



OSHKOSH

# PEDESTRIAN AND BICYCLE CIRCULATION PLAN

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PREPARED FOR:

CITY OF OSHKOSH  
DEPARTMENT OF COMMUNITY DEVELOPMENT

PREPARED BY:

DISCOVERY GROUP, LTD.  
MADISON, WISCONSIN

**REVISED**

**OCTOBER 27, 1998**

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Adopted by Plan Commission December 15, 1998  
As Amended Through 2000

# PEDESTRIAN AND BICYCLE CIRCULATION PLAN UPDATE

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# **PEDESTRIAN AND BICYCLE CIRCULATION PLAN UPDATE**

## **1. INTRODUCTION**

The City of Oshkosh adopted a Trail System Plan as a component of the City's Comprehensive Plan on August 5, 1993. This Pedestrian and Bicycle Circulation Plan is prepared as an update to the 1993 plan. The update incorporates key provisions of the 1993 plan, plus recommendations of the "Long-Range Bicycle and Pedestrian Plan" prepared by East Central Wisconsin Regional Planning Commission in 1994.

The key objective of this plan is to enhance and promote safe and efficient pedestrian and bicycle circulation routes in the Oshkosh area. This plan recognizes the personal, environmental, and societal benefits of bicycling and walking from both recreational and transportation perspectives. The plan outlines recommended improvements and a strategy for promoting the use of pedestrian and bicycle facilities as a travel option.

A second objective of this plan is to promote and foster greater utilization of the Fox River corridor through Oshkosh as a multi-use aesthetic and recreational resource. The Fox River flows through central Oshkosh and is the dominant resource feature in the City. The City's Comprehensive Plan envisions significant redevelopment along the river, particularly in the central city. Riverside Park and Park Plaza currently contain elements of a riverwalk. This plan outlines the development of a looped multi-use pathway and riverwalk system that encompasses both sides of the Fox River between the Wisconsin Street Bridge and the Main Street Bridge.

### **PEDESTRIAN AND BICYCLE FACILITIES AS AN INTEGRAL COMPONENT OF THE TRANSPORTATION PLAN**

Local governments are mandated to address nonmotorized transportation modes by the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and subsequent Federal and State transportation acts. These laws are shifting our nation's transportation focus from that of an exclusively automobile-dominated society into one in which multiple forms of transportation, including walking and bicycling, become real options for daily travel within urbanized areas. The Pedestrian and Bicycle Circulation Plan identifies specific infrastructure improvements that should be programmed into the transportation planning process in the Oshkosh area. The plan advocates the design and construction of pedestrian and bicycle facilities as part of the routine program for constructing new streets and retrofitting older transportation corridors.

### **BOTH TRANSPORTATION AND RECREATIONAL PURPOSES**

This plan is based on meeting the dual objectives of promoting walking and bicycling as modes of transportation and providing recreational benefits.

For transportation trips, improved bicycle and pedestrian facilities facilitate the movement of people into and between those areas with the highest activity concentrations, such as employment centers and shopping districts. Additional connections are required to allow pedestrians and bicyclists more direct lateral movement between residential neighborhoods and neighborhood facilities, such as schools, parks, and neighborhood shopping districts.

Particular attention has been paid to providing adequate bicycle and pedestrian facilities in the Highway 41 corridor area, where there is currently a deficiency of such facilities, and in the University of Wisconsin - Oshkosh campus area, where there is a high level of bicycle use and pedestrian travel.

In regard to the Highway 41 area, the Plan Commission adopted a Highway 41 Improvement Plan in March, 1997 that included a number of recommendations for improving pedestrian circulation within the Highway 41 Corridor. Various aspects of the adopted Highway 41 Improvement Plan pertaining to pedestrian accessibility are set forth in this plan as well.

For recreational bicyclists and pedestrians, the proposed facilities are designed to provide linkages with the City's parks and recreation areas. The plan promotes the development of a regional "spine trail system" connecting with the WIOUWASH State Recreational Trail and other proposed regional trails, linking Oshkosh with the Fox Cities and Fond du Lac areas.

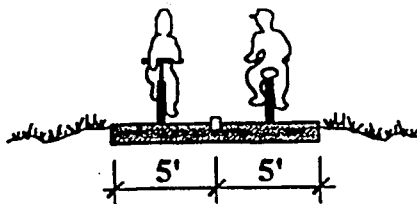
Proposed bicycle facilities consider the needs of both experienced adult cyclists and casual or novice adult and teenage riders, who are less confident and capable of operating in traffic. A variety of facility types are recommended to balance user needs with route directness, aesthetics, safety, cost, and the demand for limited use of existing resources.

## **INTERJURISDICTIONAL CONSIDERATIONS**

Implementation will depend on coordination between the City of Oshkosh, adjoining towns, Winnebago County, and the Wisconsin Department of Transportation.

## 2. DEFINITIONS OF TERMS AND LEVELS OF IMPROVEMENT

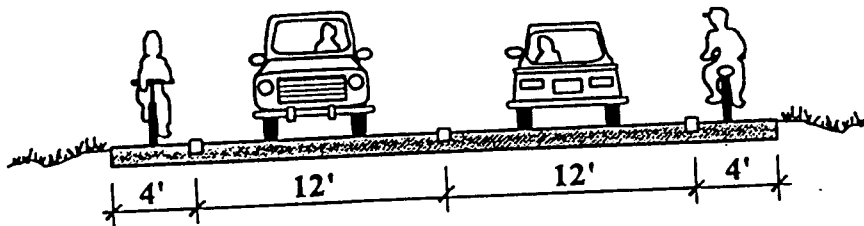
The levels of improvement referenced in this plan include the following:



### Multi-Use Trails

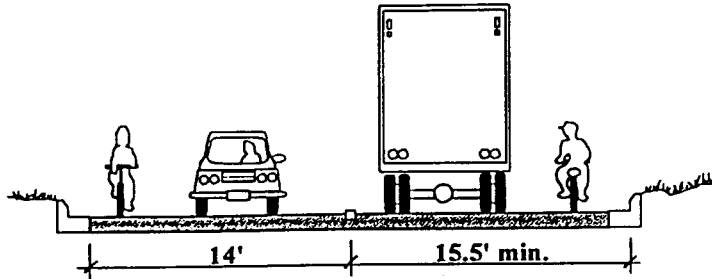
Multi-use trails, also referred to as pathways, are either State, County, or City pedestrian and bicycle facilities that are separated from street and highway driving surfaces. Multi-use trails can be located either within street and highway right-of-ways, but separated from driving lanes, or on separate off-street right-of-ways or within park or other public land settings.

Multi-use trails are used by a combination of walkers, joggers, in-line skaters, pet owners, wheelchair users, and bicyclists. Recommended trail widths for combined pedestrian and bicycle use range from 8' to 12'. The American Association of State Highway and Transportation Officials (AASHTO) recommends a minimum of 10' widths for two-way combined bicycle and pedestrian use trails. The surface may be either asphalt or crushed gravel.



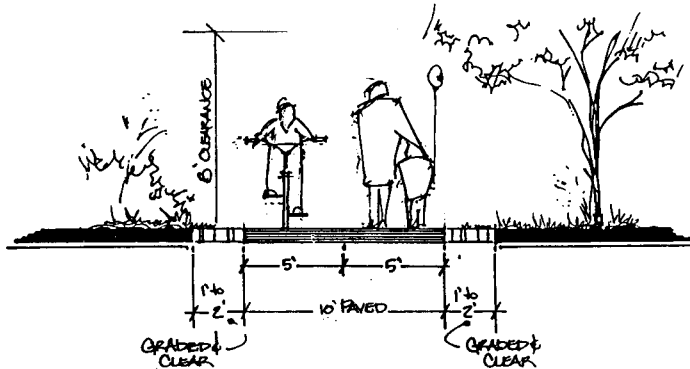
### Bicycle Lanes

Bicycle lanes are paved on-street surfaces adjacent to driving lanes that are designed for preferential use by bicycles. The minimum bicycle lane width recommended by AASHTO is four-feet. Bicycle lanes are designated by signing and pavement markings. Bicycle lanes may either be curb lanes on streets where there is no on-street parking or marked lanes between driving and parking lanes where on-street parking is allowed.



