



MEMO

TO: Municipal Services Committee
FROM: Paula Vandehey, Director of Public Works
DATE: June 6, 2013
SUBJECT: Review of Appleton's On-Street Bike Lane Plan.

In response to Alderperson Smith's Resolution #12-R-13, the Municipal Services Committee requested staff to provide the following:

- Update on what has been implemented to date.
- Determine what success of plan looks like.
- Tracking mechanisms that we will use to review plan success.
- Review Capitol Drive and determine if any changes should be made.
- Review what in the plan could be done sooner.
- 5-Year Plan showing proposed projects, cost and connectivity.

On May 29 and June 19, 2013 the Appleton On-Street Bike Lane Stakeholder's Group met to begin discussion of these topics. Initial thoughts are as follows:

- **Update on what has been implemented to date.** Attached is Table 4-1: Improvements Table from our adopted Plan noting what projects have been completed to date. The completed projects are also shown on the proposed 5-Year Plan that will be shared at the June 25, 2013 meeting.
- **Determine what success of plan looks like.** The Stakeholder's Group developed eight measures of success:
 1. Achieve Silver Designation as a Bicycle Friendly Community in 2017. The City of Appleton received the Bronze Designation in 2013 as a Bicycle Friendly Community by the League of American Bicyclists. This designation is available for review every four (4) years. Criteria for each designation is attached.

2. Have at least 2 Bicycle Friendly Businesses designated by the League of American Bicyclists by 2017.
 3. Increase elementary and middle school bike to school percentages by 10% by 2017.
 4. Increase in available bike parking city-wide by 10% by 2017.
 5. Increase overall bike traffic by 10% by 2017.
 6. Implemented at least 20 projects based on the Appleton On-Street Bike Lane Plan by 2017.
 7. Double the number of businesses that participate in the Bike Benefits Program by 2017.
 8. Council adoption of the League of American Bicyclists "Action Plan for Bicycle Friendly Communities" by 2014.
- **Tracking mechanisms that we will use to review plan success.** The Stakeholder's Group discussed four potential tracking mechanisms:
 1. Use data gathered from WisDOT's multi-use path counter.
 2. Use Safe Routes to School student biking data.
 3. Conduct before and after speed studies.
 4. Survey of impacts (positive and negative) from neighborhoods after bike lanes have been in place for a few years.
 - **Review Capitol Drive and determine if any changes should be made.** The Stakeholder's Group believes that Capitol Drive should be changed to eliminate the on-street parking, creating vehicle and bike lane widths of 12 feet and 6 feet respectively. Timing of this proposed change to be discussed as part of adopting the 5-Year Bike Lane/Trail Plan.
 - **Review what in the plan could be done sooner.** Stakeholder Group recommendations included in proposed 5-Year Bike Lane/Trail Plan.
 - **5-Year Plan showing proposed projects, cost and connectivity.** First draft of the 5-Year Plan will be shared with the Committee at the June 25, 2013 meeting.

