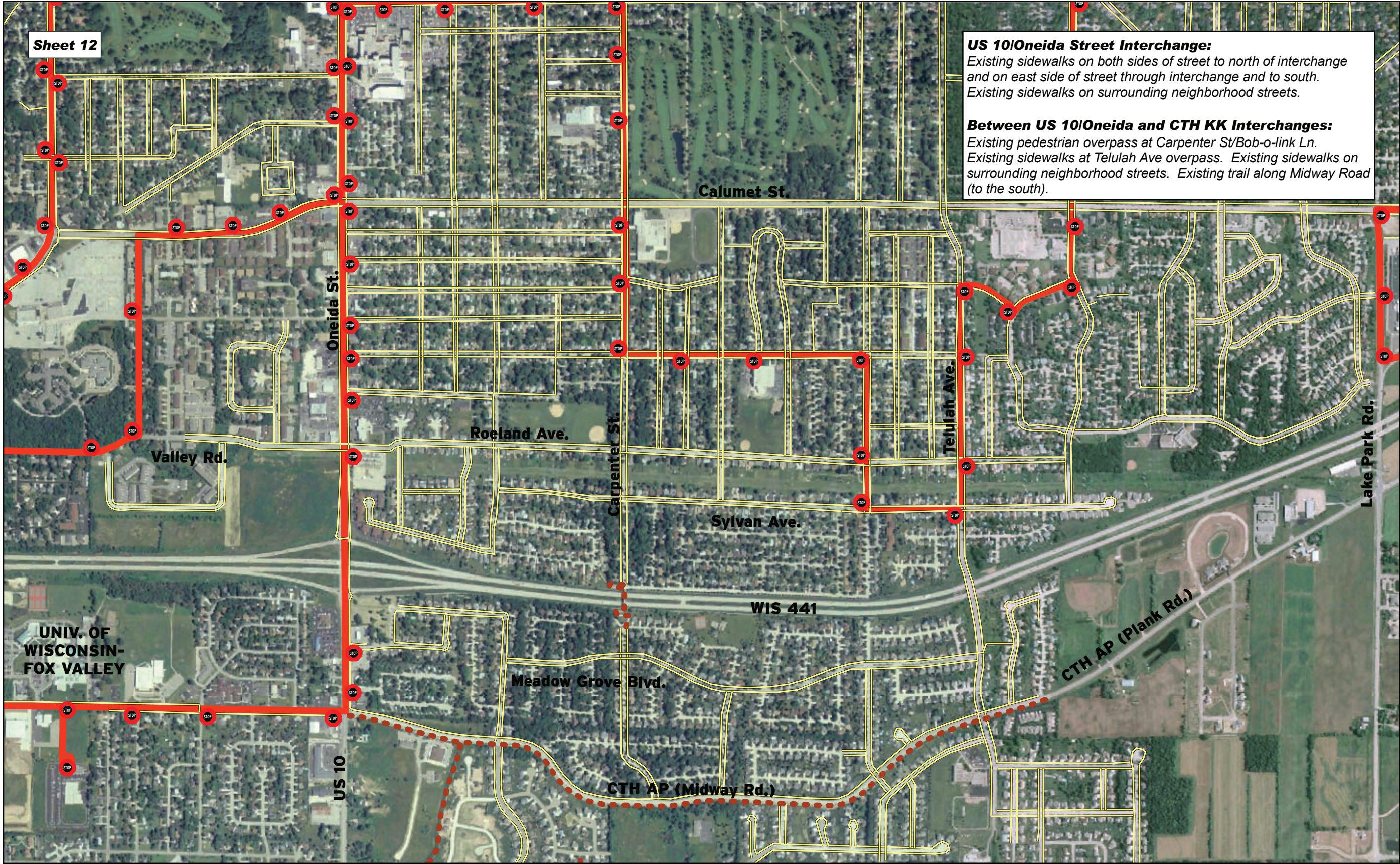
No existing bicycle/pedestrian facilities along CTH AP in this area. CTH P is a designated on-road bicycle route through this area.

WIS 47 Interchange:

Existing sidewalks on both sides of street north and south of interchange. Sidewalk on west side of street only through interchange area. Sidewalks/bike routes on parallel facilities to north (Valley Rd) and south (Midway Rd).

