

# City of Oshkosh Bicycle and Pedestrian Circulation Plan

## Goals and Objectives

Goals are statements that describe a desired condition or outcome. Objectives state the rationale for achieving a goal. The goals and objectives listed in this document come from various sources and have been pared down by SAA to develop meaningful direction for the *City of Oshkosh Bicycle and Pedestrian Circulation Plan*. These goals and objectives eliminate duplication from the prior plans and activities that were analyzed. Documents reviewed in the generation of these goals and objectives include:

- *Pedestrian and Bicycle Circulation Plan* (October 1998)
- *City of Oshkosh Comprehensive Plan* (September 1996)
- *Long-Range Transportation/Land Use Plan* (October 2007)

### Draft Goals and Objectives

1. Develop a well-connected bicycle route system that links a variety of facilities together into a cohesive transportation system (both on and off-road).
  - a. To promote bicycle and pedestrian travel modes by linking pedestrians and bicycle systems throughout the city and extra-territorial area.
  - b. To capitalize on the availability of easements and access corridors to enhance the existing linear trail network throughout and beyond the city limits.
  - c. Connect the Wiouwash State Trail street portion to the existing off-road section and improve the trail crossing at Congress Street.
2. Increase the utilization and availability of funding for bicycle and pedestrian improvements.
  - a. To target resources for bicycle and pedestrian improvements to areas of greatest transportation need.
  - b. To increase the number of bicycle and pedestrian commuters and recreational users.
  - c. Use this plan as a project guide when applying for 2010 Transportation Enhancement funding.
  - d. To improve the overall quality of life for both residents of and visitors to the City of Oshkosh by providing a variety of opportunities for walking and biking
3. Design roads to be compatible with surrounding uses and be pedestrian, bicycle and transit friendly.
  - a. To integrate the existing trail facilities into a bicycle and pedestrian network which supports linkages to mass transit facilities and motorize modes of travel.
  - b. To identify priority origins and destinations and increase access to these locations by a variety of travel modes.
  - c. To minimize the number and severity of vehicular crashes with particular emphasis on reducing vehicle-bicycle and vehicle-pedestrian conflicts and crashes.

4. Supplement facilities improvements with adequate education, encouragement, evaluation, and enforcement programs.
  - a. To increase educational opportunities to educate pedestrians, bicyclists, and motorists about rights and responsibilities on roadways and shared-use facilities.
  - b. To provide incentives for walking or biking to work.
  - c. To increase the usability of transportation facilities by enforcing speed limits, rights of way, etc.
  - d. To promote and provide dedicated facilities for public and private developments such as connecting walkways, transit stops and bicycle parking.
5. Enhance intergovernmental cooperation and coordination for improving multimodal transportation.
  - a. To develop and implement the recommendations of a bicycle and pedestrian plan.
  - b. To increase political buy-in by engaging elected officials and residents in development and utilization of bicycle and pedestrian facilities.
6. Develop shared-use transportation standards to include in the development review process for reviewing new developments.
  - a. To ensure “complete streets” are built when transportation facilities are originally installed to prevent costly retrofitting.
  - b. To promote connectivity to destinations and promote alternative methods of transportation within neighborhoods.
7. Create a plan for increasing the bicycle parking options within the city
  - a. To ensure new development provides adequate parking
  - b. To accommodate bicyclists wishing to utilize cycling as a transportation option
8. Create a permanent Bicycle and Pedestrian Committee within the City of Oshkosh governmental structure
  - a. To oversee implementation of the Bicycle and Pedestrian plan
  - b. To encourage widespread, safe, and responsible use of walking and bicycling as forms of transportation, and to advocate for better and safer conditions, access, and facilities for walking and cycling.
  - c. To have an ongoing working relationship with City Departments and other committees
  - d. To inform and educate the community regarding bicycle and pedestrian issues.