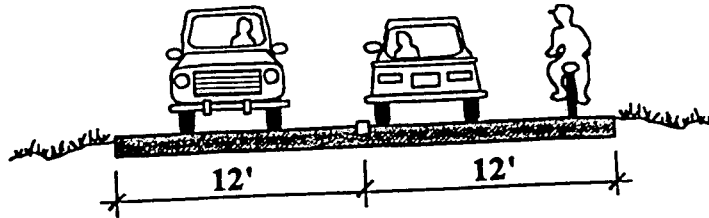
### Widened Curb Lanes

Widened curb lanes are a roadway condition where right-hand traffic lanes are 14 feet to 15.5 feet wide, excluding gutter sections. This level of improvement represents a minimum level of bicycle accommodation on major arterials and collector streets. Widened curb lanes are not signed or marked with pavement markings designating preferential use by bicycles.



### Sidepaths and Widened Sidewalks

Sidepaths or widened sidewalks are facilities designed for joint pedestrian and bicycle use along high traffic volume arterial and collector corridors where on-street bicycle use poses significant hazards. Typically, these facilities are constructed on one side of major collectors and arterials where there is a need to provide safe pedestrian and bicycle access but where there is a need for separation from vehicular traffic. AASHTO recommends a minimum 10' width for sidepaths with shared bicycle and pedestrian use. Sidepaths and widened sidewalks should have a five-foot minimum separation or physical barrier between the vehicular driving lanes and the sidepath.



### Shared-Use Roadways

Shared use roadways are standard streets and highways without designated bicycle lanes or other bicycle facilities that are shared by all vehicles, including bicycles. Wisconsin law provides that bicyclists have equal rights with other vehicles to use all public roads and streets, with the exception of limited access freeways.

### Bicycle Facilities

Bicycle facilities are facilities designed for preferential use by bicyclists. They include on-street bicycle lanes, widened curbs designed for bicycle use, sidepaths designed for either exclusive use by bicyclists or joint-use with pedestrians, and off-street multi-use trails and bicycle paths.

### Bicycle Routes

Bicycle routes are preferred routes for bicycle use utilizing a combination of streets with bicycle facilities, off-street multi-use trails and pathways, and lightly-traveled local streets with motorized vehicular traffic of less than 1,000 Average Daily Traffic (ADT). Typically, bicycle routes are signed and shown on maps made available to bicyclists in the community.

### Sidewalks

Standard sidewalks in the City of Oshkosh are 5'-wide concrete pavement walks located within the public street right-of-way and designed for pedestrian use. While bicycle use is not prohibited in Oshkosh, standard sidewalk facilities do not allow sufficient room for joint use by bicyclists and pedestrians.

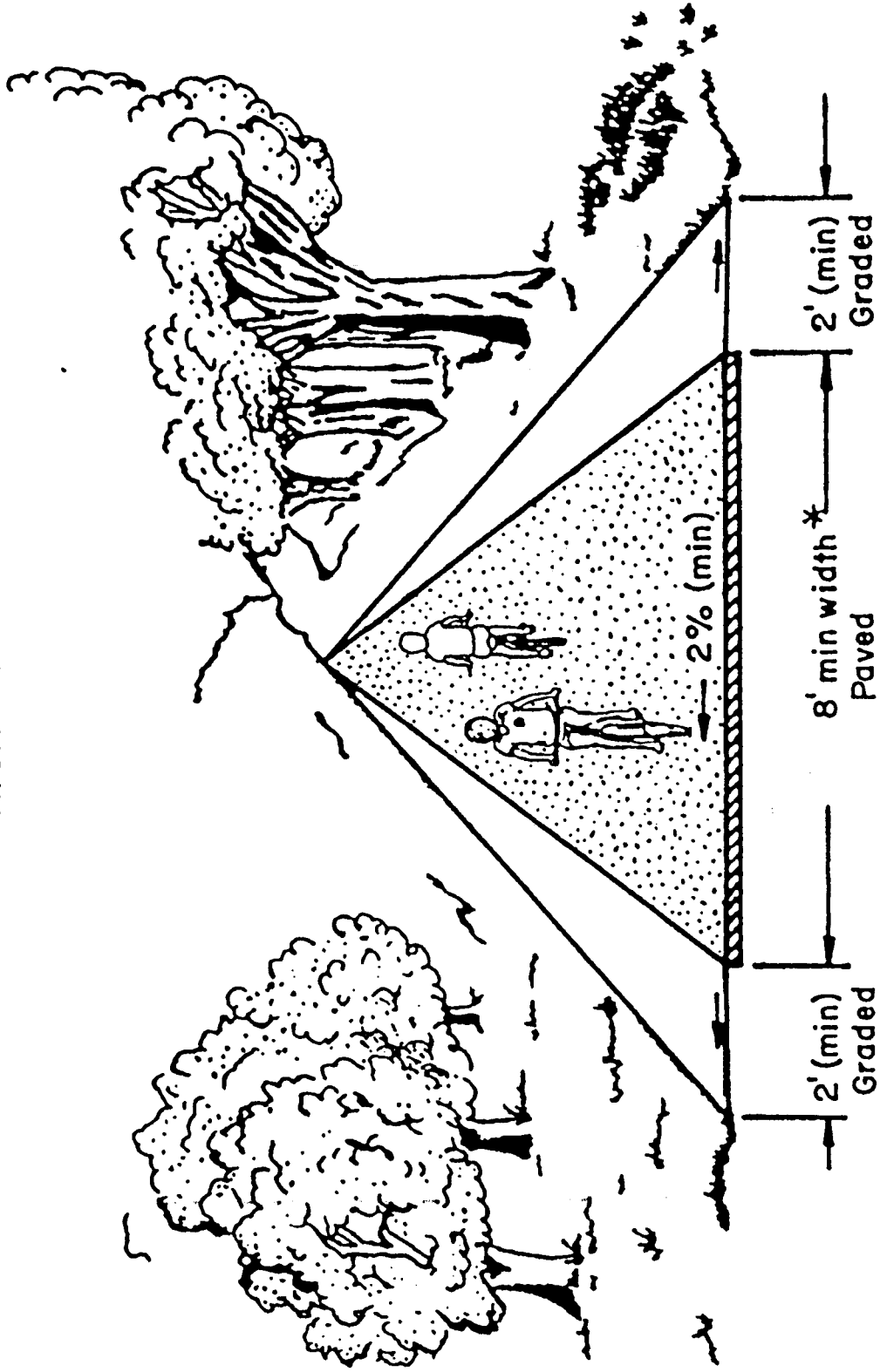


**EXAMPLE - 10' ASPHALT SIDEPATH**

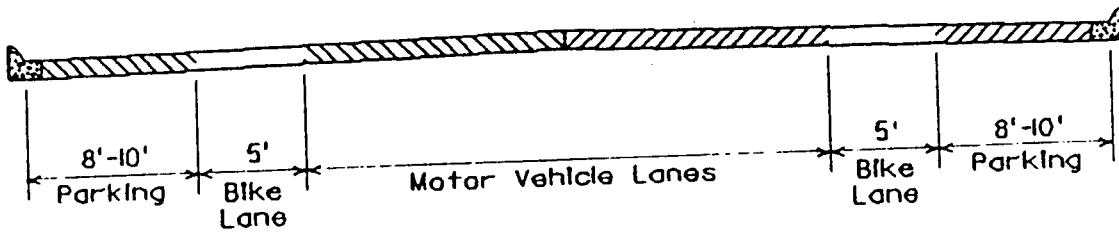


**EXAMPLE - 10' ASPHALT OFF-STREET MULTI-USE TRAIL**

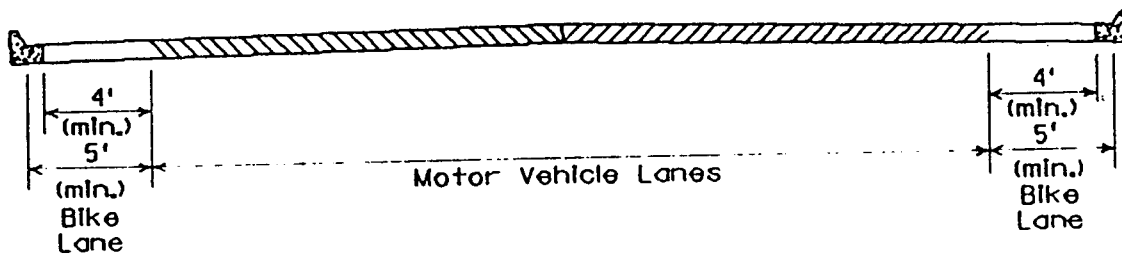
# BICYCLE PATH ON SEPARATED RIGHT-OF-WAY