- ● ● Off-road Trails
- Designated On-road Bike Routes
- State & county highways suitable for use by bicyclists (state-designated)
- Sidewalks
- Transit Routes
- STOP Transit Stops
- P Park and Ride Lots
- Express Bus Routes



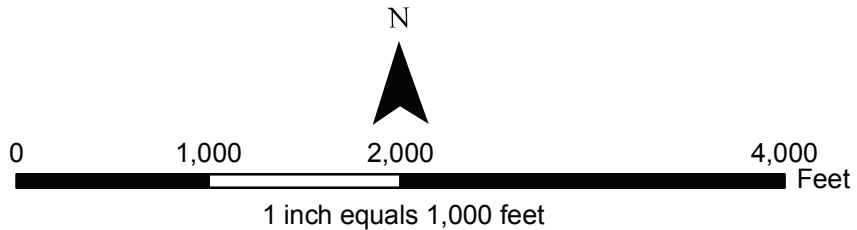


Sheet 12

US 10/Oneida Street Interchange:
Existing sidewalks on both sides of street to north of interchange and on east side of street through interchange and to south.
Existing sidewalks on surrounding neighborhood streets.

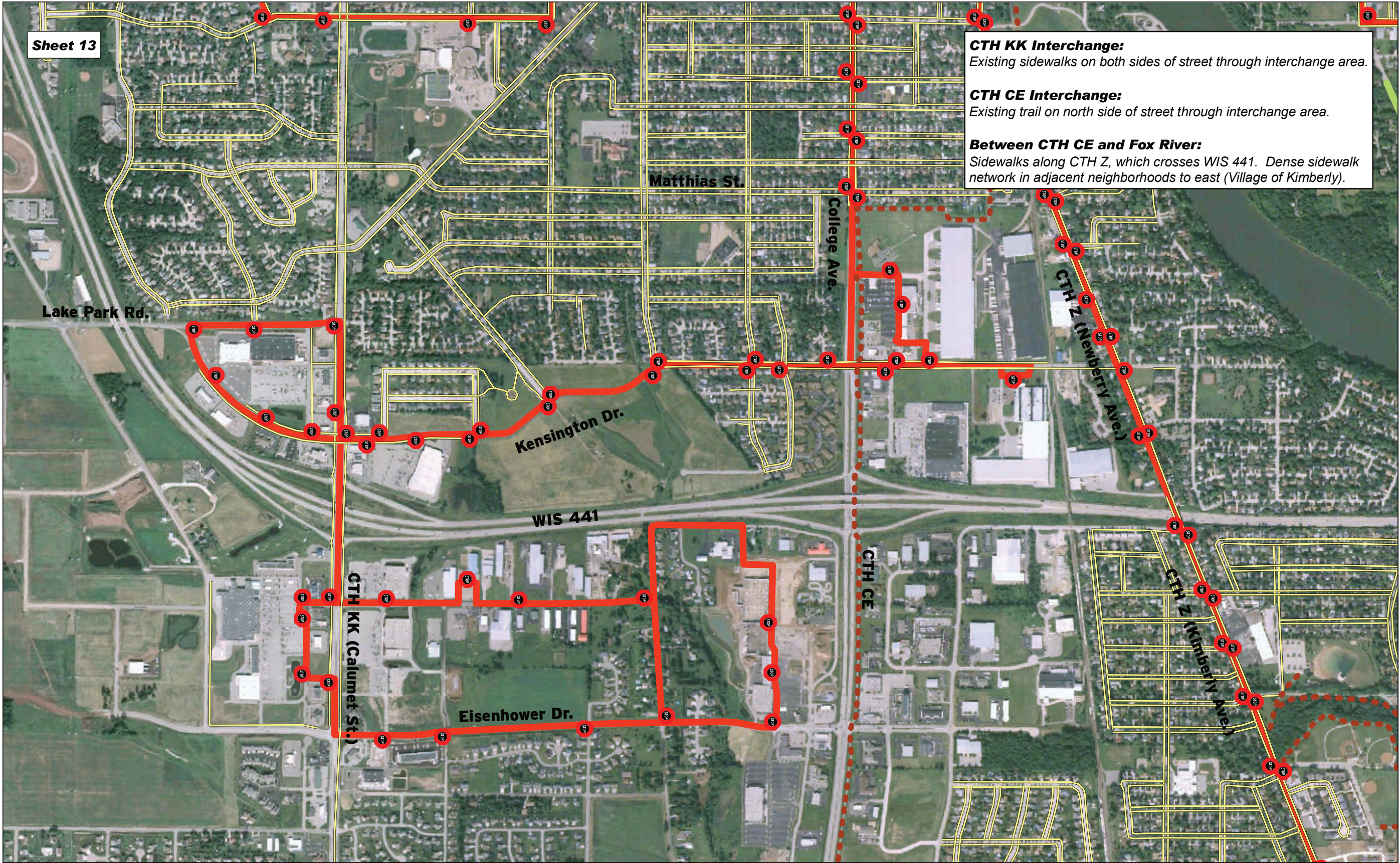
Between US 10/Oneida and CTH KK Interchanges:
Existing pedestrian overpass at Carpenter St/Bob-o-link Ln.
Existing sidewalks at Telulah Ave overpass. Existing sidewalks on surrounding neighborhood streets. Existing trail along Midway Road (to the south).

