

Chapter 6: Transportation

Streets and Highways

Air Service

Bicycle and Pedestrian System

Rail Transportation

Water Transportation

Public Transit Services



Transportation is a vital element of the **Comprehensive Plan**, as well as one that is heavily shaped by the plans of regional authorities such as counties, transportation authorities, and the State of Wisconsin. This chapter seeks to document key initiatives of these regional entities and to coordinate Appleton's local initiatives with them. It addresses air, water, rail, bicycle, pedestrian, and automobile or truck transportation modes. In addition, it discusses public transit services and special services for the elderly or disabled public.

An efficiently operating, multi-modal transportation system is crucial to the success of the community. While priority may still be given to the street and highway system over which a majority of the region's traffic moves, the City of Appleton is increasingly focused on providing alternative transportation options, and transit services to decrease reliance on automobiles. This desire is fueled by economic diversity, traffic congestion, public health, environmental degradation, and customer demand for mobility options. As the population ages, Appleton and other communities will need to consider new services for elderly residents who may have limited mobility.

Besides moving people, the transportation system is designed to move freight into, though, and out of the region. A majority of the freight is now shipped on trucks, with small portions moved by rail or air. Current trends suggest that rail will continue to play a strong role in future freight movement. The demand for air service, which is very sensitive to economic conditions, is nonetheless forecasted to slowly grow through 2030.

Accomplishments

- The City of Appleton has taken strides in overcoming some of the challenges identified in the previous version of the Comprehensive Plan. First the Transportation Improvement Program for Appleton-area roadway improvements has continued to be updated and made current with the assistance of the East Central Wisconsin Regional Planning Commission.
- The City contracted with a consultant to complete a Downtown Parking Study. This study identified several infrastructure and policy-related recommendations to improve the supply and management of Appleton's downtown parking supply.
- The City completed a Downtown Mobility Study in August 2016. The Plan identified traffic enhancements in downtown, including converting several 1-way streets to 2-way streets. The Plan also provides recommendations to improve bike and pedestrian accommodations throughout downtown.
- In 2010, the City completed an On-Street Bike Lane Plan and has systematically begun implementing the recommendations contained in the report.
- In 2015 the City added over two miles of new bike lanes as part of the City's On-Street Bike Lane Plan, one mile of sidewalk where it currently did not exist.
- Implemented the third year of City's new Sidewalk Poetry Program in 2016.
- Implemented an automatic idle reduction program for all heavy trucks (Class 7& 8).
- Bike Federation Audit conducted in October, 2015.

Regional Transportation Planning

Perhaps more than most other community infrastructure, transportation is influenced by federal, state, and regional planning and funding. It is not uncommon, for instance, to find that some roads within a community fall under the jurisdiction of the state or county government. Additionally, a large part of the funding for road construction and maintenance, air and water ports, and transit services comes from state or federal sources. It is therefore vitally important to understand the policies and plans of these other governments as they apply to the local community.



State of Wisconsin Transportation Plans and Studies

The following is a synopsis of statewide planning related to transportation in Wisconsin.

Wisconsin Rail Issues and Opportunities Report (2004)

This report documents the importance of rail in Wisconsin's transportation network. The State's role with regard to rail has been to promote and facilitate rail service, in part by providing funding for infrastructure enhancements and passenger rail operations. Concerns noted in the report include congestion in Chicago, a potential lack of truck-rail intermodal facilities, preservation of abandoned rail corridors, intercity rail passenger service, rail safety issues, and tax and regulatory issues.

Wisconsin Rail Plan 2030

Wisconsin Rail Plan 2030 identifies rail issues statewide and is meant to serve as a guide for decision-makers through 2030, with updates occurring every five-years.

Statewide, there is a projection that freight rail commodities will grow by over 16 percent by 2030. Trains on this route carry a variety of goods, including intermodal shipments from the Port of Green Bay nationally.

Specific projects noted in the 2030 plan include infrastructure improvements to add intercity passenger rail from Green Bay to Chicago and Milwaukee (seven per day).

Wisconsin State Freight Plan

The development of a State Freight Plan began in early 2015, and is projected to be completed in December of 2016. The plan is aimed at providing a vision for multimodal freight transportation and to position the state to be competitive in the global marketplace by ensuring critical connections to national freight systems remain or become more efficient. This plan will include:

- Linking transportation investments to economic development activities
- Placing Wisconsin within a national and global context
- Engaging and reflecting the interests of a wide array of freight stakeholders
- Implementation – from planning to project development to programming
- Performance measures and management

Wisconsin Pedestrian Policy Plan 2020

The Wisconsin Pedestrian Policy Plan 2020 seeks to raise the importance of pedestrian facilities to the same level as other transportation infrastructure. It notes that just over eight percent of all trips taken in Wisconsin are pedestrian trips, with the greatest percentage taken by younger (under age 14) persons, or those over age 45. Forty percent of trips were under a half mile in length, and 70 percent were under one mile. The plan encourages the Wisconsin Department of Transportation to include pedestrian facilities on state trunk highways, and to work with local communities on issues including transportation planning and design, public education, traffic law enforcement, and encouragement of walking as a viable transportation mode.

Wisconsin State Airport System Plan 2030

Airports, aviation and aviation-related industries play a significant role in the economic success of Wisconsin communities. The Wisconsin State Airport System Plan 2030 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current

and future aviation needs of the State of Wisconsin. Wisconsin also has a five-year airport improvement program.

Wisconsin State Bicycle System Plan 2020

This plan was prepared "to establish bicycling as a viable, convenient and safe transportation choice throughout Wisconsin" by ensuring an interconnected transportation system across government boundaries. Bicycling is thought to make up less than two percent of all trips in Wisconsin, but a large percentage of trips by students to and from school. This presents some concerns for bicycle safety. The plan contains five recommendations. These are to plan and design new transportation facilities to accommodate bicycles, to expand the statewide network of bicycle routes, to improve safety, to enforce laws that prevent dangerous and illegal behavior by motorists and bicyclists, and to promote bicycling as a transportation mode.

In addition to the *Wisconsin State Bicycle System Plan 2020*, the Department of Transportation has prepared county-level maps depicting bicycling conditions. Of particular note, these include bicycle touring trails, urban escape routes, and ratings of state, county, and town roads for bicycle suitability based on factors such as traffic volume and shoulder width. The state has also published a *Wisconsin Bicycle Facility Design Handbook* and *Wisconsin Bicycle Planning Guidance*, which should provide assistance with future bicycle transportation planning in the City and region.

Wisconsin State Highway Plan 2020

Wisconsin's State Trunk Highway System includes approximately 11,800 miles of roadway and 4,600 bridges, accounting for eleven percent of the state's road mileage, but 60 percent of all traffic. The *Wisconsin State Highway Plan 2020* identifies measures to meet highway system needs including safety, highway rehabilitation, alternative transportation, land use, traffic flow, and additional capacity. The plan notes the importance of continuing to develop other modes of transportation.

Connections 2030

WisDOT developed a long-range transportation plan for the state, called Connections 2030. This plan addresses all forms of transportation: highways, local roads, air, water, rail, bicycle, pedestrian and transit. The overall goal of the planning process is to identify a series of policies to aid transportation decision-makers when evaluating programs and projects.

Several corridors include the Appleton area, including the Fox Valley Corridor (Milwaukee to Green Bay), Fox Cities Metropolitan Planning Area, Lake to Lake Corridor (Fox Cities to Manitowoc-Two Rivers), and the Wolf/Waupaca Rivers Corridor (Stevens Point to Fox Cities) are identified.

Plans in these corridors generally include intercity bus and rail connections, public transit improvements and increased bicycle accommodations.

WisDOT 6 Year Highway Improvement Program

This plan identifies all construction projects scheduled for Wisconsin roads for the next six years. The projects change frequently, and updates are made monthly. Several highway improvements are scheduled in or near Appleton including:

- US Highway 10/STH 441 improvements
- US Highway 10/STH 441 joint patching and mill work
- US Highway 41 resurface and improvements
- CTH OO/Richmond Street roundabout
- STH 15 Improvements

County and Regional Transportation Planning

The *Appleton Transportation Management Area and Oshkosh Metropolitan Planning Organization Bicycle and Pedestrian Plan* was adopted by the East Central Wisconsin Regional Planning Commission on October 31, 2014. The plan “not only identifies existing and planned facilities, but identifies the gaps, barriers, and needed connections to enhance the safe, accessible and efficient regional bicycle and pedestrian network throughout and in between the two urban (Appleton and Oshkosh) areas.” The plan was jointly sponsored by Calumet, Outagamie and Winnebago counties with a focus on regional bicycle and pedestrian connections.

