



CHAPTER 6: TRANSPORTATION

INTRODUCTION

This element includes a brief summary of existing conditions, a list of issues and opportunities that were identified during the planning process, a vision statement and a series of goals, objectives and recommendations to guide the future development of the various transportation modes and facilities. It includes policies that enhance mobility for people, goods and services, and increases mobility for all income levels, age groups, and special needs.

Issues and opportunities identified in this element were determined through the public participation process¹, collection of background data and through a review of the following documents:

- *Neenah Comprehensive Plan 2020*, adopted in 1999;
- *Appleton (Fox Cities) Transportation Management Area & Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan*, adopted in ~~2014~~2021;
- *Transportation Improvement Program Fox Cities Transportation Management Area* ~~2016~~2024;
- *Long Range Transportation/Land Use Plan – 2050, Appleton (Fox Cities) Urbanized Area*, adopted in ~~2015~~2020;
- *Congestion Management Process (CMP) Plan, Fox Cities (Appleton TMA) Urbanized Area*, October ~~2013~~2021; and
- *City of Neenah 5-Year Capital Improvement Program*, ~~2016-2020~~2023-2027.

SUMMARY OF EXISTING CONDITIONS

Neenah's roadway system is comprised of a series of local, county, state and federal roads. Interstate 41 (I-41), found on Neenah's west side provides north-south movement through the state. It connects Milwaukee and points south, to Green Bay and areas north. STH 114 (Winneconne Avenue / Commercial Street) is a vital east-west route. It provides direct access from I-41, through Neenah and along with USH 10, connects the Fox Cities to Manitowoc. Commercial Street / CTH A provides north-south movement through the City from STH 114 to Oshkosh.

Below is a summary of the key transportation conditions. For a complete listing, including references to local, regional, and state plans for the transportation element, please see *City of Neenah Comprehensive Plan Update 2040, Volume Two: Existing Conditions Report*.

¹ The public participation process includes not only the three formal visioning sessions but also input from the Neenah Committee on Aging, Thursday, August 18, 2016, the Public Community Survey, Youth Survey, and On-line mapping exercise.



Streets and Highways

- In total, there are approximately ~~445-172~~ miles of urban functionally classified roads in the City. This includes ~~49-22.2~~ miles of urban principal arterials, ~~48-21.7~~ miles of urban minor arterials, ~~24-21.9~~ miles of collectors and ~~87-106.2~~ miles of urban local roads.

Pavement Surface Evaluations and Rating (PASER)

- Approximately ~~66-22.4~~ miles (~~27-17.6~~ percent) of the roads are in excellent to very good condition (Ratings 8-10);
- Approximately ~~428-89~~ miles (~~53-45.5~~ percent) are in good to fair condition (Ratings 5-7); and
- About ~~48-47~~ miles (~~20-36.5~~ percent) of local roads are in fair to failed condition (Ratings 1-4).

Commented [BS1]: Updated data only includes local streets within Neenah, not County or State highways

Public Transportation

- Fixed route transit service (Routes 30, 31, 32, 41) in or to the City of Neenah and the surrounding areas is primarily provided by Valley Transit. Route 33 (Neenah Industrial Park Shuttle-Pilot Program) was temporarily offered in 2015-2016.
- Go Transit (Oshkosh) also provides a connecting route (Route 10) with Valley Transit's service at the Neenah Transit Center to the Oshkosh Transit Center.
- ADA and Senior Transportation options provided in Neenah include: Northern Winnebago Dial-A-Ride, Valley Transit Fixed Route Bus, Valley Transit-II, Winnebago County Volunteer Transportation Services and Medical Assistance Transportation (MTM).

Non-motorized Transportation

- Current safe pedestrian and bicycle friendly opportunities are limited to those areas in the City with close access to multi-use bicycle/pedestrian trails and sidewalks. Approximately ~~468-190~~ miles of bicycle and pedestrian facilities exist within the City. Bicycle and pedestrian facilities include a combination of bicycle routes, bicycle lanes, off-road multi-use paths and sidewalks.

Trucking and Freight

- Several designated truck routes exist within the City of Neenah and are governed under Municipal Code; and
- A number of truck terminals exist within and near the City.

Air Transportation

- Appleton International Airport provides regional air transportation.

Railroads

- There are currently two active railroad lines running through the City of Neenah; both with 286,000 pound railcar limits.