- Off-road Trails
- Designated On-road Bike Routes
- State & county highways suitable for use by bicyclists (state-designated)
- Sidewalks
- Transit Routes
- Transit Stops
- Park and Ride Lots
- Express Bus Routes



US 41 / WIS 441
MULTIMODAL EXISTING CONDITIONS MAP





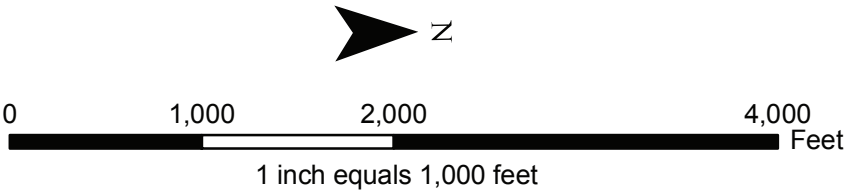
Sheet 13

CTH KK Interchange:
Existing sidewalks on both sides of street through interchange area.

CTH CE Interchange:
Existing trail on north side of street through interchange area.

Between CTH CE and Fox River:
Sidewalks along CTH Z, which crosses WIS 441. Dense sidewalk network in adjacent neighborhoods to east (Village of Kimberly).

- Off-road Trails
- Designated On-road Bike Routes
- State & county highways suitable for use by bicyclists (state-designated)
- Sidewalks
- Transit Routes
- Transit Stops
- Park and Ride Lots
- Express Bus Routes