Appleton MPO Regional Bicycle & Pedestrian Network

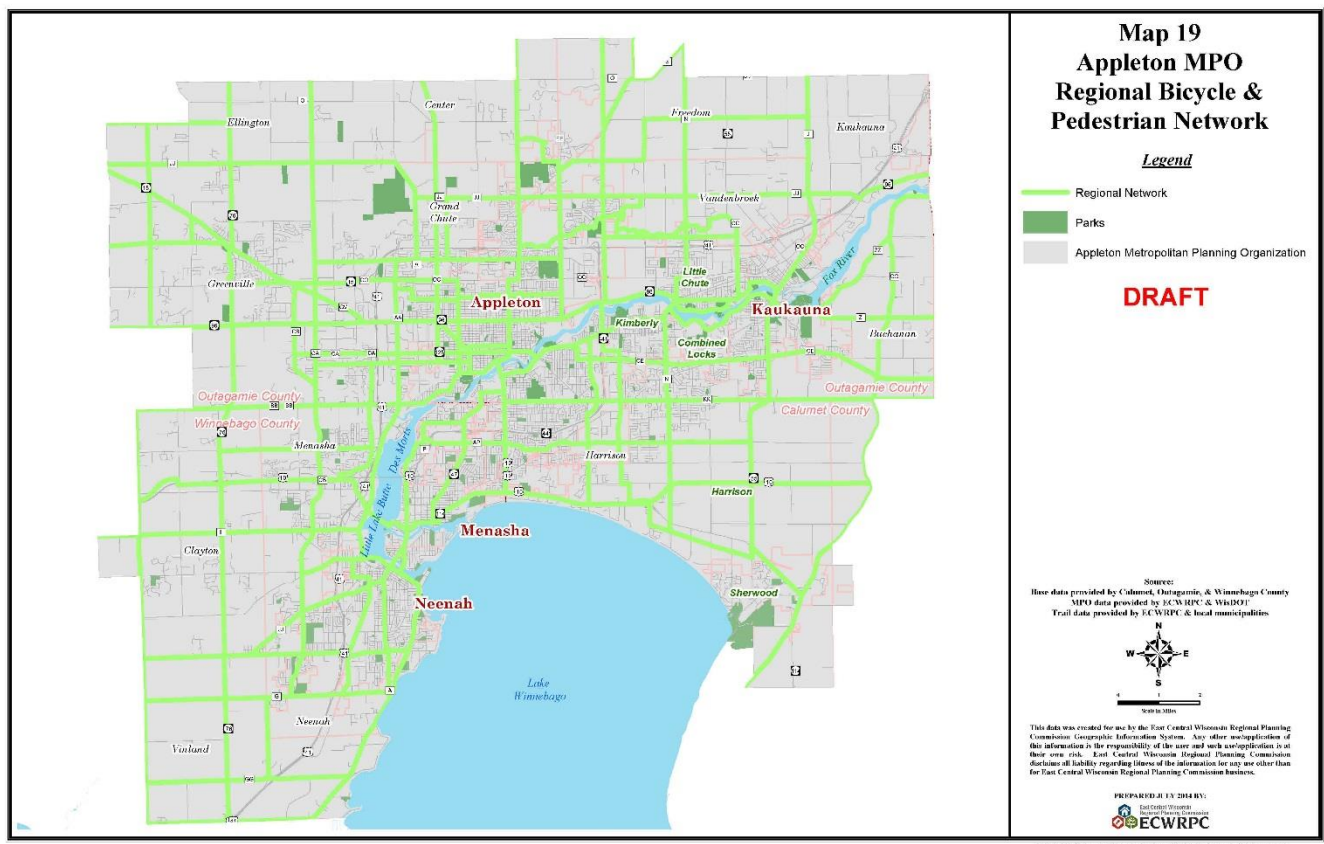


Figure 1 Source: East Central Wisconsin Regional Planning Commission

The *East Central Wisconsin Regional Comprehensive Plan 2030* includes a vision for transportation that states "in 2030, the East Central Region will have an efficient regional transportation network which provides options for the mobility needs of all people, goods, and services." This plan notes particular concerns for the impact the transportation system has had on encouraging urban sprawl, the high cost of maintaining an aging transportation infrastructure, a need to provide regional connectivity to facilitate movement of people and goods, environmental impacts of transportation, and a desire to provide alternative means of transportation, especially for an aging population.

The East Central Regional Planning Commission, the designated metropolitan planning organization for Appleton, updated the *2015-2050 Long Range Transportation/Land Use Plan* in 2015. The primary purpose for the plan is to "insure coordination between land use and transportation planning" within the Fox Cities Metropolitan Planning Area/Transportation Management Area. The vision for the plan states that "in 2050, the Urbanized Area will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy and finances." Transportation Goals and Objectives include:

- Integrated planning
- Maximum system effectiveness for all residents
- An efficient transportation system
- Safety
- Minimal environmental disruption
- Compatibility with land use patterns
- Conservation of energy
- Performance measures
- Environmental justice
- Coordination at all levels
- Complete streets policies
- Sustainable & livable communities

The Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 required all Metropolitan Planning Organizations (MPOs) to update and adopt long-range transportation plans which conformed to ISTEA's metropolitan planning requirements. This plan establishes a vision similar to that of the *East Central Wisconsin Regional Comprehensive Plan 2030*, that "in 2035, the Fox Cities Urbanized Area will have a safe, efficient, and effective transportation network which provides options for the mobility needs of all people, goods, and services, while maximizing available resources, such as land, energy, finances, etc." It ties this vision to land use through the following goals:

- promote an orderly and planned pattern of community growth and development;
- promote the provision of government services in an efficient and socially responsible manner;
- protect the environment and manage natural resources in an ecologically sound manner; and
- provide sufficient public open space to meet the recreational needs of all residents and protect and preserve natural and cultural resources.

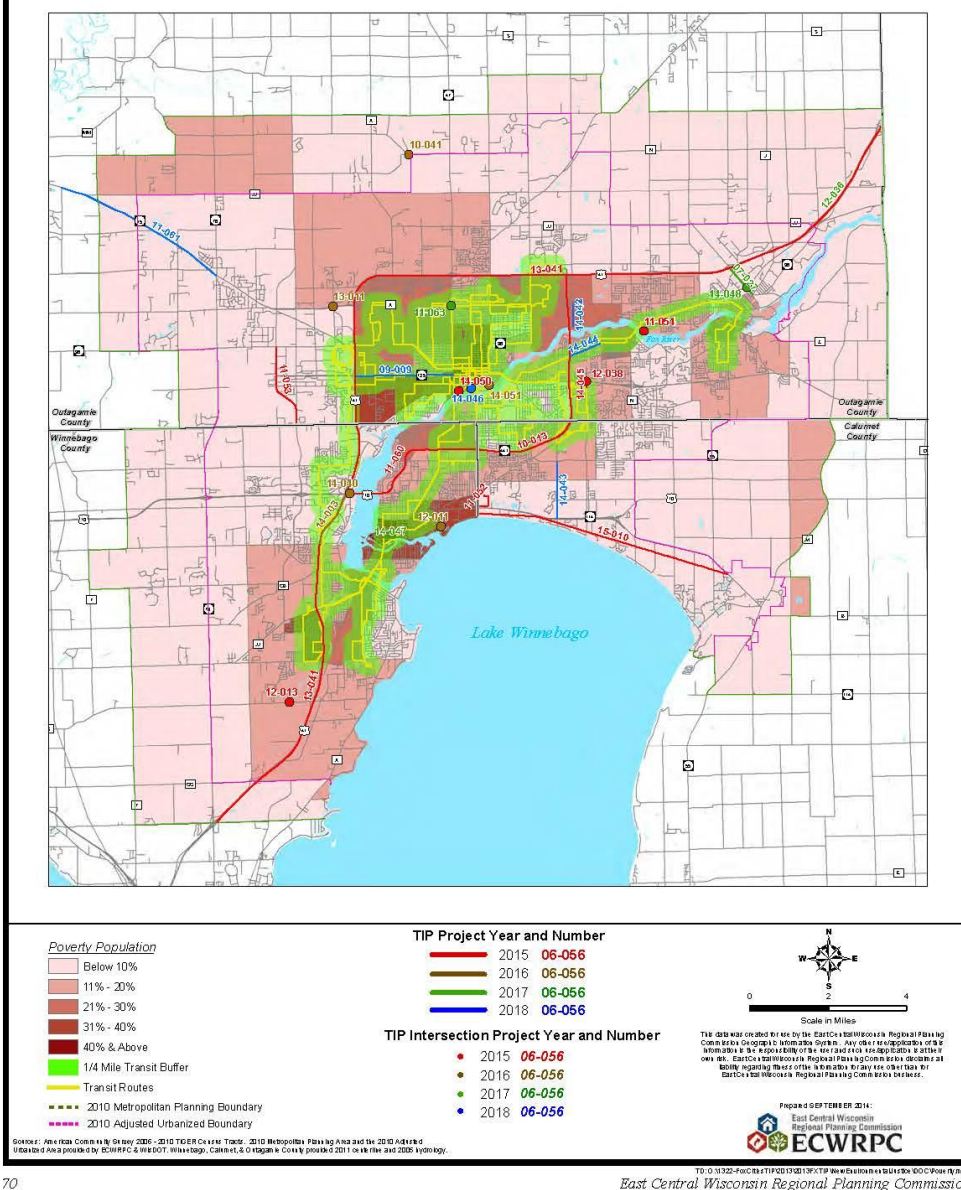
The plan notes concerns about the potential loss of federal funding for Valley Transit, and recommends formation of an independent funding authority. It also notes a limited number of deficiencies in the existing road system, including the College Avenue bridge over the Fox River, and a deficient segment of North Meade Street, just north of Glendale in Appleton. Some of these issues, such as the College Avenue Bridge, have been addressed. Projecting into the future, the plan determines the following regional needs by 2030.

- US Highway 41 should be planned for expansion from 4-lane to 6-lane from Appleton to Green Bay in the long-term. This is an ongoing effort that is in progress.
- USH 41 is being studied and will be upgraded to interstate standards. This has been completed.
- USH 10/ State Highway 441 will likely be operating at or over capacity. WisDOT has planned for the expansion of USH 10 and STH 441. This is an ongoing effort that is in progress.