Future Plans and Studies

The following projects were identified in the ~~2016-2024~~ Transportation Improvement Program (TIP) for the City of Neenah:

- S. Commercial Street from Wright Avenue to Winneconne Avenue.

The following projects were identified in the City of Neenah 5-Year Capital Improvement Program (CIP) (current ~~2016-2020~~2023-2027):

- ~~Street Upgrades Initiated 2017: Cecil and Cleveland Streets, cost \$1,040,000;~~
- ~~General Resurfacing 2017: Abbey Avenue, Edward Street, Helen Street, Elm Street, Industrial Drive, cost \$1,060,000;~~
- ~~New Pedestrian Routes 2017: Nature Trail Drive (Whispering Pines — Pond View / Lone Oak — Kingswood), cost \$75,000;~~
- ~~Street Upgrades Initiated 2018: Fairview Avenue, Adams Street, Center Street, Caroline Street, Bond Street and Lakeshore Avenue (consulting), cost \$1,290,000;~~
- ~~General Resurfacing 2018: Center Street, Andrew Avenue, Richard Avenue, Geiger Street, cost \$470,000;~~
- ~~New Pedestrian Routes 2018: Liberty Heights subdivision, cost \$220,880;~~
- ~~Street Upgrades Initiated 2019: Winneconne Avenue, Stevens Street, Pendleton Road, Thomas Court, Stevens Street, cost 1,030,000;~~
- ~~General Resurfacing 2019: Elm Street, Meadow Lane, Doty Avenue, Laudan Boulevard, Peckham Street, Fifth Street, Gillingham Road, Stanley Street, Sterling Avenue, Tullar Road, cost \$1,790,000;~~
- ~~New Pedestrian Routes 2019: Undetermined;~~
- ~~Street Upgrades Initiated 2020: Marathon Avenue, Cedar Street, Belmont Avenue, Belmont Court, Lakeshore Avenue, cost \$1,685,000;~~
- ~~General Resurfacing 2020: Congress Street, Wisconsin Avenue, Washington Avenue, Commercial Street, cost \$960,000; and~~
- ~~New Pedestrian Routes 2020: Lakeshore Avenue, cost \$120,000.~~
- S. Commercial Street Reconstruction - 2025 (Stanley to Winneconne Ave), cost \$2,560,000
- S. Commercial/Winneconne Intersection – 2024, cost \$215,000
- Quarry Lane – 2024, cost \$500,000
- Doty Avenue -2024 (Commercial-Oak), cost \$410,000
- Doty Avenue – 2024 (Oak-Pine), cost \$244,000
- Bayview – 2024 (800' section), cost \$132,000
- Bergstrom Road – 2024, cost \$1,300,000
- Elm Street – 2026 (Cecil – Division), cost \$1,100,000
- Reed Street – 2026 (Cecil-Division), cost \$1,250,000
- Wisconsin Avenue – 2026, cost \$1,700,000
- Congress Street – 2027 (Cecil-Doty), cost \$1,300,000
- Pendleton Road – 2027, cost \$466,000

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ISSUES AND OPPORTUNITIES

A number of issues and opportunities were identified through the public participation process, collection of background data and through a review of transportation and other documents. A list of issues and opportunities are described below:

Congestion

Congestion on the following roads was reported to be a problem:

- Breezewood Lane and Tullar Road intersection. Congestion and speed is limiting the ability to change lanes. AADT on Breezewood Lane, east of Tullar was ~~7,300~~8,000 in ~~2013~~2019. Congestion and speed is more pronounced due to vehicles exiting the high school at the end of the school day and after events.
- North Commercial Street (Nicolet Boulevard to Wisconsin Avenue). North Commercial Street is a designated as an urban principal arterial and a heavy truck route. In ~~2013~~2019, average annual daily traffic (AADT) ranged from ~~40,500~~11,900 south of Nicolet Boulevard to ~~13,700~~15,400 on the Commercial Street Bridge. Truck unloading and a pedestrian crossing at Neenah Paper, timing of the signals at Wisconsin Avenue and pedestrian traffic at Alta Vista is adding to the problem. Traffic is backing up from Wisconsin Avenue across the Commercial Street Bridge. Left turns at N. Water Street intersection are difficult. At N. Water Street the area is congested due to pass through traffic, the YMCA, St. Paul's English Lutheran Church, Winnebago County Human Services, Island Shores and other commercial businesses in the area.



