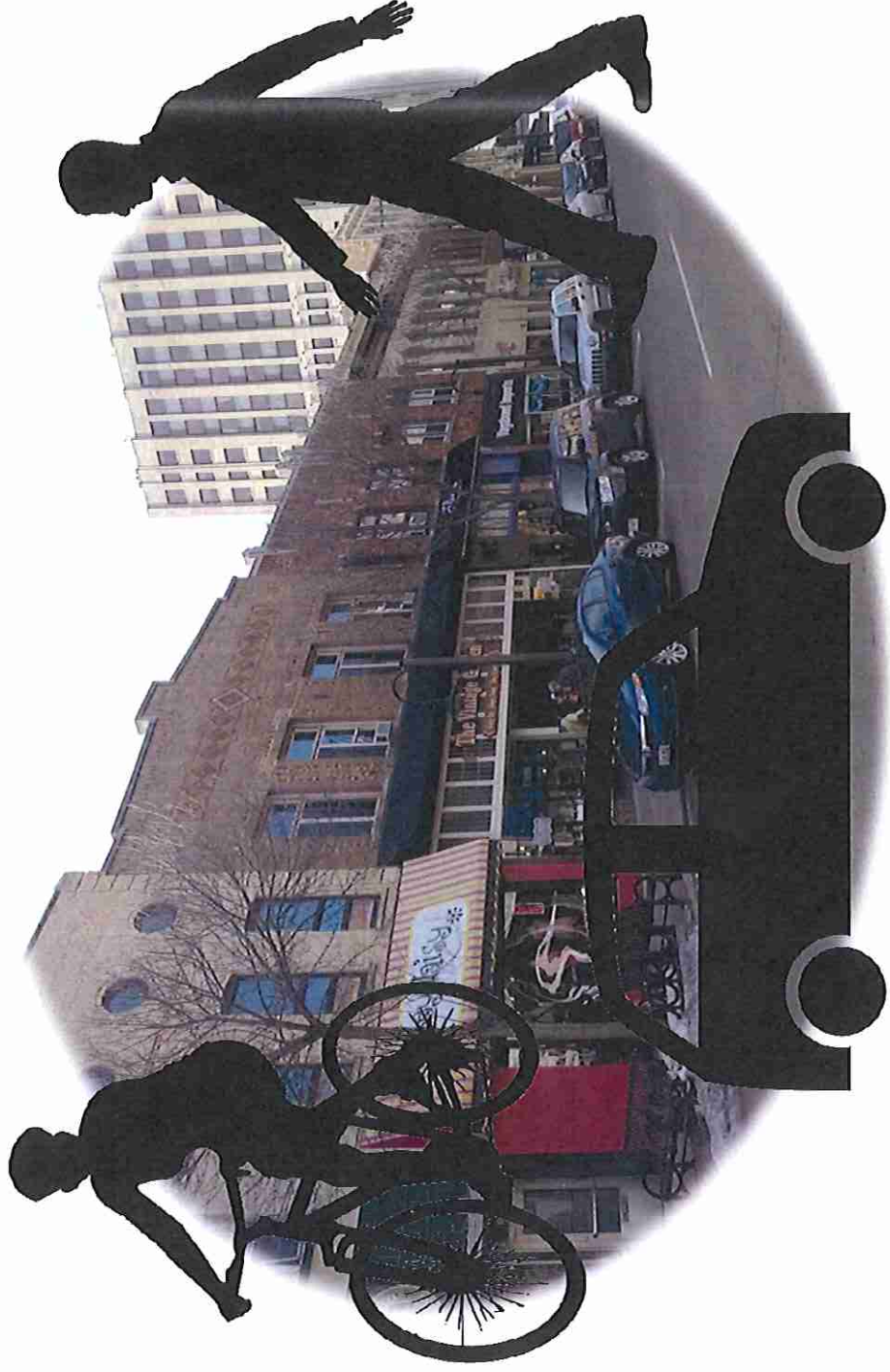


Downtown Appleton Mobility Study



Municipal Services Committee Meeting

July 12, 2016

Meeting Agenda

- Purpose of study
- Issues identified
- Alternatives studied
- Public involvement
- Recommendations
- Next steps



Purpose of study



**Determine and evaluate strategies to improve
multi-modal mobility and traffic circulation in
downtown Appleton**

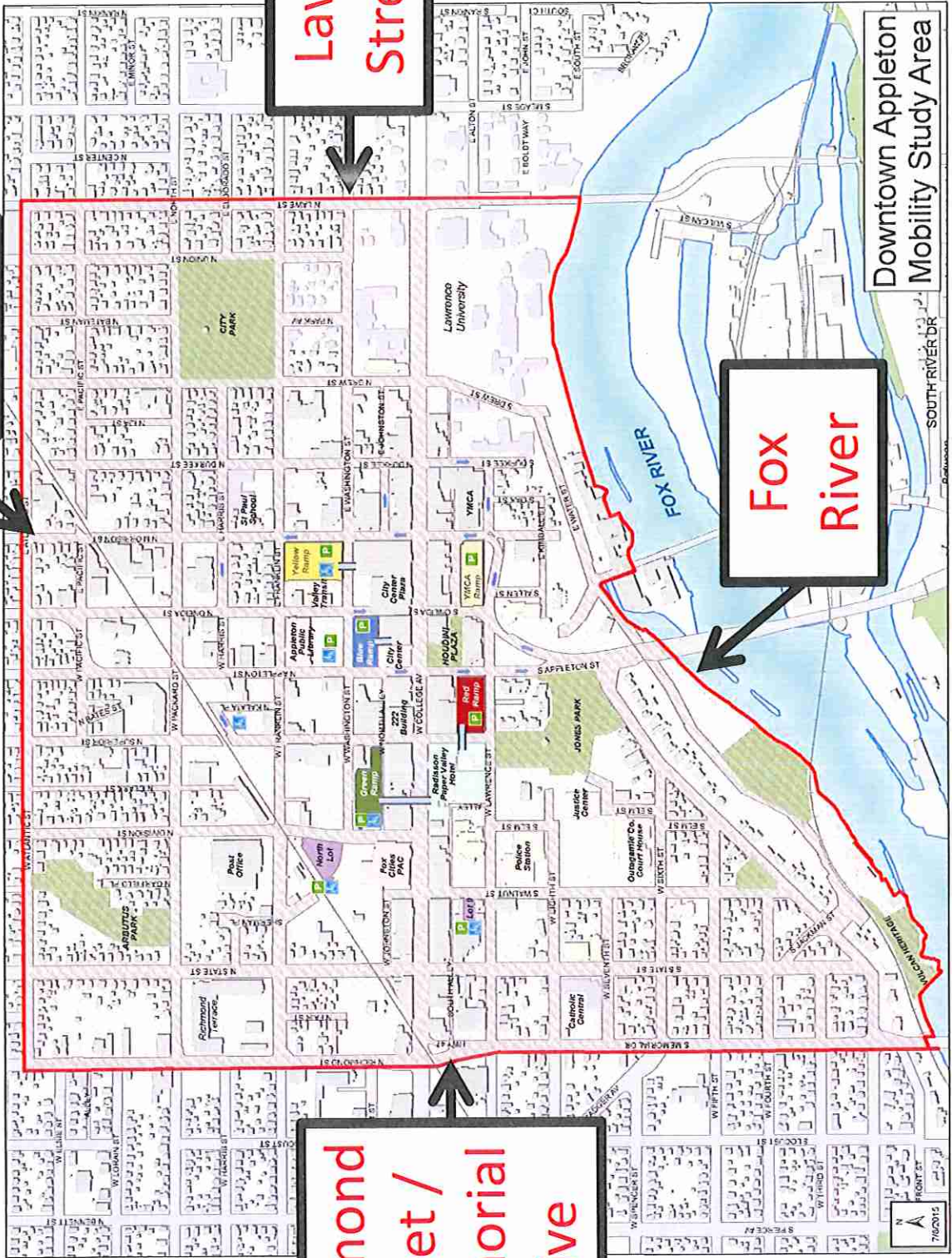
Study area

Atlantic Street

Lawe Street

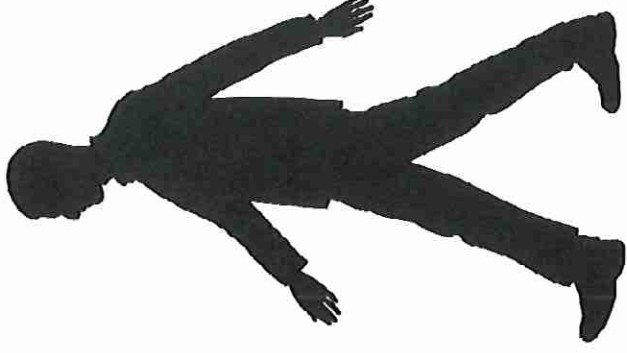
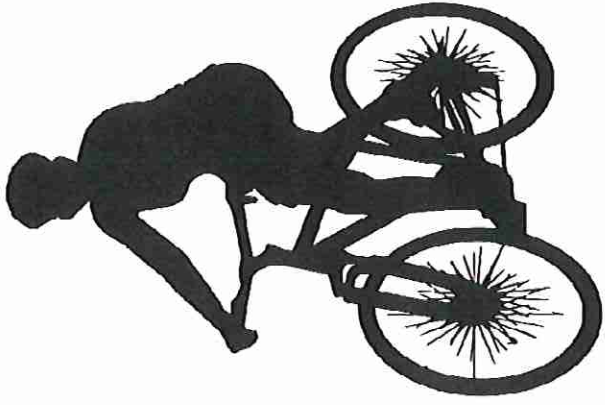
Fox River

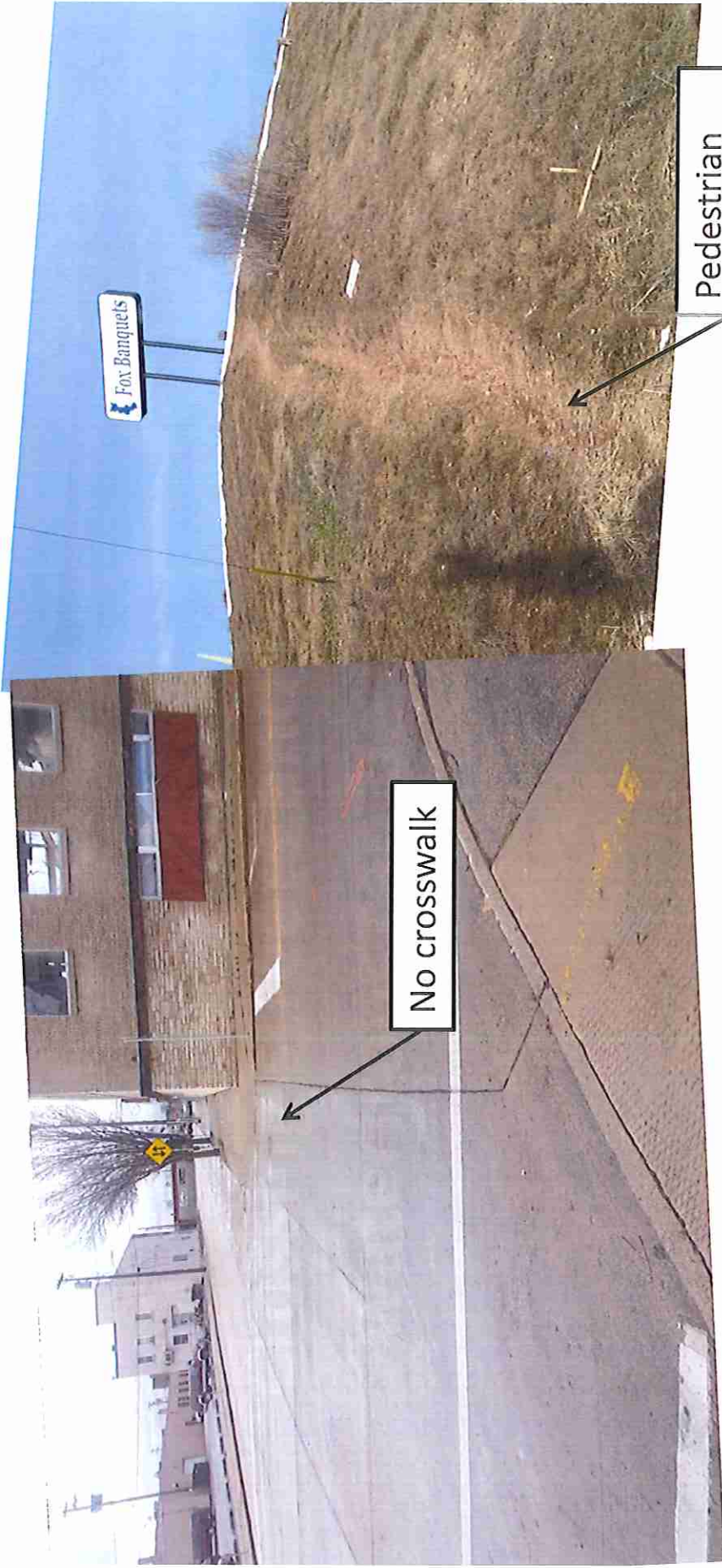
Richmond Street / Memorial Drive



Downtown Appleton
Mobility Study Area

Issues Identified – Bicycle & Pedestrian





Crossing streets and getting to the waterfront can be problematic.



Many streets are good for bicycling, but they rarely have destinations people want to get to.