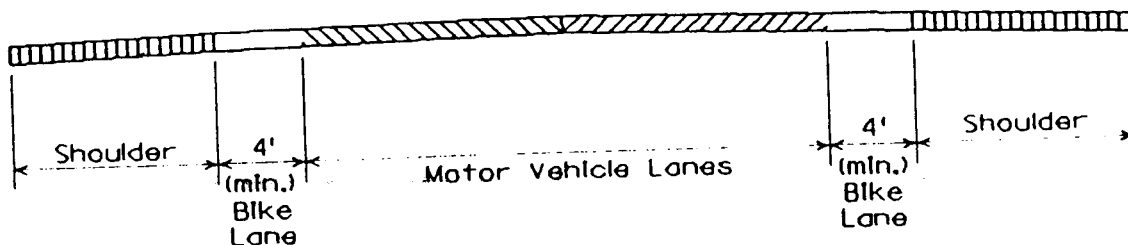
\* One-Way: 5' Minimum Width  
Two-Way: 8' Minimum Width  
Metric Conversion: 1 ft. = 0.3m.  
(Not to Scale)



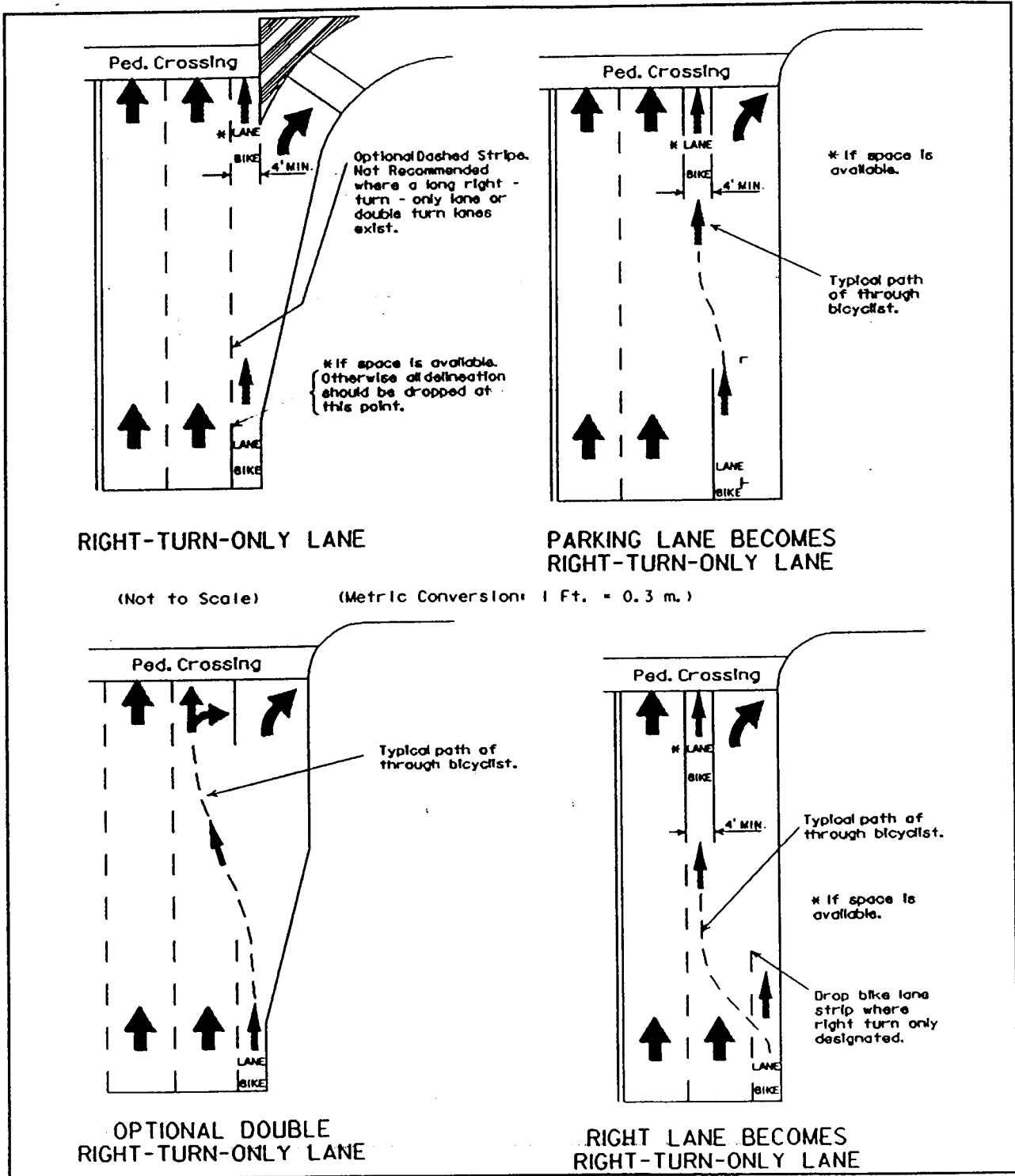
**BICYCLE LANES ON  
CURBED STREET WITH PARKING**



**BICYCLE LANES ON  
CURBED STREET WITHOUT PARKING**



**BICYCLE LANES ON  
RURAL STANDARD STREET OR HIGHWAY  
WITHOUT CURB OR GUTTER**



## BICYCLE LANES APPROACHING MOTOR VEHICLES RIGHT-TURN-ONLY LANES

### **3. INVENTORY AND ANALYSIS OF EXISTING CONDITIONS**

#### **3.A. PREVIOUS BICYCLE AND PEDESTRIAN PLANNING**

Previous planning for bicycle and pedestrian facilities in the Oshkosh area includes the following reports and studies:

##### **TRAIL SYSTEM PLAN, COMPREHENSIVE PLAN, CITY OF OSHKOSH, 1993**

The Comprehensive Plan for the City of Oshkosh adopted in 1993 contains a Trail System Plan that describes the key components of the regional recreational trail system and the City's off-street "spine" trail system. The plan generally describes proposed local bike routes that connect to the off-street trail system.

##### **BICYCLE AND PEDESTRIAN PLAN, FOX CITIES, OSHKOSH, AND FOND DU LAC AREAS, 1994**

The Bicycle and Pedestrian Plan for the Fox Cities, Oshkosh, and Fond du Lac Areas was prepared by the East Central Wisconsin Regional Planning Commission in December, 1994 as part of the Long-Range Transportation/Land Use Plan for the region. The plan represents the first coordinated attempt to integrate the needs of bicyclists and pedestrians into the transportation infrastructure of the Fox Cities, Oshkosh, and Fond du Lac urban areas. The plan is intended to serve as a foundation for more detailed planning at the municipal level for each of the municipalities and for coordinating bicycle and pedestrian facility planning across jurisdictional boundaries. The plan sets forth broad objectives and policies, provides facility design guidelines, and prioritizes major regional projects and generalized long-range bicycle routes.

##### **WIOUWASH STATE RECREATION TRAIL MASTER PLAN, 1994**

The WIOUWASH State Recreation Trail Master Plan was prepared by the Wisconsin Department of Natural Resources in 1994. It sets forth goals and objectives, establishes land acquisition policies and procedures, describes implementation strategies, and describes operational policies for the State facility.

##### **OTHER RELATED PLANS AND STUDIES**

There are a variety of other State, County, and City plans, studies, and reports that contain recommendations, data, and guidelines that are relevant to bicycle and pedestrian planning in the Oshkosh area. These related planning documents include:

- Wisconsin State Trails Strategic Plan, 1993
- University of Wisconsin - Oshkosh, Campus Physical Development Plan, 1994

Comprehensive Park and Recreation Plan, City of Oshkosh,  
USH 41 Frontage Road Traffic Study, HNTB, 1988  
Fox River Corridor Economic Development Feasibility Study, ECWRPC, 1993  
Highway 41 Corridor Improvement Plan, City of Oshkosh, 1997

### **3.B. EXISTING MULTI-USE TRAILS**

#### **WIOUWASH STATE RECREATION TRAIL**

The WIOUWASH State Recreation Trail is a 102-mile multi-use recreation trail extending from the City of Oshkosh on the south to the Shawano/Langlade County line on the north. A general trail corridor is delineated in the WIOUWASH State Recreation Trail Master Plan showing long-range extension of the trail through Oshkosh following the Fox River and the Lake Winnebago shoreline to Fond du Lac County. The WIOUWASH State Recreation Trail Master Plan indicates that the trail will ultimately be linked to the Wild Goose State Trail at Fond du Lac.

