



OSHKOSH

PEDESTRIAN AND BICYCLE CIRCULATION PLAN

PREPARED FOR:

CITY OF OSHKOSH
DEPARTMENT OF COMMUNITY DEVELOPMENT

PREPARED BY:

DISCOVERY GROUP, LTD.
MADISON, WISCONSIN

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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.

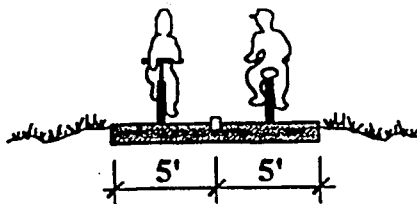
Proposed bicycle facilities consider the needs of both experienced adult cyclists and casual or novice adult and teenage riders, who are less confident and capable of operating in traffic. A variety of facility types are recommended to balance user needs with route directness, aesthetics, safety, cost,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

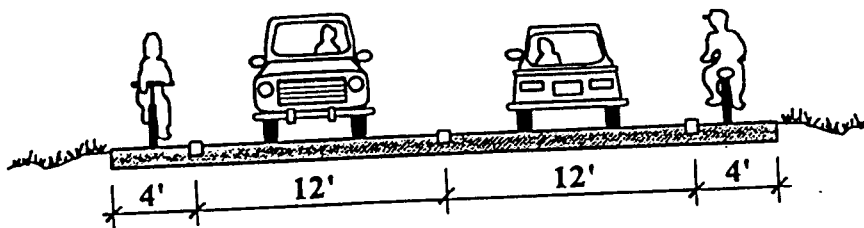
The levels of improvement referenced in this plan include the following:



Multi-Use Trails

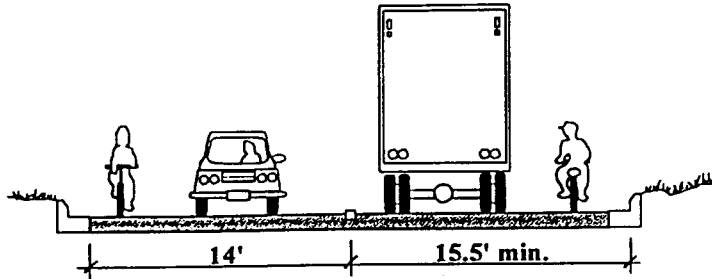
Multi-use trails, also referred to as pathways, are either State, County, or City pedestrian and bicycle facilities that are separated from street and highway driving surfaces. Multi-use trails can be located either within street and highway right-of-ways, but separated from driving lanes, or on separate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



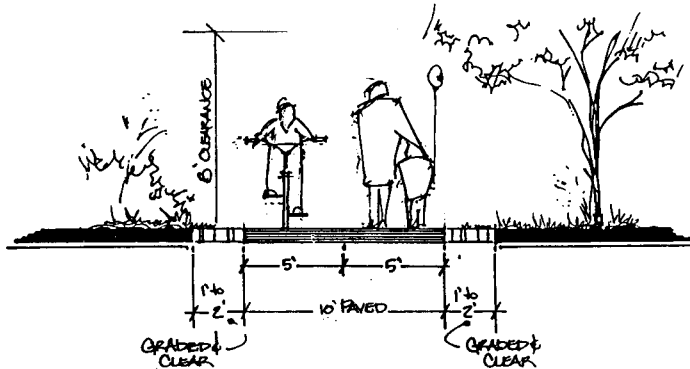
Bicycle Lanes

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.



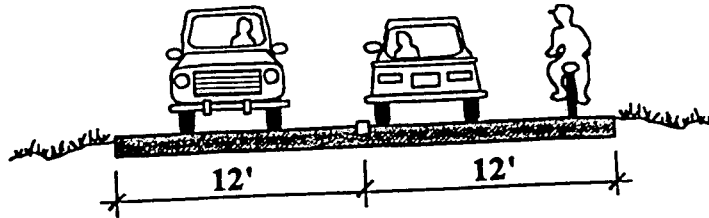
Widened Curb Lanes

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.