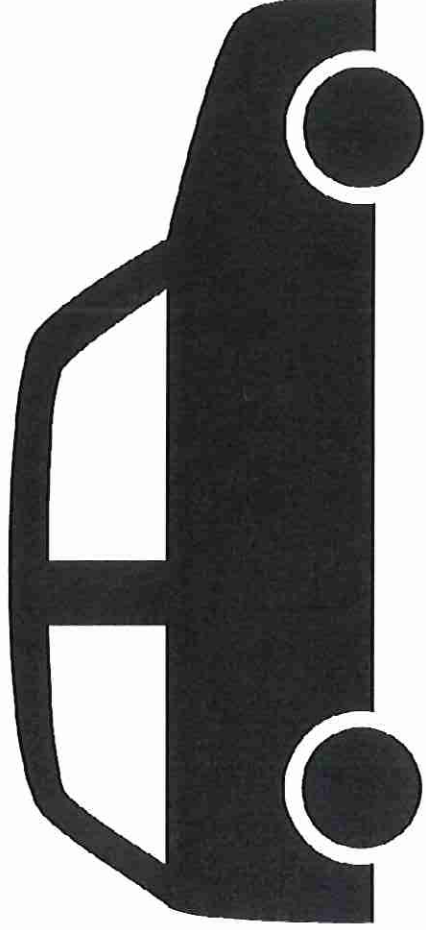


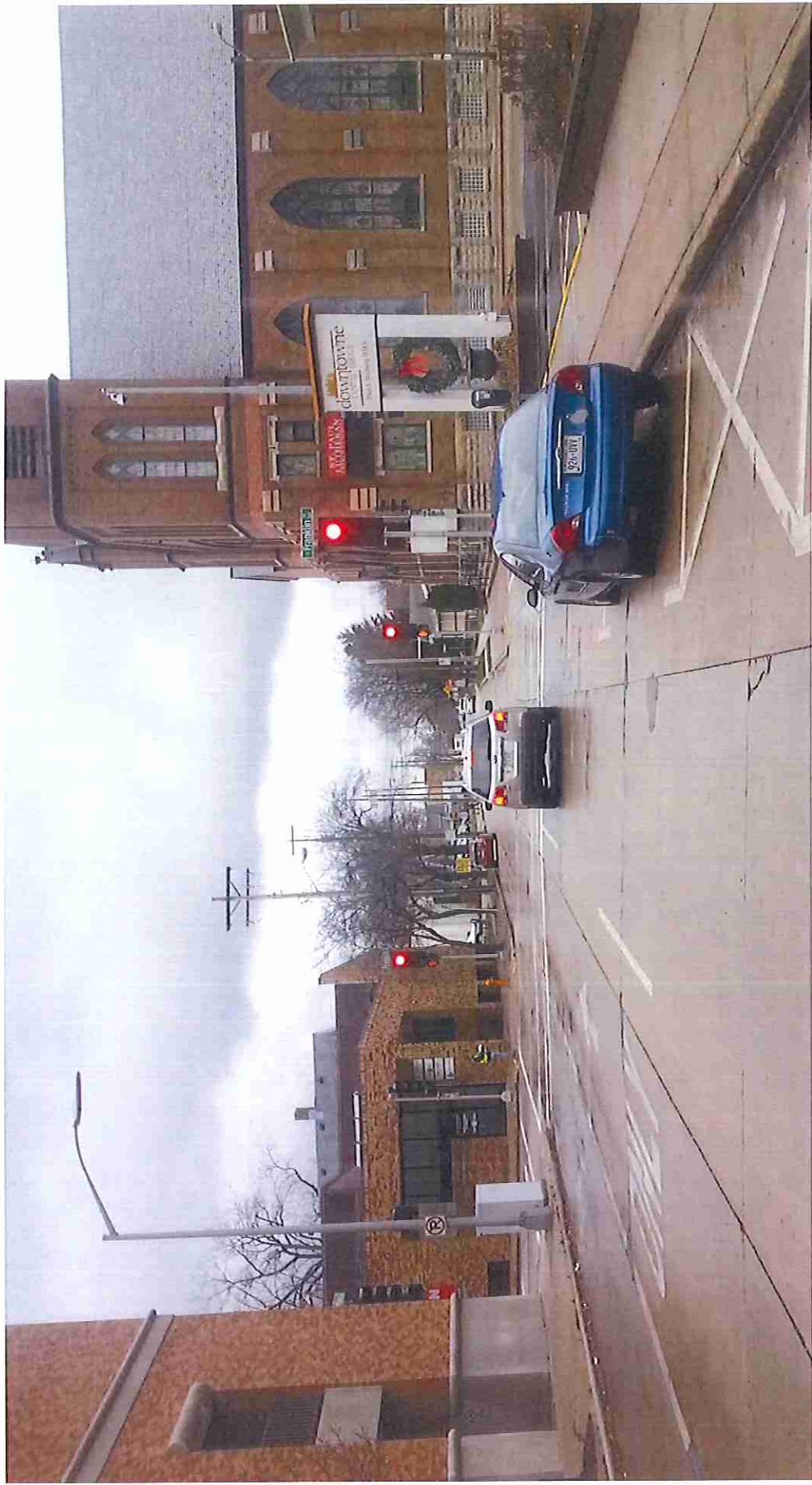
**Designated bicycle parking in the
downtown area is very limited.**



There is an oversupply of car parking throughout downtown.

Issues Identified – Traffic

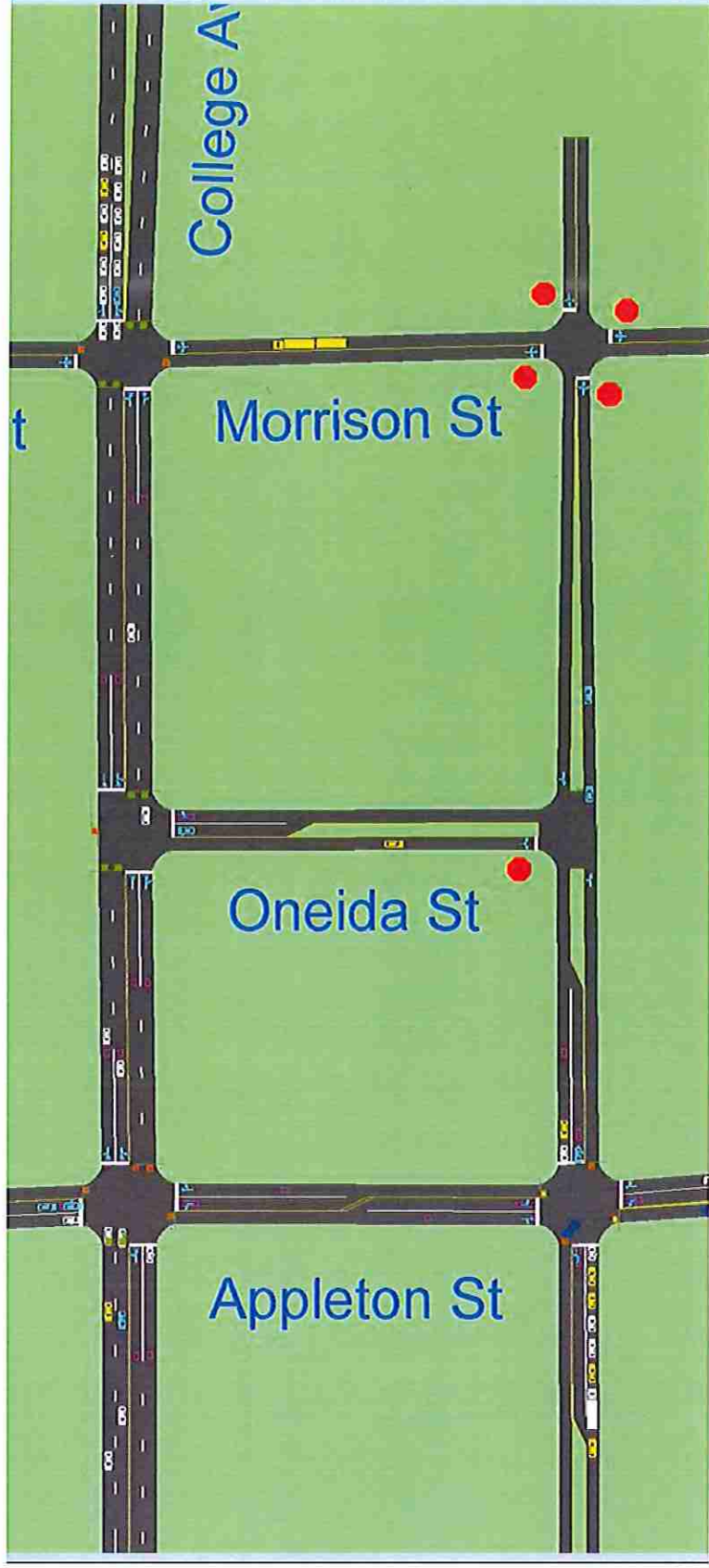




**No serious traffic congestion is anticipated
in the study area for the next 20 years.**

How do we analyze traffic congestion?

1. Count existing traffic, review previously collected traffic data
2. Work with East Central Wisconsin Regional Planning Commission (ECWRPC) to forecast future traffic volumes in 20 years (2036)
3. Use traffic analysis software to model traffic congestion according to industry standards





Lack of traffic congestion = Opportunity



**Northbound routing through downtown
Appleton is very confusing.**



Almost all of the confusing intersections identified in the study area are a result of confusing northbound routing.



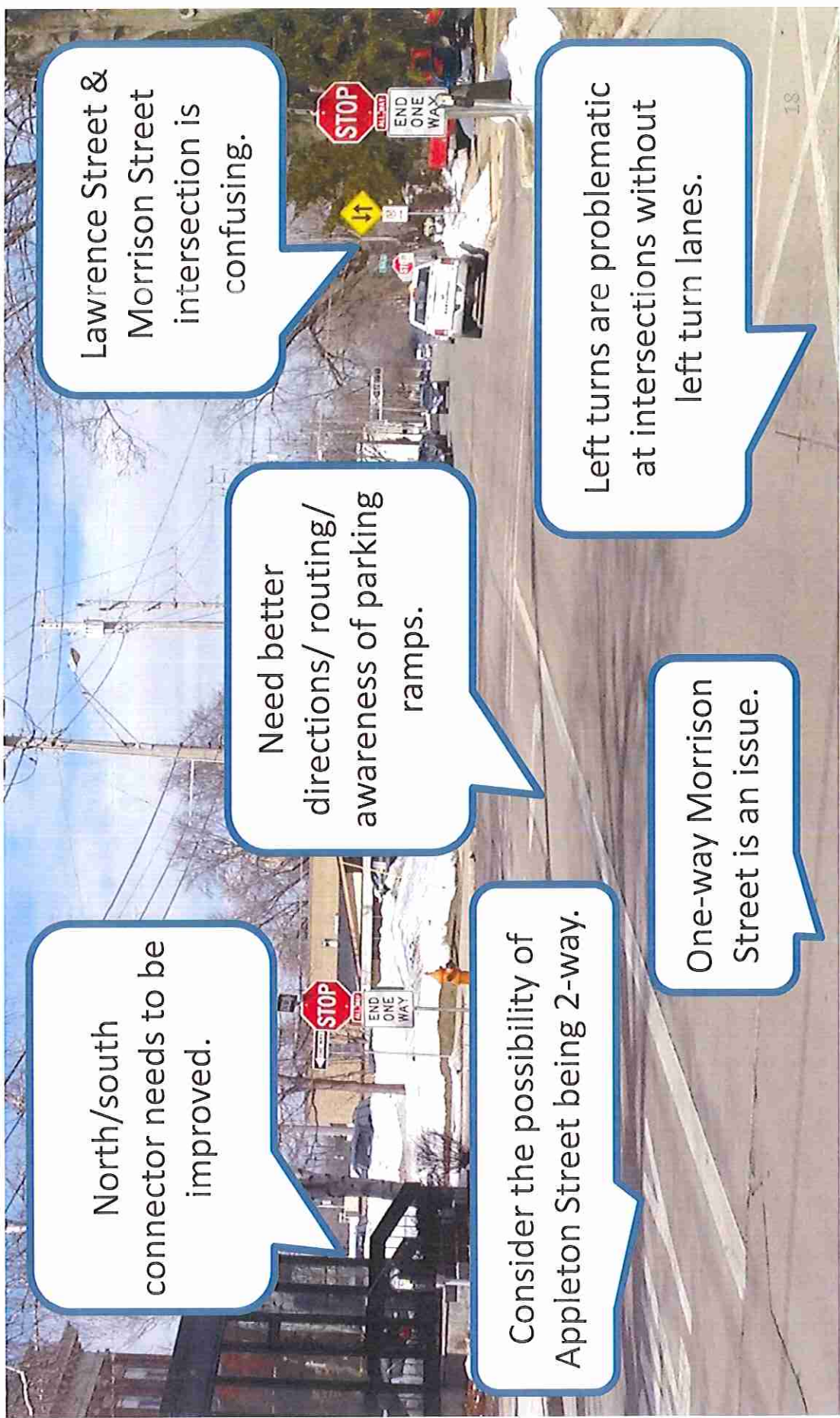
There are traffic signals that could be removed.

Issues – What we heard

Stakeholders group members:

- Lawrence University
- YMCA of the Fox Cities
- The History Museum at the Castle
- City of Appleton Library
- City of Appleton Community and Economic Development
- Appleton Downtown, Inc.
- City of Appleton Alderpersons
- Valley Transit
- City of Appleton Police Department
- Appleton Area School District
- City of Appleton Health Department
- East Central Wisconsin Regional Planning Commission
- City of Appleton Public Works
- City of Appleton Traffic
- City of Appleton Mayor's Office

What we heard – traffic



North/south connector needs to be improved.

Need better directions/ routing/ awareness of parking ramps.

Consider the possibility of Appleton Street being 2-way.

Lawrence Street & Morrison Street intersection is confusing.

One-way Morrison Street is an issue.

Left turns are problematic at intersections without left turn lanes.

What we heard – bike/ped



Vehicles impede on pedestrian's right of way.

Bike access is difficult around the YMCA.

Lighting for bikes/peds is poor

The pedestrian crossing at the curve on Water Street is located at a blind spot.

It is not easy to access the waterfront.

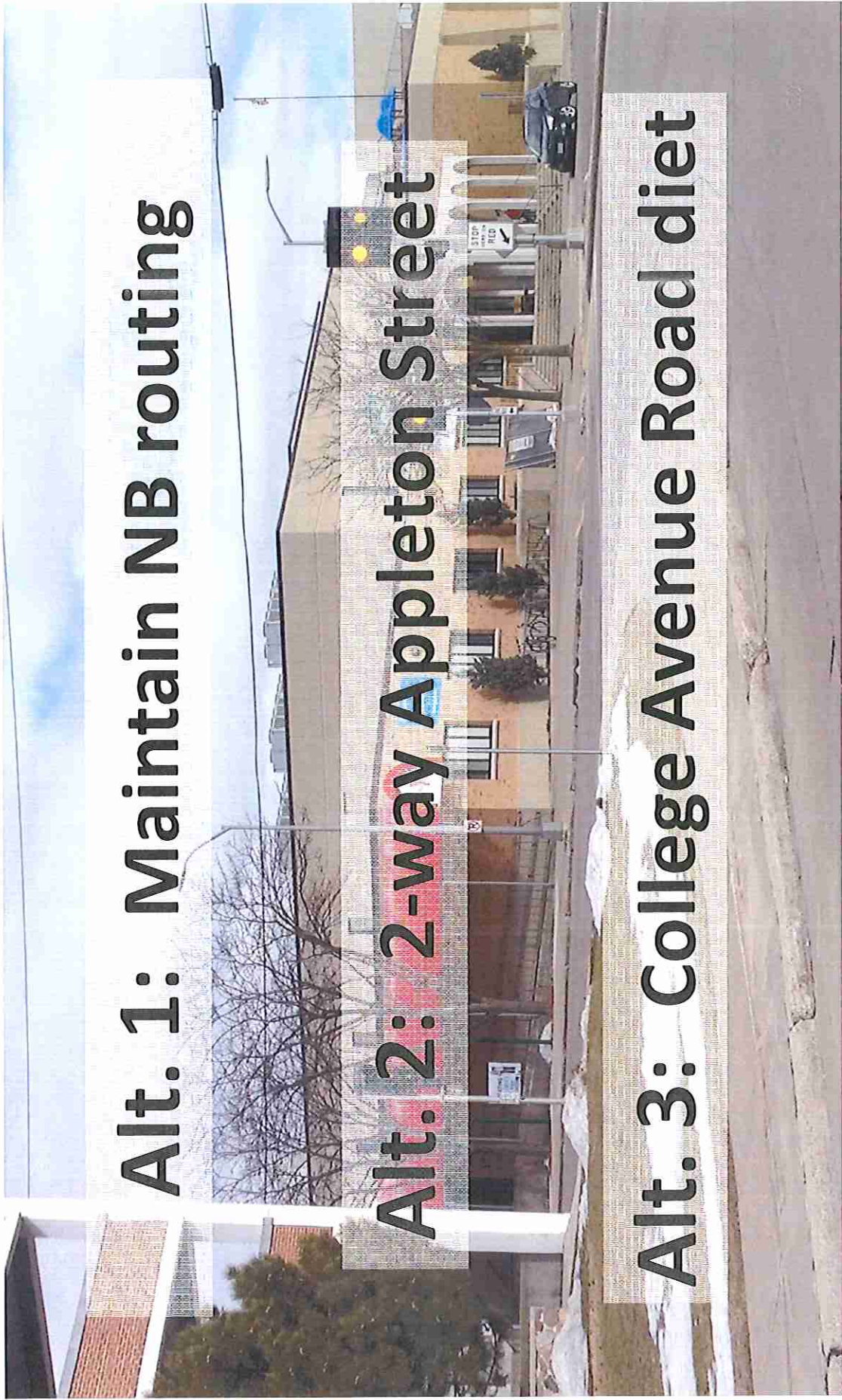
Bike violations on College Avenue sidewalks are common.