The *Transportation Improvement Program for the Fox Cities (Appleton) and Oshkosh Urbanized Areas* is a staged multi-year program of both capital and operating projects designed to implement the long-range element of the transportation plan and shorter-range transportation system management (TSM) element. The staged program covers a period of five years and includes projects recommended for implementation during the 2016-2019 program period. The following map depicts the locations of projects included during the period from 2016-2019. Appleton projects listed in the document for the period 2015-2018 include:

- Prospect Ave/Jackman St Overhead
- Valley Transit - Fixed Route Bus
- STH 15/New London – Appleton
- STH 47, Appleton – Bonduel
- USH 41/Appleton - Green Bay
- CTH II-STH 441 Oshkosh-Appleton
- Oneida St/ Valley Rd - Skyline Bridge

Figure G-1
Fox Cities Transportation Management Area TIP Projects (2015 - 2018) and
Population Below Poverty Level (2010 Census Data)



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East Central Wisconsin Regional Planning Commission

Figure 2 Map from the Transportation Improvement Program for the Fox Cities (Appleton) and Oshkosh Urbanized Areas.

Outagamie County

Outagamie County's Comprehensive Plan (updated in 2008) contains 24 goals regarding transportation, addressing issues relating to Sprawl Development, Transportation Funding, Regional Connectivity, the Environment, and Alternative Modes of Transportation and Mobility. The plan documents conditions related to highway transportation, intercity bus service, specialized transportation, trucking services, railroad service, air transportation, pedestrian-bicycle facilities,

transit, port and water transportation, and other topics further discussed in this chapter of Appleton's **Comprehensive Plan**.

Outagamie County has prepared a *Capital Improvements Program* that identifies street-related investment through 2020. This plan identifies several projects in or adjacent to the City, including:

- Reconstruction and widening of CTH JJ (STH 47 to CTH E) in 2020 and CTH JJ (Lightning Drive to French Road) in 2020 and CTH JJ (CTH E to Lightning Drive) in 2017;
- Reconstruction of CTH BB (Seminole Road to Bartell Drive) in 2019;
- County Highway OO capacity study; Mason Street to STH 47;
- CTH KK (John Street to CTH N) capacity study in 2017;
- Asphalt overlay of County Highway OO (I-41 to Mason Street) in 2019;
- Improvements to CTH KK (John Street to STH 441), including an eastbound auxiliary lane between Kensington Drive and the STH 441 interchange in 2018;
- CTH KK reconstruction from Banta Ct. to Matthias in 2016;
- Reconstruction and urbanization of CTH E (CTH JJ to Applecreek Road) in 2018-2019;
- Reconstruction of CTH OO and STH 47 intersection in 2017, CTH OO and CTH E intersection in 2018.

Winnebago County

Winnebago County's *Comprehensive Plan* sets a goal to "achieve a safe, efficient, and environmentally sound transportation system that provides personal mobility for all segments of the population and supports the economy of the county." The County is currently underway with updating their Plan. Winnebago County has prepared an Executive *Capital Improvements Program* that identifies street-related investment through 2020. No street-related improvements are proposed within the City of Appleton.

Calumet County

Calumet County identifies several concerns related to land use, increasing traffic volume, and safety. The County completed a Comprehensive Plan in 2006 – but has not since updated it. Transportation improvements had been identified in the Appleton area. Calumet County has prepared a *Capital Improvements Program* that identifies street-related investment through 2020. This plan identifies several projects in or adjacent to the City, including:

- CTH AP (Plank – Lake Park) & (Oneida St. to CTH LP) in 2016 & 2017
- CTH KK (East 441) and (East Bound lane) in 2016 & 2017

Transportation Modes

The City of Appleton is served by a well-developed transportation system that accommodates a variety of different modes. Existing conditions, ongoing or planned initiatives, and significant concerns related to these modes are discussed here.

Streets and Highways

Cars and trucks account for 86.1 percent of all trips made in the United States, and there are now more motor vehicles in the country than there are licensed drivers. Through 2030, traffic on Wisconsin's roadways is projected to increase 34 percent.

A street classification system is used to describe roads within a community based on their function. The classification system describes a network that channelizes traffic flow and defines how an individual street segment should serve traffic in that network. Streets may then be planned

to meet the level of demand associated with their classification. This not only includes design issues such as road width, pavement type, and radii, but also signalization and access management. Given their greater importance in moving traffic, arterial and collector roads may also be granted a higher priority for reconstruction, snow removal, or other maintenance.

The functional classifications prepared by the Federal Highway Administration and adopted by the Wisconsin Department of Transportation include arterial, collector, and local streets.

- Freeway (Principal Arterials). These roads serve corridor movements having trip length and travel density characteristics of an interstate or an interregional nature. These routes generally serve all urban areas with a population greater than 50,000 inhabitants. Basically, they are major routes connecting cities. They are often constructed as divided highways. Interstate 41 is an example.
- Arterial (Minor Arterial). This classification is broken out by the State of Wisconsin and Federal Highway Administration as minor arterials. These roads serve cities and other major traffic generators, and serve traffic movement within the region. College Avenue is an example of an arterial road.
- Collector. State and Federal guidelines recognize major and minor collector roads. Neighborhoods and local area traffic generators (such as schools or neighborhood shopping centers) are served by major collectors, which also link those traffic generators to nearby larger population centers or higher functionally classified roadways. At the level of minor collector, these roads collect traffic from local roads and provide access from neighborhoods to the larger road network.
- Local Roads. All roads not classified as arterials or collectors are local functional roads. They provide access to adjacent land and provide for travel over relatively short distances to a higher-level roadway.

Arterial and collector roads designated by the City of Appleton are depicted on the map on the following page. It should be noted that the arterial and collector roads defined by City of Appleton do not correspond to those designated by the East Central Regional Planning Commission or the three counties in which the city is located. Appleton has chosen to classify its roads by an alternative interpretation of criteria and needs related to traffic, access, connectivity, and other measures of road function.

Truck Routes

The City of Appleton has designated truck routes to discourage heavy vehicle traffic on neighborhood streets and other roads where these vehicles may present conflicts. In general, these include state and county trunk highways passing through the City, along with local streets in industrial districts or business parks in the community. A full listing of designated streets and street segments is found in Section 19-136 of the municipal code.

Appleton currently designs its truck route roadways to meet the dimensional requirements of a WB-50 truck, as defined by the American Association State Highway Transportation Officials (AASHTO) book, *A Policy on Geometric Design of Highways and Streets*, commonly known as the *Green Book*. The U.S. standard vehicle types from AASHTO include WB-67, WB-50, WB-40, single unit truck (SU) and passenger car (P). These terms refer to the wheel base (WB), which is the distance, in feet, measured between the front wheel axle of a vehicle and its rear-most wheel

axle. For example, a WB-50 truck has 50 feet between the front and the rear-most wheel axle. Vehicles with a larger wheel base will require a larger turning radius.