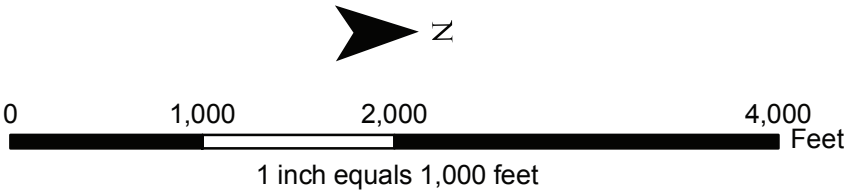


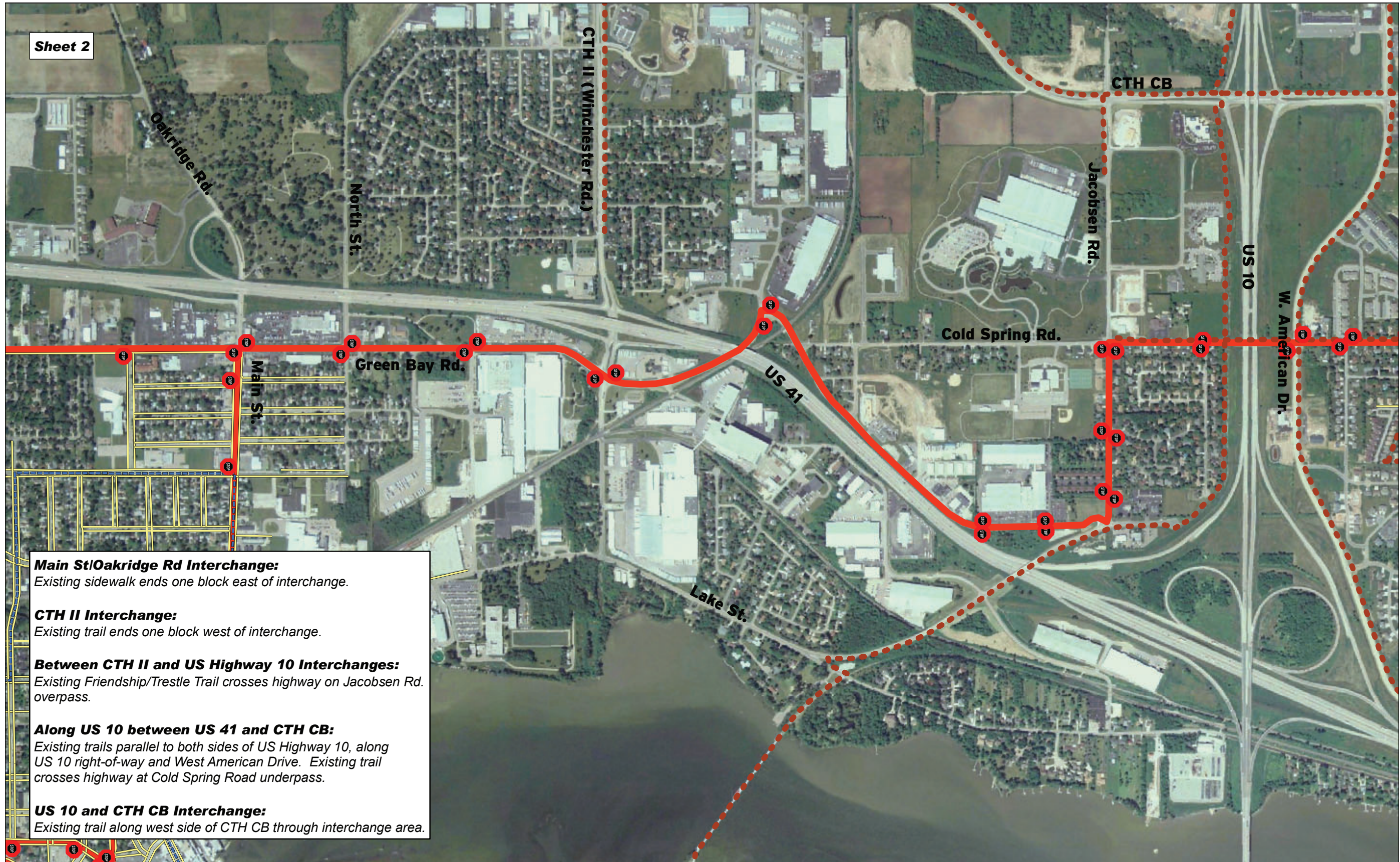


Sheet 14

Between Fox River and US 41:
WIS 96 (Wisconsin Avenue) west of WIS 441 is a state-designated bicycle facility.

- Off-road Trails
- Designated On-road Bike Routes
- State & county highways suitable for use by bicyclists (state-designated)
- Sidewalks
- Transit Routes
- Transit Stops
- Park and Ride Lots
- Express Bus Routes





Main St/Oakridge Rd Interchange:

Existing sidewalk ends one block east of interchange.

CTH II Interchange:

Existing trail ends one block west of interchange.

Between CTH II and US Highway 10 Interchanges:

Existing Friendship/Trestle Trail crosses highway on Jacobson Rd. overpass.

Along US 10 between US 41 and CTH CB:

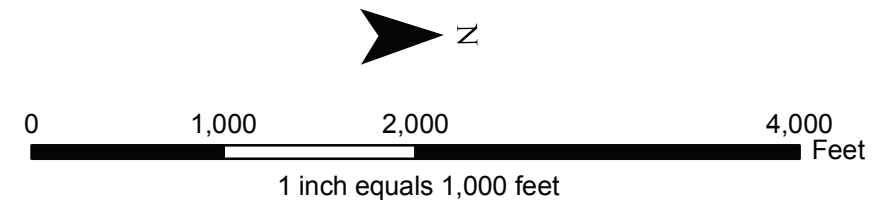
Existing trails parallel to both sides of US Highway 10, along US 10 right-of-way and West American Drive. Existing trail crosses highway at Cold Spring Road underpass.

US 10 and CTH CB Interchange:

Existing trail along west side of CTH CB through interchange area.

- ● ● ● Off-road Trails
- — — — Designated On-road Bike Routes
- — — — State & county highways suitable for use by bicyclists (state-designated)
- — — — Sidewalks
- — — — Transit Routes