N. Commercial Street



S. Commercial Street and Bell Street Intersection

- South Commercial Street (Wisconsin Avenue to Division Street and Cecil Street to Bell Street). South Commercial Street to Winneconne Avenue is designated as an urban principal arterial and a heavy truck route. In ~~2013~~2019, AADT was ~~42,300~~12,800 between Washington Avenue and Franklin Avenue. Concern was expressed that it is difficult to turn at Winneconne Avenue and Commercial Street or switch lanes. South of Winneconne Avenue, AADT's ~~decreased~~remained ~~consistent~~at 10,000 in ~~2013~~2019 as the functional classification changed to

urban minor arterial. Between Cecil Street and Bell Street, land use is predominately commercial and institutional. Vehicles, pedestrians and bicyclist access the numerous businesses and doctors' offices along the street. In ~~2013~~2019, AADT's averaged about ~~40,000~~9,800 vehicles per day. The Neenah Committee on Aging expressed concern about the traffic pattern between Winneconne Avenue and Bell Street.



- Main Street. Traffic makes it difficult to turn left onto Main Street, especially in the Arrowhead Park area. AADT was ~~4413~~,400 in ~~2013~~2019.
- Winneconne Avenue (South Commercial Street to the Tullar Road). While congestion is heavy throughout the corridor, congestion is identified as being more limiting in some areas. Between South Commercial Street and the railroad overpass, congestion makes it difficult to turn left from Henry Street. AADT's west of Harrison Street was ~~12,600~~200 in ~~2013~~2019. Another area identified included the multiple roundabouts at Green Bay Road and Lake Street. Concern was expressed that cars were focusing on other vehicles in the roundabouts and not pedestrians and bicyclists. AADT's at the roundabout were ~~23,900~~27,800 in ~~2013~~2019. This intersection had a crash count of ~~97 to 128~~243 between ~~2005 and 2011~~2008 and 2022 in the *Congestion Management Process Plan* for the City of Neenah.² In 2010, roundabouts were constructed at the Green Bay Road and S. Lake Street intersections. Crash counts in 2011 fell significantly and therefore safety concerns for vehicles may have been addressed.
- Wisconsin Avenue (East and West of Commercial Street). Due to heavy traffic volumes, the timing of signals at Wisconsin Avenue and vehicles (including busses) and pedestrians accessing downtown businesses, traffic frequently backs up in the downtown area. On Wisconsin Avenue, AADT's west of Commercial Street were ~~44,770~~8,300, while AADT's east were ~~5,800~~400. The Oak Street intersection was also identified. AADT was ~~40,400~~8,100 on W.G. Bryan Bridge in ~~2013~~2019.

Additional Parking

Parking was reported to be a concern in the following locations:

- Downtown area: A *Downtown Parking Analysis and Management Plan*, was completed in March 2015. This study indicated that sufficient parking is available in the downtown area (includes Shattuck Park, Neenah Public Library and Columbian Avenue), though these options may be further than employees and customers are willing to walk.
- Other commercial areas identified during the visioning process includes:
 - S. Commercial Street between Wisconsin Avenue and Winneconne Avenue
 - S. Commercial Street near Byrd Street
 - N. Commercial Street between Forest Avenue and High Street
 - Insufficient handicap parking at the YMCA

Bicycle and pedestrian facilities

² *Congestion Management Process (CMP) Plan, Fox Cities (Appleton TMA) Urbanized Area*, October ~~2013~~2021. Crash data 129-160 crashes between 2005 and 2011.

Additional safe bicycle and pedestrian facilities were identified through the visioning exercise³, in the Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan (A/OBPP), the City of Neenah's Comprehensive Outdoor Recreation Plan ~~2015-2019~~2022-2026 (CORP) and by the Trails Task Force. The following areas were reported for additional or updated bicycle and pedestrian facilities:

- Concerned about walkability for basic needs.
- Bell Street / Breezewood Lane (Marathon Avenue to Tullar Road). The roundabouts and the overpasses at I-41 were identified as an issue for walking due to speeds. From Gillingham Road to Tullar Road, a minimum 10' paved off-street trail should be constructed. The Tullar Road intersection was identified as being congested and unsafe. This could make it more difficult for students living south of Breezewood Lane to safely cross the street.
- Breezewood Lane (west of Pendleton Road). West of Pendleton Road, the pavement narrows and pedestrian and bicycling facilities are not present. This section was identified as being challenging for bicyclists and pedestrians.
- North Commercial Street (Nicolet Boulevard to Wisconsin Avenue). This entire segment was identified; including the lack of bicycle facilities on the Commercial Street Bridge was identified during visioning.
- South Commercial Street (Wisconsin Avenue to Division). This entire segment was identified. In addition, the Columbian Street crossing (Boys and Girls Brigade) was identified as unsafe with no bicycle facilities or flashing lights.
- South Commercial Street (southern end). On road bicycle facilities are not available from Peckam Street to Bell Street. Crosswalks at Lyon Drive and Lakeview Elementary School were identified as being dangerous due to speed.
- CTH G from CTH A west. This segment has heavy truck traffic and was identified for pedestrian and/or bicycle accommodations. The segment west of I-41 was also identified.
- First Street and E. Forest Avenue. The intersection is dangerous for Roosevelt Elementary School students.
- Jewelers Park Drive (Harrison Street to Cameron Way). This segment of the roadway was identified as needing bicycle or pedestrian improvements.
- Lakeshore Avenue / N. Park Avenue (pedestrians & bicycles). Concern was expressed for safety and access for pedestrians, bicyclist and wheelchair occupants. This segment receives heavy use. Lighting should be considered along this trail segment.
- Main Street from I-41 west. This area is identified in the A/OBPP for regional bicycle accommodations.
- Marathon Avenue (between Bell Street and Cecil Street). This segment of the roadway was identified as needing bicycle or pedestrian improvements. In addition, disjointed sidewalks north of Bell Street were highlighted.
- Marathon Avenue (south of Parkwood). Sidewalks do not exist in this area. Sidewalks were needed to safely get children to school.



Great Northern Park Trail

³ Includes input from the Neenah Committee on Aging, 08/18/16.



- Nicolet Boulevard (S. Commercial Street to 3rd Street). A designated bike lane does not exist for this segment. Completion of this segment would allow for bicycle travel between 1st Street and Ahnaip Street in Menasha.
- South Park Avenue (Cecil Street to the Neenah pool). A designated narrow on-street bicycle lane exists in this segment of S. Park Avenue.
- Pendleton Road from Breezewood Lane to CTH CB. Currently Pendleton Road is not continuous in this area. Accommodations for bicyclists and/or pedestrians to connect Pendleton Road to Breezewood Lane and CTH B are needed.
- Towerview Drive / Jensen Road / Progress Court / Discovery Drive. Bicycling and / or pedestrian improvements are needed to connect CTH G to an existing off-road trail on Industrial Drive.
- Tullar Road (Breezewood Lane to Winneconne Avenue). Pedestrian facilities between Breezewood Lane and Appleblossom Drive and between Cecil Street and Winneconne Avenue are recommended. In addition, it is difficult to cross Tullar Road near the High School and Memorial Park (Appleblossom Drive and Gay Drive). AADT on Tullar south of Cecil Street was 5,200 and 3,300 south of Byrd Street in 2013.
- Schultz Drive (Enterprise Drive to Bell Street). Currently Schultz Drive does not connect to Bell Street. Accommodations for pedestrians and/or for bicyclists to connect Schultz Drive to Bell Street.
- Western Avenue to Adams Street (Main Street to S. Lake Street). Accommodations for pedestrians and/or for bicyclists to connect Main Street to S. Lake Street are needed.
- Winneconne Avenue (S. Commercial Street to Green Bay Road). This segment of the roadway was identified as needing bicycle or pedestrian improvements. This segment does not have a marked bicycle lane or designated bicycle off-road path. In addition, sidewalks are not available on the south side of Winneconne Road between Henry Street and Harrison Street. Winneconne Avenue is a designated principal arterial and per section 14.57 of the City's municipal code; sidewalks are required on both sides of a principal arterial. In addition, crossing Winneconne Avenue in the highly congested Henry Street area is dangerous for pedestrians and bicyclists living south of Winneconne Avenue in the Henry Street area. The pedestrian crossing at Harrison Street was identified as dangerous for those wishing to access Washington Park on the corner. Finally the multiple roundabouts at S. Lake Street and Green Bay Road were identified as dangerous for bicyclists and pedestrians.
- Wisconsin Avenue (Downtown). Bicycle facilities are not available currently through the downtown area.
- Completion of Loop the Little Lake trail.
- A current bicycle and pedestrian plan does not exist for the City of Neenah.

