

Downtown Appleton Mobility Study



MPO/RPC/DOT Conference
Amy Canfield, PE – AECOM
August 25, 2016

Topics for discussion

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



Purpose of study



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

Richmond
Street /
Memorial
Drive

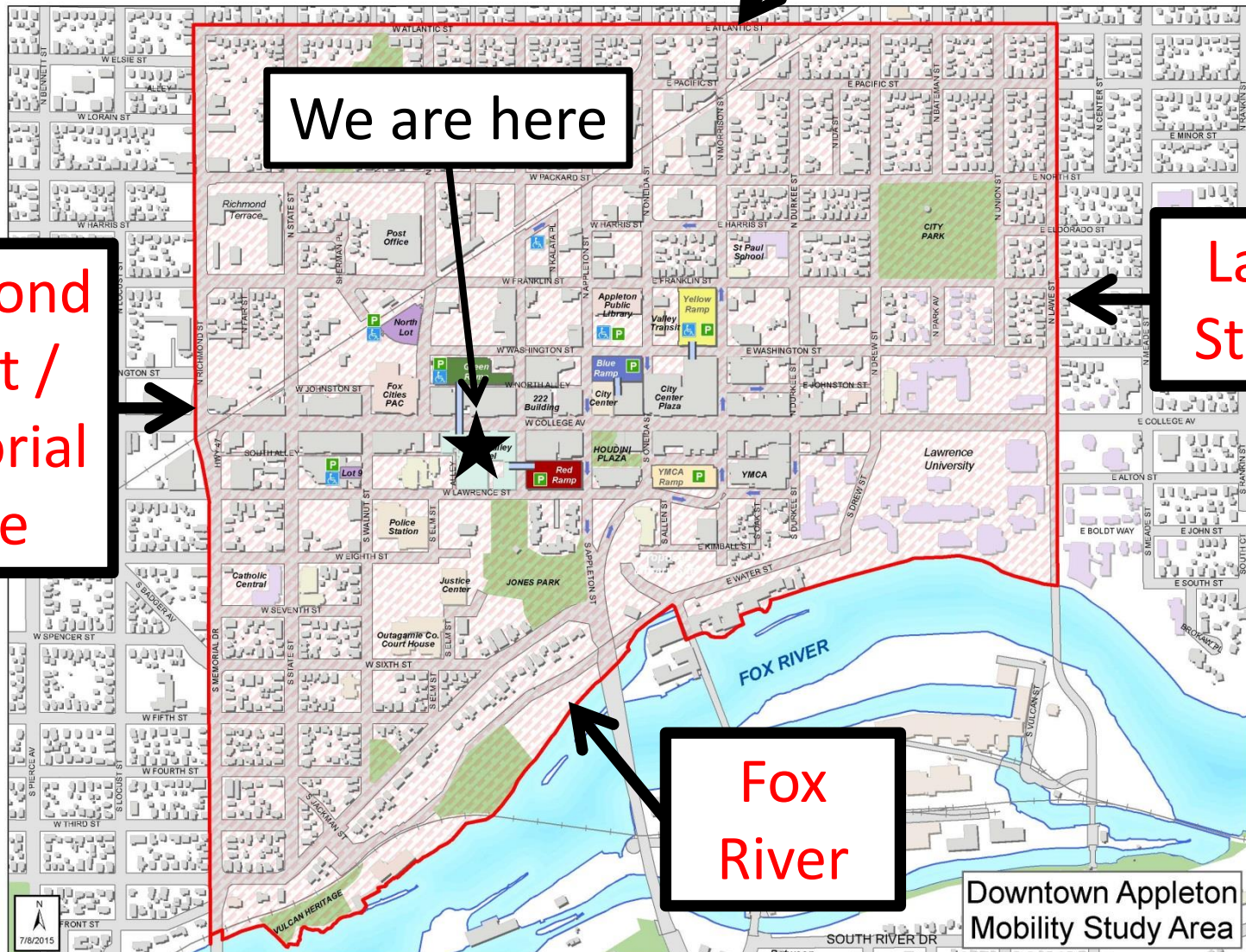
Fox
River

Lawe
Street