Alternatives studied – traffic

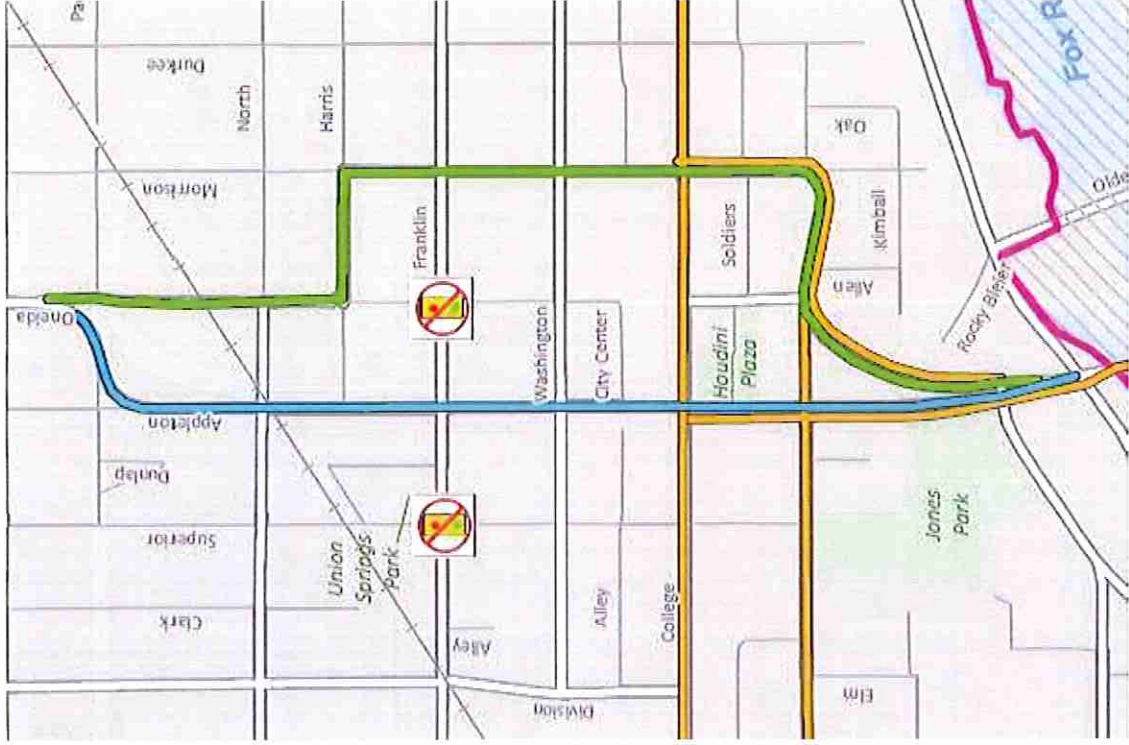
Alt. 1: Maintain NB routing

Alt. 2: 2-way Appleton Street

Alt. 3: College Avenue Road diet



Alt. 1: Maintain NB routing



- Does not address NB routing or confusing intersection issues
- No major changes to Lawrence St. / Morrison St. intersection

— Northbound Route

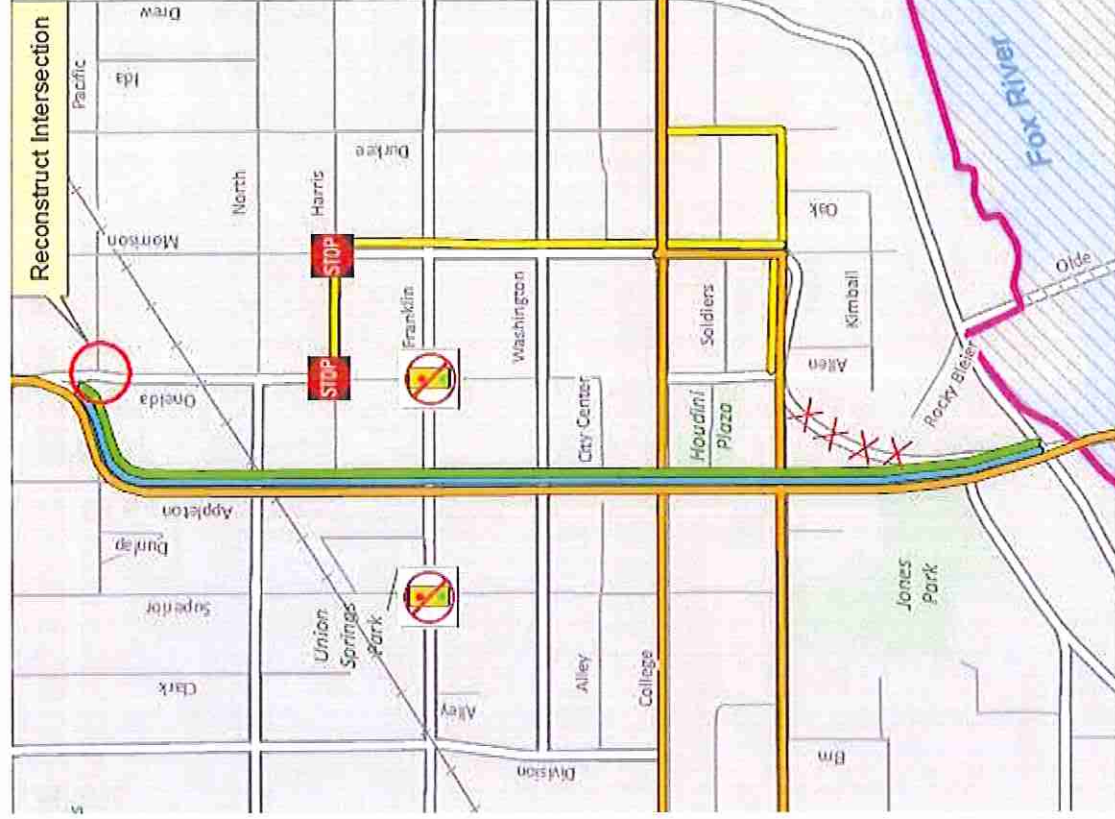
— Southbound Route

— Truck Route





Remove Traffic Signal and Convert to Stop Control

Alt. 2: 2-way Appleton Street

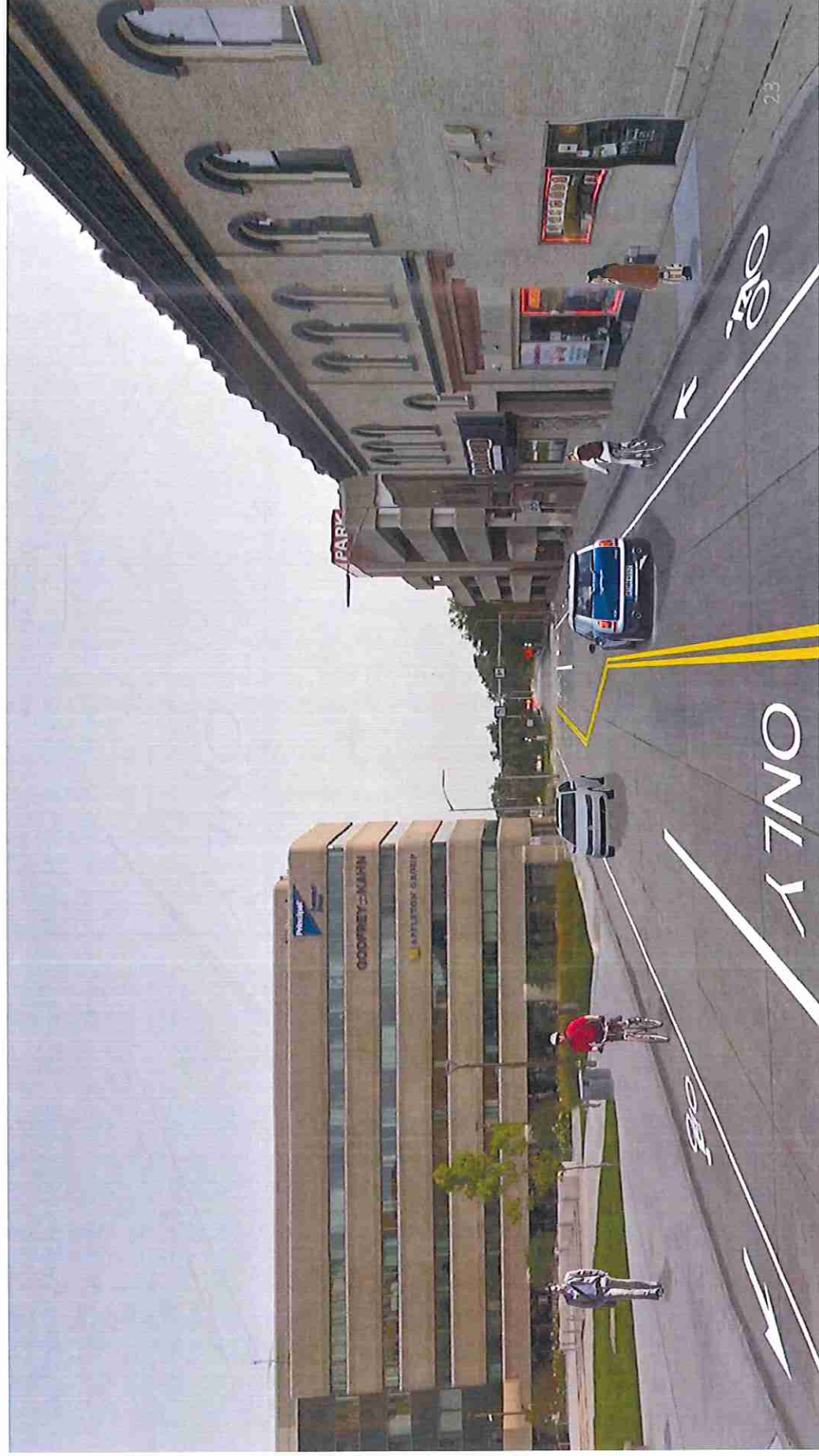


- Appleton Street is 2-way and the main NB/SB route through downtown
- Existing 1-way streets converted to 2-way streets
- Grid pattern prominent

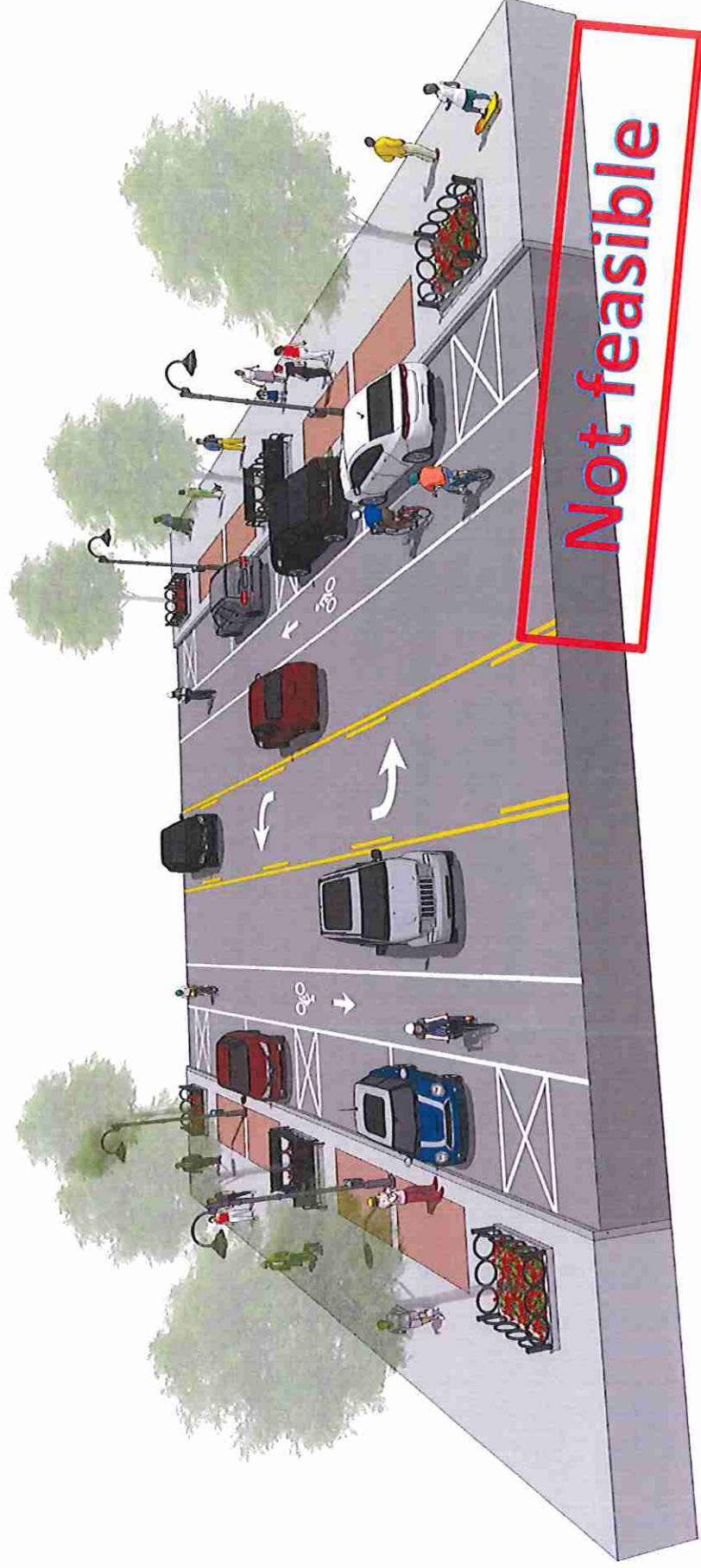
- Northbound Route
- Southbound Route
- Truck Route
- Convert to 2-way Street