- STOP Transit Stops
- P Park and Ride Lots
- Express Bus Routes



US 41 / WIS 441
MULTIMODAL EXISTING CONDITIONS MAP



Exhibit I

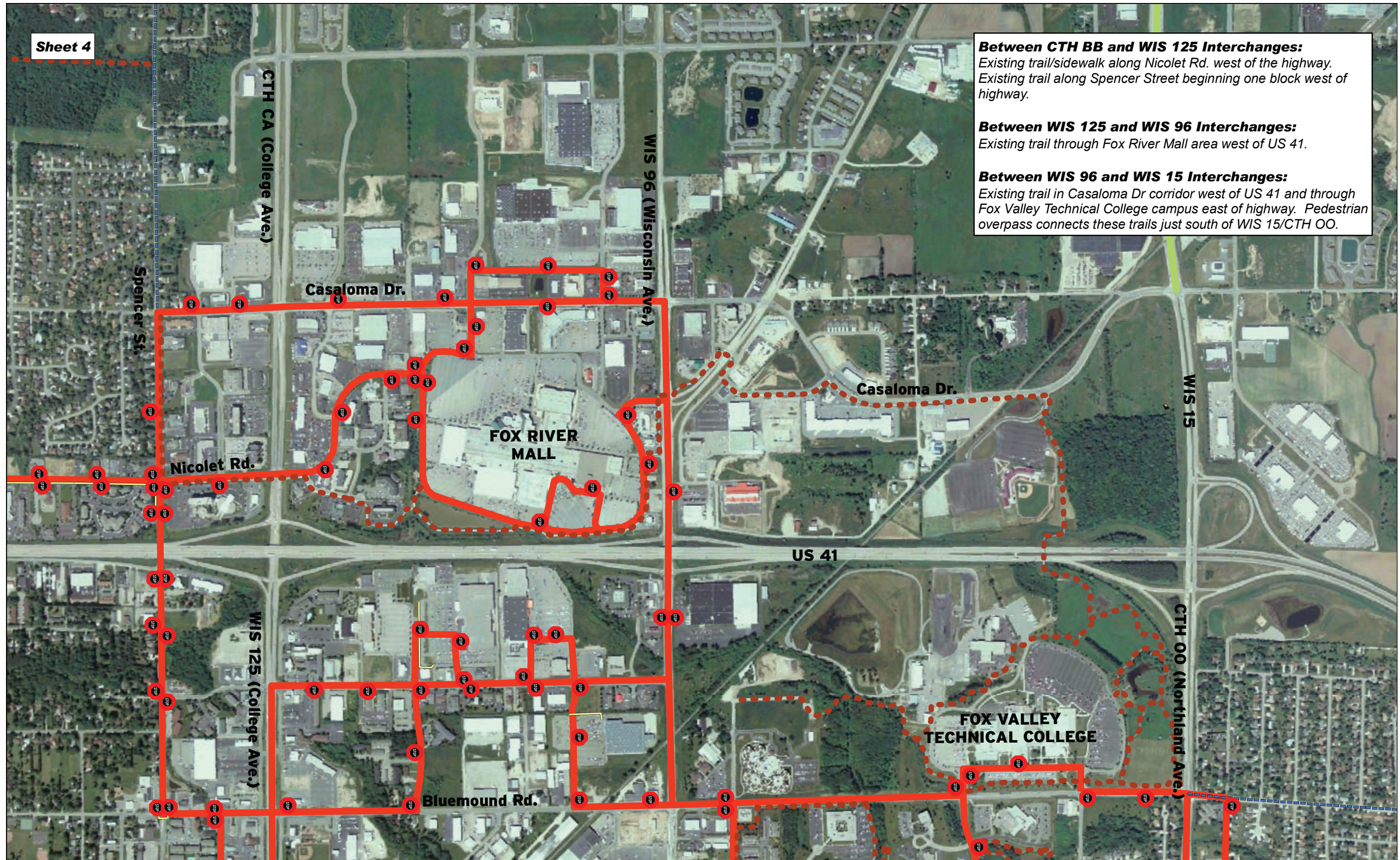
Operational Needs
Assessment
US 41 and WIS 441
PRELIMINARY REPORT

Sheet 2 of 14



Between US 10 and CTH BB Interchanges:
Existing trail along American Dr. to west of the highway.

Between CTH BB and WIS 125 Interchanges:
Existing trail/sidewalk along Nicolet Rd. west of the highway.

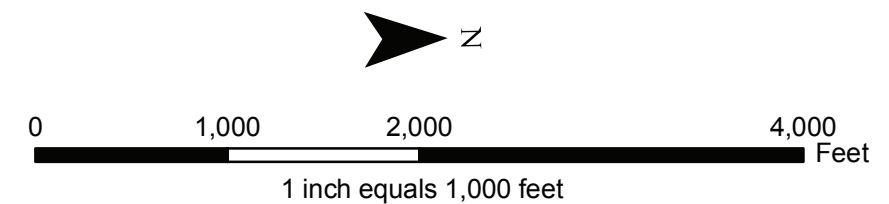


Between CTH BB and WIS 125 Interchanges:
Existing trail/sidewalk along Nicolet Rd. west of the highway.
Existing trail along Spencer Street beginning one block west of highway.