Table 4-1: Improvements Table

Project	Limits	Facility	Length (ft)	Total Cost	Map	Funding	Term
E Apple Creek Rd *	N Ballard Rd to E Apple Hill Blvd	Bike Lanes	5119	\$ 307,140	5C	TE, BPPF	5 to 10
N Appleton St	W Prospect Ave to W College Ave	Bike Lanes	1051	\$ 2,102	5B	SRTS, TE, BPPF, STP-U	5 to 10
N Appleton St *	W College Ave to W Washington St	Bike Lanes	410	\$ 24,600	5B	SRTS, TE, BPPF, STP-U	5 to 10
N Appleton St	W Washington St to W Pacific St	Bike Lanes	1336	\$ 2,672	5B	SRTS, TE, BPPF, STP-U	5 to 10
N Appleton St *	W Pacific St to N Oneida St	Bike Lanes	686	\$ 41,160	5B	SRTS, TE, BPPF, STP-U	10 to 15
2013 N Ballard Rd	E Wisconsin Ave to E Northland Ave	Bike Lanes	5225	\$ 10,450	5B	TE, BPPF	1 to 5
N Ballard Rd	E Northland Ave to E Capitol Dr	Bike Lanes	2636	\$ 5,272	5B	SRTS, TE, BPPF, STP-U	10 to 15
N Ballard Rd *	E Edgewood Dr to Apple Hill Blvd	Bike Lanes	6102	\$ 366,120	5C	TE, BPPF	5 to 10
McDonald to Roemer Capitol Dr	N Mason St to Roemer Rd	Bike Lanes	15224	\$ 30,448	5B	SRTS, TE, BPPF, STP-U	5 to 10
Capitol Dr	N Lynndale Dr to N Mason St	Bike Lanes	5370	\$ 10,740	5B	SRTS, TE, BPPF, STP-U	10 to 15
2013 E College Ave *	N Rankin St to bridge	Bike Lanes	613	\$ 36,780	5A/5B	SRTS, TE, BPPF, STP-U	1 to 5
N Division St	W College Ave to W Packard St	Bike Lanes	1408	\$ 2,816	5B/5D	SRTS, TE, BPPF, STP-U	1 to 5
Franklin to Wisconsin N Drew St	E College Ave to E Randall St	Bike Lanes	4378	\$ 8,756	5B/5D	SRTS, TE, BPPF, STP-U	1 to 5
2013 Edgewood Drive (CTH JJ)	N Meade St to Apple Creek Trail	PAVED SHOULDERS TBD	TBD	TBD	5C	TE, BPPF	1 to 5
2013 W Franklin St *	N Richmond St to N Drew St	Bike Lanes	3856	\$ 7,712	5A/5B	SRTS, TE, BPPF, STP-U	1 to 5
E Fremont St	S Oneida St to S Telulah Ave	Bike Lanes	6261	\$ 12,522	5A	SRTS, TE, BPPF, STP-U	5 to 10
E Glendale Ave	N Ballard Rd to Roemer Rd	Bike Lanes	1644	\$ 3,288	5B	SRTS, TE, BPPF, STP-U	1 to 5
E John St	E College Ave to E Calumet St	Bike Lanes	7177	\$ 14,354	5A	SRTS, TE, BPPF, STP-U	1 to 5
Kensington Dr	Rail Rd to Oriole Ct	Bike Lanes	2916	\$ 5,832	5A	SRTS, TE, BPPF, STP-U	10 to 15
Kensington Dr	Oriole Ct to Warehouse Rd	Bike Lanes	1060	\$ 42,400	5A	SRTS, TE, BPPF, STP-U	10 to 15

Project	Limits	Facility	Length (ft)	Total Cost	Map	Funding	Term
Kensington Dr	Warehouse Rd to E Newberry St	Bike Lanes	1992	\$ 3,984	5A	SRTS, TE, BPPF, STP-U	10 to 15
W Lawrence St	S State St to S Appleton St	Bike Lanes	1662	\$ 3,324	5B/5D	SRTS, TE, BPPF, STP-U	1 to 5
W Lawrence St *	S Appleton St to S Oneida St	Bike Lanes	355	\$ 21,300	5B/5D	SRTS, TE, BPPF, STP-U	1 to 5
W Lawrence St	S Oneida St to S Morrison St	Bike Lanes	401	\$ 802	5B/5D	SRTS, TE, BPPF, STP-U	1 to 5
S Linwood Ave	W Spencer St to W Packard St	Bike Lanes	2651	\$ 5,302	5B	SRTS, TE, BPPF, STP-U	10 to 15
N/S Mason St	W Prospect Ave W Capitol Dr	Bike Lanes	14636	\$ 29,272	5B	SRTS, TE, BPPF, STP-U	1 to 5
N Meade St *	E Longview Dr to E Capitol Dr	Bike Lanes	2996	\$ 179,760	5B	SRTS, TE, BPPF, STP-U	1 to 5
S Memorial Dr	City limits to W Seymour St	TBD	TBD	TBD	5A	TE, BPPF	1 to 5
Morrison St	E Lawrence St to E Washington St	Bike Lanes	803	\$ 1,606	5B/5D	SRTS, TE, BPPF, STP-U	1 to 5
E Newberry St	S Telulah Ave to east city limits	Bike Lanes	6902	\$ 13,804	5A	SRTS, TE, BPPF, STP-U	1 to 5
S Olde Oneida St	S Oneida St to E Water St	Sharrows	2577	\$ 2,060	5A	SRTS, TE, BPPF, STP-U	5 to 10
S Oneida St *	Midway Rd to E Roeland Ave	Bike Lanes	2767	\$ 166,020	5A	SRTS, TE, BPPF, STP-U	10 to 15
S Oneida St	W Seymour St to W Lawrence St	Bike Lanes	4831	\$ 9,662	5A/5B/5D	SRTS, TE, BPPF, STP-U	1 to 5
N Oneida St	W Pacific St to W Capitol St	Bike Lanes	10112	\$ 20,224	5B	SRTS, TE, BPPF, STP-U	10 to 15
W Packard St	N Locust St to N Richmond St	Bike Lanes	461	\$ 922	5B/5D	SRTS, TE, BPPF, STP-U	5 to 10
W Packard St *	N Richmond St to N Division St	Bike Lanes	1313	\$ 78,780	5B/5D	SRTS, TE, BPPF, STP-U	5 to 10
W Packard St	N Division St to N Appleton St	Bike Lanes	896	\$ 1,792	5B/5D	SRTS, TE, BPPF, STP-U	5 to 10
W Prospect Ave	S Mason St to S State St	Bike Lanes	3156	\$ 6,312	5B	SRTS, TE, BPPF, STP-U	5 to 10
W Prospect Ave *	S State St to W Sixth St	Bike Lanes	1634	\$ 98,040	5B	SRTS, TE, BPPF, STP-U	5 to 10
W Prospect Ave	W Sixth St to S Oneida St	Bike Lanes	681	\$ 1,362	5B	SRTS, TE, BPPF, STP-U	5 to 10