-  Remove Traffic Signal and Convert to Stop Control
-  Remove 4-way Stop Control and Convert to 2-way Stop Control

Alt. 2: 2-way Appleton Street



Alt. 3: College Ave. road diet



- College Avenue typical section consists of parking on both sides, bike lanes, one lane of traffic in each direction and left turn lanes
- Does not address NB routing or confusing intersection issues

Alternatives studied – bike/ped



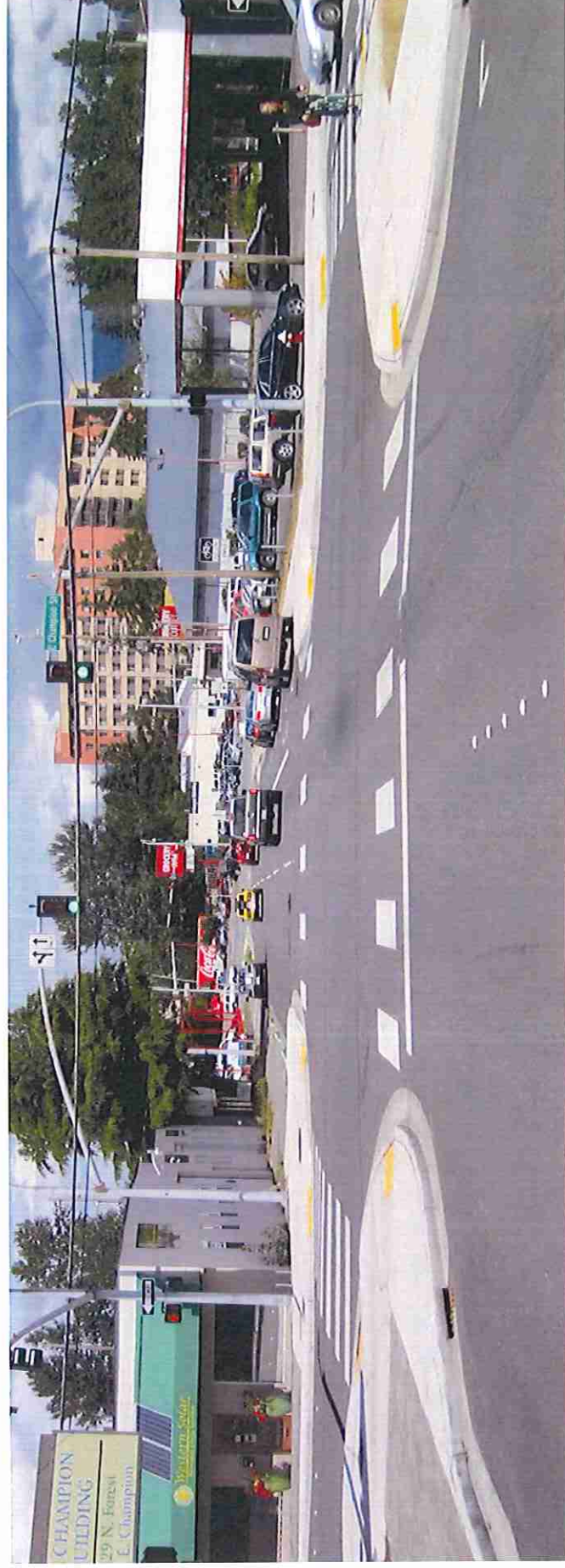
Crosswalks

- Mark crosswalks consistently
- Use continental crosswalk markings when more visible crosswalks are desired
- Provide policies for sidewalk maintenance and ADA compliance



Pedestrian Bump-out

- Reduce effective street crossing distance
- Minor impact on reducing traffic speed



Access to Water St./Fox River

- Provide better access to Water Street and the Fox River



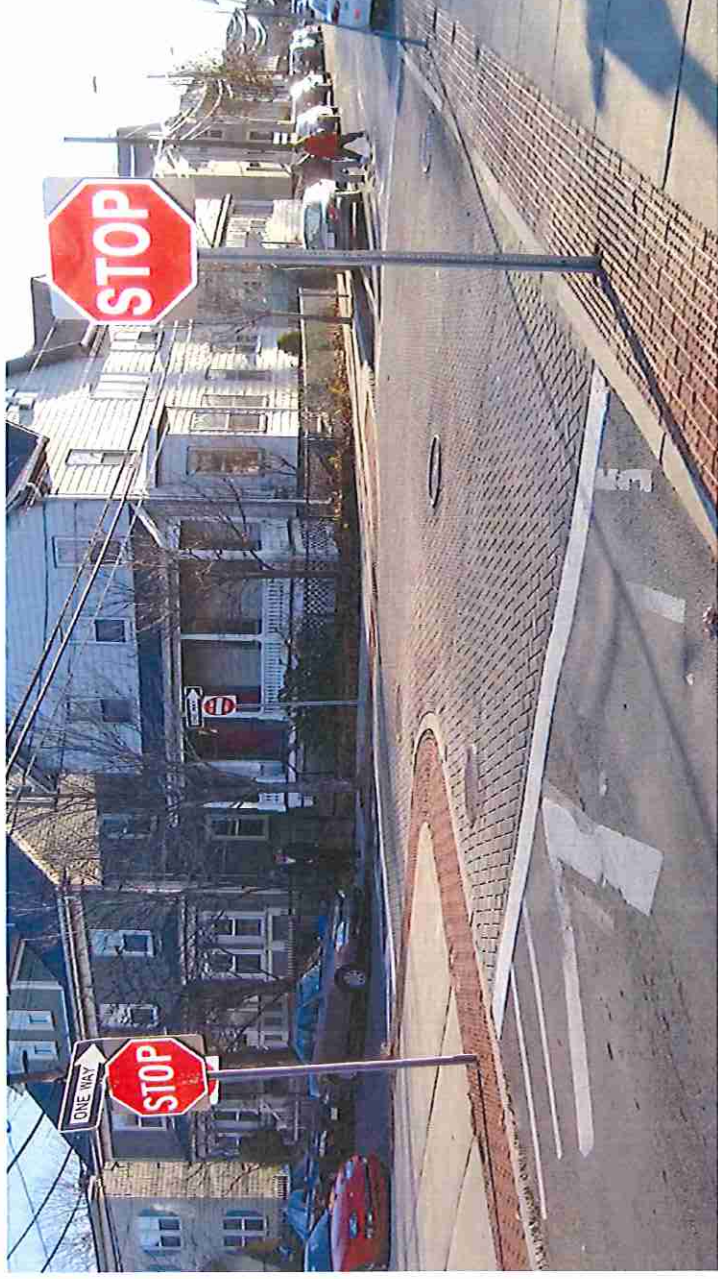
Slow Street

- Designed for very low speed
- Gives pedestrians and bicyclists priority



Raised Intersection

- Roadway is flush with the sidewalk in the intersection area
- Reinforces slow speeds
- Encourage motorists to yield to pedestrians at the crosswalk



Bike Lane

- Lane specifically marked for bicycle use
- Used on higher-volume streets



Buffered Bike Lane

- Similar to a standard bike lane, but adds buffer
- Provides greater level of comfort for bicyclists



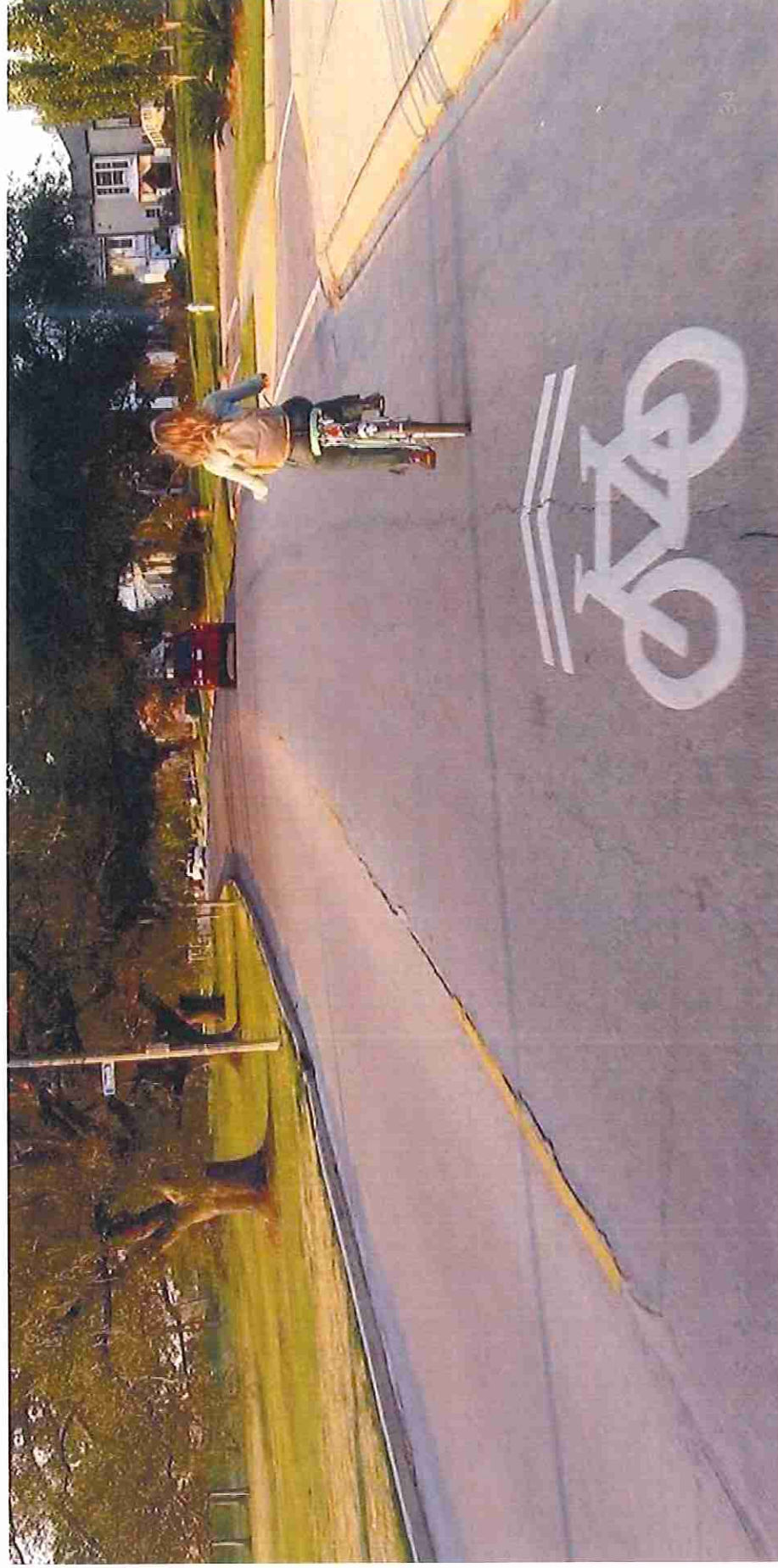
Separated Bike Lane (Cycle track)

- Similar to a standard bike lane, but adds vertical element
- Provides greater level of comfort for bicyclists



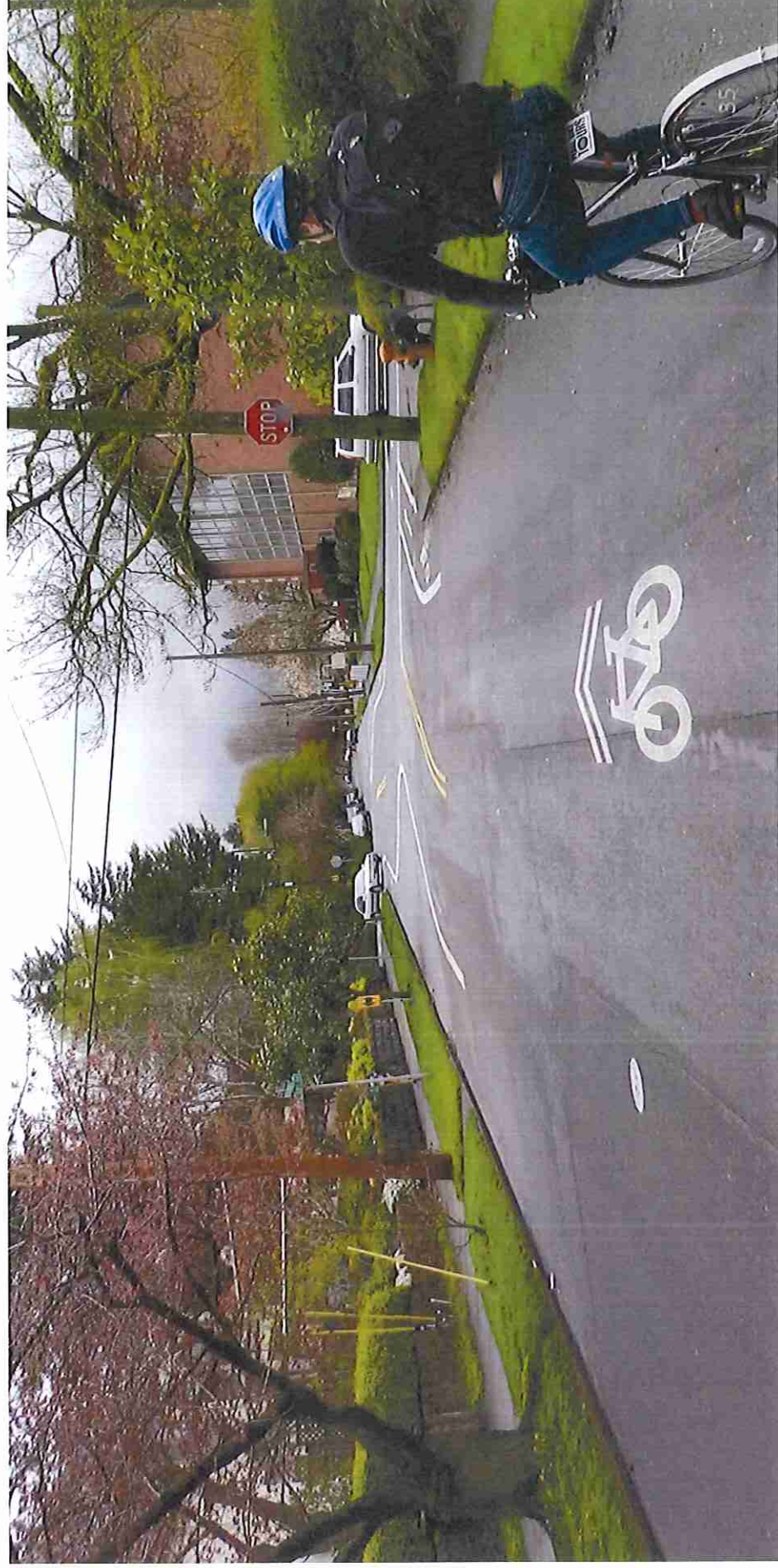
Shared Lane Markings

- Indicate where bicyclists should ride
- Used on medium- and low-volume streets



Bicycle Boulevard

- Neighborhood street prioritized for bicycle use
- Varying levels of treatments



Signed Bike Route

- Signed routes without pavement markings
- Typically on lower volume roads



Shared Use Path

- Off-street bicycle & pedestrian facility
- 10' to 12'+ wide and typically paved



Public Meeting

- Thursday, April 7
- 60 people attended meeting
- 4 days of posts on Appleton City Hall's Facebook page prior to the meeting
 - 2,246 clicks to the website stories
 - 589 likes, shares



FOX, CBS and ABC
broadcast news
stories about the
study

Public Meeting — April 2016



Too much attention given to bike lanes.