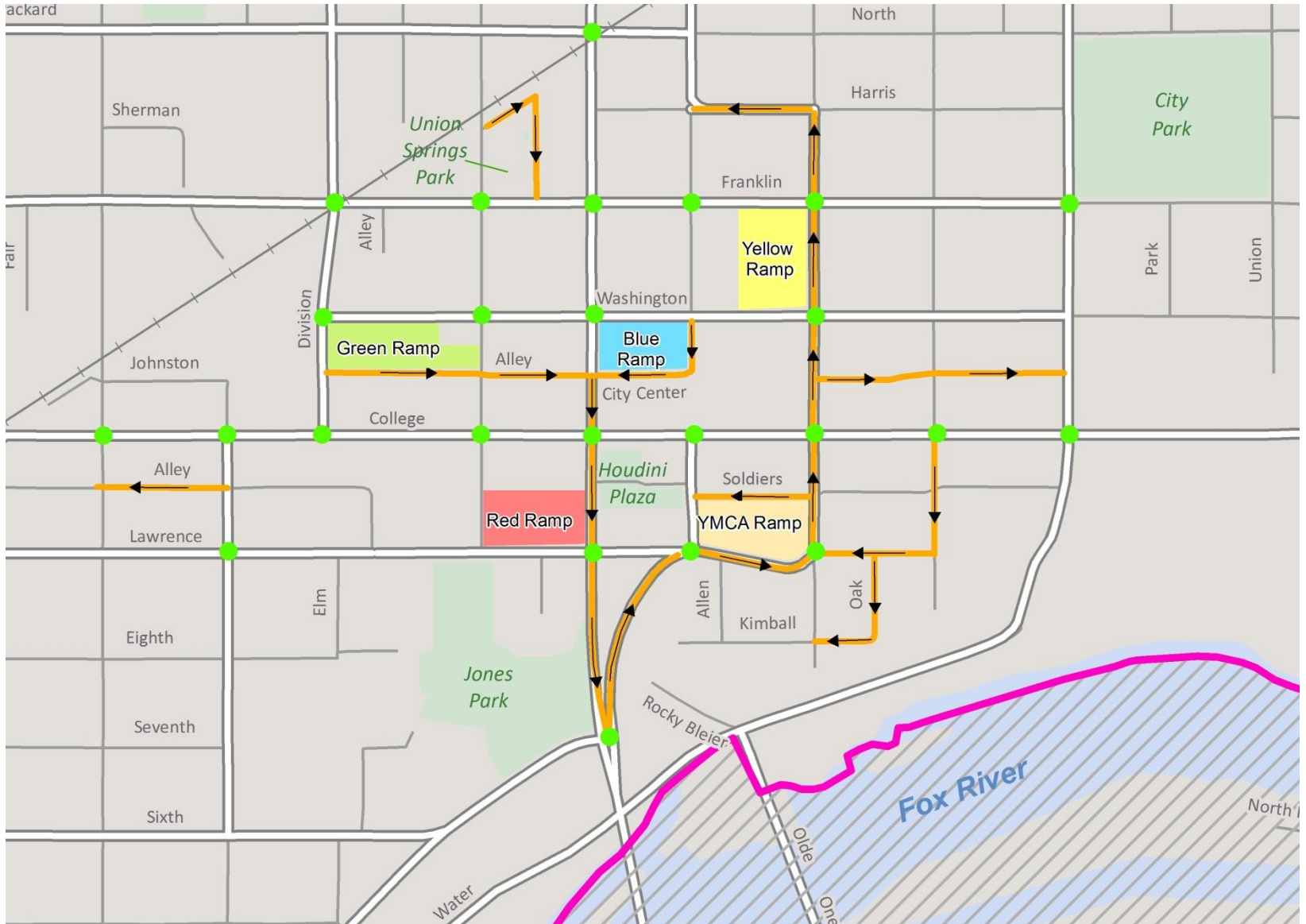
We are here

Fox River

Downtown Appleton Mobility Study Area



Study area



Issues Identified – Bicycle & Pedestrian





Getting to the waterfront can be problematic.



Lawrence St. west of Appleton St.

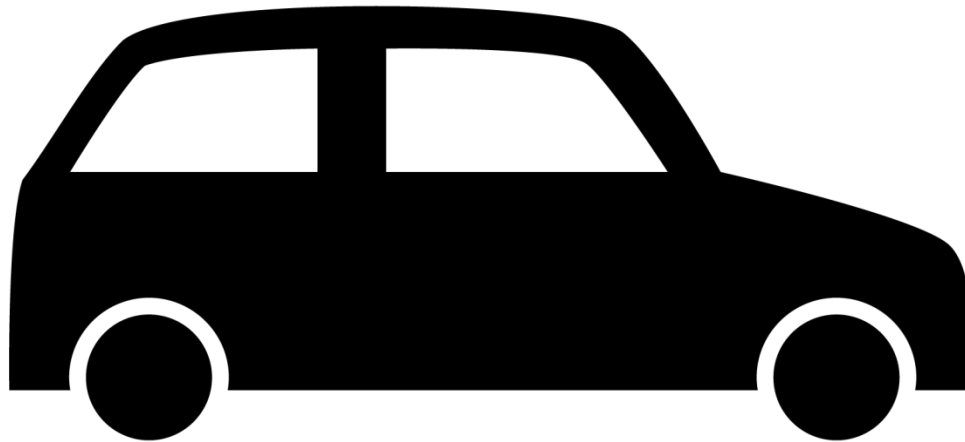
Many streets are good for bicycling, but they rarely have destinations people want to get to.