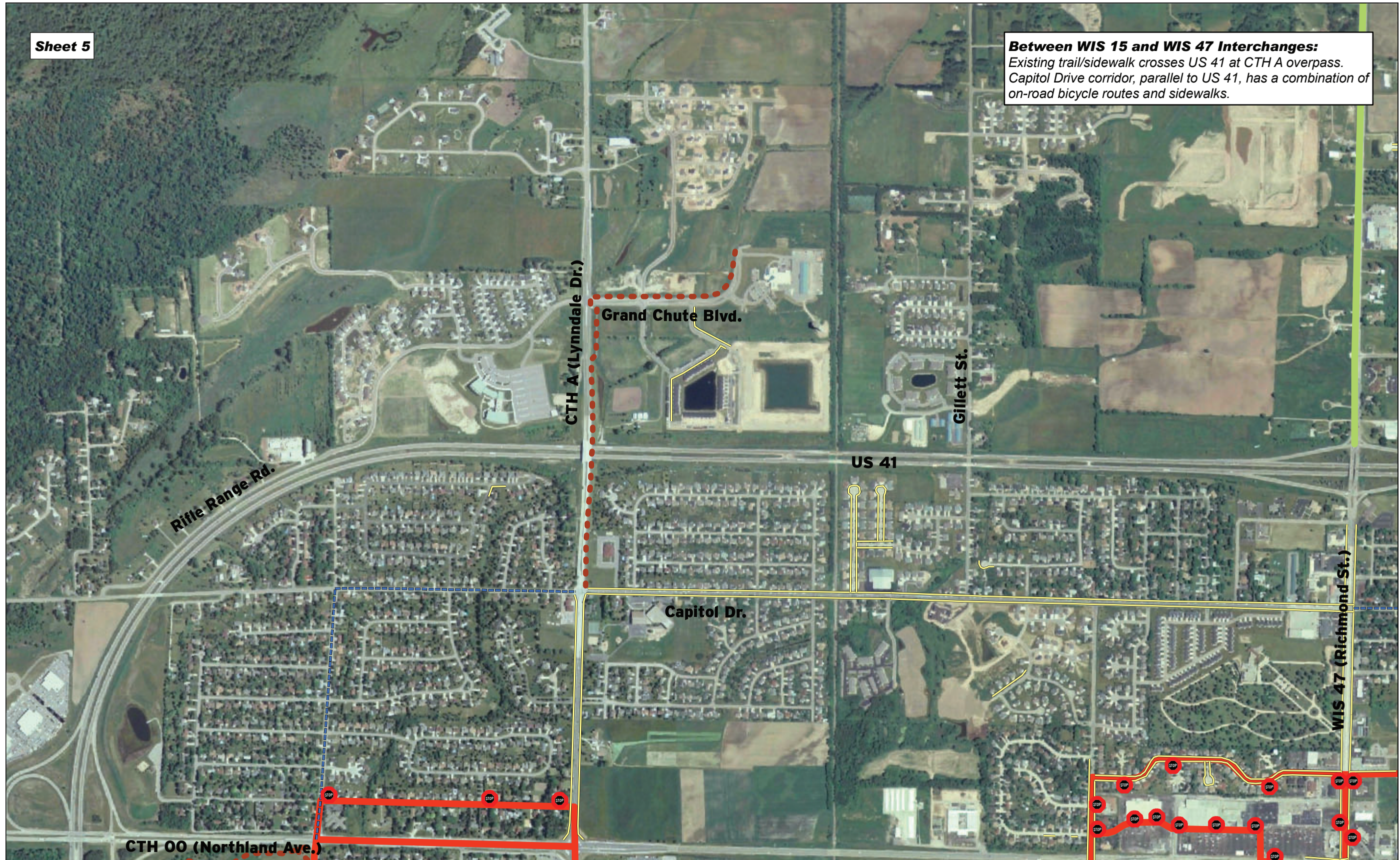
Between WIS 125 and WIS 96 Interchanges:
Existing trail through Fox River Mall area west of US 41.

Between WIS 96 and WIS 15 Interchanges:
Existing trail in Casaloma Dr corridor west of US 41 and through Fox Valley Technical College campus east of highway. Pedestrian overpass connects these trails just south of WIS 15/CTH OO.

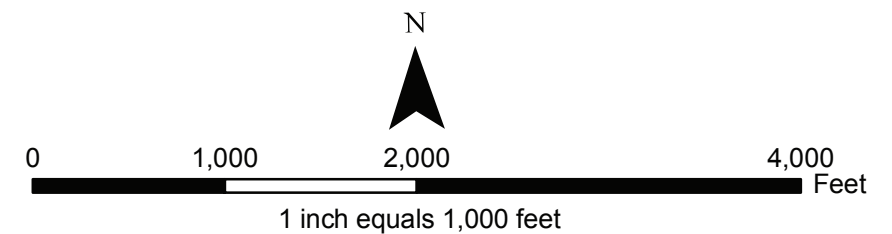
- Off-road Trails
- Designated On-road Bike Routes
- State & county highways suitable for use by bicyclists (state-designated)
- Sidewalks
- Transit Routes
- Transit Stops
- Park and Ride Lots
- Express Bus Routes