It's tough getting around downtown.

Concern over loss of parking

Need wheelchair/stroller access to river

Love the Grand Staircase

Remove Avenue Mall and re-connect Oneida St.

Generally support for 2-way Appleton St.

Recommendations

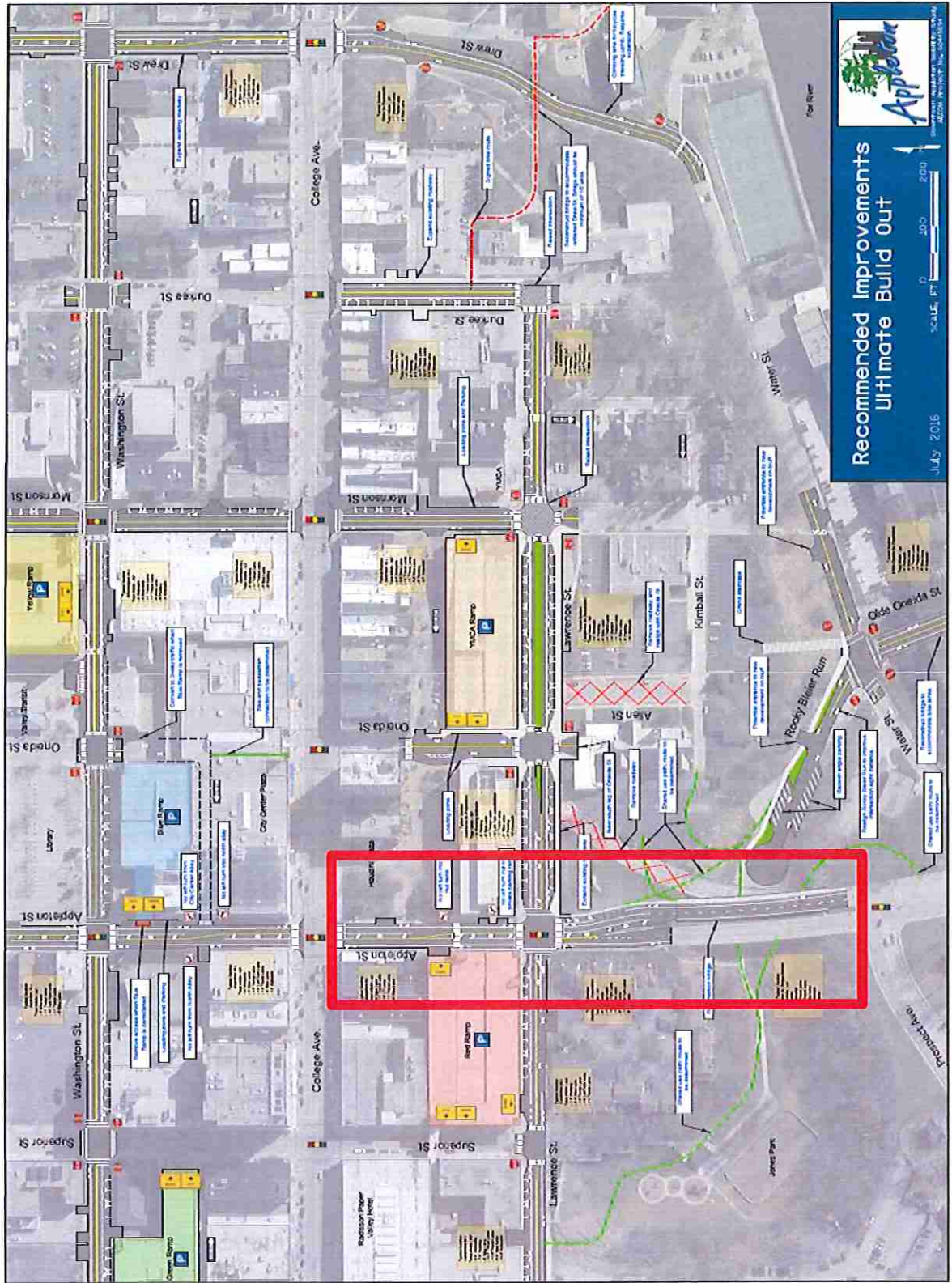
Alt. 2:
2-way Appleton St.



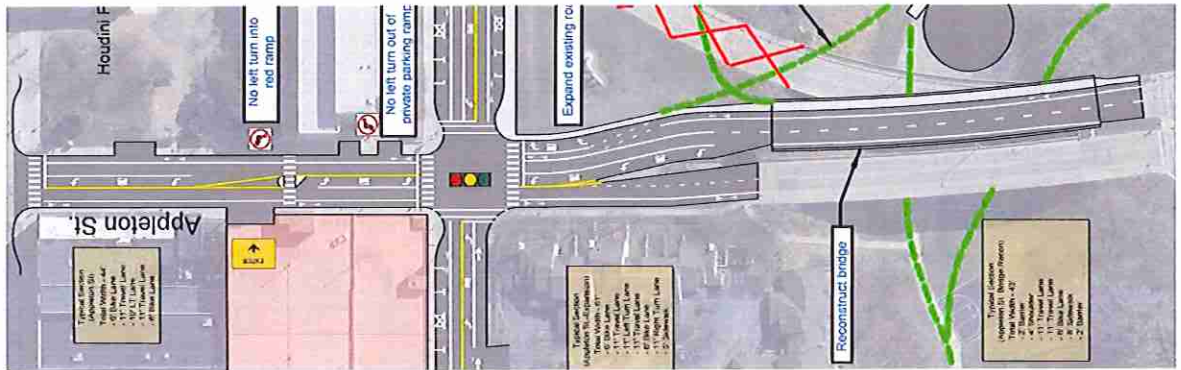
+

- Bike lanes
 - Standard
 - Buffered
 - Climbing
 - Shared
 - Boulevards
- Signed routes
- Shared use paths
- Sidewalks
- Raised intersections
- Pedestrian bump-outs
- Marked crosswalks
- ADA facilities
- Connections to riverfront⁴⁰