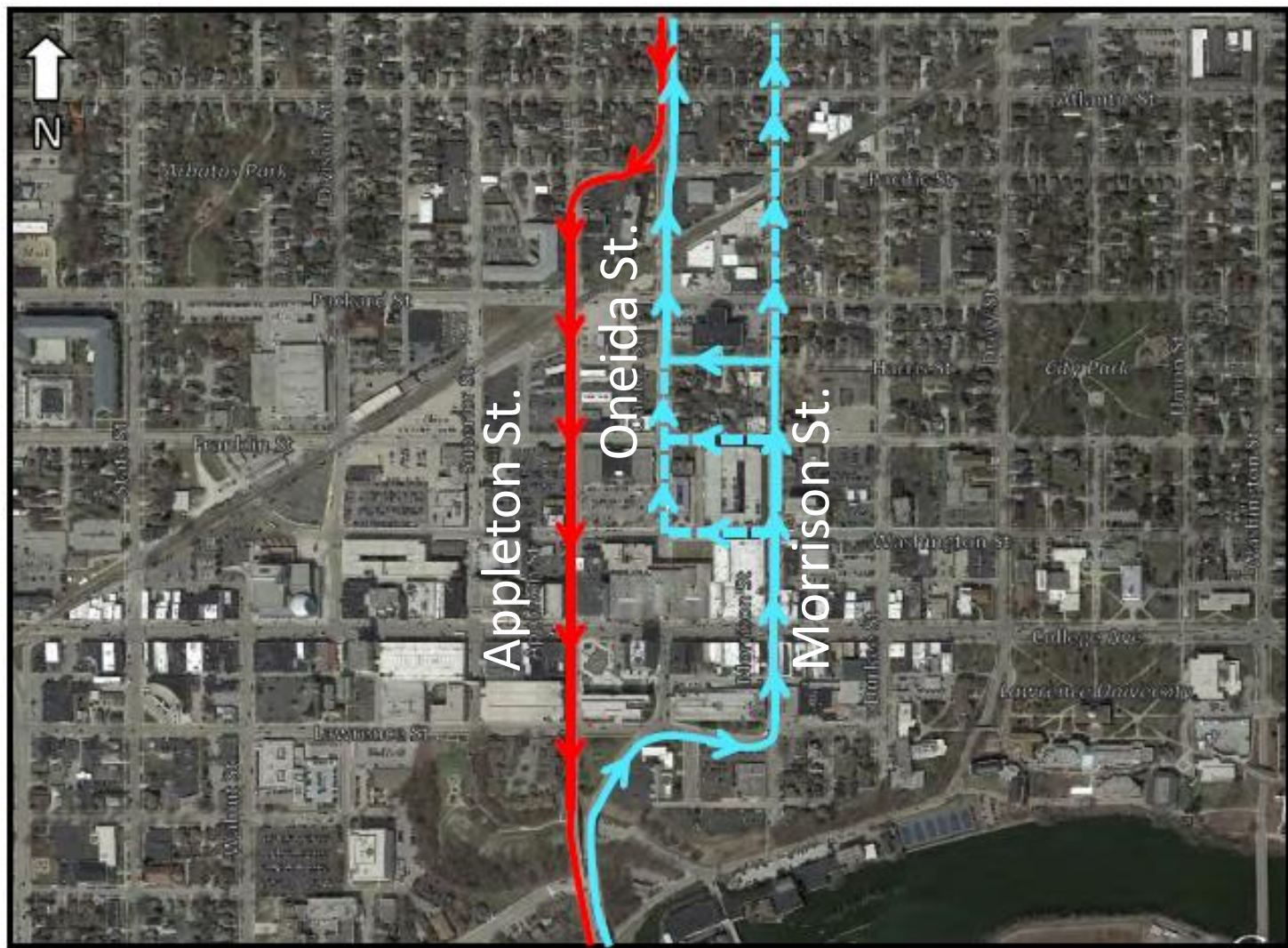


Washington St.

There is an oversupply of car parking throughout downtown.

