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## MEMORANDUM

TO: City of Appleton

FROM: Andrew Dane

DATE: December 5, 2016

RE: Key Chapter 6 Transportation Updates  
SEH No. 135537 14.00

The purpose of this memo is to summarize the key **proposed** chapter updates made to the City's 2010-2030 Comprehensive Plan as part of the 2016 Comprehensive Plan update.

New objectives and policies are **highlighted yellow**. ~~Strikethrough text~~ denotes those objectives and policies which have been removed from the updated Comprehensive Plan.

### Key Changes

The community survey and market analysis indicate a growing number of residents, businesses, and visitors are looking for more walkable neighborhoods and communities. Increased interest and demand for walkable and bikable communities is reflected in the updated policies below, which incorporate by reference the recommendations contained in the recently completed 2016 Downtown Appleton Mobility Study and Appleton Trails Master Plan. A second key update to this chapter is the addition of two sets of objectives and policies which are intended to link transportation policies to economic development, land use, and neighborhood development goals, objectives, and policies.

### Overall Goal

The overall goal for transportation established in Chapter 4 (Issues and Opportunities) states that "Appleton will support a comprehensive transportation network that provides viable options for pedestrian, bicycle, highway, rail, and air transportation, both locally and within the region." It is intended that the objectives and policies included in this chapter will support this.

#### 6.1 OBJECTIVE: Plan for the safe and efficient movement of vehicles on local and regional roads.

- 6.1.1 Collaborate with state and county transportation officials and neighboring municipalities to plan and coordinate improvements to the regional transportation network.
- 6.1.2 **Continue to** evaluate dimensional criteria for truck routes for the need to design for larger vehicles **without significantly impacting pedestrian movements**, ~~either as a general policy or on a case-by-case basis.~~
- 6.1.3 **Continue to address access management for larger commercial developments while discouraging travel through residential areas.**
- 6.1.4 **Design streets utilizing the City of Appleton's Complete Streets Policy.**

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**6.1.5 Plan for growing use of electric plug in vehicles.**

~~Establish a parking analysis process, as discussed in the Downtown Plan (Chapter 14), for reviewing parking needs in the downtown.~~

~~6.1.4 (MOVED TO 6.7.3) Consider amending commercial district parking requirements in the Zoning Ordinance to encourage redevelopment in older commercial corridors such as Wisconsin Avenue, Richmond Street, and South Oneida Street.~~

**6.2 OBJECTIVE: Support regional efforts to preserve and enhance air service in the Fox Valley.**

~~6.2.1 Encourage existing plans to improve air service facilities at Outagamie County Regional Airport.~~

**6.2.1 Continue to support the Appleton International Airport.**

**6.3 OBJECTIVE: Create an environment that is safe and conducive to walking and bicycling throughout the entire city.**

6.3.1 Continue to prioritize bicycle and pedestrian improvement projects that make destinations more accessible, including but not limited to greater enhance connectivity between important destinations within the community, and to regional bicycle and pedestrian networks.

6.3.2 Maintain existing sidewalks and implement plans to install new sidewalks in targeted areas where they do not exist. Continue the City's policies to require sidewalks in new neighborhoods.

**6.3.3 Partner with local organizations to provide education on proper bicycling behavior.**

~~6.3.3 Adopt and implement an on-street bicycle network plan.~~

6.3.4 Continue to support the Implement the recommendations of the City's Safe Routes to School program.

6.3.5 Continue to implement the City's On-Street Bike Lane Plan and the Sidewalk Installation Policy as approved by the Common Council to ensure multi-modal transportation opportunities including investigating the potential for a pedestrian/bicycle path along County Highway "JJ"

**6.3.6 Design and install a city-wide sign and map system that guides bicyclists and pedestrians through the network, across the city and to key destinations.**

**6.3.7 Support implementation of the City's Trail Master Plan in order to create a comprehensive network of well linked bike lanes and off street trails.**

**6.3.8 Continue to develop parking, trailheads, and related infrastructure to support the growing trail network in Appleton.**

**6.3.9 Recognizing that streets are important public spaces, work comprehensively to create walkable, pedestrian-oriented environments. In addition to providing sidewalks, land use densities, site design, and pedestrian scale streetscapes including trees, benches and other furnishings are important factors that must be considered.**

**6.3.10. Require pedestrian accommodations (e.g., sidewalks and pedestrian routes through parking lots) within all new commercial developments.**

**6.3.11 Gain Council approval of draft Crosswalk Installation Evaluation Guidance for Uncontrolled Crossings at Intersections.**

**6.3.12 Encourage and implement better signage for pedestrian crossings to educate drivers of State laws and improve safety.**

6.3.13 Take steps to limit direct access to properties abutting arterial streets in order to improve pedestrian safety.

6.3.14 Encourage installation of bike racks and fix it stations.

6.3.15 Evaluate potential for a bike share program to connect key destinations.

**6.4 OBJECTIVE: Preserve and enhance rail service within Appleton and the Fox Valley.**

6.4.1 Continue to collaborate with the Canadian National Railway and the State of Wisconsin to preserve existing rail service and to accommodate new rail users on tracks serving Appleton.

