



DEPARTMENT OF PUBLIC WORKS  
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**To:** Municipal Services Committee  
**From:** Eric S. Lom, City Traffic Engineer  
**Date:** November 3, 2015  
**Re:** Possible changes to parking restrictions on Lincoln St. (between Olde Oneida St. & Madison St.) in conjunction with the reconstruction of Olde Oneida St.

The City is currently proposing to reconstruct Olde Oneida Street (between Oneida Street and South River Street) and Oneida Street (between Valley Road and the Skyline Bridge) in 2018 due to the deteriorated condition of the pavement. As a part of the ongoing design and public involvement process for this project, the owners and tenants of the Between the Locks complex have expressed concerns about the cumulative loss of on-street parking as a result of the upcoming reconstruction project, as well as past projects in the area (two stalls were lost on South River Street in 2013, and an additional ten stalls would be lost on Olde Oneida Street/Orange Street in 2018).

In response to these concerns, Public Works engineering staff members met with the concerned parties and were advised of the critical parking shortage in the area which is adversely affecting their business operations. Numerous potential mitigation strategies were discussed:

1. Expansion of the Between the Locks off-street lot: This lot is “boxed in” on all sides. On the east, it abuts private property which is some 20-25 feet higher in elevation. Even if additional property could be purchased from the adjacent property owner, a large retaining wall would need to be constructed and a large volume of soil would need to be removed, which would likely be cost prohibitive. On the north, south, and west sides, the lot is abutted by public streets and buildings.
2. Further widening of Olde Oneida Street (between Lincoln & South River): While on-street parking stalls could be constructed in 2018 via additional widening in this area, retaining walls would need to be constructed on one or both sides of Olde Oneida (due to steep slopes adjacent to the roadway). This would yield few stalls at a very high cost. For this reason, we do not believe this is a cost-effective approach.
3. Further widening of Olde Oneida Street (between Lincoln & Orange): Widening in this area could be accomplished cost-effectively by acquiring a small strip of property from the adjacent property owner, and no retaining walls would be necessary. As such, we have incorporated this change into the project’s proposed design. The equivalent of five on-street stalls would be gained/retained.
4. Modification of parking restrictions on Lincoln Street (between Olde Oneida & Madison): Parking is currently prohibited from 7 p.m. to 5 a.m. on both sides of Lincoln Street in the areas east of the Between the Locks complex. These restrictions were enacted in the 1980s based on concerns/complaints from adjacent residential property owners. While we concur with the idea of keeping the restriction in place on the north side of the street (to ensure safe passage of traffic, especially during winter months), we believe removal of the restriction on the south side of the street during business hours (change the restrictions to “No Parking 12am-5am”) would be the most cost-effective and practical way to increase the parking availability in the confined area, adding about 15 stalls for the price of changing a handful of signs.

Based on the information presented above, we recommend modifying the parking restrictions on Lincoln Street in conjunction with the 2018 reconstruction of Olde Oneida Street (see attached drawing).