Issues Identified – Traffic

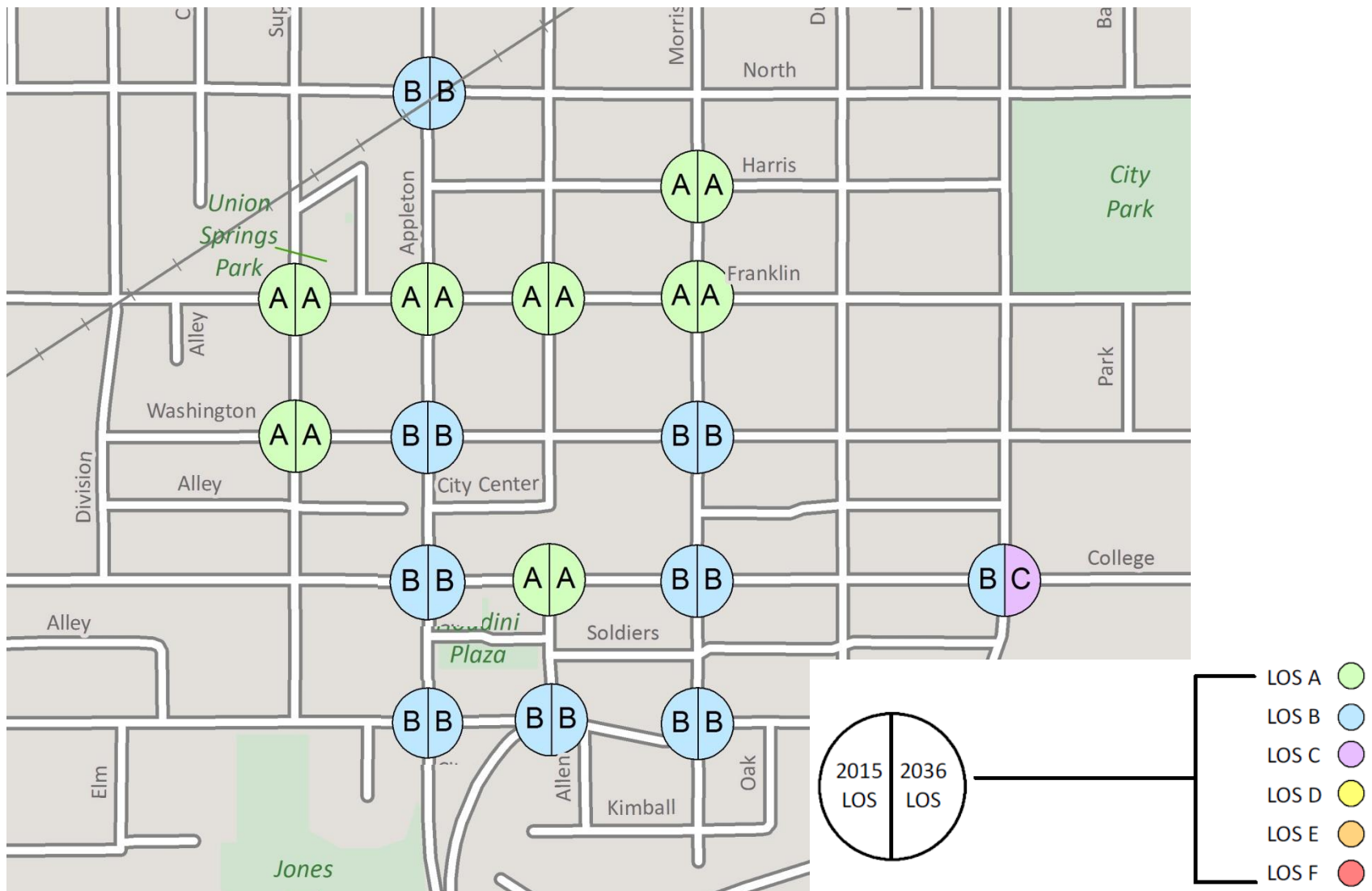




**Northbound routing through downtown
Appleton is very confusing.**



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



Lack of traffic congestion = Opportunity



There are traffic signals that could be removed.

What we heard



The Downtown Appleton Mobility Study stakeholders group consisted of representatives from:

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

What we heard



North/south connector needs to be improved.

Lighting for bikes/peds is poor

Lawrence Street & Morrison Street intersection is confusing.

Bike violations on College Avenue sidewalks are common.

Consider the possibility of Appleton Street being 2-way.

One-way Morrison Street is an issue.

Left turns are problematic at intersections without left turn lanes.