Dangerous intersections

Dangerous intersections were reported to be a problem during the visioning session. Most of these intersections are located in congested areas and therefore it is difficult to make left hand turns.

- North Commercial Street. Two intersections were identified: Nicolet Boulevard and N. Water Street. Nicolet Boulevard, South Commercial Street and 1st Street come together. Cars turn left from Nicolet Boulevard onto 1st Street from the far left lane, while cars going straight or turning left onto N. Commercial Street use the center lane. Frequently cars turn left onto N. Commercial Street from the left lane. The Congestion Management Process (CMP) Plan, Fox Cities (Appleton TMA) Urbanized Area, October



~~2013-2024~~ identified this intersection as high risk crash area. The N. Water Street area is congested (see above) and left turns are difficult.

- South Commercial Street (Wisconsin Avenue to Bell Street). Numerous intersections along the corridor were identified. Traffic backs up during certain times from the Wisconsin Avenue intersection in all directions. This could be caused by the programming of the signals at Wisconsin Avenue, Columbian Avenue and Winneconne Avenue. The Congestion Management Process (CMP) Plan, Fox Cities (Appleton TMA) Urbanized Area dated October ~~2013~~2024, identified Wisconsin Avenue, Columbian Avenue, Cecil Street, Bell Street and Winneconne Avenue as a high risk crash areas. During the visioning process people mentioned that it was difficult to change lanes north of Winneconne Avenue and to make left turns at the intersection. At Division Street, a left turn only lane exists which confuses and forces vehicles to turn left instead of proceeding straight down Commercial Street. At Cecil and Peckham Streets it is difficult to make left turns into traffic during certain times of the day.
- City roundabouts. While the Neenah Committee on Aging identified roundabouts as an asset, they also expressed concern about navigating roundabouts. This may be especially difficult for seniors in areas of heavy traffic and where a series of roundabouts exist.

Train blocking traffic

- N. Lake Street (north of Main Street). It was reported that a train blocks traffic at the railroad crossing north of Main Street.

Road Reconstruction

- According to the PASER rating about ~~48-47~~ miles (~~20-36.5~~ percent) of local roads are received a rating of 1 to 4. Roads receiving a PASER rating of 1 have failed and will require a total reconstruction. Roughly about ~~0.8-1~~ miles of local roads in Neenah fall into this category. ~~74-5~~ miles of roads received a 2 rating, 10.7 miles received a 3 rating, and 35.5 miles received a 4 rating.

Lighting

- ~~Commercial Street Bridge~~

Connectivity

- Industrial Drive should be extended south to CTH G. The extension of Industrial Drive was recommended in the existing comprehensive plan.
- Pendleton Road, ~~between Cecil Street and CTH JJ, and~~ between Breezewood Lane and Whippoorwill Circle should be installed. The extension of Pendleton Road was recommended in the existing comprehensive plan and during the visioning process.

Public Transportation

- A concern was expressed regarding the Dial-A-Ride program by the Neenah Committee on Aging.

Summary reported issues and opportunities:

- Address congestion concerns along N. and S. Commercial Street, Wisconsin Avenue, Winneconne Avenue, Breezewood Lane and Tullar Road intersections, and Main Street;

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- Address safety concerns at intersections along N. and S. Commercial Street, Main Street and Winneconne Avenue;
- Address parking concerns in the downtown, along N. and S. Commercial Street and near the YMCA;
- Increase walkability for basic needs;
- Increase and enhance pedestrian and bicycling facilities throughout the City;
- Increase safety and access for pedestrians, bicyclists, wheelchair occupants and the disabled;
- Provide interconnections between local and regional trails;
- Address pedestrian and bicycle safety at roundabouts;
- Address trains blocking N. Lake Street;
- Increase road maintenance activities;
- Address lighting concerns along the Commercial Street Bridge and E. Wisconsin Avenue;
- Extend Industrial Drive and Pendleton Road; and
- Increase opportunities for fixed route transit service.



VISION, GOALS, OBJECTIVES AND RECOMMENDATIONS

Vision Statement: *The City supports a well-connected community through a network of streets, on and off-street pedestrian and bicycle facilities, and traffic control and safety devices to protect residents and ensure the most efficient transportation network within the City.*

Goal T 1: To provide a well maintained, safe, and efficient transportation network for the movement of people, goods and services.