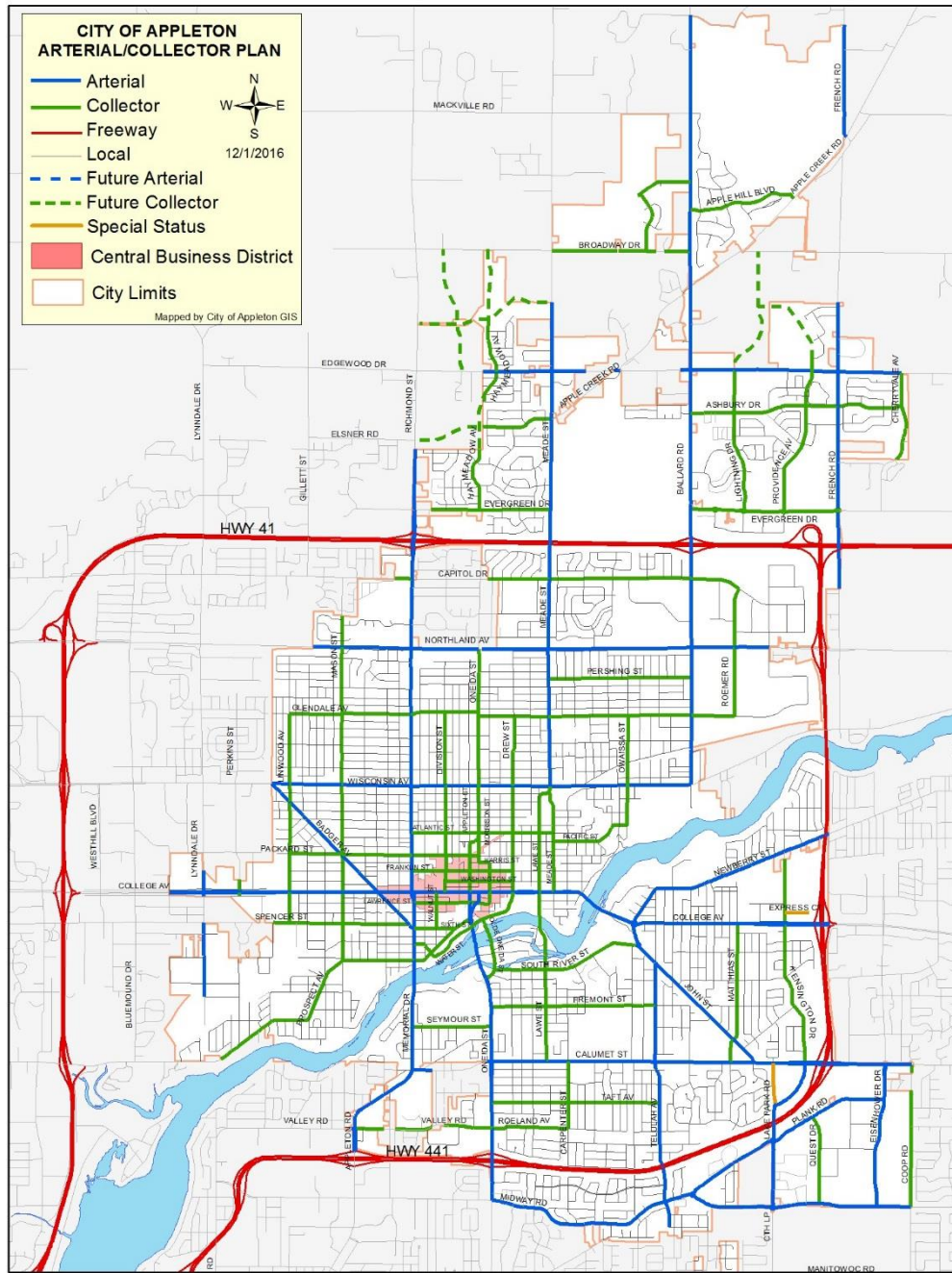


Figure 3 Source: City of Appleton

Parking

Vehicles are prohibited from parking on any City street from 2:00 AM to 5:00 AM. In most newer parts of the City, this does not pose a problem, as individual lots have been designed to accommodate cars. Substandard on-site parking or a lack of parking may be encountered in some of the City's older neighborhoods. Where inadequate parking is found, it may contribute to depressing property values. However, while overnight on-street parking is found in many cities of the same age and size as Appleton, the existing overnight parking prohibition provides benefits to the City. It allows the City to plow snow, sweep streets, collect leaves, and collect garbage in a safe and efficient manner. It is also a tool used by the Police Department when monitoring neighborhoods for illegal activities. Overnight parking is allowed on occasion on a case-by-case basis.

Lots on commercial streets such as Wisconsin Avenue and Richmond Street were typically platted prior to the City enacting its current standards for parking and egress. Many of the buildings on these streets were built in an urban "Main Street" form, with little or no on-site parking, instead relying on parking provided on the public street. Parking has subsequently been removed from several stretches of these roads, and current zoning requires on-site parking comparable to parts of the City with a more suburban character. These conditions have helped to depress the commercial viability of some existing properties, and have presented an impediment to redevelopment. Because of the number of parking stalls that must be provided, it may be difficult to assemble a large enough site to make redevelopment logistically or economically feasible.

A comprehensive Downtown Parking Study was conducted in 2015 in anticipation of new development and changes to the City's public parking program including but not limited to:

- A new public library, the Fox Cities Exhibition Center, and possibly relocated City Hall
- Proactively addressing upcoming parking needs and improving upon the delivery of public parking services.

Five different scenarios were evaluated based on different assumptions for existing demand, potential changes in the parking supply (for example, removal of parking ramps), and new parking demand driven by potential projects. Key findings from the study included:

- Downtown Appleton has an excess of parking available currently.
- The city-owned Blue Ramp (401 spaces) and YMCA-owned Soldier Square Ramp (450 spaces) are nearing the end of their useful lives and will likely be removed from service by 2020.
- Many communities are rethinking how to address their parking challenges, by focusing more closely on managing demand versus simply adding more supply.
- There are many types of parking problems (management, pricing, enforcement, etc...).
- Too much supply is as harmful as too little. Resources should be targeted where they can make the greatest difference.
- Users should pay for parking.

Traffic Safety

The City of Appleton's 2014 Annual Crash Overview reports that 726 intersection crashes and 490 non-intersection crashes occurred within the City, resulting in two fatalities. 32 crashes involved bicycles and motor vehicles and 17 crashed involved pedestrians and motor vehicles. Overall, a majority of the intersections with high crash totals are located on a handful of the City's arterial streets, including College Avenue, Wisconsin Avenue, Northland Avenue, Calumet Street, Richmond Street, Oneida Street, and Memorial Drive.

2014 Crashes

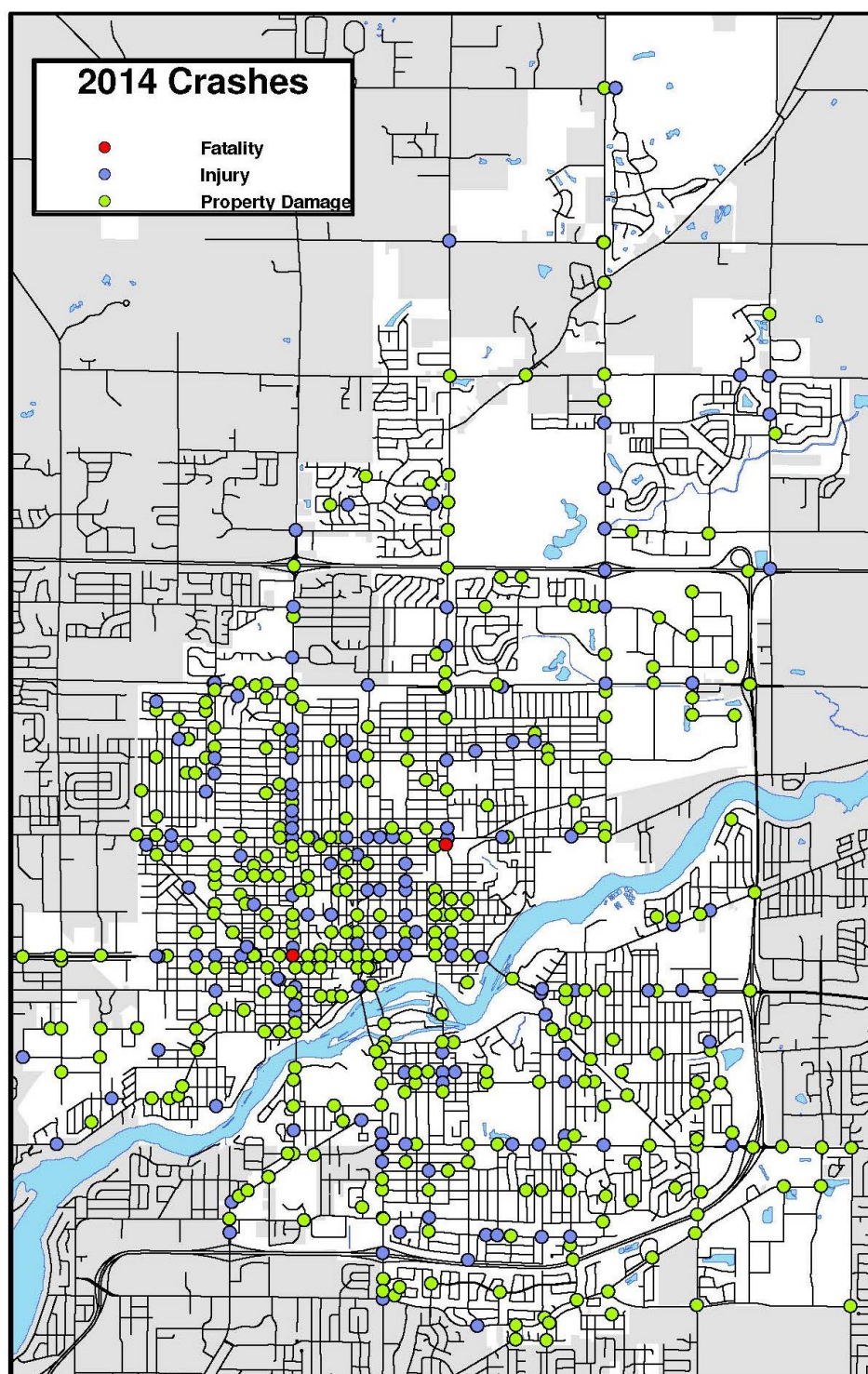


Figure 4 2014 Crashes: City of Appleton Annual Crash Overview

Air Service

Appleton International Airport (Appleton) and Austin Straubel International Airport (Green Bay) are among eight airports in the state with year-round commercial air service; Wittman Regional Airport (Oshkosh) is classified as a Large General Aviation airport in the state. These airports feed regional and major hubs such as Milwaukee, Chicago-O'Hare, Minneapolis – St. Paul, Atlanta, and Detroit. Appleton, with Allegiant Air service, also offers nonstop flights to Las Vegas, Phoenix-Mesa, Orlando-Sanford and Clearwater-St. Pete airports. Appleton Airport has seen growth in enplanements in recent years; however, current turmoil within the airline industry may impact future passenger air service. Nationwide, most airlines are cutting the number of flights they offer. It remains to be seen whether airports in the Appleton area are impacted, but a reduction in the number of commercial flights available could cause airport revenue to decline and reduce the number of flight options available to travelers. This, in turn, could hamper business and leisure travel to and from the area.

Land uses around airports are impacted by rules promulgated by the Federal Aviation Administration (FAA), which has established height restrictions on uses within approach zones to airport runways. These are referred to as runway protection zones, and may extend as much as 2,500 feet beyond the end of the runway, depending on criteria such as the type of aircraft, visibility, etc. FAA rules, along with concerns regarding light, noise, and pollution, tend to favor non-residential uses (agriculture, recreation, industrial, etc.) in close proximity to commercial airports.