The WIOUWASH Trail was extended in 1997 south to Rockwell Avenue, north of the University of Wisconsin - Oshkosh campus. South of Rockwell Avenue, the trail connects with paved pathways in the UW-O Riverfront Park and Carl Steiger Park.

#### **CITY PARK TRAILS AND PATHWAYS**

There are segments of multi-use recreational trails and pathways within City parks that provide circulation within each of the individual parks. In some instances, the City park trails provide important linkages in the City's overall bicycle and pedestrian circulation system.

Some of the key City park pathways provide linkages that are planned as part of the City's overall network of bicycle and pedestrian facilities. These include:

##### UW-O Riverfront Park

The UW-O Riverfront Park is a 23-acre linear park located south of the UW-O campus along the north side of the Fox River. The park includes approximately one-half mile of paved walking and bicycling paths paralleling the Fox River. The path links the eastern terminus of the WIOUWASH State Recreation Trail to Carl E. Steiger Park near Wisconsin Street.

##### Carl E. Steiger Park

Carl E. Steiger Park is a special purpose linear 3.85-acre park along the Fox River south of the UW-O campus. The park includes approximately one-quarter mile of paved walking and bicycling paths along the north side of the Fox River connecting the trail in UW-O Riverfront Park to Wisconsin Street.

### William A. Steiger Park

William A. Steiger Park is a 4.4-acre special purpose linear park located along the south side of the Fox River extending both east and west of Wisconsin Street. The park extends from Michigan Street on the south to Dempsey Terrace north of the Fox Valley Technical College campus.

A walking and bicycling path extends from Dempsey Terrace along the Fox River to Wisconsin Street. Future expansion could extend the trail to the former Wisconsin Central Railroad bridge.

### Riverside Park

Riverside Park is a 2.75-acre linear park located along the north side of the Fox River adjacent to the Convention Center. The park includes approximately one-quarter mile of paved walking and bicycling paths that constitutes the initial section of the downtown riverwalk. A small segment of the riverwalk extends west of Main Street between the Hilton Hotel and the Fox River. The riverwalk terminates at the parking ramp west of the hotel. The proposed expansion of Riverside Park onto the site currently owned by Wisconsin Public Service Corporation will extend the trail to Broad Street.

### Menominee Park

Menominee Park is a 109.3-acre community park with approximately one mile of paved pedestrian and bicycle pathways generally following the shoreline of Lake Winnebago from Merritt Avenue and continuing north through the park around Miller's Bay.

## **3.C. EXISTING BICYCLE FACILITIES AND BICYCLE FACILITY POLICIES**

Aside from the WIOUWASH Trail and the off-street pathways in City parks, the City does not currently have a comprehensive system of facilities for preferential use by bicyclists.

The City's street design policies have generally provided for shared-use roadways with widened curb lanes along major arterials and collectors that are suitable for bicycle use, but are not marked. With the exception of limited areas within the UW-Oshkosh campus, there are no designated bicycle lanes for preferential use by bicyclists.

Standard street design pavement widths for new City streets are:

Major Streets (Arterials)	48' pavement width (4 - 12' driving lanes)
Collector Streets	36' pavement width (2 - 10' driving lanes and 2 - 8' parking lanes)
Minor Streets	30' pavement width (2 - 10' driving lanes and 1 - 10' parking lane)

## 3.D. EXISTING SIDEWALKS AND SIDEWALK POLICIES

### EXISTING SIDEWALK AND PEDESTRIAN FACILITY CONDITIONS

#### Pre-1960 Development Areas

The older sections of the City are served by concrete sidewalks on both sides of nearly all City streets. While some of the sidewalks in older parts of the City may need periodic rehabilitation, most of the areas in the City developed prior to the 1960's are well-served by a continuous sidewalk system.

#### Residential Subdivisions

Nearly all of the newer residential neighborhoods developed in the City have good pedestrian facilities for travel within the subdivisions. The City's Subdivision Ordinance requires all residential developers to construct sidewalks with a minimum width of 5 feet on both sides of all streets within residential subdivisions except for cul-de-sacs less than 150' in length. The City Council may waive the sidewalk requirement if the subdivider provides alternative off-street trails effectively linking all lots with adjoining trails or the sidewalk system. The consistent application of this policy has resulted in good sidewalk facilities in nearly all of the newer residential neighborhoods.

#### Unincorporated Areas

Residential neighborhoods in unincorporated areas outside the City limits generally do not have sidewalks or adequate pedestrian facilities. Currently town and Winnebago County ordinances do not require subdividers to install sidewalks as a required improvement. Consequently, as residential districts in both the City and the towns, particularly the Town of Algoma, have grown and developed, the pattern of adjoining neighborhoods having discontinuous sidewalks and walkways poses a problem.

#### Deficiencies in Commercial and Industrial Districts

Within the City, the primary deficiencies in pedestrian facilities are in the newer commercial districts, particularly in the Highway 41 corridor, and along collector and arterial streets that were originally constructed as town roads.

Most of the recently constructed commercial and industrial streets, including Koeller and Washburn Streets, lack sidewalks or alternative pedestrian facilities. Similarly, newer streets improved to serve predominantly industrial areas or industrial parks have been constructed without sidewalks or alternative pedestrian improvements.

#### Deficiencies on Peripheral Area Arterial and Collector Streets

Many of the arterial and collector streets in the peripheral residential neighborhoods of the City that were formerly rural roadways lack sidewalks. Examples of such streets include Oakwood Road and Witzel Avenue (CTH E). Subdividers are not required to upgrade or

provide sidewalk or pedestrian facilities on town or county roads adjoining subdivision areas at the time of development. Consequently, many of these streets remain rural roads with no facilities for pedestrian or bicycle use.

### **SHARED USE SIDEWALK POLICY**

The City's ordinances permit bicycle use on City sidewalks. This policy has been necessary in order to accommodate bicyclists, especially children and inexperienced riders, on streets where there have not been bicycle facilities. While shared use of sidewalks is a reasonable expedient in areas with very low volumes of pedestrian and bicycle traffic, it is not a suitable long-range policy that promotes walking or bicycle usage in the City.

## **3.E. LAWS GOVERNING BICYCLE AND PEDESTRIAN FACILITIES**

### **STATE AND FEDERAL LAWS AFFECTING BICYCLISTS AND BICYCLE FACILITIES**

Laws in Wisconsin give bicyclists the same rights and responsibilities as the drivers of any other vehicles. These laws follow the national Uniform Vehicle Code and address the following basic guidelines for bicycle use and bicycle facilities:

- Ride on the right side of the road, with traffic
- Obey right-of-way rules, stop signs, and traffic signals
- Obey rules regarding passing
- Use hand signals
- Use headlights and rear and side reflectors when riding at night
- Yield to pedestrians

Several additional Wisconsin statutes directly impact bicycle facility planning and design.

Wisconsin Statutes ss. 346.075: Motor vehicles must exercise due care and leave at least 3 feet of clearance when overtaking and passing vehicles.

Wisconsin Statutes ss 346.80: Bicyclists must exercise due care when passing a standing vehicle, allowing at least 3 feet clearance.

Wisconsin Statutes ss. 346.34 No vehicle may undergo turning movements unless in the proper position upon the roadway.

Comments: In order for bicyclists and drivers to meet the passing requirements of the law, streets designed for bicycle use should have a minimum of 15.5' of pavement width from the curb face to the lane strip, or 14' minimum from the longitudinal joint of the gutter pan.

Minimum bicycle lane widths should be 5' from the curb face or 4' from the longitudinal joint of the gutter pan.

Where on-street parking is present, the bicycle lane must be a minimum of 5' wide and the combined space for parking and the bicycle lane should be no less than 14' wide.

