

STREET RECONFIGURATIONS

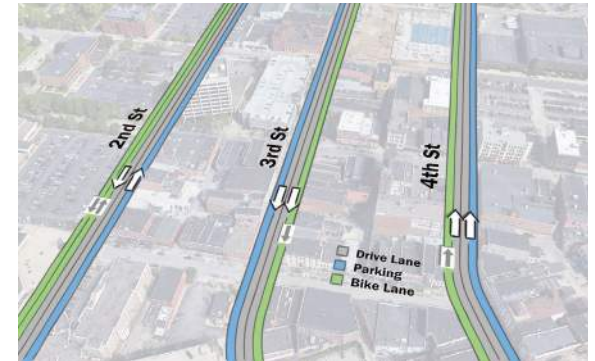
The Wisconsin Department of Transportation intends to improve 3rd and 4th Streets through downtown. Both streets are designated highway corridors.

The Bicycle and Pedestrian Advisory Committee explored multiple scenarios for enhancing mobility for bicyclists and pedestrians. The following scenarios are options for retrofitting three streets with improved bicycle and pedestrian accommodations. Bicycle facilities on 2nd Street remains constant. The question is understanding the accommodations for parking, bicycle facilities, and sidewalk space.

These ideas form the starting point for discussing a preferred scenario to share with the Wisconsin Department of Transportation. The geometry of the final streetscape design should allow for the road to be restriped for two-way circulation even if the final design is shown for one-way movement.



Scenario 1: 2nd Street Cycletrack



Scenario 2: One-way bike lane on left hand side of 3rd and 4th Streets, requiring removal of parking from one side

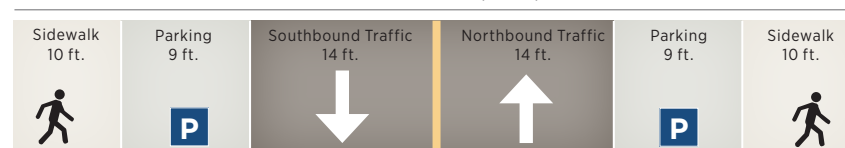


Scenario 3: Remove parking on both sides of 3rd and 4th Streets to expand sidewalks to 25 to 30 feet wide



Scenario 4: One-way pairs on 3rd and 4th become to two-way traffic to encourage commerce, long truck and bus movements, and bicycling-pedestrian safety and mobility

EXISTING RIGHT-OF-WAY ALLOCATION ON 2ND, 3RD, AND 4TH STREETS-66 FT.



SCENARIO 1A: 2ND STREET CYCLETRACK

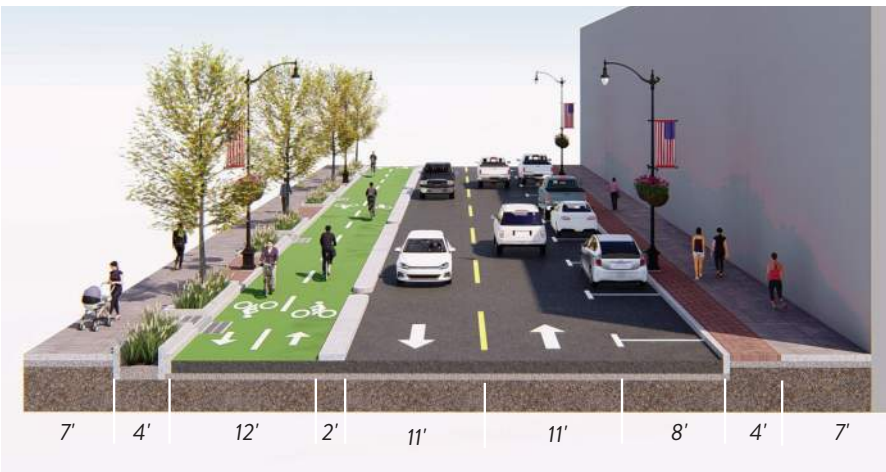
A two-way separated cycle track on 2nd Street with no bicycle facilities on 3rd or 4th Streets



