

Memorandum

To Eric Lom – City of Appleton

cc Paula Vandehey – City of Appleton

Comments to Address at 8/9/2016 Municipal Services Committee Meeting
Downtown Appleton Mobility Study
Subject AECOM Project No. 60445894

From Amy Canfield, P.E. – AECOM

Date August 8, 2016

On Tuesday, July 12, 2016 the study team presented the draft recommendations for the Mobility Study to the Municipal Services Committee. Following the formal presentation, 18 people provided verbal comments. These comments are detailed in the meeting minutes prepared for the July meeting.

On Tuesday, August 9, 2016 the study team will return to the Municipal Services Committee to address the comments received and explain changes made to the draft recommendations. The paragraphs below summarize the significant comments received and the study team's response to these comments. This information is intended to be presented verbally during the Municipal Services Committee meeting.

Comment: Consider a loading zone on Appleton St. on the west side of Houdini Plaza.

Response: A 15-minute loading zone on the west side of Houdini Plaza has been added to the recommendations map. The loading zone was located to avoid utility impacts in Houdini Plaza and will require reconfiguring the pedestrian walkways within the plaza. It is recommended that it be designed to accommodate a single unit truck, similar in size to a UPS truck.

Comment: Did the Mobility Study consider a 1-way pair using Lawe Street and Meade Street?

Response: No, the Mobility Study did not consider a 1-way pair using Lawe Street and Meade Street. Meade Street is outside the study area and one of the main goals of the study was to improve mobility by eliminating as many 1-way streets as possible.

Comment: Is there an education plan for bikers, drivers and pedestrians associated with this Study?

Response: An education plan is outside the scope of this study. At this time, the City does not have any plans for a robust program. City staff will look into potential education opportunities as resources permit.

Comment: What is the City doing to improve bicycle detection at signalized intersections?

Response: City staff will continue to upgrade signal detection systems to include detection for bicyclists and look for opportunities to install push buttons if automated means are not feasible.

Comment: Concern regarding the safety of bicycles, pedestrians and vehicles on the hill on Drew Street between College Avenue and Water Street.

Response: The City is looking in to opportunities to improve sight lines near the curve by potentially removing vegetation from the inside of the curve.

Comment: Clarify sidewalk biking ban.

Response: The City's sidewalk biking ban is limited to College Avenue between Badger Avenue and Drew Street.

Comment: Provide shared lane markings on College Avenue

Response: The traffic volumes and speeds on College Avenue warrant a bicycle lane, buffered bicycle lane, or separated bicycle lane; however space constraints within the right of way will not allow for any of these facilities. Shared lane markings can work well to encourage bicyclists to "take the lane" on streets with moderate traffic levels and speeds; they also alert motorists to the potential presence of bicyclists and where bicyclists should be positioned on the street. According to the NACTO Urban Bikeway Design Guide, shared lane markings are desirable on streets where:

- The speed differential between bicyclists and motor vehicles is very low;
- Where street widths can only accommodate a bicycle lane in one direction; or
- To fill a gap in an otherwise continuous bike path or bike lane, generally for a short distance.

None of these characteristics align with the conditions on College Avenue. Additionally, shared lane markings do not tend to inspire less confident bicyclists to ride on a marked street. There are significant issues with sidewalk riding by bicyclists on College Avenue; shared lane markings are unlikely to move many of these bicyclists to the street.

These recommendations do not preclude the City from installing shared lane markings on College Avenue in the future if other efforts to dissuade sidewalk bicycling (i.e. parallel routes, bicycle parking near corners, better signage) are not successful.

Comment: Why are bicycle facilities needed on Packard, Franklin and Washington, which are all parallel routes?

Response: The intent of the recommendations is to provide comfortable bicycle accommodations throughout the study area. Just as redundant facilities are provided for motor vehicles, the same should occur for bicycles whenever possible. The following is noted about each street:

- **Packard Street /North Street:** West Packard Street is substantially overbuilt for the volume of motor vehicle traffic it carries; one or two lanes can be converted to bicycle facilities without impacting motor vehicle operations. It is logical for these facilities to continue east on East North Street. The recommendations also connect to recommendations from the City's 2010 Bicycle Plan on both West Packard Street and East North Street.
- **Franklin Street:** Bicycle lanes already exist on Franklin Street between North Richmond Street and North Drew Street. Providing bicycle lanes on East Franklin Street from North Drew Street

to North Lawe Street provides a connection to City Park and a connection to future bike lanes on North Lawe Street.

- **Washington Street:** Washington Street provides a parallel route to College Avenue – a significant commercial corridor without bicycle accommodations. Bicycle accommodations on Washington Street will allow bicyclists to get close to destinations on College Avenue without having to ride on College Avenue itself.

Comment: Bike lanes on Lawe Street are a bad idea – there is too much traffic and too many trucks there.

Response: Lawe Street provides an important north-south connection in Appleton, particularly with the bridge crossings of the Fox River, which has very limited bicycle crossings. When installed, bike lanes on Lawe Street will be five feet wide with eleven foot wide travel lanes. These lane widths should be adequate for the speed (25mph speed limit), volume (~6,000 vehicles per day), and types of vehicles (truck route with moderate truck volumes) present on Lawe Street. Similar lane widths are in use on other streets in Appleton without issue.

Comment: Bike lanes on South Appleton Street should be shifted over to South Superior Street to allow for parking and or loading zones on South Appleton Street.

Response: Bike lanes recommended for South Appleton Street provide a direct north-south connection for bicyclists through downtown Appleton and provide direct access to the South Oneida Street Bridge. Shifting the bike lanes to South Superior Street creates an indirect route for bicyclists. More importantly, shifting the bike lanes to South Superior Street would require northbound bicyclists to turn left across South Appleton Street traffic to access West Lawrence Street, and cross North Appleton Street traffic when returning to their original route – this introduces significantly more risk of a crash at those crossings.

Comment: Any ramps, stairs or paths down to the waterfront should provide access for wheelchairs, strollers, and bikes.

Response: Designs for these access points, primarily the Grand Staircase, are purely conceptual at this point. Any final designs will need to meet Americans with Disability Act (ADA) accessibility requirements, which will allow for wheelchair access. All maps have been updated to note that ADA accessibility will be examined when designs are further studied.