Bicycle lane striping should stop no less than 50' before an intersection to allow enough room for bicycles and motor vehicles to merge and change lanes

## **STATE AND FEDERAL LAWS AFFECTING PEDESTRIANS AND PEDESTRIAN FACILITIES**

State laws regulating pedestrian travel are also patterned after the national Uniform Vehicle Code and require the following:

- Cross at intersections and crosswalks
- Walk on the left side of the road, facing traffic
- Obey traffic signals

## **AMERICANS WITH DISABILITIES ACT**

ADA Accessibility Guidelines contained in the Federal Register, Monday, June 20, 1994, "Architectural and Transportation Barriers Compliance Board," require the following elements:

- Sidewalks should provide continuous passage connecting to accessible routes on adjacent sites
- Public sidewalks should be at least 60" wide to provide adequate passing space
- Public sidewalks should not exceed a 2 percent grade
- Ramps should be provided for all changes in vertical level greater than 1/2 inch

## 4. PLAN GOAL AND OBJECTIVES

The goal of this plan is:

**To promote and provide facilities for walking and bicycling in the Oshkosh area as both a mode of transportation and form of recreation.**

The following are the key objectives and means for implementing the goal:

### **OBJECTIVE 1: PLAN AND CONSTRUCT PEDESTRIAN AND BICYCLE FACILITIES AS PART OF ROUTINE TRANSPORTATION IMPROVEMENTS**

Provisions for safe and convenient bicycling and walking facilities are recommended to become a routine part of the City's infrastructure planning, design and construction processes. As the City designs and builds new streets or reconstructs existing street corridors, pedestrian and bicycle facilities should be incorporated into the design of such facilities and installed at the time of initial construction or reconstruction.

### **OBJECTIVE 2: COORDINATE PEDESTRIAN AND BICYCLE FACILITY PLANNING WITH THE WISCONSIN DEPARTMENT OF TRANSPORTATION**

Pedestrian and bicycle facilities should be fully integrated into planning by WisDOT for improvements to State and Federal highways. In particular, improvements along Highway 41 and at the interchanges and roadway crossings should incorporate facilities for pedestrian and bicycle use. WisDOT should be requested to provide alternative pedestrian and bicycle crossing improvements where existing interchanges or roadway crossings cannot be reasonably retrofitted to accommodate pedestrian and bicycle use.

The City of Oshkosh and Winnebago County should seek funding from WisDOT, through ISTEA or its successor programs, to remedy deficiencies in pedestrian and bicycle crossing facilities along the Highway 41 corridor.

### **OBJECTIVE 3: INTEGRATE PATHWAYS AND TRAILS IN THE CITY'S PARK SYSTEM INTO THE OVERALL COMMUNITY PEDESTRIAN AND BICYCLE CIRCULATION SYSTEM**

The City's proposed network of pedestrian and bicycle facilities should connect existing and planned trails and pathways within the City's parks and nearby County park and recreation facilities with both on-street and off-street pedestrian and bicycle facilities.

### **OBJECTIVE 4: RETROFIT THE FRONTAGE ROAD SYSTEM ALONG HIGHWAY 41 TO PROVIDE SAFE AND EFFICIENT PEDESTRIAN AND BICYCLE ACCESS WITHOUT ADVERSELY IMPACTING THE MOVEMENT OF VEHICULAR TRAFFIC**

One of the highest priority improvements is the retrofit of Koeller and Washburn Streets with bicycle and pedestrians facilities that provide safe and efficient access from residential neighborhoods on both sides of Highway 41 to retail stores and other destination businesses. As sections of the frontage roads are reconstructed as part of the comprehensive improvement of vehicular access along the Highway 41 corridor, pedestrian and bicycle facilities should be

integrated into the reconstruction plans and constructed at the time that street improvements are made.

**OBJECTIVE 5: COORDINATE PEDESTRIAN AND BICYCLE FACILITY PLANNING WITH WINNEBAGO COUNTY AND THE ADJOINING TOWNS**

The City should initiate interjurisdictional staff and policy-body meetings to seek means for coordinating the provision of pedestrian and bicycle improvements in peripheral areas around Oshkosh. Within the City's extraterritorial area, the City should encourage the towns and Winnebago County to require subdividers to provide pedestrian and bicycle facilities comparable to those in the City of Oshkosh, at the time of platting.

**OBJECTIVE 6: CONNECT EXISTING AND PLANNED MULTI-USE TRAILS IN THE CITY OF OSHKOSH WITH THE REGIONAL RECREATIONAL TRAIL SYSTEM**

The proposed system of multi-use trails in the City of Oshkosh should be connected with regional trails including the WIOUWASH Recreation Trails and proposed trails connecting to the Fox Cities and Fond du Lac areas. The City should work with Winnebago County and the Wisconsin Department of Natural Resources to coordinate operations and maintenance of sections of multi-use trail in the City of Oshkosh that connect with the regional trail system.

**OBJECTIVE 7: PROVIDE SAFE AND EFFICIENT PEDESTRIAN LINKAGES BETWEEN ADJOINING PRIVATE SECTOR COMMERCIAL DEVELOPMENTS**

Private developers of large commercial sites, particularly along the Highway 41 corridor, should provide pedestrian walkways within larger commercial developments and between adjoining private commercial developments. As part of the site plan reviews for new developments and redevelopments, the City of Oshkosh should require developers of commercial sites along the Highway 41 corridor and elsewhere in the City to provide for pedestrians and bicyclists within private developments.

**OBJECTIVE 8: PROVIDE PEDESTRIAN AND BICYCLE FACILITIES WITHIN INDUSTRIAL AND BUSINESS PARKS**

The City of Oshkosh or other developers of large industrial and business parks should provide pedestrian and bicycle facilities within industrial and business park settings. Pathways along stormwater management areas and open space corridors within industrial and business park settings often provide an important employee amenity, as well as offer an alternative mode of transportation. Such facilities are relatively inexpensive to incorporate into the original design and construction.

**OBJECTIVE 9: ORGANIZE A BICYCLE AND PEDESTRIAN PROGRAM**

Because bicycling and walking have traditionally been overlooked in the transportation planning processes, it is recommended that a special program be established to ensure that all levels of government and the private sector are addressing the present and future needs of pedestrians and bicyclists. A bicycle and pedestrian program in the Oshkosh area should include citizen advocates of walking and bicycling, representatives of bicycling organizations, law enforcement representatives, and the staff and policy makers from various government

agencies and departments with a role in developing and constructing pedestrian and bicycle facilities.

In many larger cities and communities with a high level of bicycle use, a position of bicycle and pedestrian coordinator is created within the departments of planning or public works. In many cases, the person in this position coordinates his or her work closely with university campus planners.

In Oshkosh, is it unlikely that a full-time coordinator position could be justified, but there should be one staff person in either the Department of Community Development, Parks, or Public Works with the specific responsibility of overseeing and coordinating planning for bicycle and pedestrian facilities and serving as liaison to the public with respect to promoting bicycling and walking as a form of transportation.

#### **OBJECTIVE 10: ENFORCE LAWS AND REGULATIONS**

A bicycling and walking program can only succeed if engineering, education, encouragement, and enforcement are all present and working together. Coordination with law enforcement is needed to support and reinforce an effective bicycle and pedestrian program.

# **5. FACILITIES PLAN FOR YEAR 2020**

## **5.A. REGIONAL MULTI-USE TRAILS**

### **WIOUWASH STATE RECREATION TRAIL (OSHKOSH TO SHAWANO)**

The major regional trail facility currently serving the Oshkosh area is the WIOUWASH State Recreation Trail, which is a 102-mile multi-use recreation trail extending from the City of Oshkosh on the south to the Shawano/Langlade County line on the north. The trail is operated and maintained by the Wisconsin Department of Natural Resources in partnership with local governments. Winnebago County has participated in the acquisition and construction of the section of the trail in the City of Oshkosh extending from the trailhead parking lot on West Wind Road to Rockwell Avenue.

The portion of the proposed WIOUWASH State Recreation Trail extending from Rockwell Avenue to Broad Street east of the downtown CBD is referred to as the Fox River Trail. It is proposed that this section of trail be acquired and developed by the City of Oshkosh and operated and maintained in cooperation with WDNR.

A regional visitor and trailhead facility for the WIOUWASH Trail is planned to be developed west of Highway 41 and south of Highway 110, near where the trail cross Highway 41. This facility will serve as a regional visitor information center and education center for the proposed Fox River Heritage State Parkway.