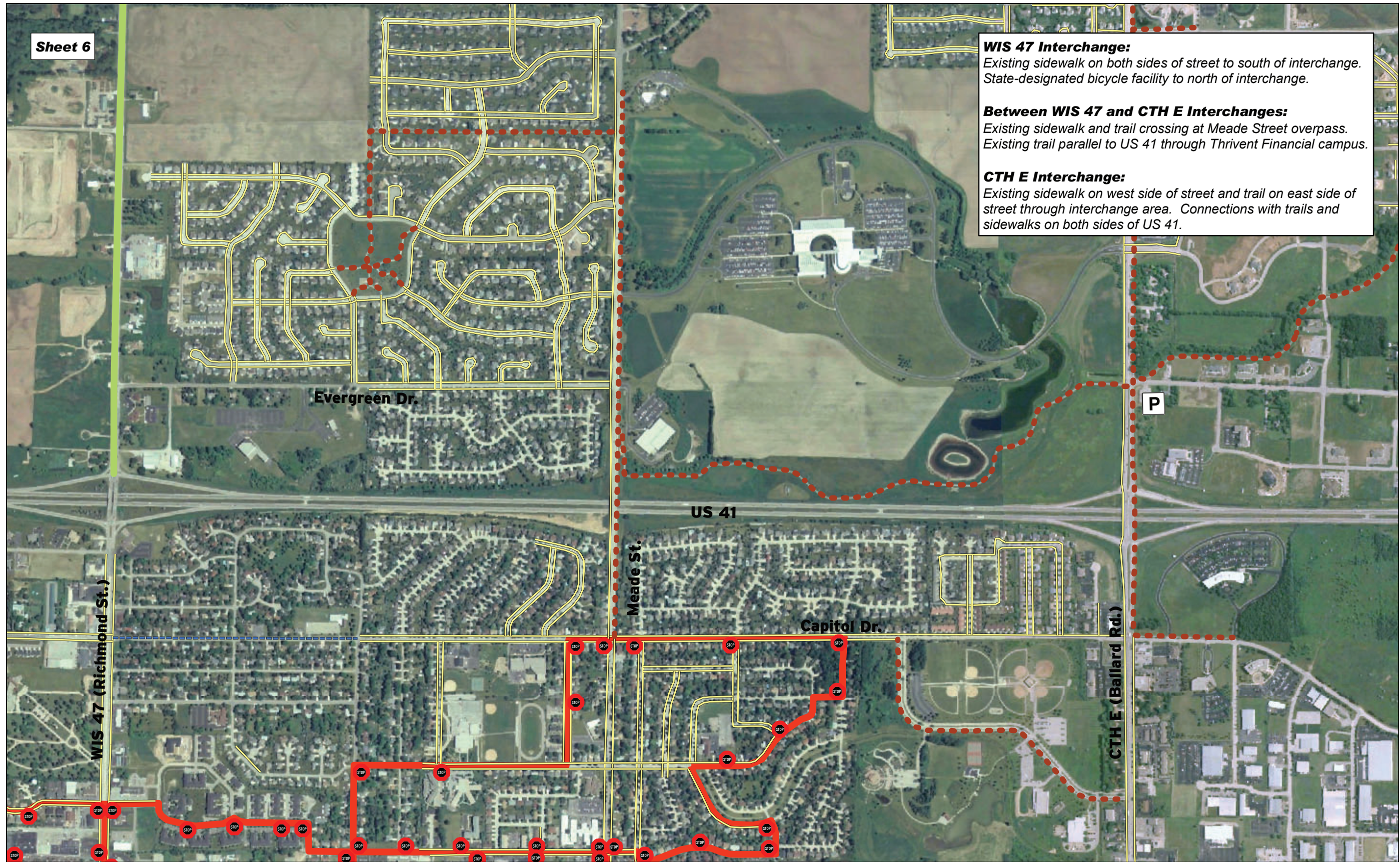


Between WIS 15 and WIS 47 Interchanges:
Existing trail/sidewalk crosses US 41 at CTH A overpass.
Capitol Drive corridor, parallel to US 41, has a combination of
on-road bicycle routes and sidewalks.