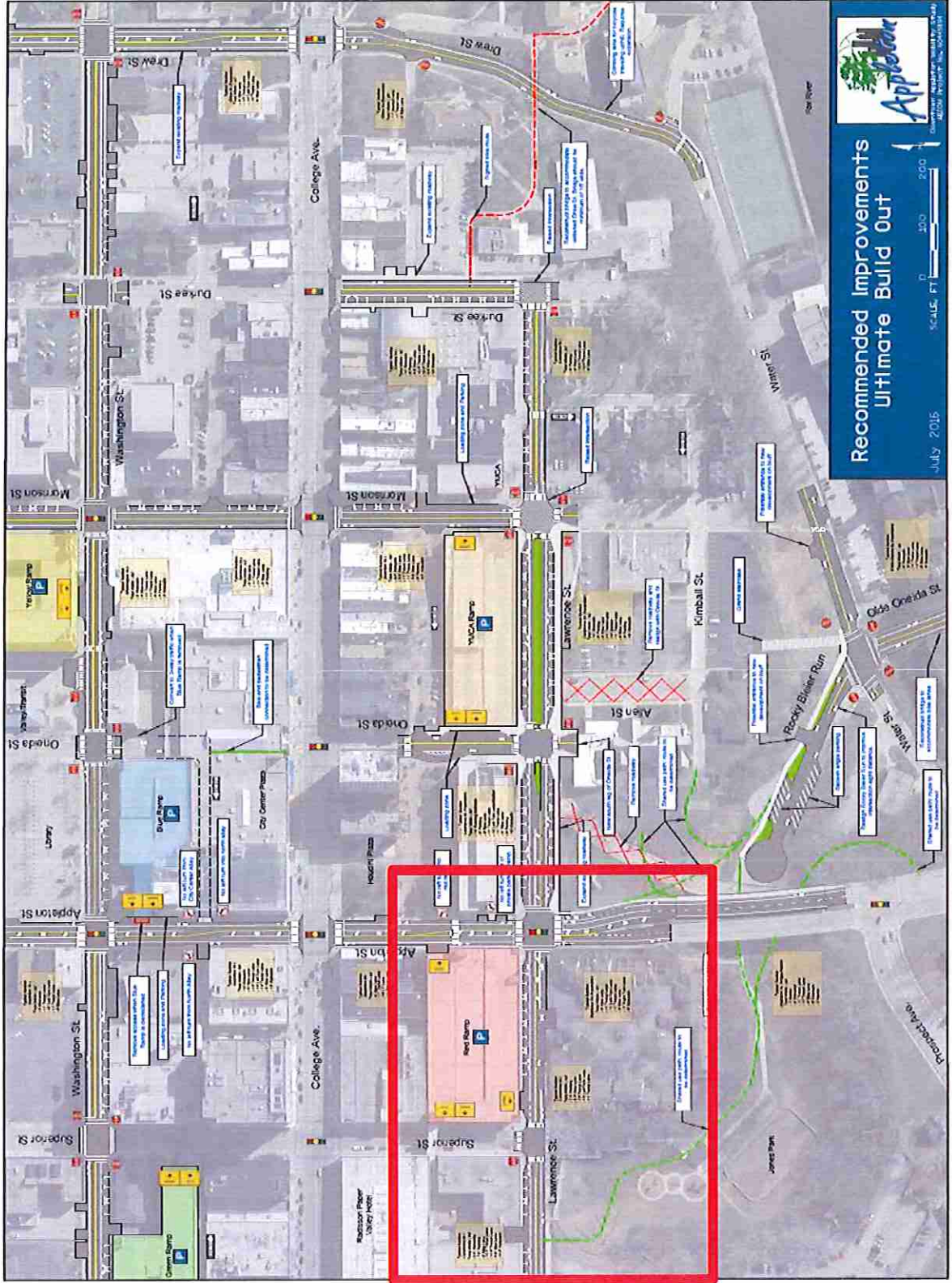
Recommendations



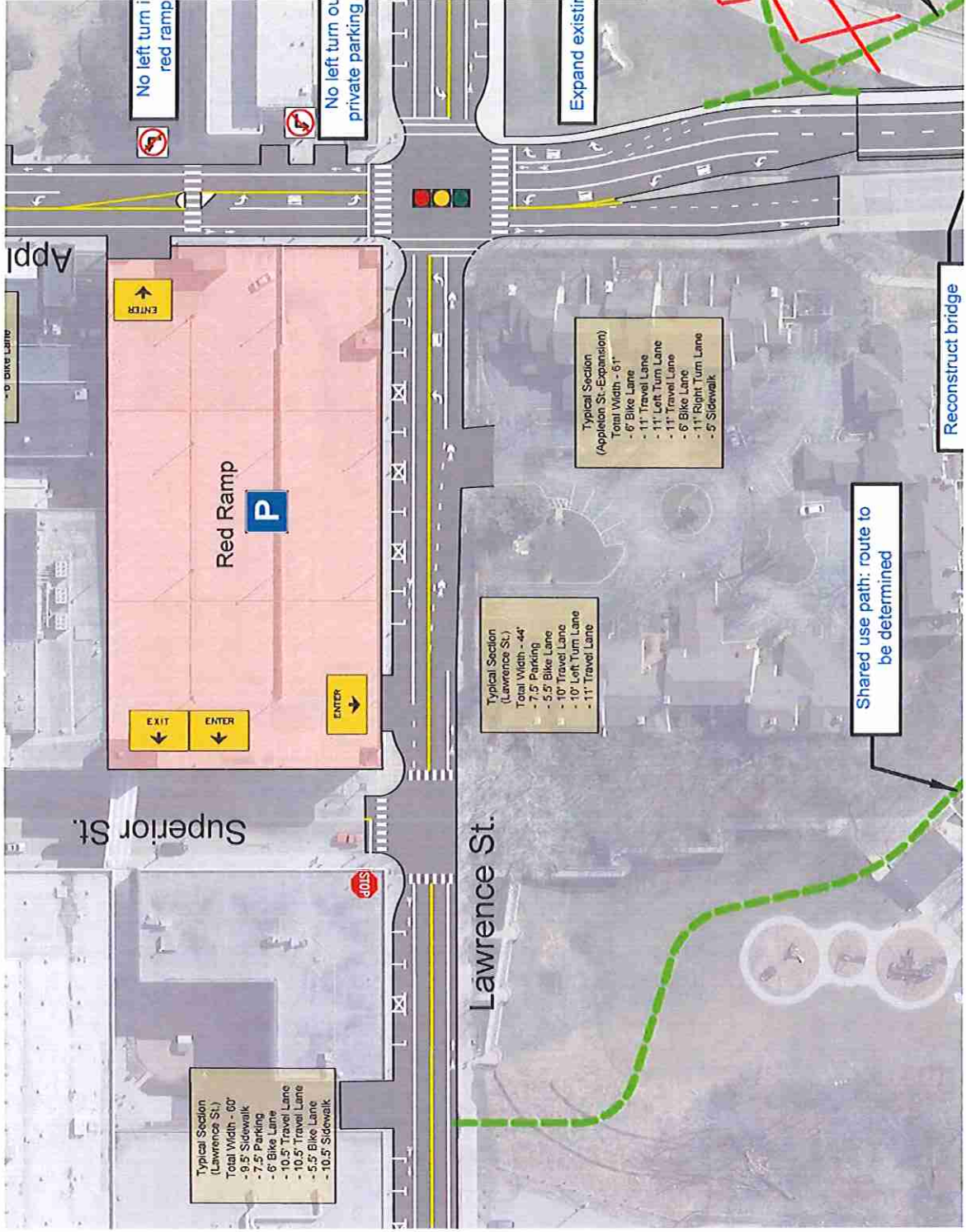
Recommendations



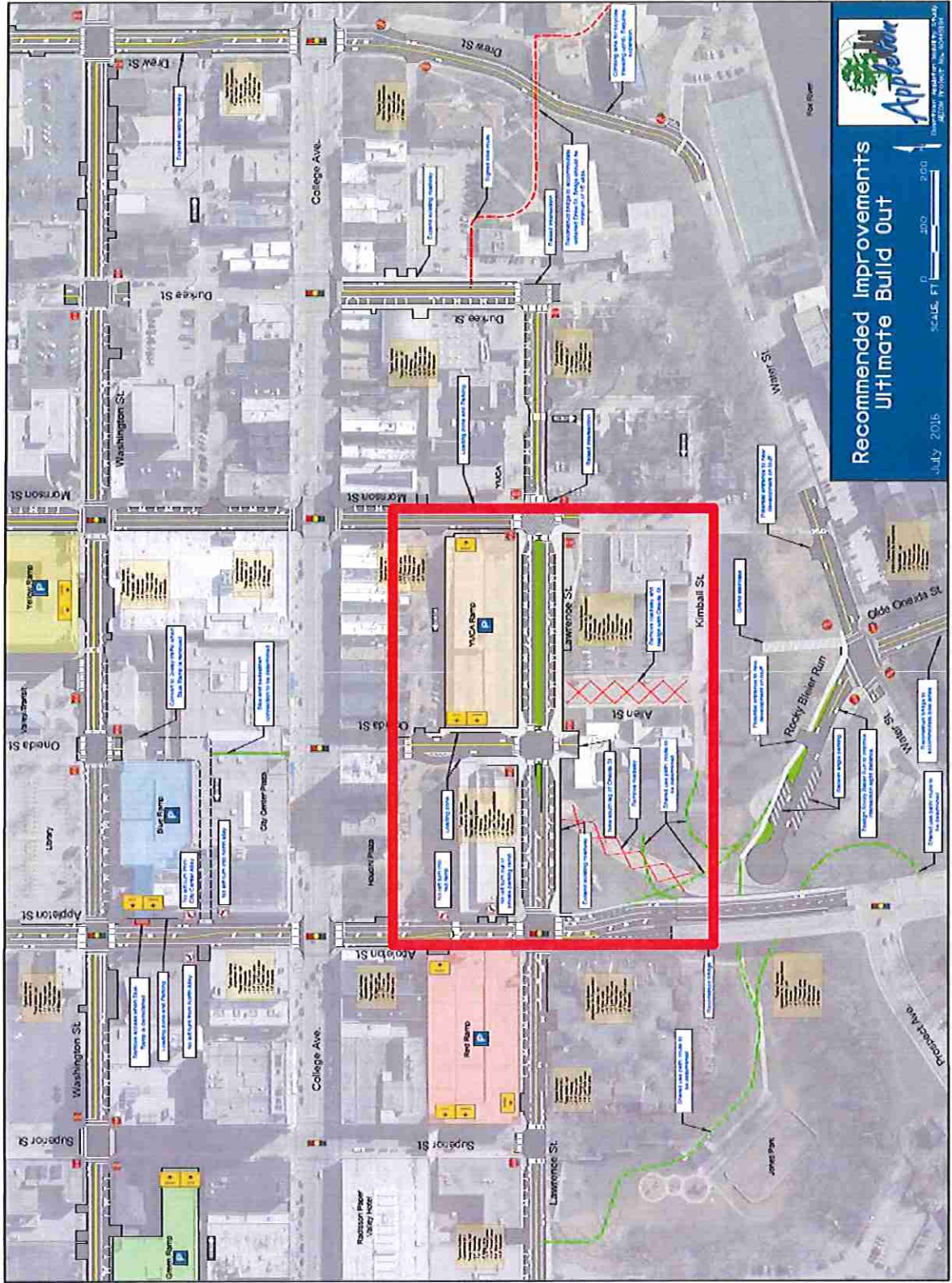
Recommendations



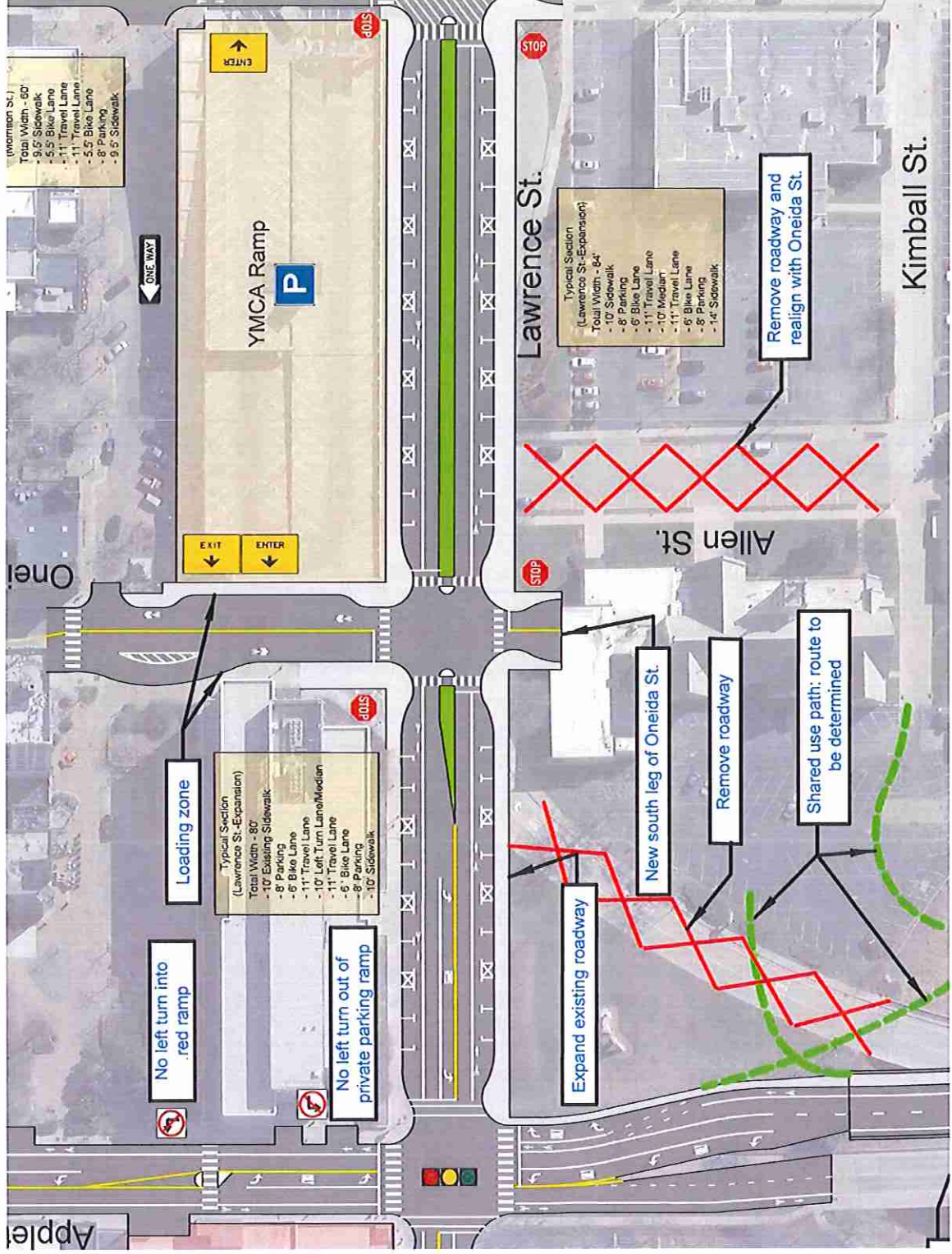
Recommendations



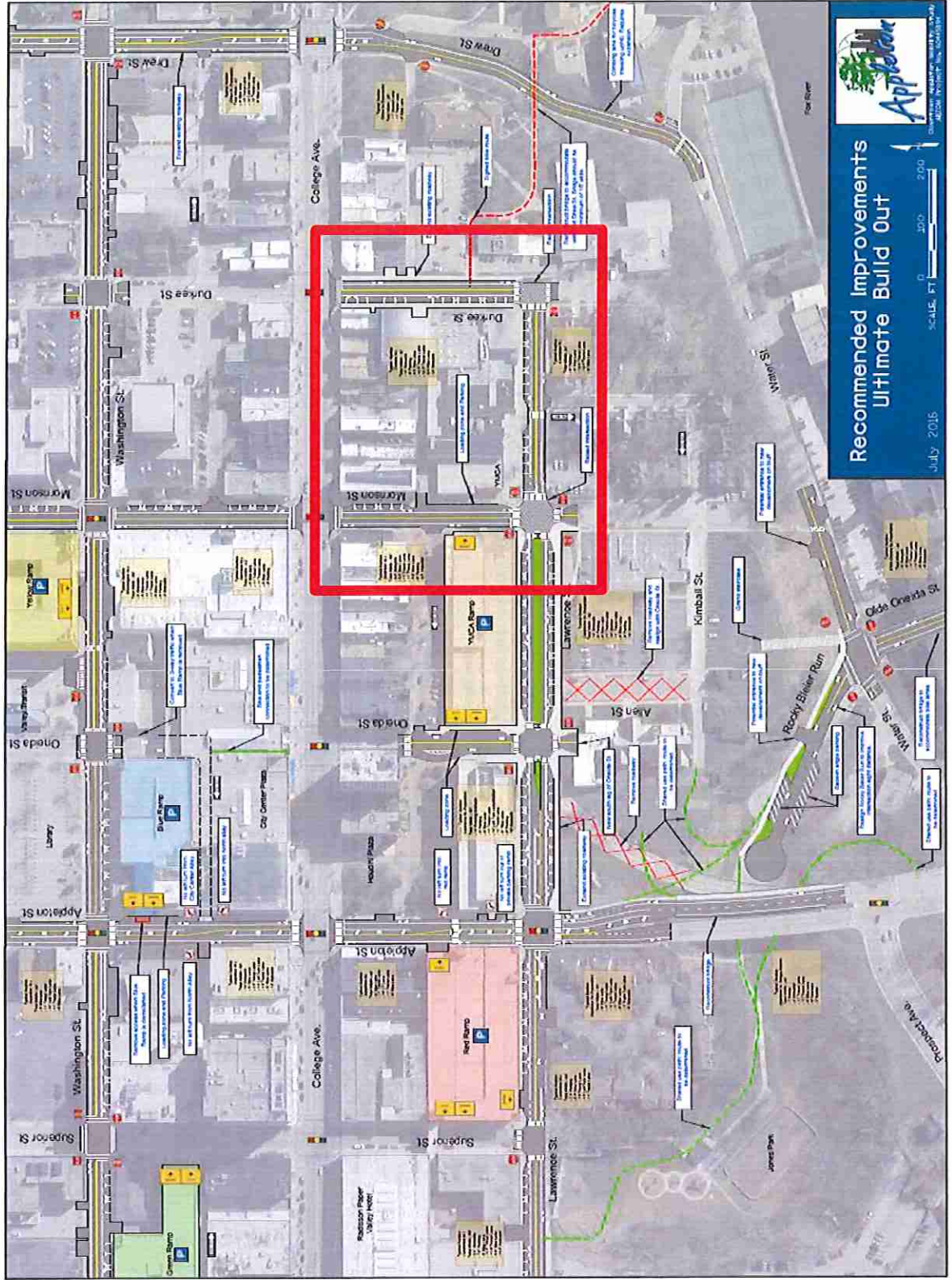
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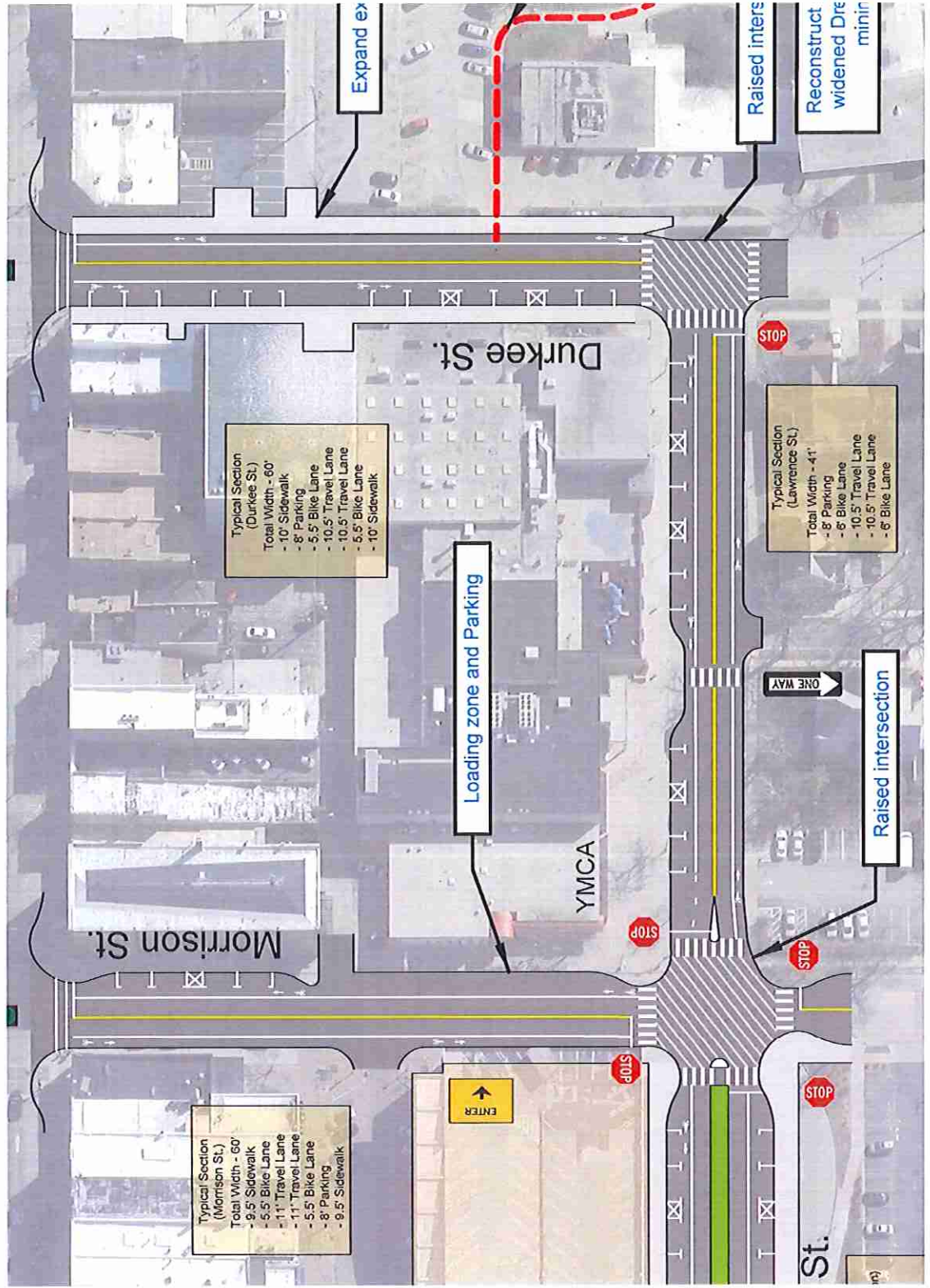
Recommendations