### **SOUTH LAKESHORE TRAIL (OSHKOSH TO FOND DU LAC)**

An extension of the WIOUWASH Trail south to the Fond du Lac area is identified in the WIOUWASH Trail Master Plan. This trail is referenced in this plan as the South Lakeshore Trail.

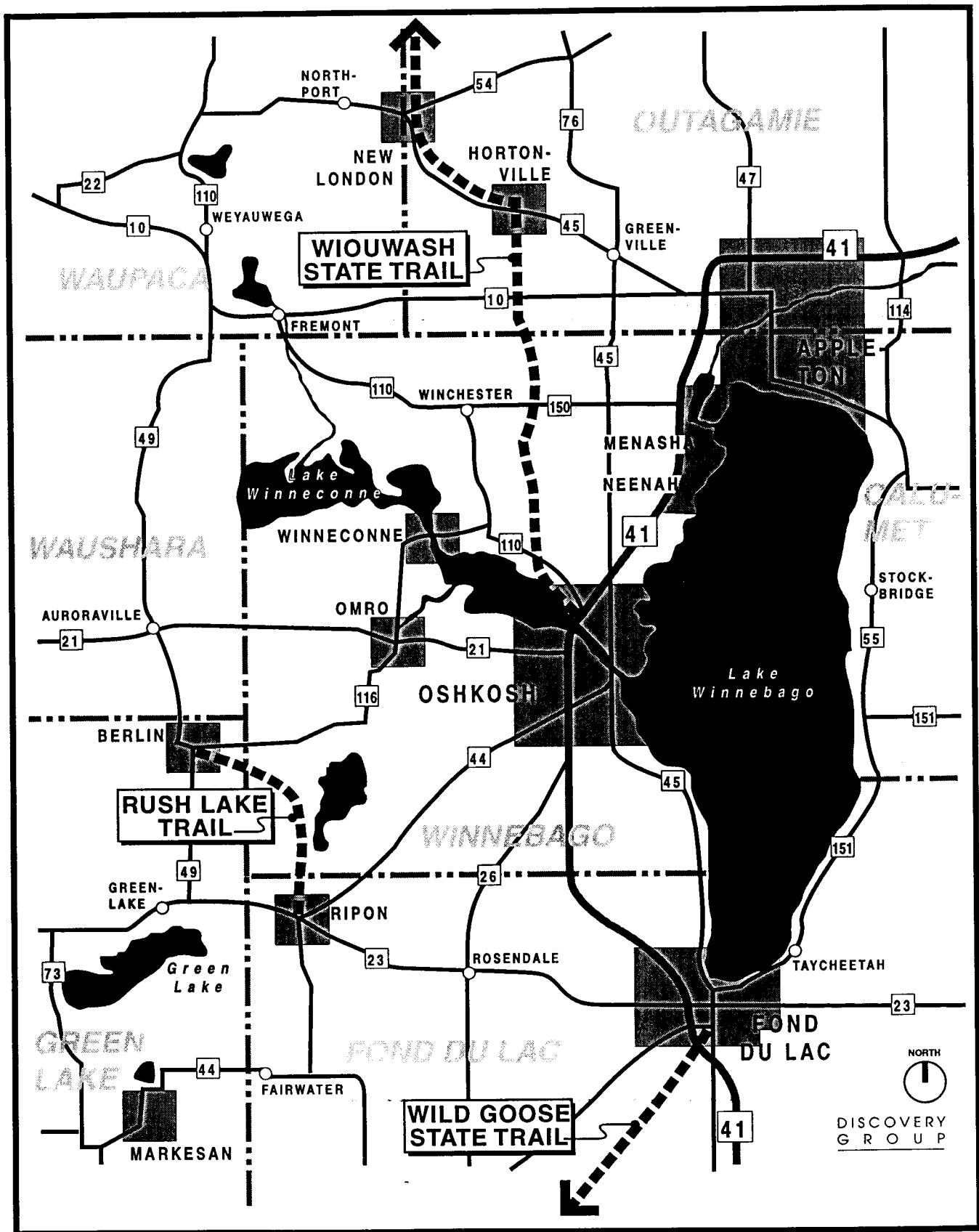
At this time, no right-of-way or easements have been acquired for the trail and the specific alignment is still under study. Two alternative general alignments are under consideration. One potential alignment is a trail corridor paralleling the Wisconsin Central RR line (former Soo Line) to the Fond du Lac County line. The second alternative alignment is within or adjacent to the USH 45 right-of-way.

### **NORTH LAKESHORE TRAIL (OSHKOSH TO THE FOX CITIES)**

The proposed North Shore Trail is a proposed regional trail extending from the north side of Oshkosh to the Fox Cities. The trail generally follows the Lake Winnebago shoreline. At this time, no right-of-way or easements have been acquired for the trail, and the specific alignment is still under study. Two alternative alignments are under consideration. One potential alignment is a trail corridor paralleling the Wisconsin Central RR line (former Soo

Line) to Neenah. The second alternative alignment is within or adjacent to the CTH A right-of-way.

The southern trailhead for the North Shore Trail should be located within Winnebago County Park. The North Shore Trail should connect with the City's Northside Trail, which extends from Snell Road south to the Fox River, where it would connect to the Fox River and WIOUWASH State Recreation Trail.



# REGIONAL TRAIL SYSTEM MAP

## **5.B. INTRACITY PATHWAY AND TRAIL SYSTEM**

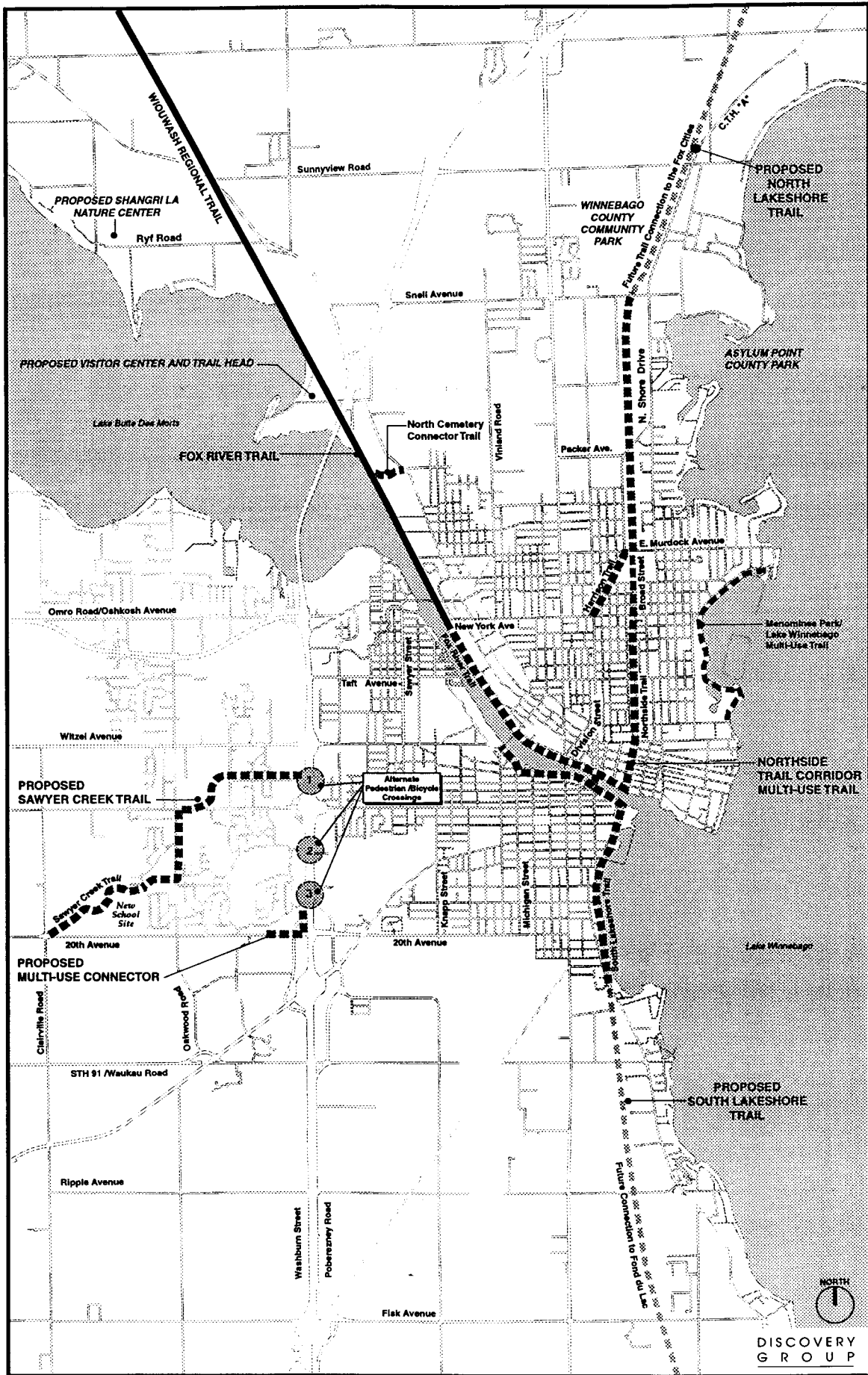
Proposed long-range bike paths/multi-use trails within the City include:

1. Fox River Trail (extension of the WIOUWASH State Recreational Trail )
2. Sawyer Creek Trail (Clairville Road to Washburn Avenue)
3. Southside Trail (Fox River to the south City limits)
4. Northside Trail (Fox River to Winnebago County Park)

These are "spine trails" that would form the primary off-street bicycle and walking corridors in the City. The "spine trails" are designed to be the most highly used bicycle routes in the City and connect to the regional trail system providing a continuous and efficient network of trails for intercity and regional bicycle use.

The "spine trails" link most of the major parks and many of the sites in the City that generate bicycle traffic such as employment centers, downtown, and the UW-O campus.

On-street bicycle routes and bicycle facilities on collector and arterial streets should be designed to provide efficient access from residential neighborhoods to the system of "spine trails."



# PROPOSED MULTI-USE TRAILS

## **FOX RIVER TRAIL**

The proposed Fox River Trail should extend from Rockwell Avenue to Broad Street. The proposed trail route traverses the central city along the north shore of the Fox River. The trail should be designed as a 10' to 12' paved surface trail for its entire length. Portions of the trail will also function as part of the proposed Downtown looped riverwalk system.

### **Fox River Trail Section 1 - Rockwell Avenue to Wisconsin Street**

The section of the Fox River Trail from Rockwell Avenue to Wisconsin Street is already in place in the form of the pathways in UW-O Riverfront Park and Carl E. Steiger Park. This section should be signed and marked to function as an extension of the WIOUWASH State Recreation Trail.

### **Fox River Trail Section 2 - Wisconsin Street to Jackson Street**

The section of proposed trail from Wisconsin Street to Jackson Street traverses the proposed Marion Road Redevelopment Area. This part of the central city is planned for redevelopment over the next two decades into a predominantly residential district.

As proposals for redevelopment in the Marion Road Redevelopment Area are submitted to the City, each development along the Fox River should be required to incorporate elements of the Fox River Trail into the redevelopment plans.

### **Fox River Trail Section 3 - Jackson Street to Main Street**

The section of the proposed Fox River Trail route from Jackson Street to Main Street follows the Fox River along the river side of Park Plaza. Currently, the parking ramps at both the west and east ends of Park Plaza cut off access to the riverfront. At the time that these ramps are either renovated or demolished, the riverfront trail should be incorporated into the design for the site to provide continuous pedestrian and bicycle access.

A second alternative would be to cantilever the 10' to 12' multi-use trail or pathway over the Fox River behind the existing parking ramps.

### **Fox River Trail Section 4 - Riverside Park**

The section of the Fox River Trail east of Main Street is partially constructed through Riverside Park. At the time that contamination on the WPSC site east of Riverside park is remediated or mitigated, Riverside Park is proposed for expansion eastward to Broad Street. The trail should be extended along the Fox River to connect to the proposed Northside Trail at Broad Street.

## **SAWYER CREEK TRAIL**

The proposed Sawyer Creek Trail route extends from Clairville Road on the far west side of the City to Washburn Avenue. If future residential development occurs west of Clairville, the trail route should be extended into newly developed neighborhoods at the time of platting.

The proposed trail route would provide an off-street pedestrian and bicycle corridor through the newer residential neighborhoods south of Witzel Avenue and west Highway 41. This portion of the City has a high population of families with children. The proposed trail would provide access to commercial areas along the Highway 41 frontage roads and provide an access route to West High School, which is located east of Highway 41. Key features along the trail route include Carl Traeger Elementary School, Westhaven Golf Course, and the Abbey Area Park.

Where feasible, the proposed trail route should follow the open space system along Sawyer Creek. In places where existing development precludes access to the Sawyer Creek corridor, the proposed trail route may need to be located in public street right-of-ways or other alternative locations. It may be feasible to use portions of the WPSC high voltage transmission line corridor, north of Abbey Avenue, to provide off-street trail access connecting to Washburn Avenue.

### **Sawyer Creek Trail Section 1 - Clairville to Oakwood**

Section 1 of the Sawyer Creek Trail extends from Clairville Road north of the crossing over Sawyer Creek to Oakwood Road. The proposed trail route follows the south side of Sawyer Creek.

The Sawyer Creek Trail would utilize Newport Avenue to Oakwood Road.

The City is working on a plan to develop a park near Carl Traeger School that would encompass approximately 42 acres of land along Sawyer Creek. Upon acquiring this land, the City should begin to plan for needed improvements in the area, including the development of a trail system adjacent to the creek. The trail system should extend from the western limit of the park property to Newport Avenue, where the trail will continue easterly to Oakwood Road. At Newport Avenue, the trail should also continue north along the creek and a pedestrian bridge should be constructed to access Ruschfield Drive (via an existing easement between two residential lots).

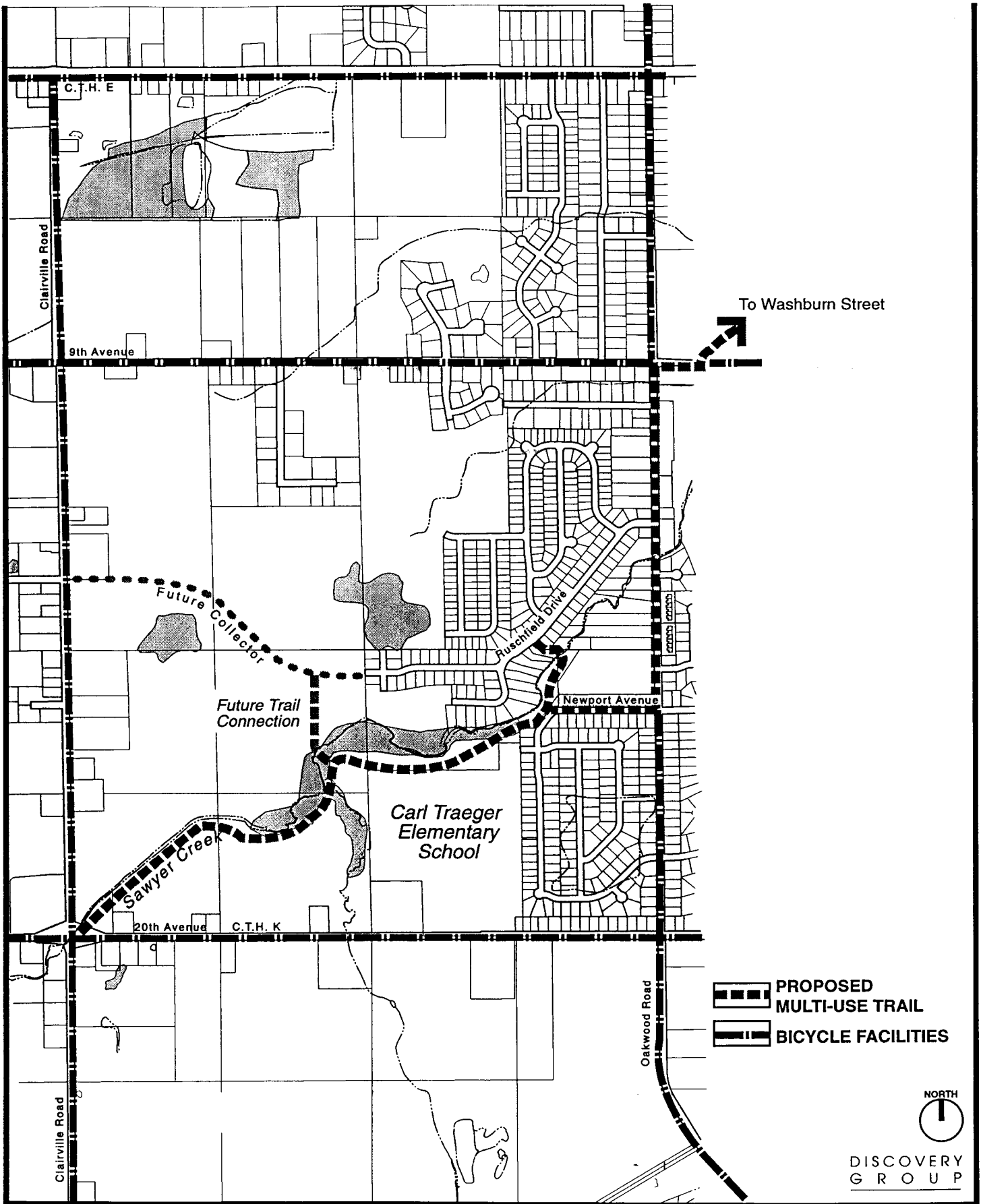
### **Sawyer Creek Trail Section 2 - Oakwood Road to Washburn Street**