- Off-road Trails
- Designated On-road Bike Routes
- State & county highways suitable for use by bicyclists (state-designated)
- Sidewalks
- Transit Routes
- STOP Transit Stops
- P Park and Ride Lots
- Express Bus Routes



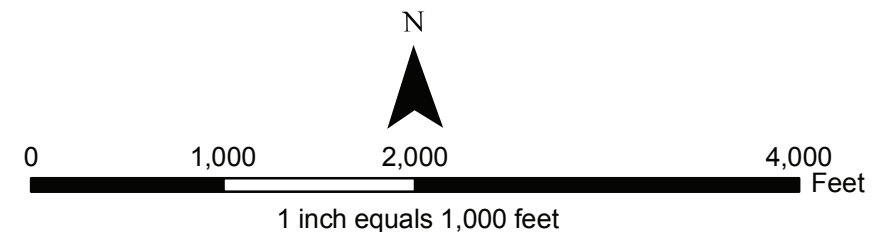


WIS 47 Interchange:
Existing sidewalk on both sides of street to south of interchange.
State-designated bicycle facility to north of interchange.

Between WIS 47 and CTH E Interchanges:
Existing sidewalk and trail crossing at Meade Street overpass.
Existing trail parallel to US 41 through Thrivent Financial campus.

CTH E Interchange:
Existing sidewalk on west side of street and trail on east side of street through interchange area. Connections with trails and sidewalks on both sides of US 41.

- ● ● ● Off-road Trails
- — — — Designated On-road Bike Routes
- — — — State & county highways suitable for use by bicyclists (state-designated)
- — — — Sidewalks
- — — — Transit Routes
- STOP Transit Stops
- P Park and Ride Lots
- ■ ■ ■ Express Bus Routes



US 41 / WIS 441

MULTIMODAL EXISTING CONDITIONS MAP

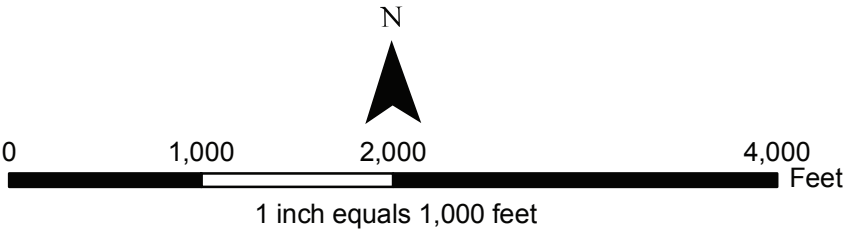




Sheet 7

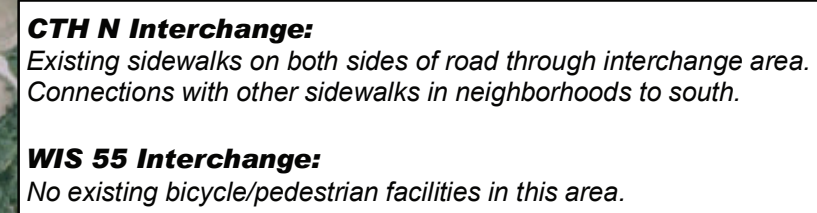
Between CTH E and CTH N Interchanges:
No existing bicycle/pedestrian facilities in this area.

- | | | |
|---|------------------|----------------------|
| Off-road Trails | — Sidewalks | Transit Stops |
| ----- Designated On-road Bike Routes | — Transit Routes | Park and Ride Lots |
| — State & county highways suitable for use by bicyclists (state-designated) | | — Express Bus Routes |



US 41 / WIS 441
MULTIMODAL EXISTING CONDITIONS MAP



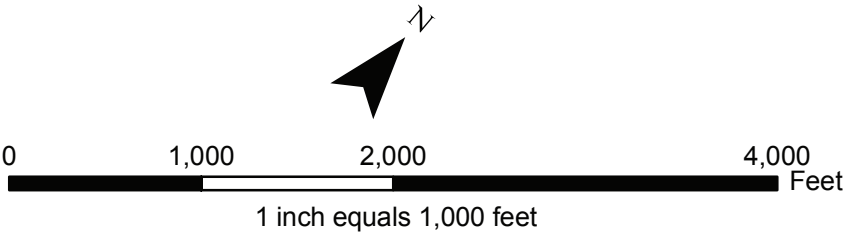




CTH J Interchange:
No existing bicycle/pedestrian facilities in this area.

Between CTH J and CTH U Interchanges:
There is a state-designated on-road bicycle route along CTH JJ and WIS 96 in this area.

- | | | |
|---|------------------|----------------------|
| •••• Off-road Trails | — Sidewalks | Transit Stops |
| --- Designated On-road Bike Routes | — Transit Routes | Park and Ride Lots |
| — State & county highways suitable for use by bicyclists (state-designated) | | — Express Bus Routes |



US 41 / WIS 441
MULTIMODAL EXISTING CONDITIONS MAP

