

Transportation Focus Group Results
City of Menasha
Focus Group meeting Jan 12, 1:30 pm

These questions were circulated for discussion purposes ahead of the meeting. Not all questions were addressed in the meeting. Answers are recorded as discussed. Participants were encouraged to forward responses for issues which were not addressed during the meeting but were of importance to them.

Question A: What is the most important thing about transportation in the City of Menasha? Why?

Question B: When you think about the state of transportation system in Menasha, what are the strong points?

- High degree mobility
- High Level of Service (LOS)
- Pedestrian bridge on trestle trail is fantastic
- Specialized transportation (Dial a Ride, Valley Transit)
- Streets in good condition
- Sidewalk system good
- Strong bike community/accessible trails

Question C: When you think about the state of transportation in Menasha, what are the weak points?

- Bike/pedestrian linkages need to be improved (internal and with other communities)
- Weak way finding/signage
- Connections with other municipalities
- Signals/timing (particularly 441 interchange)
- Layout of Manitowoc and Oneida- angle of road intersection
- Capacity and design on collectors
- Access to/from some county roads (AP, LP)
- 47- issues with spacing and number of access points
- only 2 bridges crossing canal- when one is down it creates a burden
- capacity issues on 441 at bridge
- 441 down to Racine Street- capacity, congestion, safety
- Need to look at impact on collectors- roads not designed for that capacity are being used as collectors

Question D: What are the driving forces that could affect transportation in Menasha over the next 20 years?

- Change in demographics and increasing need for public transportation
- Location of housing will drive location of transportation
- Access to industries

Gas prices will affect types of use- when gas prices lower there isn't as much of a push to bring bus service into different areas in the community
Change of land use- new offices downtown and potential for elderly housing downtown
Telecommuting
Public is aging- drivers over 85 have 9 times fatalities than drivers aged 20-70
Number of people over 85 that are still driving doubles every 5 years

Question E: What major transportation improvements will be necessary during the planning period? Where?

441- expansion/reconstruction
CTH AP- City might be taking over jurisdiction
4 lane urban reconstruction
CTH P- STH 47 to Racine
Overlay existing asphalt
City and town involved in funding
4' paved shoulder- for walking or biking
Urbanize LP- in 2006 plan but didn't move forward, now in 2008-09 plan
Midway Road- Huckleberry to CTH N- in 2008-09 plan
Manitowoc Road- significant problems as development increases
Pedestrian connector over 441 and Oneida
Tellulah Avenue corridor needs to be studied- volume, design issues
Will need to be one main east/west path to connect both sides of the city
The state is talking about a roundabout on 10 and 45- function should be a primary concern
There is another roundabout for 10 and N scheduled for 2008 or 2009
A regional transit authority might be necessary within 5-10 years for the bus and specialized transportation
There is a need for access roads around Midway Road
Manitowoc and Midway Roads need to be redesigned for extra capacity
There is a need for passenger rail to Milwaukee and Chicago

Question F: Is there an adequate system of trails and paths that allows alternative modes of transportation (walking, bicycling, etc.) to occur throughout the city?

Need to look at how to increase network of sidewalks for kids to get to school
The Trestle Trail is being used for commuting- that should increase over time

Question G: 20 years from now, if you had to choose one characteristic to describe transportation in the City of Menasha, what would it be?

Question H: When you think about land use and its relationship to transportation, how do you balance private property rights with overall community interests?

Question I: What is the best method Menasha should use to address transportation issues and opportunities when preparing for the future?

Additional Question:

What is your feeling about subdivision ordinances as they exist right now?

Tough on arterials

Only one way in, one way out

Pedestrians need more room

Need more of a grid pattern rather than cul de sacs

What are any stumbling blocks that you see as the City addresses its transportation needs?

Willingness to address vehicular problems, not as willing to address non vehicular issues

Multijurisdictional issues- ie. City has sidewalk but town won't put one in

Opportunity to create multijurisdictional agreements?

Politics

Complaints

Funding- some have attitude of why fund something that benefits someone else?

Public wants access but at no cost

Who builds/maintains/purchases right of way

Stormwater regulations

Competing value systems- safety versus volume

400 acres of new housing coming in creates stresses on existing system

There is a negative perception of the bus system

There is a conflict between trying to balance serving land uses and having a traffic corridor

Conflicts occur when you have the urban/rural interface

The city wants more access off of the county highways to serve the land uses but the county wants to limit access to facilitate traffic flow