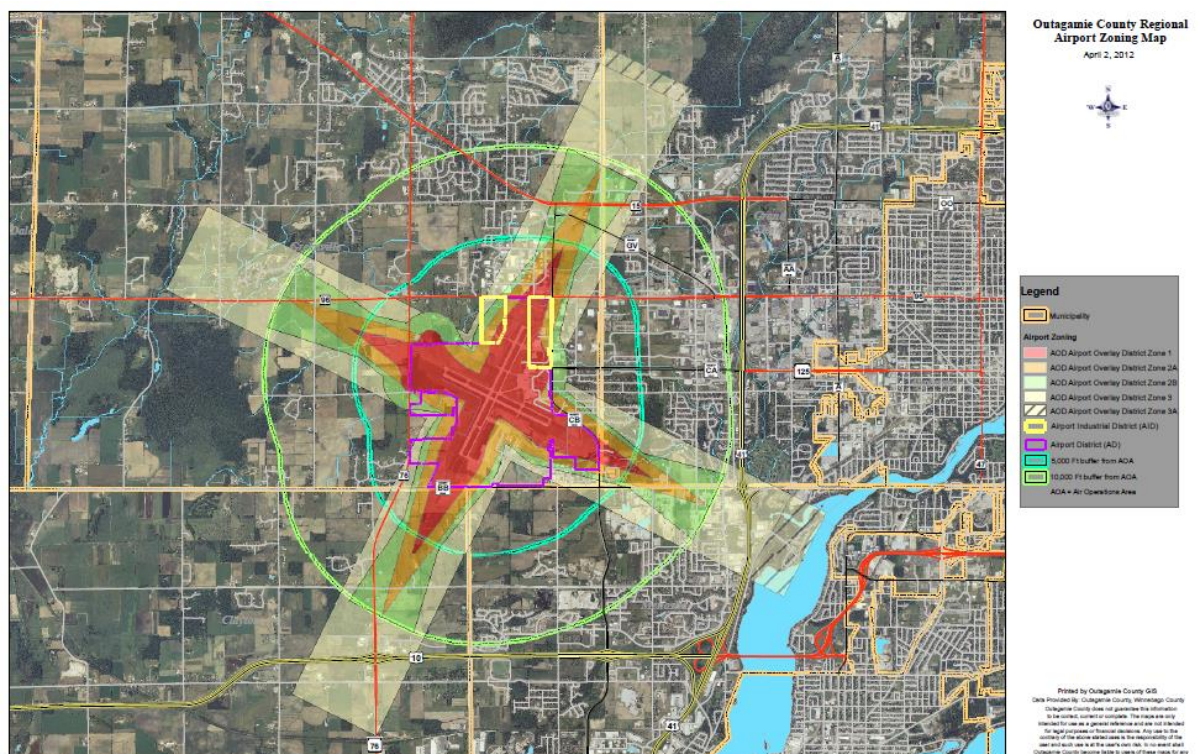


Figure 5 Source: Outagamie County Website, Airport Overlay District Zoning Information

Appleton International Airport (ATW)

Appleton International Airport, formerly known as Outagamie County Regional Airport, began operations in 1965 with only 28 acres and four buildings and now sits on 1697 acres with over 20 buildings. The airport is owned by Outagamie County and is the fourth-busiest commercial service airport in Wisconsin with 2,230 average daily visitors and 272,470 annual enplanements reported in 2011. According to a 2015 economic impact study by the Wisconsin Department of Transportation's Bureau of Aeronautics, Appleton International Airport provided \$604.6 million in economic output, supported 2,879 jobs, and contributed \$129.1 million in wage income to the regional economy.

Commercial service is provided by Allegiant Air, Delta, and United. Air Wisconsin Airlines Corporation has located their corporate headquarters at the airport. Gulfstream operates a maintenance facility at the airport.

In 2016, the airport broke ground on a new car rental facility and unveiled a new US customs facility.

The airport is equipped with a 24 hour manned Aircraft Fire Fighting and Rescue Station, an Automated Weather Observation System, an FAA control tower, Instrument Landing Systems, an aircraft engine run-up pad, and a full service Fixed Based Operator. Platinum Flight Center services general aviation traffic at the Appleton Airport with airline and general aviation refueling, executive air charter services, pilot training, aircraft rental, corporate aircraft management and aircraft maintenance.

Planned enhancements to Appleton International Airport from 2016 to 2021 include the following:

- (2016) Expand Existing Snow Removal Equipment (SRE) Building (includes lot expansion)
- (2016) Construct Consolidated Rental Car Facility and Terminal Modifications
- (2017) Construct Safety and Security Checkpoint (terminal) and Terminal Modifications (potentially include solar panels)
- (2017) Design GA Area Expansion
- (2018) South GA Expansion and Infrastructure (water main)
- (2018) ARFF Training Facility – Live Burn Facility
- (2019) Construct Apron, Taxiway and Access Road for Business Park
- (2020) Replace Concrete Panels on Runway 3/21
- (2021) Replace Runway 30-12 Edge Lights

Austin Straubel International Airport (GRB)

Austin Straubel International Airport is located just south of Green Bay and is owned by Brown County. It is the third-largest airport in Wisconsin with 2,980 average daily passengers and 349,730 enplanements. GRB operates two runways on a 24-hour schedule with American, Delta, and United providing commercial passenger service at the airport. In 2015, more than 305,000 passengers boarded at the airport and more than 304,000 passengers flew into at the airport. According to the Economic Impact Study performed by the Wisconsin DOT in 2010, GRB provided job opportunities for more than 700 people and contributed more than \$111 million to the regional economy.

Planned enhancements to Austin Straubel International Airport from 2016 to 2021 include the following:

- (2016) Expand Ramp West of Runway 18/36
- (2016) Construct ARFF Facility
- (2016) Construct Twy Connector and Ramp West of Runway 18/36; Replace Distance Remaining Signs on Runway 18/36 and Runway 9/27
- (2016) Design and EA Construct Twy Connector and Ramp
- (2016) Design Taxiway Reconstruction
- (2016) Design/Construct East Service Road Rehabilitation (Phase 1)
- (2017) Reconstruct Twy A, Twy D3, Twy D, Twy M, Air Carrier Ramp; Rehab/Replace Twy D and B Lighting, Rehabilitate Storm Sewer Between Rwy 24 and Twy D1; Replace Dist Rem Signs Rlys 6/24 and 18/36
- (2017) Taxiway Intersection Corrections and Construct High-Speed Turnoffs
- (2017) Design West Side Perimeter Road
- (2017) Construct East Service Road Rehabilitation (Phase 2)
- (2018) Construct West Side Perimeter Road
- (2018) Construct/Relocate ATCT
- (2018) Construct East Service Road Rehabilitation (Phase 3)
- (2019) Curbside Canopy
- (2019) Design Taxiway J Reconstruction
- (2019) Construct Public Parking – West Parking, Lighting, Perimeter Barrier
- (2020) Reconstruct Taxiway J
- (2020) Construct Frontage Road (hotel)
- (2021) Terminal Baggage Claim Modifications – Replace Carousels
- (2021) Rehabilitate West Service Road

Wittman Regional Airport (OSH)

Started in 1927, Oshkosh's Wittman Regional Airport is owned by Winnebago County. It is best known as home to the Experimental Aircraft Association and its annual EAA AirVenture Oshkosh aviation celebration. OSH features four runways. Several aviation business are located at the airport. In 2008 the main runway was reconstructed and a new control tower was erected.

Planned enhancements to Wittman Regional Airport from 2016 to 2021 include the following:

- (2016) Design Phase 2 Taxiway B Reconstruction
- (2016) Relocate, Reconstruct and Extend Taxiway B; Relocate and Reconstruct Connecting Taxiways to Accommodate Parallel Taxiway
- (2016) Replace: Taxiway B Lighting, Taxiway B Signs, Rwy 9/27 Lighting, Rwy 9/27 Signage, Rwy 9/27 Distance to Go Signage
- (2016) Cat Ex Aviation Industrial Park Development
- (2016) Design/Construct Terminal Building
- (2017) Design Development of Aviation Industrial Park
- (2017) Develop Aviation Industrial Park
- (2017) Reconstruct Taxiway A and Widen to 75 Feet; Install Lighting in Taxiway J
- (2017) Redevelop East GA Area
- (2017) Expand North Hangar Area
- (2018) Land Reimbursement for Development 80 acres
- (2018) Slurry Seal or Microsurface North T-Hanger Area
- (2019) Construct 25-foot Taxi Lane Parallel to Taxiway K
- (2020) Rehabilitate Twy F
- (2020) Land Acquisition for Development
- (2021) Construct New or Expand Existing Snow Removal Equipment Building

Pedestrian and Bicycle System

Walking

Both on a national and local scale, there is an increasing interest in making walking a viable form of transportation within a community. This is reflected in current theories of land use, through new standards for urban design, and by facilities that make walking a desirable choice.

Appleton has developed a pedestrian-friendly network of sidewalks and paths through most of its neighborhoods. This system is expanding through new sidewalks in developing parts of the community, and through the efforts to expand path systems. The Safe Routes to School Program is one of the City's principal initiatives for addressing problem areas (such as gaps or danger points) in the pedestrian network. The City also adopted a Sidewalk Installation Policy in 1992 to provide pedestrian safety and convenience throughout the City.