Objective T 1.1: Address congestion along key transportation routes.

- Recommendation T 1.1.1: Develop a traffic study to look at congestion, dangerous intersections and signaling for the entire transportation system along the City's major corridors (N. and S. Commercial Street, Wisconsin Avenue, Main Street, Winneconne Avenue, Green Bay Road and the Southpark Industrial Center). (See recommendation LU 1.6.3, LU 1.5.5, ED 2.2.7)
- Recommendation T 1.1.2: Identify an alternative route for commuter (through) traffic going between I-41 and Doty Island.
- Recommendation T 1.1.3: Evaluate solutions to limit truck traffic through residential areas and the downtown area.

Objective T 1.2: Address parking needs in the downtown and along commercial corridors.

- Recommendation T 1.2.1: Implement the recommendations in the *Downtown Parking Analysis and Management Plan*, dated March 2015. (See recommendation LU 1.5.5)
- Recommendation T 1.2.2: Continue to monitor downtown parking needs. (See recommendation ED 2.2.4)
- Recommendation T 1.2.3: Study parking needs along commercial corridors. This should include looking at ordinance changes to address parking for commercial properties.

Objective T 1.3: Ensure that the road network is well maintained and operates efficiently.

- Recommendation T 1.3.1: To increase mobility and connectivity, consider the following extensions (See recommendation LU 1.6.4):
 - Industrial Drive south to CTH G
 - Pendleton Road between Cecil Street and CTH JJ, and between Breezewood Lane and Whippoorwill Circle
- Recommendation T 1.3.2: Review and update the Official Street Map on an annual basis. (See recommendation LU 1.6.6)
- Recommendation T 1.3.3: Develop a program to encourage consolidation of driveways on main commercial corridors, as a means to promote better access control and safer driving conditions.



- Recommendation T 1.3.4: Review street standards to ensure proper traffic flow based on the functionality of the street, allowing for flexibility in street design standards.
- Recommendation T 1.3.5: Increase funding for road maintenance and reconstruction projects so that the current distribution of pavement conditions (PASER ratings) is sustained.
- Recommendation T 1.3.6: Utilize 5-year capital improvement programming to fund and prioritize road maintenance work.
- ~~Recommendation T 1.3.7: Explore alternative funding sources for road funding.~~
- Recommendation T 1.3.8: Work with the Fox Cities MPO to review and revise road classification functionality as needed so that roads receiving the greatest use are eligible for federal funding.
- ~~Recommendation T 1.3.9: Reconstruct Lakeshore Avenue and E. Wisconsin Avenue.~~
- Recommendation T 1.3.10: Design and develop a street system that provides mobility, safety, and convenience while preserving neighborhood integrity.
- Recommendation T 1.3.11: Encourage land development patterns that will maintain the capacity and efficiency of existing streets. (See LU 1.6.5)
- Recommendation T 1.3.12: Update the City's Subdivision Ordinance to limit the use of cul-de-sacs in new subdivisions.

Commented [BS2]: Transportation Assessment Replacement Fund (TARF)

Objective T 1.4: Timely respond to site-specific road and sidewalk maintenance and/or safety concerns.

- Recommendations T 1.4.1: Conduct a PASER evaluation of the existing road network on a biennial basis.
- Recommendations T 1.4.2: Implement a program that will allow residents to report specific areas where maintenance or safety issues are a concern.
- Recommendation T 1.4.3: Identify road reconstruction and maintenance activities based on the PASER evaluation and other tools. Incorporate these projects into the City's Capital Improvement Program (CIP).

Objective T 1.5: Coordinate short and long range transportation planning efforts.

- Recommendations T 1.5.1: Submit a list of proposed projects annually to the Fox Cities MPO for inclusion in the Transportation Improvement Program.
- Recommendation T 1.5.2: Participate in the *Fox Cities Transportation Policy Advisory Committee*.



- Recommendation T 1.5.3: Implement recommendations in the City sidewalk plan. (See recommendation LU 1.6.1)

Proposed Goal T 2: To provide, support and maintain a wide range of transportation alternatives for residents and visitors.

Objective T 2.1: Encourage pedestrian and non-motorized travel as viable alternatives for both commuting and mobility.