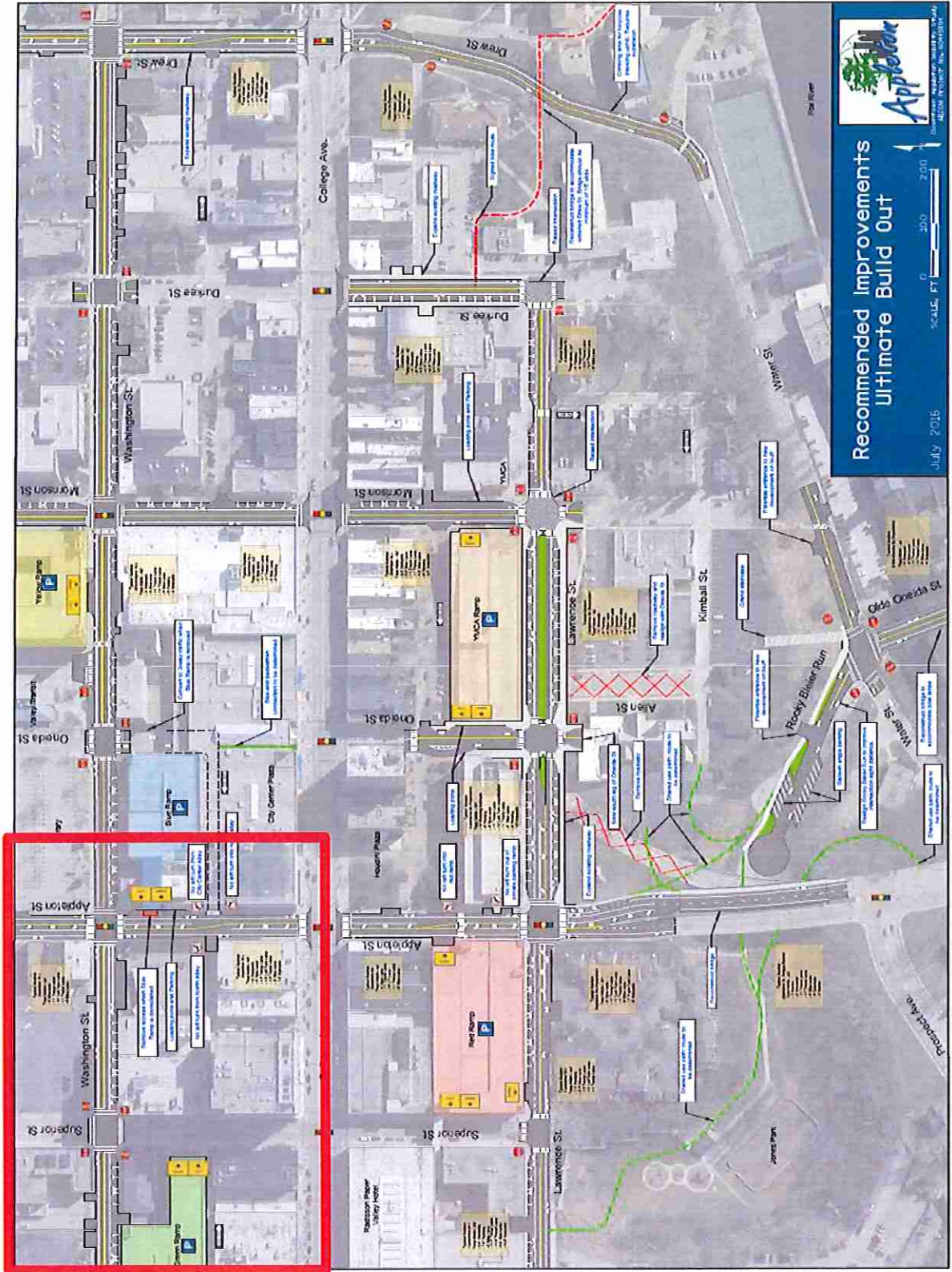
Recommendations



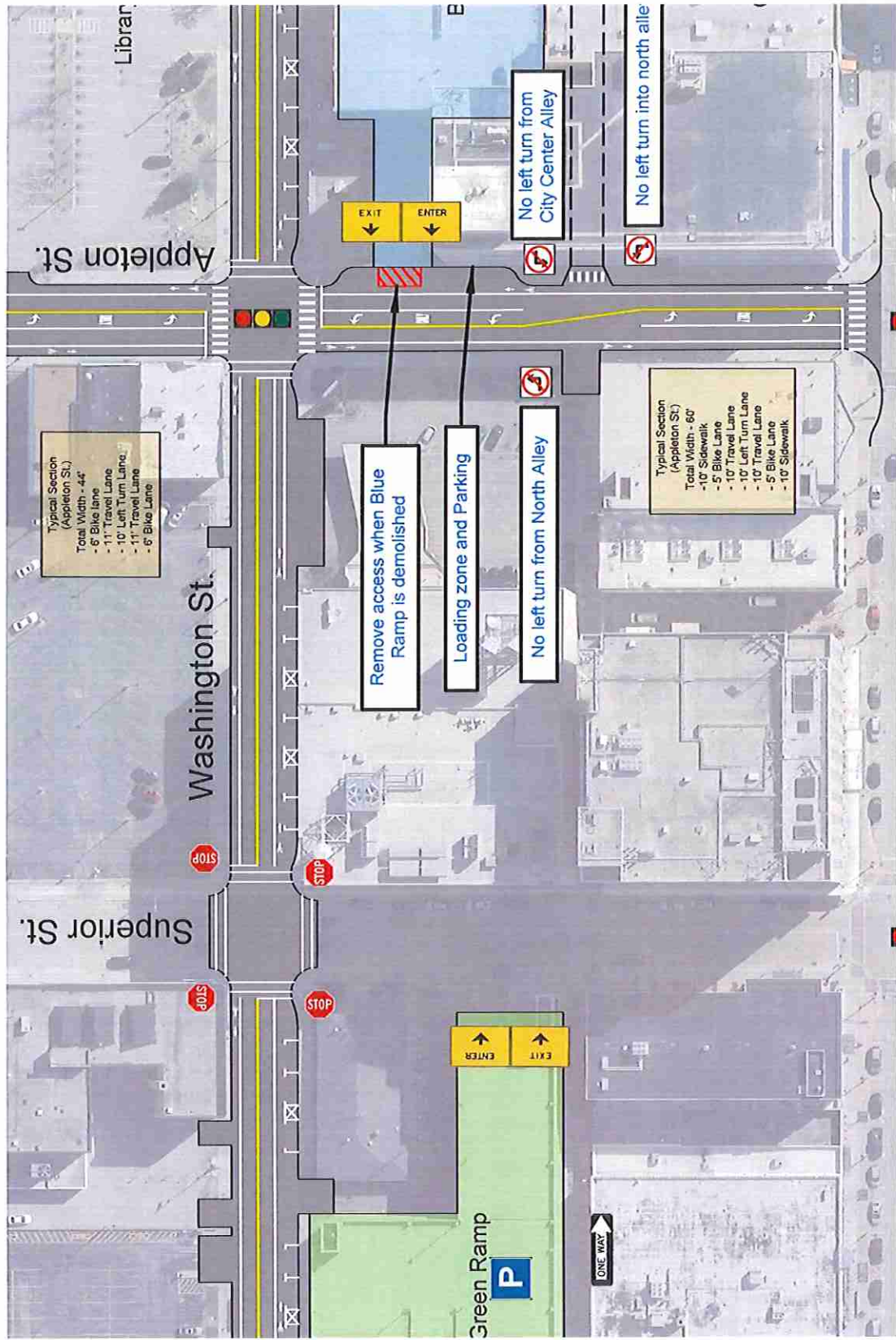
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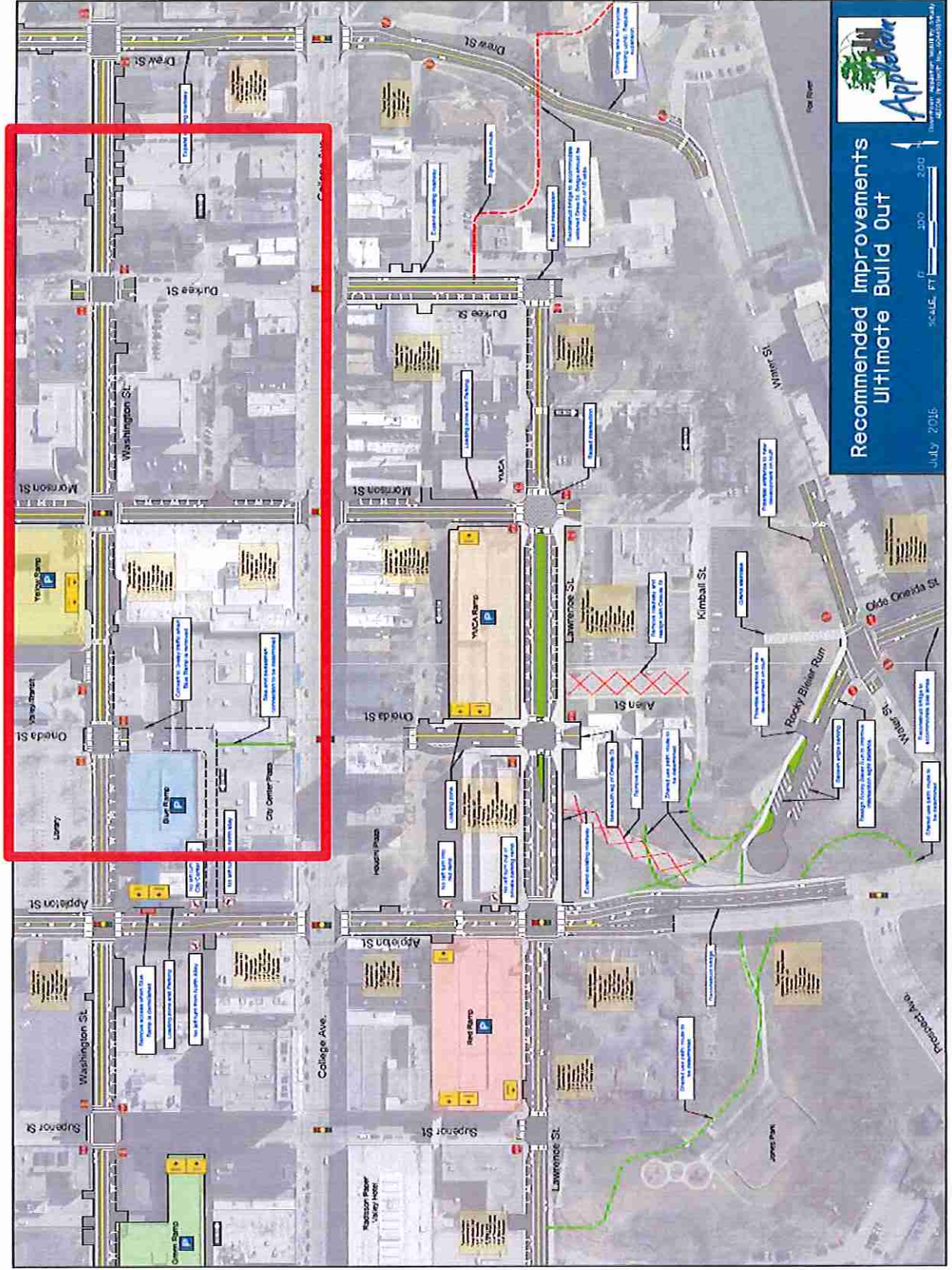
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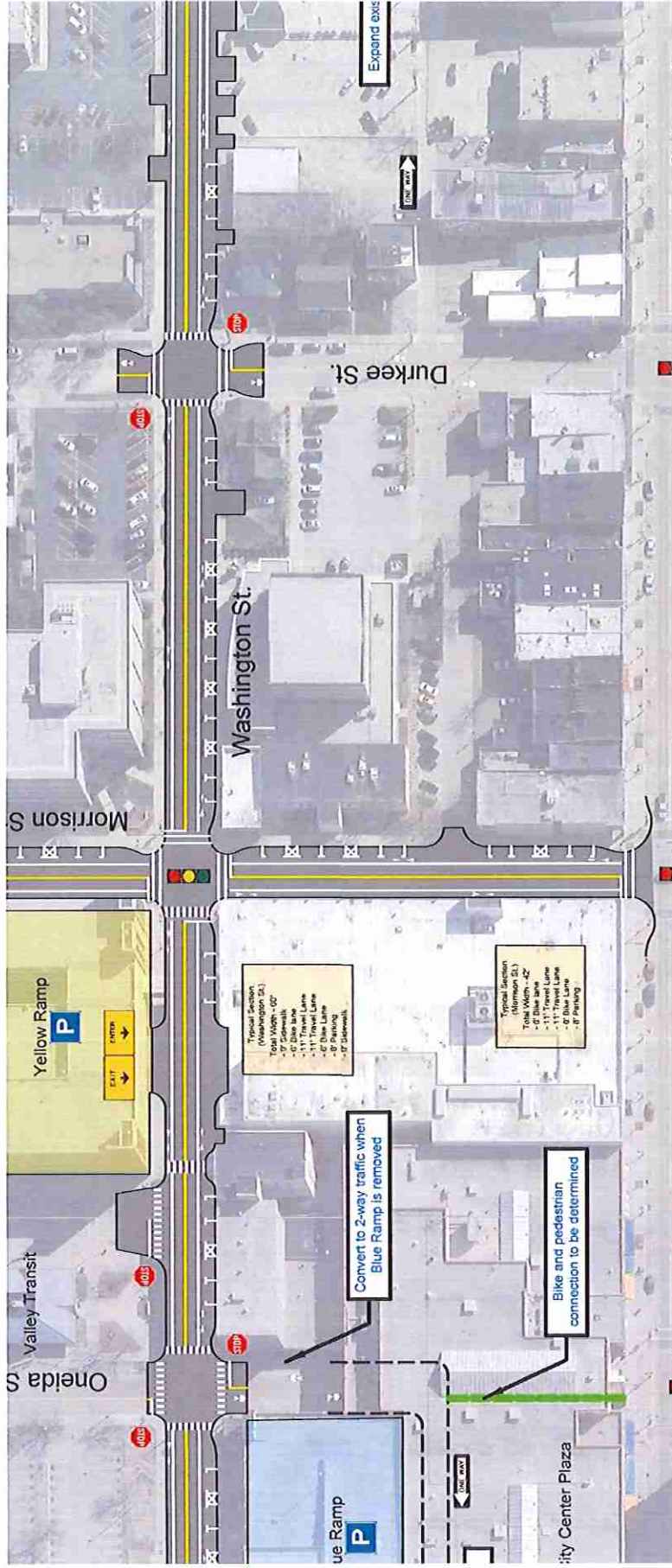
Recommendations



