

# Evergreen Drive Questions and Responses

11/17 19 Appleton DPW

**Wouldn't this be a trail to nowhere?** Simply put, no. The proposed trail would serve as an important connection between the existing trail network to the east (Apple Creek Trail, Meade Street trail, Ballard Road trail, etc.), and the existing/proposed trails located to the west, in Grand Chute. It would also serve as an important multi-modal transportation link allowing the neighborhoods to the east of Richmond Street to safely and conveniently access the existing/proposed commercial areas located west of Richmond Street.

**How does the width of the proposed road compare to our older "standard" collector streets?** Until recently, when collector roadways like Evergreen Drive were urbanized in Appleton, they were built at a width of 37 feet, which is fairly standard from community to community. This design standard was intended to allow for safe passage of two-way traffic, while also allowing additional space for delivery vehicles, refuse trucks, etc. The proposed design for this section of Evergreen Drive would be built to a nearly identical width of 38 feet, but the space would be used much differently, and it would provide much safer and more comfortable bicycle and pedestrian accommodations.

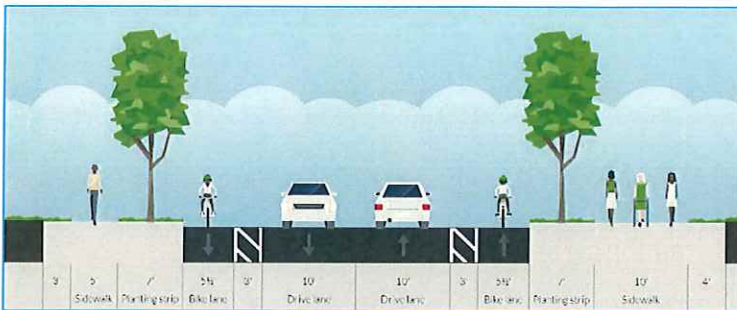


Figure 1 Proposed Typical Cross Section for Evergreen Dr

**Would widening the roadway increase speeds?** While it is true that wider lanes tend to result in increased traffic speeds, the proposed design will actually *narrow* the marked automobile lanes from the existing 12 feet to the proposed 10 feet. This type of best practice has consistently been shown to reduce speeds and increase safety throughout the country.

**How will property owners access their properties during construction?** While providing access during construction often presents challenges, we have a long history of successfully working closely with property owners to minimize the impact. This project would be no different.

**Why is a 10-foot trail better than a 5-foot sidewalk?** Due to their relatively narrow width, "standard" 5-foot sidewalks are not conducive to higher volumes of pedestrian traffic. In fact, pedestrians walking in pairs are not able to pass oncoming pedestrians without forming a single-file line or leaving the sidewalk altogether, resulting in a much less desirable experience. This is further complicated when pedestrians are mixed with strollers, wheelchairs, small children on bicycles, roller bladers, skateboarders, etc.

**Would a 5-foot sidewalk on the north side of Evergreen Drive be constructed further from the north property line than a 10-foot trail?** No. Throughout the city, sidewalks and trails are constructed at the property line, except in very rare cases. In this case, our proposed design shows us taking the unusual step of constructing the trail at a 4-foot offset from the property line in an effort to minimize its impact on adjacent properties. If a 5-foot sidewalk were constructed instead of a 10-foot trail, it would also be located at a 4-foot offset from the property line.

**What about the proposed sidewalk on the south side of Evergreen Drive?** Again, our proposal includes taking the unusual step of constructing the sidewalk three feet from the property line in order to minimize impact to landscaping in that area.

**What is the plan for the section of Evergreen Drive that falls between Haymeadow Avenue and Meade Street?** The City of Appleton's *Trail Master Plan* and *5-Year Bike Lane and Trail Plan* clearly identify this portion of Evergreen Drive as a critical link in the overall trail network. As such, our *preferred* solution would involve:

- widening the existing north sidewalk to 10 feet
- designating bike lanes on the roadway
- installation of an improved pedestrian crossing across Meade Street

Unfortunately, however, the existing sidewalk has substantial remaining useful life, and it is cost prohibitive to widen the sidewalk at this time due to utility conflicts. As such, we anticipate our proposed design will include:

- designation of bike lanes on the roadway (which would eliminate parking)
- installation of an improved pedestrian crossing across Meade Street (leaving the existing sidewalks as-is for the time being). The sidewalk would be widened at some future date when the roadway is reconstructed (>15 years)

Any proposed changes on this portion of Evergreen Drive would be presented to the affected property owners and considered by the City Council in mid-2018. If approved, implementation would occur concurrent with the urbanization project (west of Haymeadow Avenue) in 2019.

**Why have bike lanes in addition to a trail?** While trails provide a comfortable and safe facility for pedestrians and other low-speed users, the addition of higher-speed adult bikers on trails is often problematic due to the large difference in speed between users, as well as the unpredictable movements of younger users. For this reason, moving the higher-speed bicyclists to the roadway provides a safer, more comfortable environment for *all* users. While this type of configuration is often not possible due to space constraints, it *is* relatively easily achievable on this portion of Evergreen Drive as a part of the proposed urbanization project.

**Could a trail be constructed on Apple Creek Road instead of Evergreen Drive?** It is critically important that bicycle and pedestrian facilities serve both recreational users *and* commuter users. As such, our planning process recognized the need to provide *direct* connections between destinations whenever possible. Evergreen Drive is clearly the most direct connection between the Apple Creek Trail and the existing/proposed trail system and commercial areas to the west.