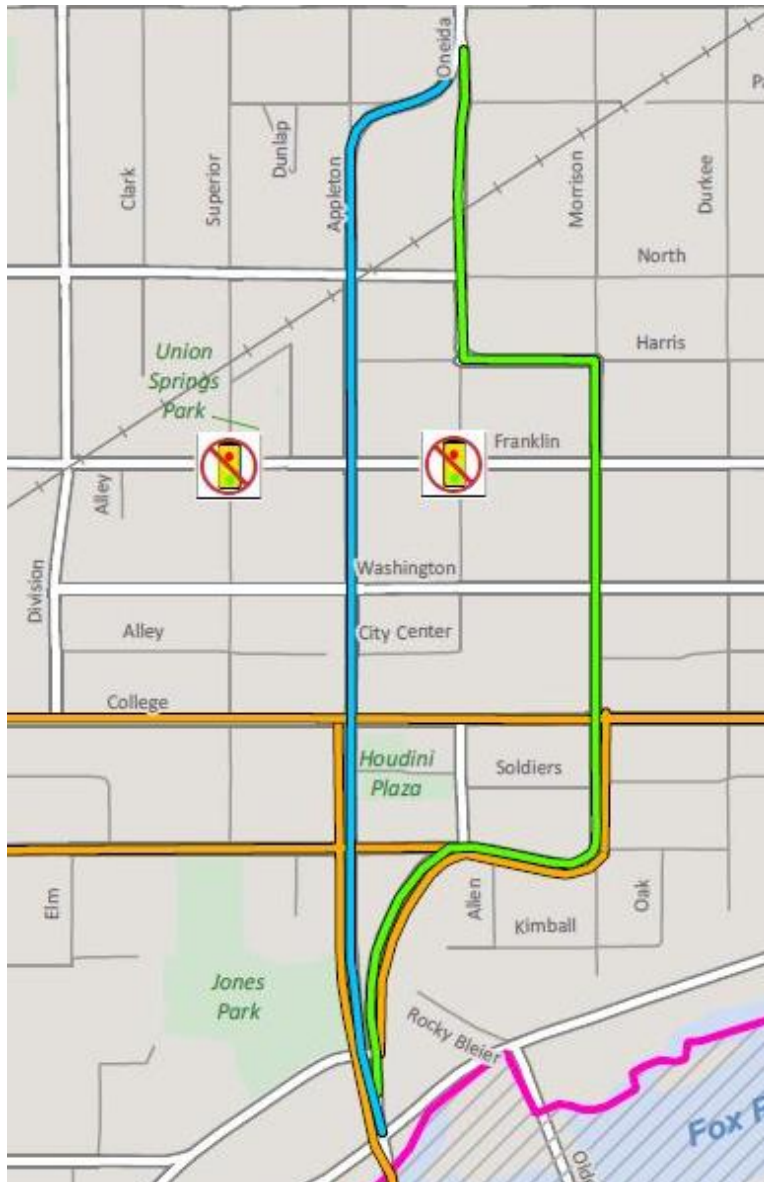
Improvement Ideas

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

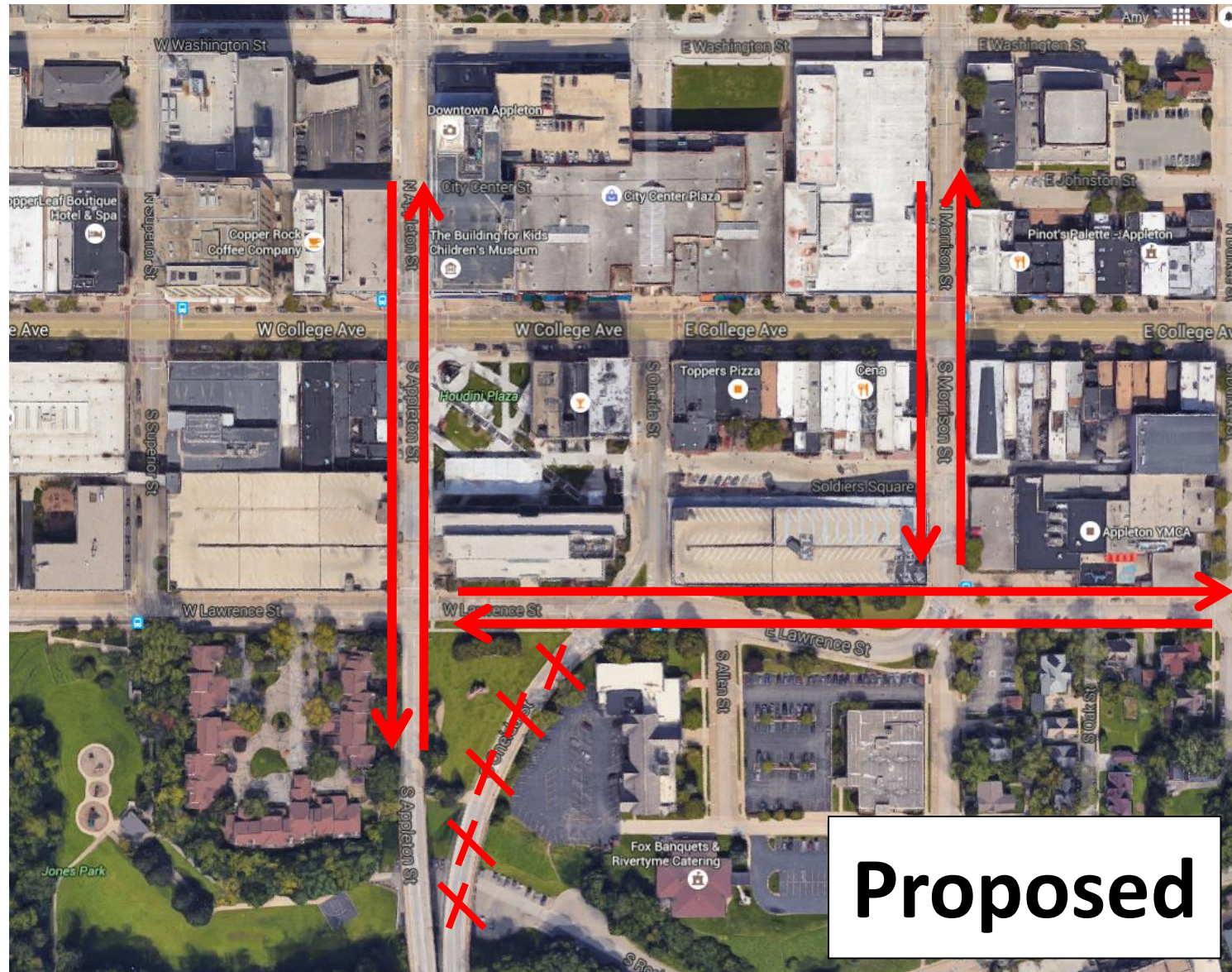


Remove Traffic Signal and Convert to Stop Control

Alt. 2: 2-way Appleton Street



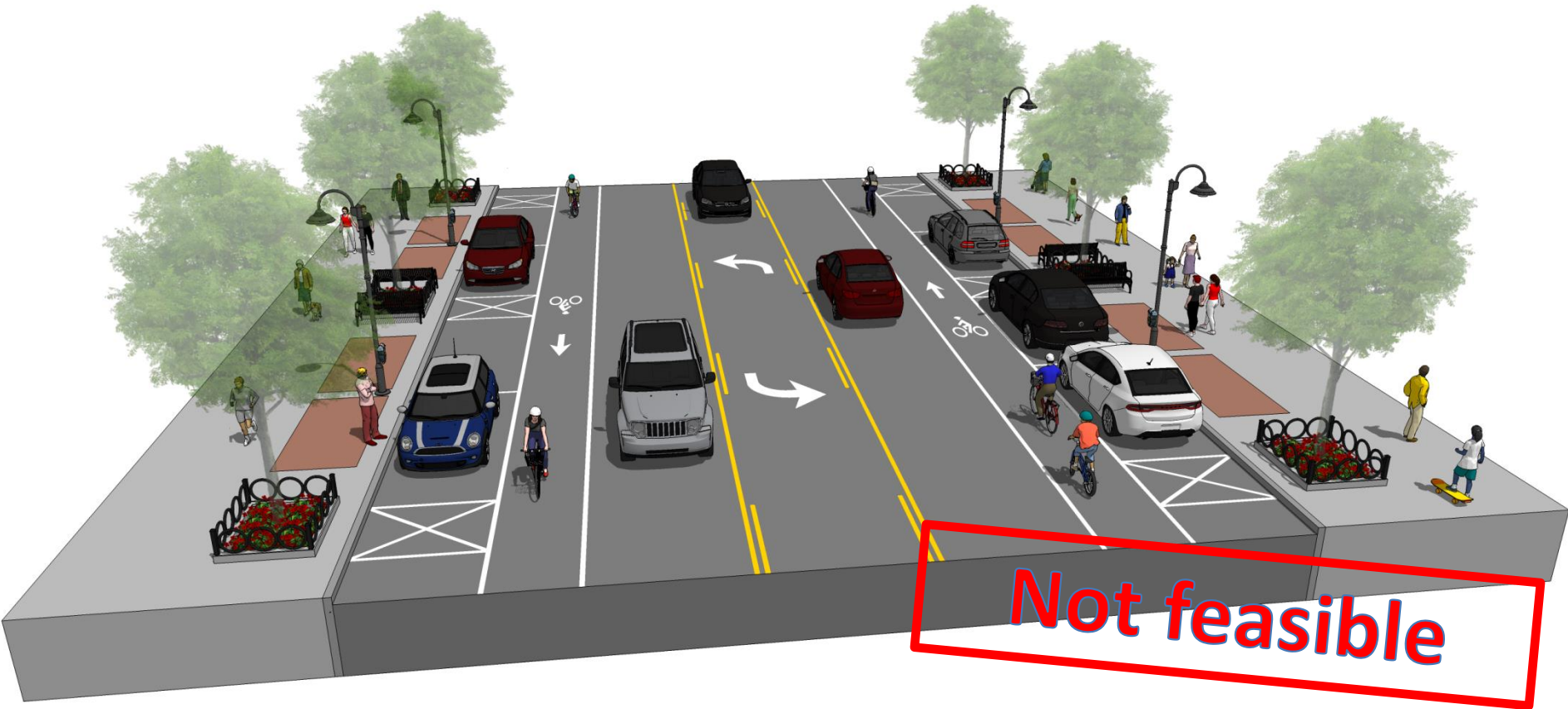
Alt. 2: 2-way Appleton Street