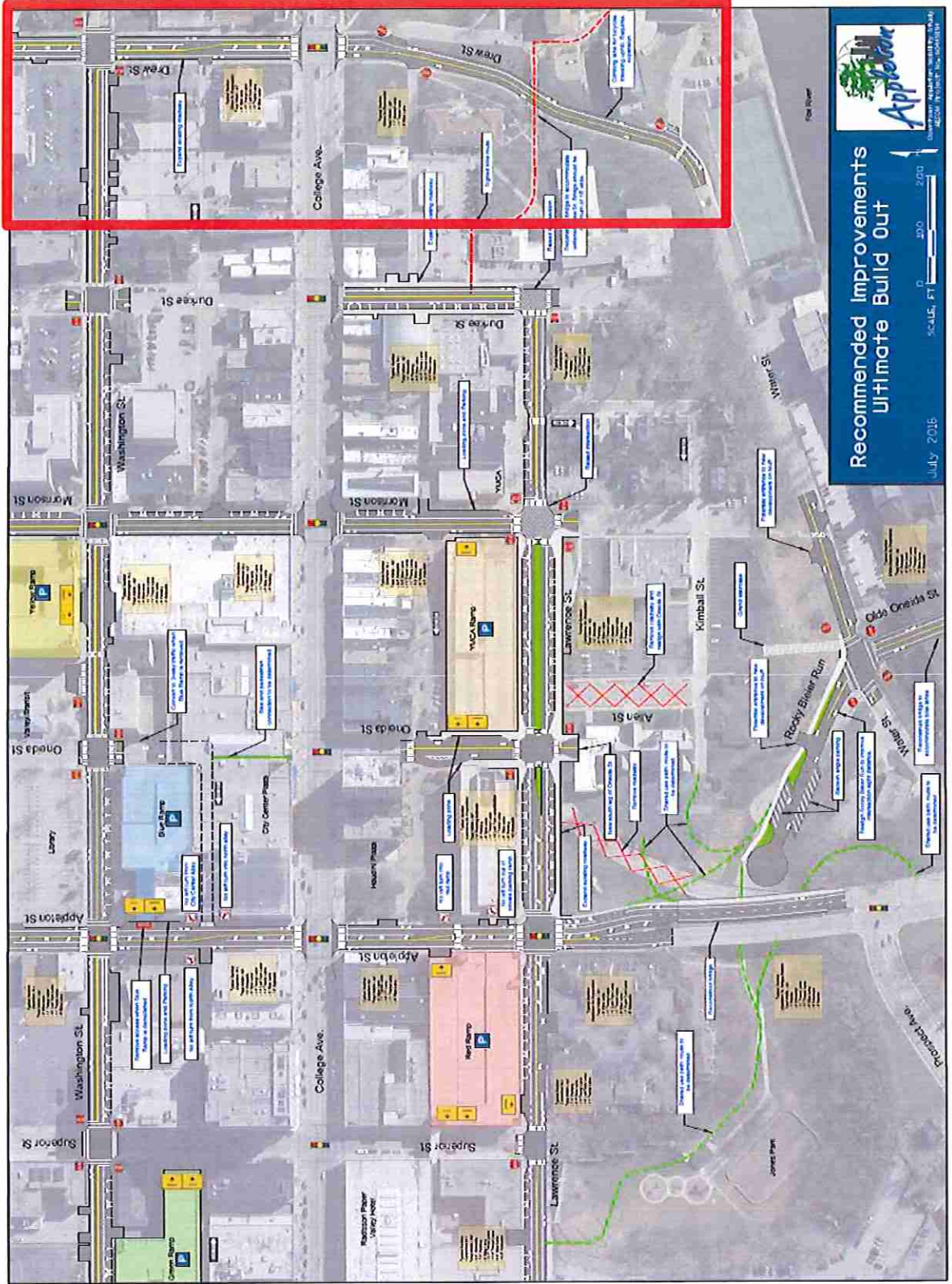
Recommendations



Recommendations



Recommendations



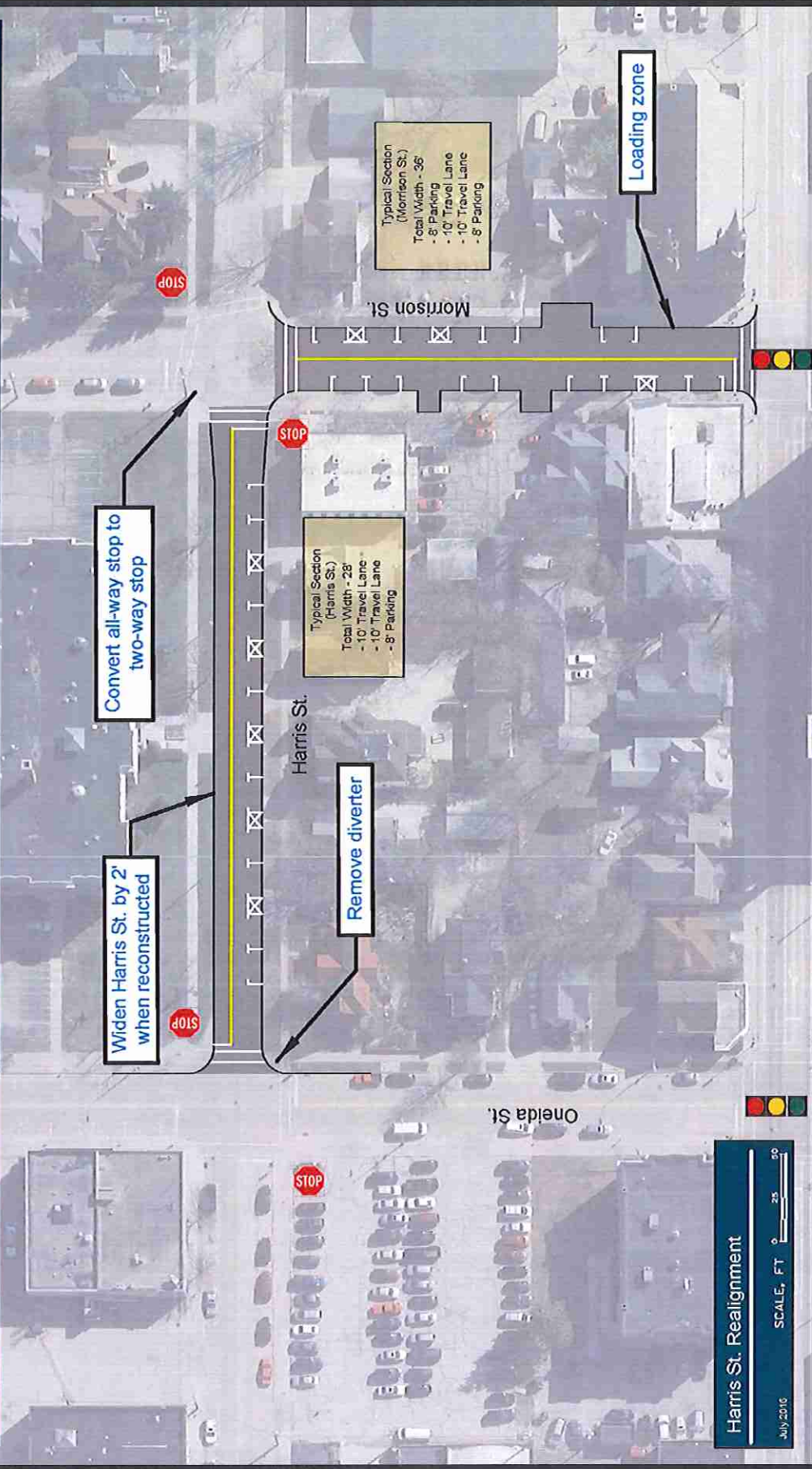
Recommendations



Recommendations



Downtown Appleton Mobility Study



Recommendations

- Remove traffic signals at Franklin St./Superior St. and Franklin St./Oneida St. intersections. Install stop control on Superior St. and Oneida St.



Existing



Proposed

Recommendations

Other recommendations:

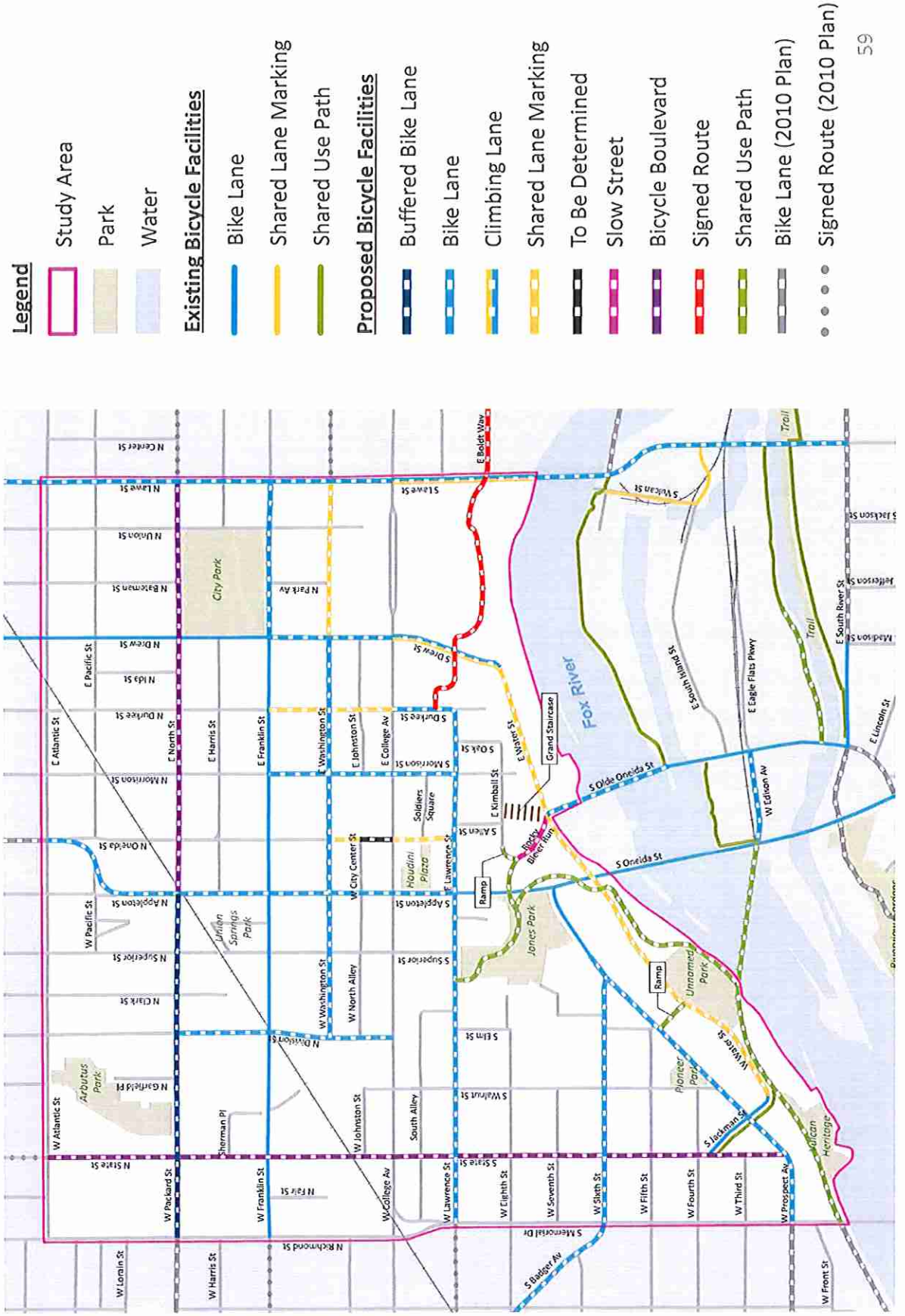
- Reconstruct the Appleton St./Oneida St./Pacific St. intersection.
- Designate College Ave. the main east/west truck route.
Designate Appleton St. a truck route south of Franklin St.
Remove designated truck routes from Lawrence St.,
Washington St. and Morrison St.
- Do NOT recommend closing Oneida St. railroad crossing.

Pedestrian Recommendations

- Add sidewalks where they do not exist
- Ensure pedestrian lighting is adequate
- Crosswalks should be a minimum of 8 feet wide
- Crosswalks should be higher visibility
- Provide access to the riverfront
- Ensure ADA accessibility

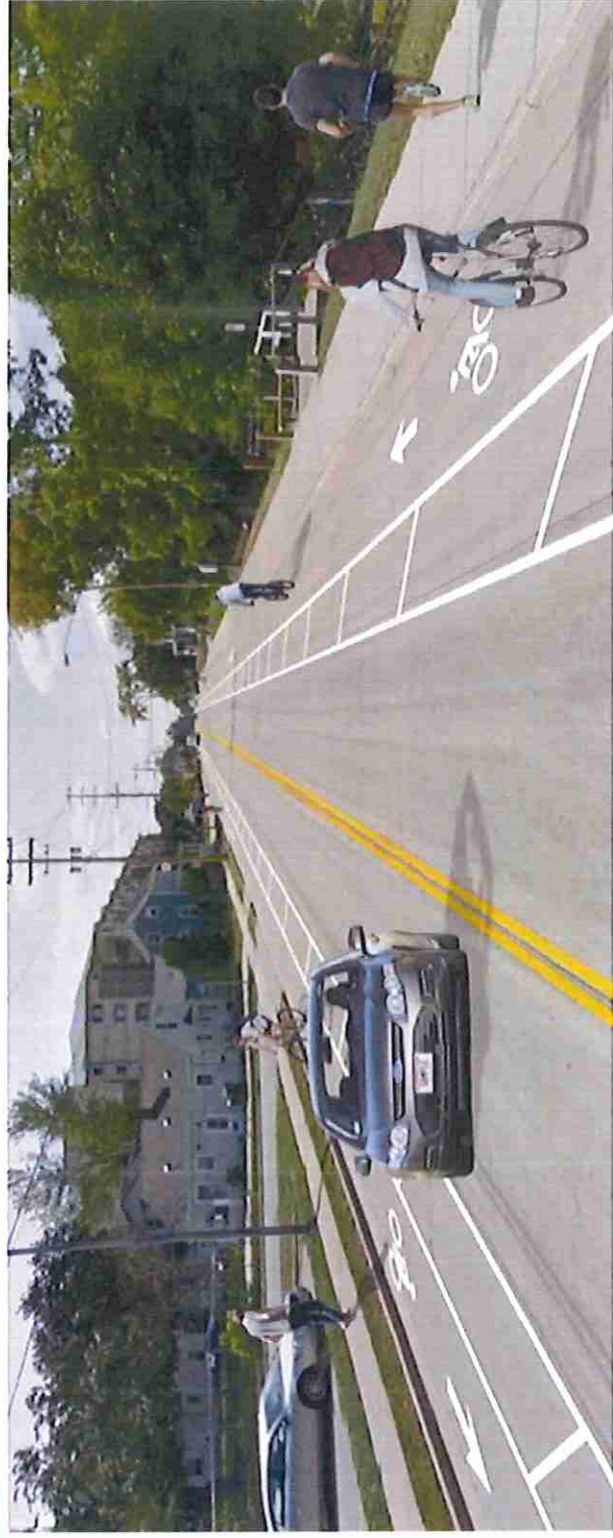


Bicycle Recommendations



Packard Street

Existing



Buffered Bike Lanes

Next steps

Activity	Date (2016)
Draft report	Late July
Municipal Services Committee meeting	August 9
Common Council consideration	August 17
Final report	Late August

Questions?