The section of the proposed Sawyer Creek Trail from Oakwood Road to Washburn Street traverses several fully developed areas. This section of the proposed trail route includes some sections located within the public street right-of-way. The section of trail north of Sawyer Creek should be improved as a 10' sidepath along Oakwood Road and W. 9th Avenue to the Sawyer Creek bridge at West 9th Avenue.

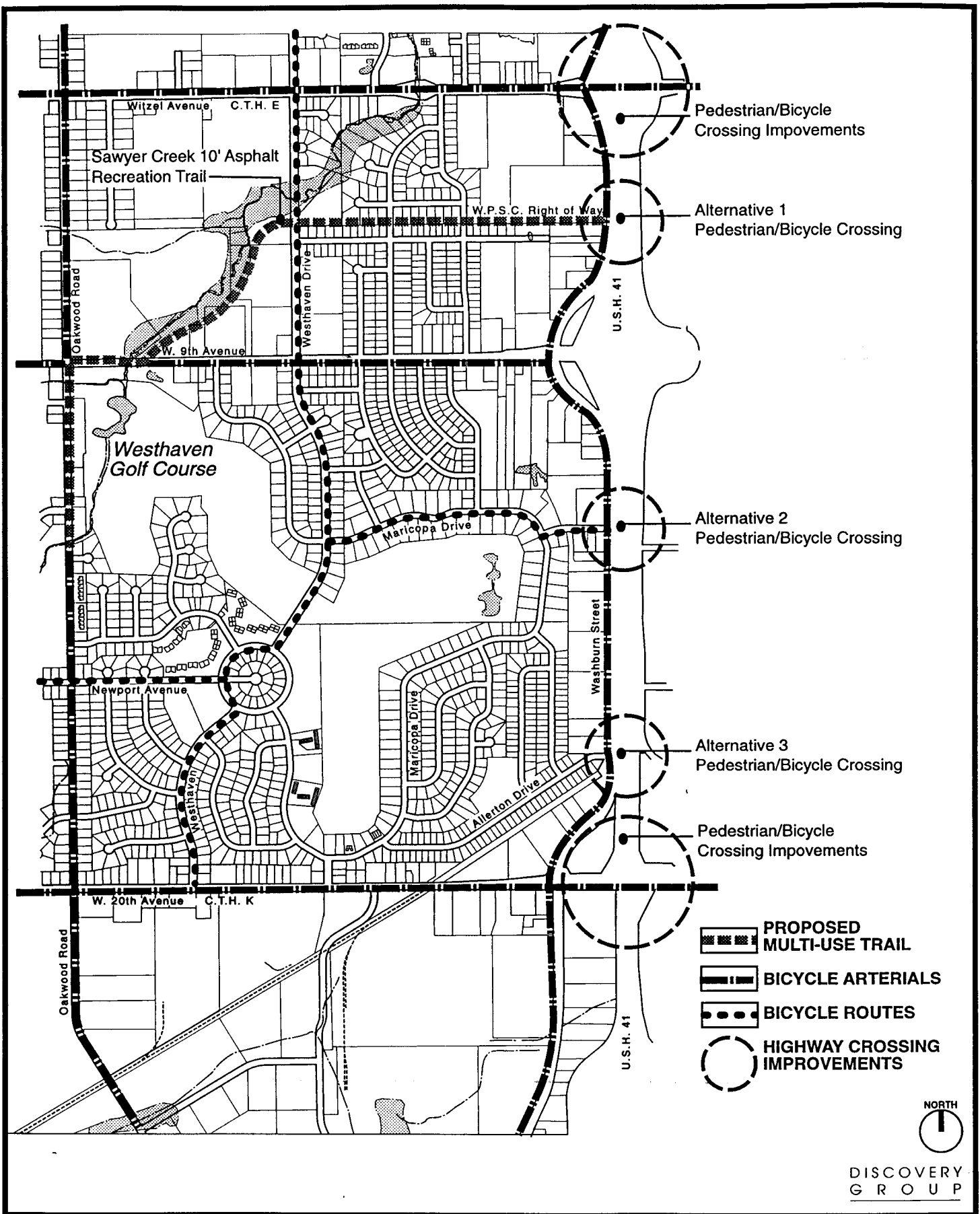
The trail should rejoin the Sawyer Creek corridor north of West 9th Avenue and follow the southeast side of the creek to the Abbey Area Park. East of the park the preferred trail route is under or parallel to the WPSC transmission line to Washburn Street. An alternative alignment is within the Abbey Avenue right-of-way. Abbey Avenue, however, does not extend all the

way to Washburn Street, but it is proposed for such extension in the adopted Highway 41 Improvement Plan. This extension should be officially mapped by the City prior to additional development occurring in its path.

At Washburn Street, the trail should connect to proposed pedestrian and bicycle facilities along Washburn Street connecting to a Highway 41 crossing at either Witzel Avenue or one of the pedestrian and bicycle overpasses or underpasses located between Witzel Avenue and 20th Avenue that are proposed in this plan.



# SAWYER CREEK TRAIL - SECTION 1



# SAWYER CREEK TRAIL - SECTION 2

## **SOUTHSIDE TRAIL**

The proposed Southside Trail extends from the Main Street bridge to the south city limits. The proposed trail route parallels the shore of Lake Winnebago south to 24th Street. South of 24th Street the route would either follow Fond du Lac Road (Highway 45) or the former SOO Line railroad corridor south to the City limits.

South of the City limits, the trail would connect with the proposed South Shore Regional Trail which would extend to the Fond du Lac area and ultimately connect with the Wild Goose State Recreational Trail.

The trail should be constructed as a paved surface multi-use trail with a 10' to 12' pavement width. There may be limited sections of confined right-of-way where the trail may need to be narrowed to 8'.

### **Southside Trail Section 1 - Main Street to Pioneer Inn**

Section 1 extends from the intersection of 6th Avenue and Main Street to the Pioneer Inn. East of Main Street the trail should be located on the north side of Pioneer Drive, as close to the Fox River shoreline as feasible. This area is designated in the City of Oshkosh Comprehensive Plan as the Brooklyn Redevelopment Area. As redevelopment plans are submitted for the former foundry property along the south side of the river, the trail should be incorporated into the redevelopment concepts. Any plans for reconstructing Pioneer Drive should incorporate pedestrian and bicycle facilities.

### **Southside Trail Section 2 - Pioneer Inn to the 24th Street Boat Launch**

Section 2 extends within or adjacent to the Pioneer Drive right-of-way to 14th Street. South of 14th Street the trail should follow, as close as feasible, the shoreline of Lake Winnebago to the 24th Street Boat Launch. In areas south of 16th Street that are fully developed, the trail may need to be constructed as a sidepath along the east side of Main Street.

### **Southside Trail Section 3 - 24th Street Boat Launch to South City Limits**

South of the 24th Street Boat Launch the trail corridor should either be constructed as a sidepath within or parallel to the Fond du Lac Road (Highway 45) right-of-way or located within or adjacent to the former Soo Line railroad corridor and extended south to the City limits. South of the city limits, the trail should connect to the regional trail system extending to the Fond du Lac area.