Bicycling

Appleton does designate some roads as on-street bicycle routes and except for a portion of College Avenue, bicycles may be used on sidewalks throughout the city. Bicycling is supported by the Valley Transit System, which has equipped its buses with bicycle racks. The City has provided bicycle racks in the downtown and at some public facilities. The 2010 On-Street Bike Lane Plan identifies actionable solutions to grow the bicycle network in Appleton. Several programmatic recommendations and policies were formulated throughout this process to help improve the level of safety and convenience for bicyclists in Appleton. The following are a few selected recommendations from the 2010 plan.

- Endeavor to install bike lanes on all designated bicycle routes with 3,000 AADT (Annual Average Daily Traffic) or greater
- Designated bike routes will be signed including destination panels and arrows to help direct users
- Pursue cooperative efforts with surrounding communities and counties to promote the plan
- Print a well-designed, simple, easy to read and interpret map showing Bike Routes and appropriate landmarks
- Promote bicycle repair education and training with volunteers and staff from area bicycle businesses
- Promote employer incentive programs to encourage local workers to try bicycling and walking to work
- Develop a Sunday Parkways event to set aside times on weekends and holidays for traffic-free bicycling, skating, and walking on a network of selected streets
- Commit Appleton to becoming a recognized Bicycle Friendly Community (BFC)
- Regularly inspect and resurface bikeways and provide sufficient lighting on all bikeways, walkways, and bicycle parking areas

Along with the programmatic recommendations and policies, the plan also identified numerous facilities recommendations that focus on physical improvements to the transportation network. The plan outlined a master list of system improvements for all on-street bicycle facilities, developed a proposed bicycle route network, established new urban sections for striped bike lanes, and detailed the importance of bike lane placement to avoid possible conflicts between users within the door zone (area where a biker is hit by a car door opened into the street).

By encouraging increased bicycle usage, a community runs the risk of increased conflicts between bicyclists and vehicular commuters. The Wisconsin Department of Transportation prepared a bicycle crash analysis from 2011 to 2013 and they concluded that of the 11,671 bicycle crashes that occurred from 2004 to 2013, 88.74% (10,357) resulted in no/few injuries, 10.37% (1,210) resulted in an incapacitating injury, and 0.89% (104) resulted in a fatality. Bicycle crashes per 100,000 people decreased from 23 in 2004 to 18 in 2013 with fatal and incapacitating injury resulting crashes dropping from 2.9 in 2004 to 1.7 in 2013. Of the 33 fatal bicycle crashes reported between January 2011 and December 2013, 63.6% occurred at non-intersections and 72.7% occurred during daylight hours.

2016 Trails Master Plan

The City is developing a comprehensive city-wide Trails Master Plan in 2016. The purpose of the study is to look at the opportunities to increase and expand multi-modal facilities, for both recreation and transportation throughout the City. During this process the team considered future land use developments, major origins and destinations within the City, along with current and proposed on-street bike lane and trail accommodations to create an interconnected multi-modal system for residents within the City. The study identified five priority off-street trail segments, which included preliminary engineering and cost estimates.

Safe Routes to School

Safe Routes to School is a national program to encourage and enable children to walk to ride their bicycles to school. The program provides a model for bringing a community together to identify barriers to walking or bicycling, establishing programs and making improvements to increase the attractiveness of these modes, and to provide education to the public. It's recommendations are developed around five E's of 1) Education 2) Encouragement 3) Enforcement 4) Evaluation and 5) Engineering.

Appleton has designated walking routes to schools for many years. The City completed a *Safe Routes to School Plan* for Franklin, Lincoln, and Richmond Elementary Schools in 2007. This plan notes that "community-wide issues in Appleton include gaps in the sidewalk system in some neighborhoods. There are also several multi-legged intersections which are difficult for pedestrians to negotiate. Crossing the street is difficult near some schools, even when an adult crossing guard is present. Many parents don't consider walking or biking to be a viable form of transportation and there is not much information currently collected to quantify mode choice within the community." The plan goes on to recommend community-wide and site or neighborhood specific recommendations to address these concerns.

Community-wide recommendations within the plan can be grouped around the following themes:

- physical improvements to roads, crosswalks, and sidewalks to facilitate walking and bicycling;
- pedestrian and bicyclist education;
- driver education;
- enforcement of traffic rules and regulations;
- enforcement of building, sidewalk, and property maintenance laws;
- encouragement of walking and bicycling as a viable transportation option;
- addressing issues of safety for pedestrians and cyclists;
- collecting data concerning walking and bicycling safety; and
- installing permanent and temporary measures to reduce traffic speed.

Neighborhood or site-specific recommendations include:

- completing gaps within the sidewalk network in neighborhoods surrounding Richmond, Franklin, and Lincoln Elementary Schools;
- improving conditions at crosswalks;
- improving drop-off and pick-up conditions;
- increasing the number of students walking or bicycling to Franklin, Lincoln, and Richmond Elementary Schools.

Although not part of a Safe Routes to School plan, Appleton has completed an analysis and mapped pedestrian and bicycle routes to all schools in the district.

Downtown Appleton Mobility Study

The purpose of the study was to determine and evaluate strategies to improve multi-modal mobility and traffic circulation in downtown Appleton. The results of the study identified several pedestrian and traffic circulation challenges and opportunities in the downtown including:

- Confusing northbound routing through the downtown
- Confusing intersections, especially along the City's one-way northbound route
- An abundance of on-street parking
- Unwarranted traffic signals, including at the intersections of Franklin St. and Superior St. and Franklin St. and Oneida St.
- Low levels of traffic congestion
- Limited river access for both pedestrians as well as vehicles
- Opportunities to improve crosswalks at some downtown intersections
- Difficult bicycle access to key destinations downtown
- Lack of bicycle parking

The study identified alternatives to address the issues listed above. Several key traffic related recommendations which are most relevant to the core downtown area are listed below and summarized in the figure below:

1. Converting Appleton St. to two-way traffic flow
2. Converting several other one-way streets to two-way traffic flow
3. Reconstructing the Oneida St. bridge, which would create a large parcel of land for potential future development
4. Reconstructing Lawrence St. to accommodate two-way traffic
5. Reconstructing the Appleton St./Oneida St./Pacific St. intersection to make it less confusing

Key pedestrian and bicycle recommendations which are most relevant to the core downtown area include:

1. Adding sidewalks where they currently do not exist
2. Ensuring adequate lighting
3. Continuing to enhance crosswalks and curb ramps
4. Providing a grand staircase or walkway from the corner of Olde Oneida St. and Water St. up the bluff to the site of the current Fox Banquets property
5. Development of new bike facilities throughout the downtown study area.

City of Appleton's Capital Planning

In the 2016 Adopted Budget and Service Plan developed by Mayor Timothy Hanna, he placed an emphasis on the planning of five capital projects within the city. The first category he discussed was in regards to Parking. Many of the existing parking structures will be converted from pay-as-you-enter to pay-as-you-exit, future solutions for the replacement of Soldiers Square Ramp are being discussed, cooperative and shared parking solutions are anticipated for future years, and the demolition of the existing Blue Parking Ramp (near City Center) is being funded for 2017/2019. The second category discussed was in regards to Traffic. Mayor Hanna allocated \$1,000,000 in 2017-2018 to complete the first phases of implementation of the recommendations resulting from the downtown Mobility Study to be completed in 2016.

Rail Transportation

The Chicago and Northwestern was the first railroad to reach Appleton, arriving in 1861. It was followed by several other railroads. Through successive waves of industry consolidation, these have been condensed to the Canadian National Railway. In the process, several of the former railroad corridors have been abandoned. The remaining active rail corridors in Appleton include the Former Wisconsin Central (Soo Line) tracks on the west side of Appleton, and the former Chicago and Northwestern track through the Fox River Valley.

Rail Safety Concerns

Up to 30 trains per day are estimated to travel over the mainline tracks in Appleton. This high volume of rail traffic can cause delays when trains block streets, and may pose safety concerns associated with accidents between trains and vehicles. Alternative strategies for reducing conflicts need to take into consideration the potential for conflict, railroad and street grades, traffic volume, and the cost of potential improvements.

There are a total of 82 at-grade railroad crossings in the City of Appleton, including 20 private crossings (usually spurs on industrial properties), 7 pedestrian crossings, and 53 public street crossings. There are an additional 16 locations within the community where the railroad passes over or under a public street at a grade-separated crossing.

The US Freight Rail Administration (FRA) requires trains to sound their horns when approaching non-gated at-grade railroad crossings. This sometimes results in noise complaints from nearby residents. The FRA does have a procedure for designation of quiet zones. To be designated as a quiet zone, the local community must often construct improvements such as gate-controlled crossing, road closures, or grade-separated crossings.

In 2016, the City contracted with a consultant to conduct a study to investigate ways to reduce train noise, including crossing upgrade and other safety improvements that are required in order to create railroad quiet zones. The study identified four scenarios for implementing a quiet zone based on cost and level of risk reduction. In 2016, the Common Council approved scenario #4 at an estimated cost of \$785,685.