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

Pedestrian Improvement Ideas

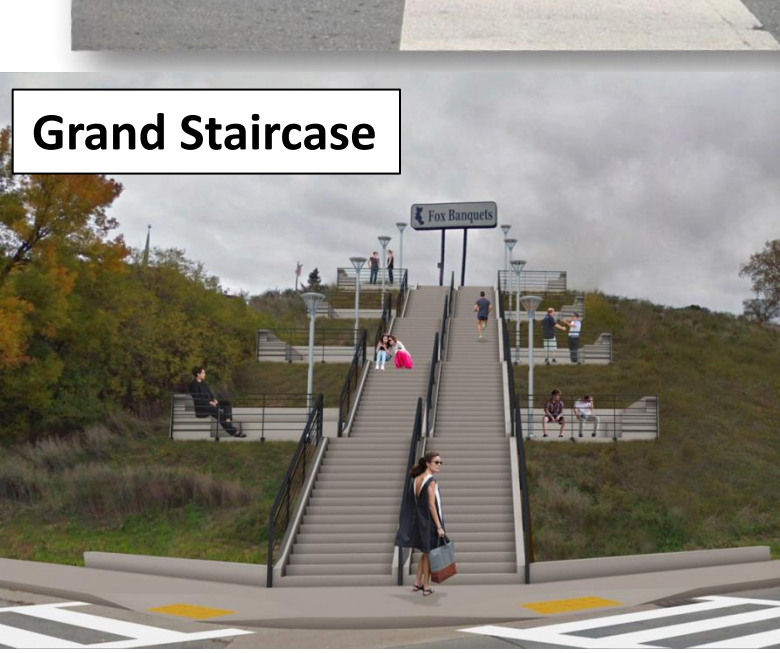
Continental Crosswalks



Slow Street



Grand Staircase



Raised Intersection

Bicycle Improvement Ideas



Packard Street

Existing



Buffered Bike Lanes

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