Project	Limits	Facility	Length (ft)	Total Cost	Map	Funding	Term
E Plank Rd	260' east of Tahoe La to 790' east of S Lake Park Rd	Bike Lanes	2266	\$ 4,532	5A	SRTS, TE, BPPF, STP-U	1 to 5
Roemer Rd	E Glendale Ave to E Capitol Dr	Bike Lanes	5096	\$ 10,192	5B	SRTS, TE, BPPF, STP-U	5 to 10
E South River St	S Olde Oneida St to E John St	Bike Lanes	5748	\$ 11,496	5A	SRTS, TE, BPPF, STP-U	1 to 5
W Spencer St	S Linwood Ave to S Mason St	Bike Lanes	2014	\$ 4,028	5B	SRTS, TE, BPPF, STP-U	5 to 10
S Telulah Ave	E Midway Rd to E John St	Bike Lanes	9162	\$ 18,324	5A	SRTS, TE, BPPF, STP-U	5 to 10
Valley Road	S Oneida St to S Memorial Dr	TBD	TBD	TBD	5A	TE, BPPF	5 to 10
S Walter Ave	E College Ave to S Telulah Ave	Bike Lanes	1558	\$ 3,116	5A	SRTS, TE, BPPF, STP-U	1 to 5
E Water St/S Drew St *	S Olde Oneida St to E College Ave	Bike Lanes	1732	\$ 103,920	5B/5D	SRTS, TE, BPPF, STP-U	10 to 20
E Wisconsin Ave	N Ballard Rd to N Grand View Rd	Bike Lanes	1165	\$ 2,330	5B	SRTS, TE, BPPF, STP-U	1 to 5
TOTAL:				\$1,737,430			

*See cross section. Requires road widening

**Plus signing all bicycle routes

Cost by Term (5-Year Increments)

1 to 5**	5 to 10	10 to 15	15 to 20
\$365,160	\$660,276	\$300,934	\$411,060

4.2.2 Proposed Routes

The process for developing the proposed bicycle route network was developed utilizing initial input from the Stakeholders Group and the Appleton Trail Advisory Committee. These routes were then mapped and audited using a combination of bicycle and automobile. Some routes remained as initially mapped, while others were eliminated due to perceived difficulty for a majority of bicyclists. Major concerns and barriers are documented in Chapter 1. Additional input was also obtained from Fox Cities Greenways and additional public input elicited at Public Information Meeting #1. The city was divided into 3 sub-areas so they could be drawn at a scale that included road labels. The proposed routes are described below. See Appendix E.