Canadian National Weight Limitations System Map

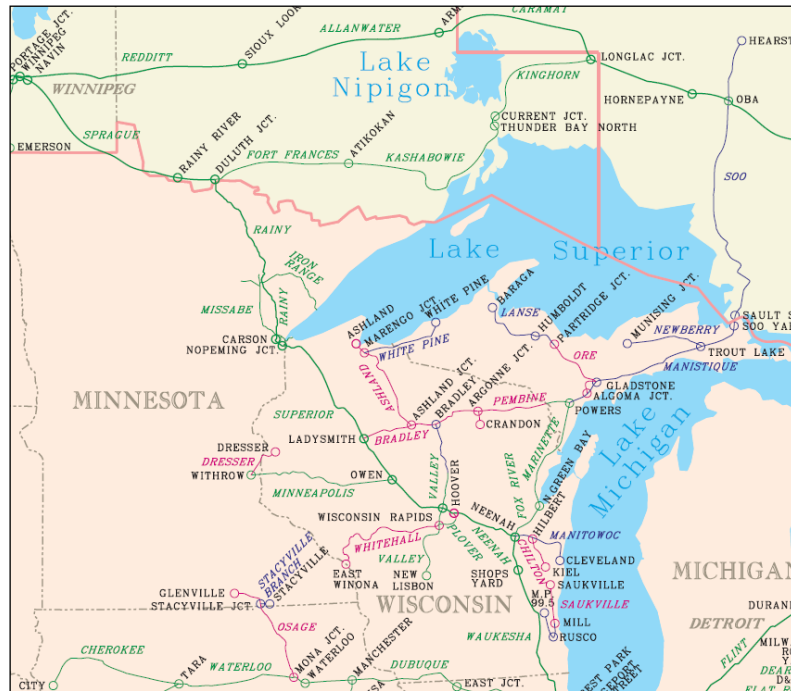


Figure 6 Source: Canadian National Railway; 286K compliant track is shown in green

Freight Rail Service

Several local industries are served by freight rail. This service is generally provided via privately owned spurs on individual sites. The *Wisconsin Rail Issues and Opportunities Report* identifies Brown, Outagamie, and Winnebago Counties as locations where there is a concentration of the types of commodities that could be associated with truck-rail intermodal opportunities.

Passenger Rail Service

Passenger rail service is not provided to Appleton, but Amtrak does provide motor coach (bus) service to its rail service in Milwaukee. Former Governor Tommy Thompson's Blue Ribbon Task Force on Passenger Rail Service issued a Final Report in 2001 that supported development of a statewide network of intercity passenger trains. The priority corridor was between Chicago and Madison, via Milwaukee, where some of the report's recommendations have been implemented. In 2009, The American Reinvestment and Recovery Act largely funded the \$10.1 billion High Speed Intercity Passenger Rail (HSIPR) plan. Set in place by the Obama administration, the plan was to invest in high-speed passenger rail nationwide. \$810 million was allocated to the State of Wisconsin for a Madison-to-Milwaukee line, but in 2010 Governor Scott Walker rejected the funds.

A report prepared by the Passenger Rail Working Group for the National Surface Transportation Policy and Revenue Study Commission in December 2007, entitled *Vision for the future: U.S. intercity passenger rail network through 2050* also recommends intercity rail service through Appleton to Green Bay, at speeds up to 79 miles per hour. Under either this national plan or the other two plans, multiple improvements are needed to allow higher-speeds or more frequent trains. These include track upgrades and new infrastructure, grade separations or road closures, signalization, and passenger facilities. There is no timeline established for providing service or constructing improvements.

Rail Corridor*

- 110 mph top speed
- 90 mph top speed
- 79 mph top speed

Feeder Bus Route

* - - -

Figure 7 Source: Wisconsin Department of Transportation

Water Transportation

Current boat traffic on the Fox River is recreational. The City maintains a boat launch at Lutz Park, but there are no public dock facilities in the City. The Appleton Yacht Club, founded in 1932, maintains a facility with 75 slips and tie-ups adjacent to Lutz Park. Public use is permitted. The facility also offers bath houses, fueling, and a restaurant. Some waterfront homes have private dock facilities.

Until locks were constructed on the Fox River beginning in the 1840's, falls in the vicinity of present-day Appleton ("La Grand Chute") necessitated a portage located roughly along the route of Water Street on the river's north bank. There are a total of 17 locks on the Fox River between Lake Winnebago (elevation 745 feet) and Green Bay (elevation 578 feet). Four of these locks are located within Appleton. These locks were under control of the U.S. Army Corps of Engineers from 1884 through 2004, when ownership was transferred to the Fox River Navigational System Authority.

The Appleton locks generally operates from the end of May through early September. In 2015, there were 371 vessels (959 passengers), and 171 canoe/kayaks that went through the Appleton locks.

Transportation Services

Appleton is an urban community within a large metropolitan area. It has a history of providing both public and private transit services for more than a century.

Local Bus Service

The first commercially viable electric street car system in the United States was started in Appleton in 1886. That system continued to serve the City until 1930, when it was replaced with buses. By 1960 the private bus company, Fox City Bus Lines, required a subsidy from the City in order to continue providing service. The City of Appleton purchased the bus line in 1978 and has been operating it since that time. The Fox Cities Transit Commission, consisting of three citizen members, two aldermanic members, and additional members representing municipalities and counties, governs its policies and procedures. The Appleton Common Council has final decision making authority over budget and major service changes.

Valley Transit provides service to the Cities of Appleton, Kaukauna, Menasha and Neenah, the Towns of Buchanan, Grand Chute, Harrison and Menasha, and the Villages of Kimberly and Little Chute. It operates 25 buses on eighteen fixed routes, a majority of which radiate from its transit center in downtown Appleton. Weekday route service operates from 5:45 AM to 10:30 PM, with the last routes leaving downtown Appleton at 9:45 PM. Saturday service begins at 7:45 AM and ends at 10:30 PM, with the last routes leaving downtown at 9:45 PM. There is no fixed route service on Sundays.

Valley Transit developed a transit strategic plan in 2014. Significant stakeholder input was gathered throughout the process, and multi-year target scenarios were evaluated with recommendations on how best to proceed with making improvements to the transit system.

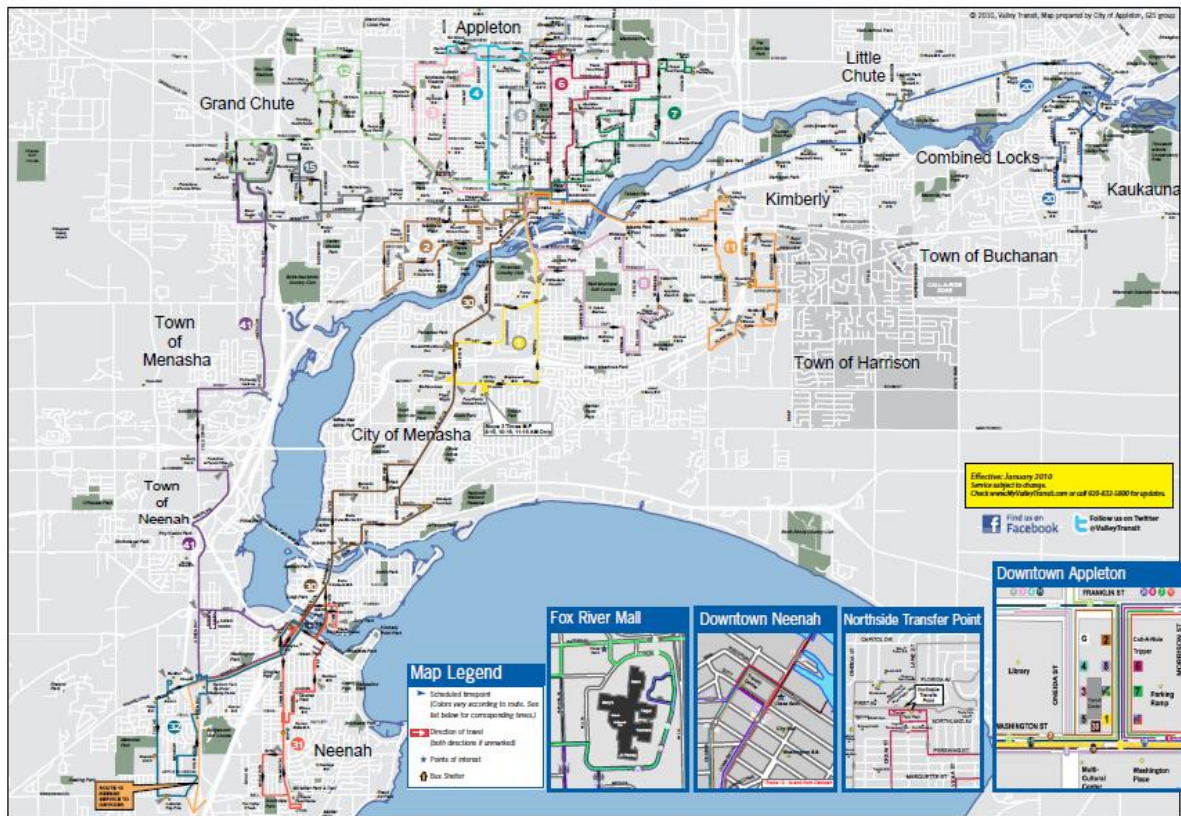


Figure 8 Source: Valley Transit

The Connector service is designed to provide safe and affordable access to public transportation for Fox Cities residents who work second or third shift schedules or who need to travel throughout the community beyond regular Valley Transit bus routes. Reservations are accepted between 8 AM and 4:30 PM Monday through Friday and a minimum two-hour notice is required for each scheduled ride. Traveling with The Connector can work three different ways. A rider can be travelling to The Connector zone (\$2.00 on the bus and \$4.00 on The Connector), from The Connector zone (\$4.00 on The Connector and \$2.00 on the bus), and within The Collector zone (\$6.00 on The Connector). All rides must be paid for in cash for the exact fare or with agency tickets because drivers cannot make change. The majority of trips are being taken to and from employment and during the hours that Valley Transit does not operate fixed-route service.