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

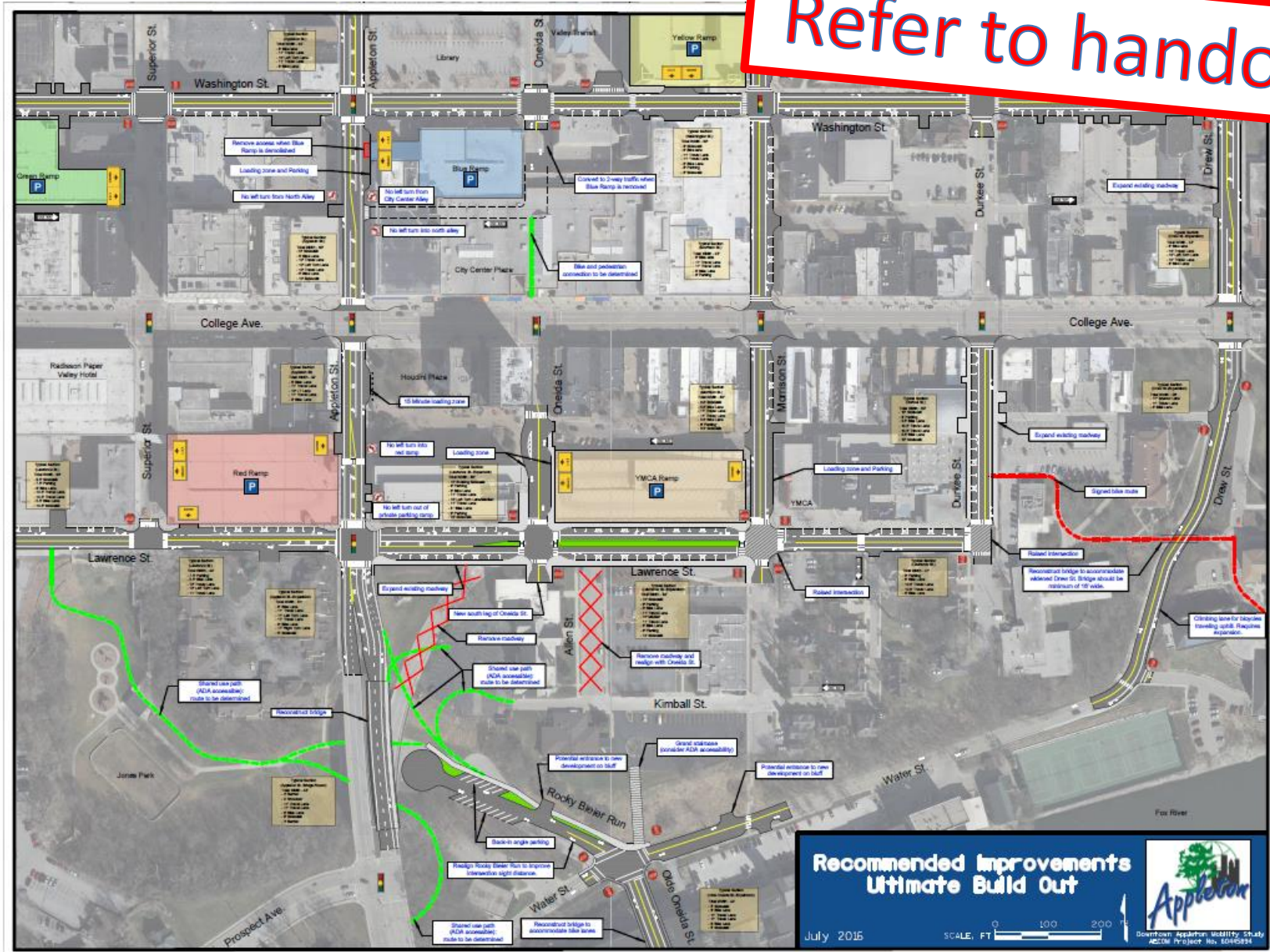
Marked crosswalks

ADA facilities

Connections to riverfront

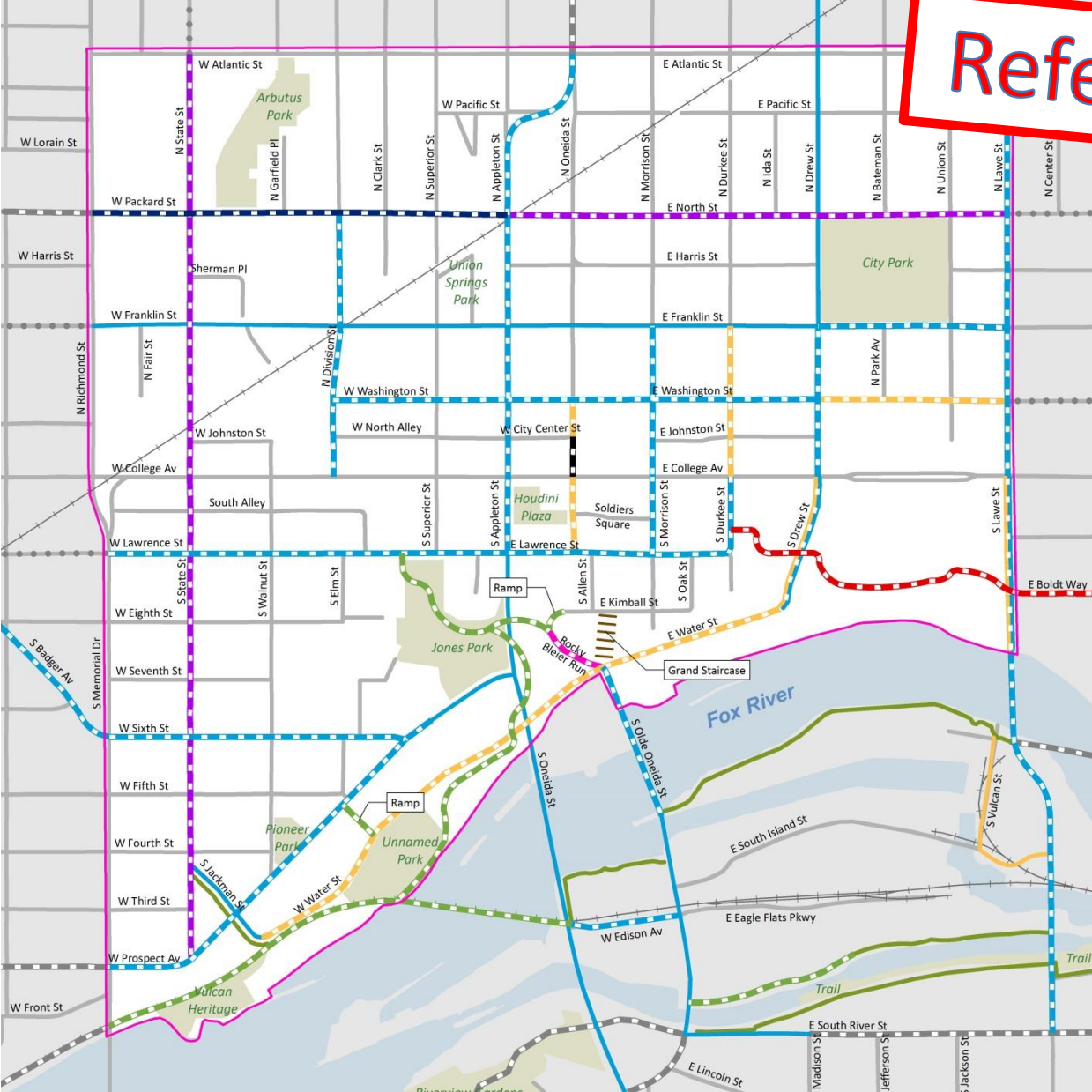
Recommendations

Refer to handout



Bicycle Recommendations

Refer to handout



- Water
- Existing Bicycle Facilities**
 - Bike Lane
 - Shared Lane Marking
 - Shared Use Path
- Proposed Bicycle Facilities**
 - Buffered Bike Lane
 - Bike Lane
 - Climbing Lane
 - Shared Lane Marking
 - To Be Determined
 - Slow Street
 - Bicycle Boulevard
 - Signed Route
 - Shared Use Path
 - Bike Lane (2010 Plan)
 - Signed Route (2010 Plan)

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



Questions?