6.4.2 Encourage regional and state efforts to expand passenger rail service into the Fox Valley, including stops within the City of Appleton to better connect the I-41 corridor.

~~6.4.3 Evaluate future opportunities to create a multi-modal passenger hub in downtown Appleton.~~

6.4.3 Monitor traffic conditions at existing rail crossings and make appropriate improvements, in collaboration with the railroad and the Wisconsin Department of Transportation, as required to ensure safety.

6.4.4 Implement Quiet Zone Recommendations to lessen negative impacts of rail traffic and noise on adjacent neighborhoods.

6.4.5 Provide additional signage along railroad tracks to make pedestrians aware of large fines which may be imposed on them for crossing at non-designated locations.

**6.5 OBJECTIVE: Continue efforts to improve boating conditions on the Fox River.**

6.5.1 Continue to support efforts of the Fox River Navigational System Authority to rehabilitate and maintain locks on the Fox River for public use.

~~6.5.2 Develop a water trail suitable for use by non-motorized boats.~~

6.5.2 Support development of facilities which provide greater access to the river, including but not limited to canoe and kayak launches and rentals, trailheads, wayfinding, and related facilities.

6.5.3 Continue to design and install motorized and non-motorized boat infrastructure that supports access to the Fox River (e.g. portage at RiverHeath).

**6.6 OBJECTIVE: Maintain diverse and cost-effective options for public transportation that meets the needs of all segments of the population.**

6.6.1 Implement recommendations from the Metropolitan Planning Organization to establish a regional transportation authority with a dedicated revenue source. ~~to establish a regional transportation authority as a funding mechanism for Valley Transit, in anticipation of losing federal funds.~~

6.6.2 Seek long-term funding options, in collaboration with neighboring communities, to support Valley Transit.

6.6.3 Continue to support alternative transit routes such as Help to identify funding for continuation and expansion of the Downtown Trolley.

6.6.4 Continue to support Valley Transit including the investigation of alternative transit routes, hub stations, and days/times of operations to better serve the community.

6.6.5 Support improved regional connections including along the I-41 corridor.

6.6.6 Encourage transit-oriented development (TOD) at higher densities at key locations in the City. Consider working with Valley Transit on redevelopment of existing single use transit center to a mixed use concept which incorporates other uses including housing.

**6.7 OBJECTIVE: Maintain a balanced parking program which provides an adequate supply of parking without undermining economic development and neighborhood development efforts.**

6.7.1. Continue to implement recommendations from the 2015 Downtown Parking Study.

6.7.2 Review and revise as needed the minimum and maximum parking ratios by type of land use as found in the Zoning Ordinance.

6.7.3 Consider amending commercial district parking requirements in the Zoning Ordinance to encourage redevelopment in older commercial corridors such as Wisconsin Avenue, Richmond Street, and South Oneida Street. (Moved from an existing policy)

6.7.4 Encourage underground and structured parking, where feasible, as future development occurs.

6.7.5 Support on-street parking options and/or centrally-located shared lots along key corridors.

**6.8 OBJECTIVE: Implement transportation improvements which also support the City's desired land use, housing and neighborhood goals, objectives, and policies.**

6.8.1 Improve pedestrian crossings on arterial roads, including Richmond Street.

6.8.2 Especially along the City's primary corridors, utilize the City's Complete Streets Policy to support quality development which serves adjacent neighborhoods and is accessible to bicycles and pedestrians as well as vehicles.

6.8.3 Design neighborhood streets that will serve local transportation needs, enhance safety and livability, and improve neighborhood quality.

6.8.4 Maintain the existing grid street pattern in established neighborhoods. The City shall encourage, where feasible, the use of a grid or modified grid pattern in new residential developments. Cul-de-sacs should only be used where it is determined to be the only feasible means to provide access to property due to rugged topography or to preserve significant natural resources.

6.8.5 For new development and for improvements to existing infrastructure, construct local streets using traffic calming principles which encourage appropriate vehicle speed for the neighborhood.

**6.9 OBJECTIVE: Implement the transportation-related recommendations contained within related plans.**

6.9.1 Implement the transportation related recommendations within the 2016 Downtown Plan.

6.9.2 Implement the recommendations of the 2016 Downtown Mobility Study.

6.9.3 Implement the transportation related recommendations from the 2015 Economic Development Strategic Plan.

AD