Overall system ridership has grown in recent years, with about 1.1 million people using the bus in 2012. Demand for these services has increased significantly over the past several years. From 2007 to 2012, fixed-route ridership grew approximately 15 percent.

Discounted fares are offered to riders who are age 65 and over or who have been certified as having a disability.

Valley Transit is funded by a complex blend of fare revenues and Federal, State and local funding sources. Approximately 19 percent of revenues comes from fares and other direct revenues (contracts, advertisements, etc.). Federal and State funding combines for approximately 57 percent of operating costs, and approximately 24 percent comes from local funding. Alternative funding mechanisms are discussed in the 2014 Valley Transit Strategic Plan.

Paratransit Services

All of Valley Transit's buses are equipped with lifts to aid passengers in wheelchairs or who otherwise may have difficulty boarding the bus. In addition, Valley Transit provides paratransit service (Valley Transit II) that meets the requirements of the Americans with Disabilities Act (ADA). This service is provided under contract with private companies. Valley Transit II operates within $\frac{3}{4}$ mile of the fixed routes and during the same hours as the fixed route operations, but does not provide same day or unscheduled service. Service is primarily curb-to-curb, with door-to-door, door-through-door and will-call service available for a premium fare rate. Reservations must be made a day in advance.

Downtown Trolley

Appleton Downtown, Inc. operates a free trolley in the downtown area from June through September. The trolley makes 16 scheduled stops in the downtown and along the river, and completes a full loop of its route every 30 minutes. Service is provided on Thursday and Friday evenings and most of the day on Saturday.

Intercity Bus Service

Lamers and Greyhound provide regional and interstate travel options from Valley Transit Transportation Center in downtown Appleton. Daily route service is available to Madison, Milwaukee, Chicago, Wisconsin Rapids, Green Bay, Wausau, and Dubuque. This service runs 7-days a week, and 365-days a year. Greyhound provides additional connections to cities throughout the United States and Canada.

Objectives and Policies

The overall goal for transportation established in Chapter 4 (Issues and Opportunities) states that “Appleton will support a comprehensive transportation network that provides viable options for pedestrian, bicycle, highway, rail, and air transportation, both locally and within the region.” It is intended that the objectives and policies included in this chapter will support this.

6.1 OBJECTIVE: Plan for the safe and efficient movement of vehicles on local and regional roads.

- 6.1.1 Collaborate with state and county transportation officials and neighboring municipalities to plan and coordinate improvements to the regional transportation network.
- 6.1.2 Continue to evaluate dimensional criteria for truck routes for the need to design for larger vehicles without significantly impacting pedestrian movements.
- 6.1.3 Continue to address access management for larger commercial developments while discouraging travel through residential areas.
- 6.1.4 Design streets utilizing the City of Appleton's Complete Streets Policy.
- 6.1.5 Plan for growing use of electric plug in vehicles.

6.2 OBJECTIVE: Support regional efforts to preserve and enhance air service in the Fox Valley.

- 6.2.1 Continue to support the Appleton International Airport.

6.3 OBJECTIVE: Create an environment that is safe and conducive to walking and bicycling throughout the entire city.

- 6.3.1 Continue to prioritize bicycle and pedestrian improvement projects that make destinations more accessible, including but not limited to greater connectivity between important destinations within the community, and to regional bicycle and pedestrian networks.
- 6.3.2 Maintain existing sidewalks and implement plans to install new sidewalks in targeted areas where they do not exist. Continue the City's policies to require sidewalks in new neighborhoods.
- 6.3.3 Partner with local organizations to provide education on proper bicycling behavior.
- 6.3.4 Continue to support the City's Safe Routes to School program.
- 6.3.5 Continue to implement the City's On-Street Bike Lane Plan and the Sidewalk Installation Policy as approved by the Common Council to ensure multi-modal transportation opportunities.
- 6.3.6 Design and install a city-wide sign and map system that guides bicyclists and pedestrians through the network, across the city and to key destinations.
- 6.3.7 Support implementation of the City's Trail Master Plan in order to create a comprehensive network of well linked bike lanes and off street trails.
- 6.3.8 Continue to develop parking, trailheads, and related infrastructure to support the growing trail network in Appleton.
- 6.3.9 Recognizing that streets are important public spaces, work comprehensively to create walkable, pedestrian-oriented environments. In addition to providing sidewalks, land use densities, site design, and pedestrian scale streetscapes including trees, benches and other furnishings are important factors that must be considered.
- 6.3.10 Require pedestrian accommodations (e.g., sidewalks and pedestrian routes through parking lots) within all new commercial developments.
- 6.3.11 Gain Council approval of draft Crosswalk Installation Evaluation Guidance for Uncontrolled Crossings at Intersections.
- 6.3.12 Encourage and implement better signage for pedestrian crossings to educate drivers of State laws and improve safety.
- 6.3.13 Take steps to limit direct access to properties abutting arterial streets in order to improve pedestrian safety.
- 6.3.14 Encourage installation of bike racks and fix it stations.
- 6.3.15 Evaluate potential for a bike share program to connect key destinations.

6.4 OBJECTIVE: Preserve and enhance rail service within Appleton and the Fox Valley.

- 6.4.1 Continue to collaborate with the Canadian National Railway and the State of Wisconsin to preserve existing rail service and to accommodate new rail users on tracks serving Appleton.

- 6.4.2 Encourage regional and state efforts to expand passenger rail service into the Fox Valley, including stops within the City of Appleton to better connect the I-41 corridor.
- 6.4.3 Monitor traffic conditions at existing rail crossings and make appropriate improvements, in collaboration with the railroad and the Wisconsin Department of Transportation, as required to ensure safety.
- 6.4.4 Implement Quiet Zone Recommendations to lessen negative impacts of rail traffic and noise on adjacent neighborhoods.
- 6.4.5 Provide additional signage along railroad tracks to make pedestrians aware of large fines which may be imposed on them for crossing at non-designated locations.
- 6.5 OBJECTIVE: Continue efforts to improve boating conditions on the Fox River.**
 - 6.5.1 Continue to support efforts of the Fox River Navigational System Authority to rehabilitate and maintain locks on the Fox River for public use.
 - 6.5.2 Support development of facilities which provide greater access to the river, including but not limited to canoe and kayak launches and rentals, trailheads, wayfinding, and related facilities.
 - 6.5.3 Continue to design and install motorized and non-motorized boat infrastructure that supports access to the Fox River (e.g. portage at RiverHeath).
- 6.6 OBJECTIVE: Maintain diverse and cost-effective options for public transportation that meets the needs of all segments of the population.**
 - 6.6.1 Implement recommendations from the Metropolitan Planning Organization to establish a regional transportation authority with a dedicated revenue source.
 - 6.6.2 Seek long-term funding options, in collaboration with neighboring communities, to support Valley Transit.
 - 6.6.3 Continue to support alternative transit routes such as the Downtown Trolley.
 - 6.6.4 Continue to support Valley Transit including the investigation of alternative transit routes, hub stations, and days/times of operations to better serve the community.
 - 6.6.5 Support improved regional connections including along the I-41 corridor.
 - 6.6.6 Encourage transit-oriented development (TOD) at higher densities at key locations in the City. Consider working with Valley Transit on redevelopment of existing single use transit center to a mixed use concept which incorporates other uses including housing.
- 6.7 OBJECTIVE: Maintain a balanced parking program which provides an adequate supply of parking without undermining economic development and neighborhood development efforts.**
 - 6.7.1 Continue to implement recommendations from the 2015 Downtown Parking Study.
 - 6.7.2 Review and revise as needed the minimum and maximum parking ratios by type of land use as found in the Zoning Ordinance.

- 6.7.3 Consider amending commercial district parking requirements in the Zoning Ordinance to encourage redevelopment in older commercial corridors such as Wisconsin Avenue, Richmond Street, and South Oneida Street.
- 6.7.4 Encourage underground and structured parking, where feasible, as future development occurs.
- 6.7.5 Support on-street parking options and/or centrally-located shared lots along key corridors.
- 6.8 OBJECTIVE: Implement transportation improvements which also support the City's desired land use, housing and neighborhood goals, objectives, and policies.**
 - 6.8.1 Improve pedestrian crossings on arterial roads, including Richmond Street.
 - 6.8.2 Especially along the City's primary corridors, utilize the City's Complete Streets Policy to support quality development which serves adjacent neighborhoods and is accessible to bicycles and pedestrians as well as vehicles.
 - 6.8.3 Design neighborhood streets that will serve local transportation needs, enhance safety and livability, and improve neighborhood quality.
 - 6.8.4 Maintain the existing grid street pattern in established neighborhoods. The City shall encourage, where feasible, the use of a grid or modified grid pattern in new residential developments. Cul-de-sacs should only be used where it is determined to be the only feasible means to provide access to property due to rugged topography or to preserve significant natural resources.
 - 6.8.5 For new development and for improvements to existing infrastructure, construct local streets using traffic calming principles which encourage appropriate vehicle speed for the neighborhood.
- 6.9 OBJECTIVE: Implement the transportation-related recommendations contained within related plans.**
 - 6.9.1 Implement the transportation related recommendations within the 2016 Downtown Plan.
 - 6.9.2 Implement the recommendations of the 2016 Downtown Mobility Study.
 - 6.9.3 Implement the transportation related recommendations from the 2015 Economic Development Strategic Plan.