Sub Areas (Maps 5A, 5B, and 5C)

These maps delineate proposed bike routes by facility type. Facility types include:

- Existing Bike Lane: outside city limits
- Existing Bike Route: outside city limits
- Existing Trail: these were identified because they provide key connections
- Existing Paved Shoulder: identified as accommodating bicycle travel
- Proposed Bike Route: the segment functions fine "as is" and should be signed as a route
- Proposed Bike Lane (AADT > 3000): the segment should be included in the bicycle network with a bike lane
- Proposed Trail: future trails identified on the city of Appleton database



1612 k street nw suite 800 washington, dc 20006
phone 202-822-1333 fax 202-822-1334
www.bikeleague.org

Action Plan for Bicycle Friendly Communities

We, the undersigned Mayors and municipal elected officials, make decisions every day affecting the health and safety of our residents, the efficient conduct of commerce and delivery of government services, and the long term quality of life in our communities.

Cities across the globe are managing diverse issues such as pollution, congestion, traffic safety, accessibility, social inclusion, and economic growth. Increasing urbanization and sprawl is generating extra demand for quality public spaces and recreation opportunities. A renewed emphasis on security and the costs of dealing with the emerging epidemics of obesity and physical inactivity are stretching limited resources even further.

Solutions to these many challenges are equally diverse and complex. This Charter recognizes one policy initiative that addresses these challenges and contributes to many of the solutions necessary to improve the quality of life in cities: increasing the percentage of trips made by bicycle by making communities more bicycle-friendly.

We recognize that increasing bicycle use can:

Improve the environment by reducing the impact on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces.

Reduce congestion by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries.

Save lives by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. Research shows that increasing the number of bicyclists on the street improves bicycle safety.

Increase opportunities for residents of all ages to participate socially and economically in the community, regardless income or ability. Greater choice of travel modes also increases independence, especially among seniors and children.

Boost the economy by creating a community that is an attractive destination for new residents, tourists and businesses.

Enhance recreational opportunities, especially for children, and further contribute to the quality of life in the community.

Save city funds by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport.

Enhance public safety and security by increasing the number of "eyes on the street" and providing more options for movement in the event of emergencies, natural disasters, and major public events.

Improve the health and well being of the population by promoting routine physical activity.

(Over)

Therefore we, the undersigned Mayors and municipal elected officials, are committed to taking the following steps to improve conditions for bicycling and thus to realizing the significant potential benefits of bicycling in our community. We hereby adopt the following **Action Plan for Bicycle Friendly Communities**:

1. Adopt a target level of bicycle use (e.g. percent of trips) and safety to be achieved within a specific timeframe, and improve data collection necessary to monitor progress.
2. Provide safe and convenient bicycle access to all parts of the community through a signed network of on- and off-street facilities, low-speed streets, and secure parking. Local cyclists should be involved in identifying maintenance needs and ongoing improvements.
3. Establish information programs to promote bicycling for all purposes, and to communicate the many benefits of bicycling to residents and businesses (e.g. with bicycle maps, public relations campaigns, neighborhood rides, a ride with the Mayor)
4. Make the City a model employer by encouraging bicycle use among its employees (e.g. by providing parking, showers and lockers, and establishing a city bicycle fleet).
5. Ensure all city policies, plans, codes, and programs are updated and implemented to take advantage of every opportunity to create a more bicycle-friendly community. Staff in all departments should be offered training to better enable them to complete this task.
6. Educate all road users to share the road and interact safely. Road design and education programs should combine to increase the confidence of bicyclists.
7. Enforce traffic laws to improve the safety and comfort of all road users, with a particular focus on behaviors and attitudes that cause motor vehicle/bicycle crashes.
8. Develop special programs to encourage bicycle use in communities where significant segments of the population do not drive (e.g. through Safe Routes to Schools programs) and where short trips are most common.
9. Promote intermodal travel between public transport and bicycles, e.g. by putting bike racks on buses, improving parking at transit, and improving access to rail and public transport vehicles.
10. Establish a citywide, multi-disciplinary committee for nonmotorized mobility to submit to the Mayor/Council a regular evaluation and action plan for completing the items in this Charter.

“We will promote safe and environmentally friendly cycling and walking by providing safe infrastructure and networks...” World Health Organization Charter on Transport, Environment and Health, 1999.

“The US Conference of Mayors calls on cities and communities to promote increased safe bicycle use for transportation and recreation...” US Conference of Mayors, 2003.

For the City of:

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Signature

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Name