- Recommendation T 2.1.1: Continue to provide a minimum five (5) foot sidewalks or a designated off-road bicycle or pedestrian trail on both sides of arterial and collector streets, along designated school routes and adjacent to all parks and schools in both existing and future streets. (See recommendation LU 1.6.1)
- Recommendation T 2.1.2: Provide safe pedestrian and bicycle linkages and wayfinding signage to key destinations in the City. (See recommendations LU 1.6.1, T 2.1.1, ED 2.5.1, CF 4.2.2)
- Recommendation T 2.1.3: Encourage / initiate a bicycle rental program in the downtown area.
- Recommendation T 2.1.4: Encourage businesses to provide bicycle parking for employees who bike to work. Update the ordinance to provide an incentive for businesses that provide bicycle parking.
- Recommendation T 2.1.5: Develop a "Complete Streets" policy and process to better guide infrastructure decisions.
- Recommendation T 2.1.6: Expand safe routes to school initiatives in the City of Neenah, in coordination with the Neenah Joint School District and East Central Wisconsin Regional Planning Commission's Safe Routes to School Program. (See recommendation LU 1.6.1)
- Recommendation T 2.1.7: Pursue funding and grants for adding bicycle lanes and pedestrian infrastructure, sidewalks and pedestrian crossing when building and constructing roads. (See recommendation LU 1.6.1)

Objective T 2.2: Provide cost-effective and convenient public transit.

- Recommendation T 2.2.1: Continue to support public transit and promote its use by the general public.
- Recommendation T 2.2.2: Investigate the benefits of supporting a regional transit authority.
- Recommendation T 2.2.3: Support the development of a regional transit route. (See recommendation ED 2.5.2)



- Recommendation T 2.2.4: Work with Valley Transit to monitor existing routes within the City and expand or revise routes as needed.

Objective T 2.3: Reduce and avoid mobility barriers for the elderly and disabled.

- Recommendation T 2.3.1: Continue to provide ADA and Senior Transportation options within the City.
- Recommendation T 2.3.2: Consider installing benches in strategic locations.
- Recommendation T 2.3.3: Conduct a walking study at key intersections and areas near senior housing developments, parks, downtown, etc.

Objective T 2.4: Accommodate bicyclists and pedestrians in and through areas of high activity, or concentrated development and commercial areas. (See recommendation LU 1.6.3)

- Recommendation T 2.4.1: Provide safe bicycle access to and within the downtown area. (See recommendation LU 1.6.1)
- Recommendation T 2.4.2: Create a trail network from Loop the Little Lake Trail that navigates through the downtown. (See recommendation T 2.5.4, LU 1.6.1)
- Recommendation T 2.4.3: Consider improvements at the Green Bay Road/Winneconne Avenue, Bell Street and I-41 and Tullar Road and Breezewood Lane roundabouts that would improve pedestrian safety by increasing visibility of the pedestrian crossings.
- Recommendation T 2.4.4: Consider safety improvements to the S. Commercial Street and Columbian Avenue pedestrian crossing at the Boys and Girls Brigade.
- Recommendation T 2.4.5: Address safety concerns for bicyclists and pedestrians in crosswalks at the following potential locations, these concerns should be addressed in the traffic study:
 - S. Commercial Street at Lyons Drive
 - S. Commercial Street at Winneconne Avenue
 - First Street and E. Forest Avenue at Roosevelt Elementary School
 - Tullar Road at the Neenah High School and Memorial Park
 - Winneconne Avenue at Henry Street
 - Winneconne Avenue at Harrison Street

Objective T 2.5: Expand the bicycle and pedestrian system to provide access to key destinations and linkages to regional trails.

- Recommendation T 2.5.1: Develop a green grid system of trails, paths, and routes that will allow non-motorized travel to activity centers through the community. (See recommendation LU 1.6.1)
- Recommendation T 2.5.2: Initiate a permanent Bicycle / Pedestrian Committee to address bicycle and pedestrian facilities in the City.



- Recommendation T 2.5.3: Update the 1997 Neenah Trails Task Force Plan for on-street bicycle facilities and off road trails. Utilize recommendations from the *Appleton (Fox Cities) TMA and Oshkosh MPO Bicycle and Pedestrian Plan*, the *City of Neenah Comprehensive Outdoor Recreation Plan 2015-2019* and the Neenah Trails Task Force. (See recommendation LU 1.6.1)
- Recommendation T 2.5.4: Expand the Loop the Little Lake Trail project by providing safe and easy access through the downtown and other points within the City. (See recommendation LU 1.6.1, T 2.4.2)



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