

Vision

Appleton will strategically use resources to plan, design, build and maintain a multi-modal network of streets so that community gathering and traveling by walking, rolling, biking, transit, and driving is a safe and positive experience for people of all backgrounds, ages and abilities, supporting Appleton's local economy, health and environment.

Scope

The Complete Streets Policy applies to all transportation projects, including new construction, reconstruction, rehabilitation and maintenance projects and street projects related to land subdivision or development. Safety and mobility for the most vulnerable road users will be prioritized in planning, project scoping, design, implementation, and maintenance, while all modes are considered. Examples of vulnerable road users can include people walking, rolling or on bicycle, people with disabilities, children or elderly people and people with economic or other barriers that limit their transportation options.

During construction projects and repair work, accommodations will be provided for pedestrians, cyclists, transit users and motor vehicles to provide safe and comfortable temporary access or detours. Private development that affects access to the public right-of-way must provide accommodations or detours for all users.

Deviations

The Complete Streets Policy allows City staff to draw from the best-known practices available and is not intended to limit discretion in City decision-making. Deviations from the Complete Streets Policy are anticipated under the following circumstances:

- Accommodation for the specified users is prohibited, such as on interstate freeways
- The cost of accommodation is excessively disproportionate to the need or probable use, or there is a documented absence of current and future need as specified by adopted long-range plans, including local and regional comprehensive and transportation plans
- A project along the same corridor is programmed in the future to provide accommodations for specific user groups
- The project is an emergency repair such as a broken water main. Temporary accommodations for all modes currently served by the corridor should still be made when feasible.

The Director of Public Works shall provide in writing the rationale for deviations from the Complete Streets Policy when requested by the Common Council.

Design Guidelines

The Appleton Complete Street Design Guidelines and Downtown Streetscape Design Guide will serve as primary design guidance. Appleton will continually look to best practices in national design guidance.

Design decisions will be documented using the Complete Streets Checklist.

Supervisors in the Department of Public Works and the Community & Economic Development Department will be encouraged to provide or make available training on the Complete Streets Policy and

Design Guidelines for all staff who are responsible for site and road improvements, operations and maintenance and for external partners including partner agency staff and private land developers, to support implementation of the policy.

Land Use and Context

Transportation projects will reflect the needs of the surrounding context, including existing and planned future development, specialized land uses such as parks or schools, and the presence of vulnerable users such as youth, seniors, people with disabilities, and low-income residents or workers.

New or revised land use policies, land use and transportation plans and zoning ordinances will be required to reflect and align with the Complete Streets policy.

Coordination

The Department of Public Works will be responsible for coordinating an inter-agency Complete Streets Policy approach as appropriate with internal city departments, East Central Wisconsin Regional Plan Commission, Outagamie County, Calumet County, Winnebago County, Wisconsin Department of Transportation, neighboring municipalities, and other internal and external stakeholders as appropriate. The Community & Economic Development Department and Public Works Department will be responsible for working with private developers to implement the Complete Streets policy through new subdivision or land development.

Implementation

This policy will be implemented by leveraging and prioritizing existing resources as well as seeking additional funding that supports safety and mobility for all users.

Appleton will review the annual capital budgeting process for opportunities to implement this policy. Opportunities include:

- Prioritize reconstruction and rehabilitation projects that meet the goals of the Complete Streets policy by filling in a gap in a user network (pedestrian, bicycle, transit, auto)
- Prioritize reconstruction and rehabilitation projects that serve vulnerable users, such as youth, seniors, people with disabilities and low-income residents or workers
- Prioritize reconstruction and rehabilitation projects that serve areas of the city with high potential for active trips, or that meet other city-adopted mobility goals
- Set aside funding for specific network priorities, such as closing pedestrian or bicycle network gaps or making stand-alone crossing improvements
- Set aside funding for Complete Streets demonstration and quick build projects

The Public Works Department will proactively share the Complete Streets policy with other road authorities, including Outagamie County, Calumet County, Winnebago County, and Wisconsin Department of Transportation, and will encourage agency partners to implement the Complete Streets policy on roadways within city limits.

The Public Works Department and Community and Economic Development Department will seek funding from outside sources to implement the Complete Streets policy.

Reporting and Evaluation

The Department of Public Works will provide an annual update on implementation of the Complete Streets policy, including:

- Infrastructure: a summary of infrastructure improvements aimed at improving safety and mobility, including pedestrian and bicycle infrastructure improvements
- Safety: Updated severe and fatal crash statistics for all modes of transportation, including demographic data as available, using data from the Wisconsin Department of Transportation

This policy will be reviewed for consistency with other City policies no less than every ten years.

Project Overview

Street name:

Project extent:

Funding source / potential grant opportunities:

Construction Year:

Partner road authority agencies / bordering communities:

Aldermanic District:

Context

This section summarizes the context for the street project. For more background information on the street context questions, see pages 7-11 of the Appleton Complete Streets Design Guide.

What type of project is this?

Reconstruction | Resurfacing | Spot Improvements | New Streets / Urbanizing Streets | Quick Build

What is the official class designation of the street?

Local | Collector | Arterial

What is the existing land use context?

Residential | Commercial | Mixed-Use | Industrial / Business Park | Park / School

Are there any anticipated land use or development changes in the future?

Is any part of the segment on a priority network?

Bike Network | Transit Network | Other

Does this project fall within an area of highest equity concern (in the top 20%)?

Yes | No

Are there any known equity considerations for the area served by this street project, i.e., priority populations in the project area, or destinations that serve priority populations?

Complete Streets Design Process: Layout

This section documents the design process for layout decisions. For more background information on the street layout questions, see pages 12-25 of the Appleton Complete Streets Design Guide.

What preferred cross section did you use as a starting point?

Are the preferred widths met for all street elements?

If any widths did not meet the preferred width, please document why:

Complete Streets Design Process: Traffic Calming and Multimodal Street Improvements

This section documents the design process for layout decisions. For more background information on the traffic calming, see pages 27-63 of the Appleton Complete Streets Design Guide.

What are the primary conflicts between modes that cause safety or mobility barriers?

Wide ROW | Wide Travel lanes | Long Crossing Distance | Large turning radius | High Travel Speeds | Limited Sight Lines | Heaving Volume of Turning Vehicles | High Speeds of Turning Vehicles | Known Crash History | High Demand Area for Walking and Bicycling | Impervious Surface Reduction | Maintenance Vehicle Turning Movements

Which conflicts most affect vulnerable road users who are walking, rolling, or bicycling?

Wide ROW | Wide Travel lanes | Long Crossing Distance | Large turning radius | High Travel Speeds | Limited Sight Lines | Known Crash History | Turning Conflicts

Which traffic calming features are used to address the identified issues?

Is there a traffic calming feature on every block segment and intersection? If no, please document why not:

Community Engagement Summary

How was the community engaged in this design process?

If equity priority populations have been identified, how were individuals from this population engaged?

What themes were heard from the community?