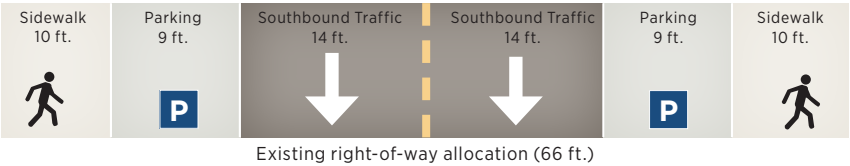
Evaluation

- + Bicyclists have a dedicate space, buffered from moving vehicles
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- + 2nd Street connects users to the Great River Trail and Gunderson
- Significant amount of impervious surface that increases stormwater runoff
- Less space for pedestrians on 2nd Street
- Reduced parking on 2nd Street by about 70 stalls between Vine and Cass Streets

2ND STREET



4TH STREET



SCENARIO 1B: 2ND STREET CYCLETRACK

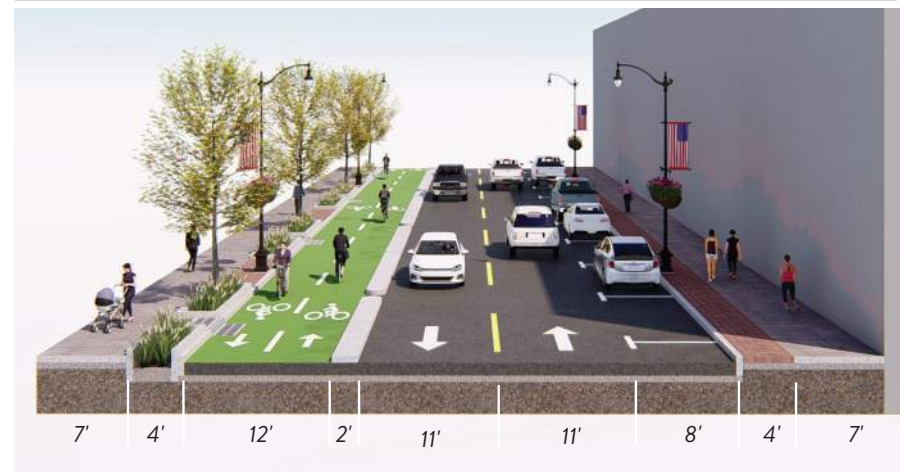
Same as Scenario 1A but the street channel is narrowed to 40 feet



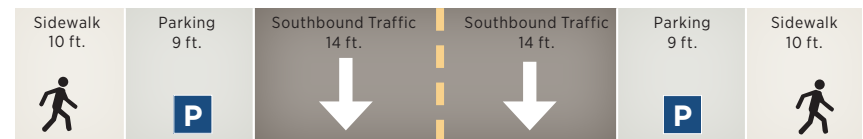
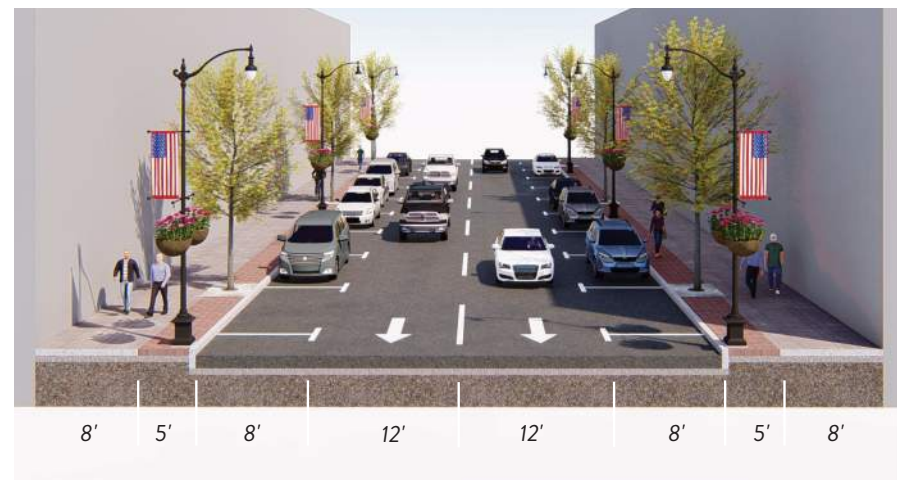
Evaluation

- + Bicyclists have a dedicate space, buffered from moving vehicles
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- + 2nd Street connects users to the Great River Trail and Gunderson
- Significant amount of impervious surface that increases stormwater runoff
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2ND STREET



3RD AND 4TH STREET



Existing right-of-way allocation (66 ft.)

SCENARIO 2A: BIKE LANES ON 3RD AND 4TH STREETS

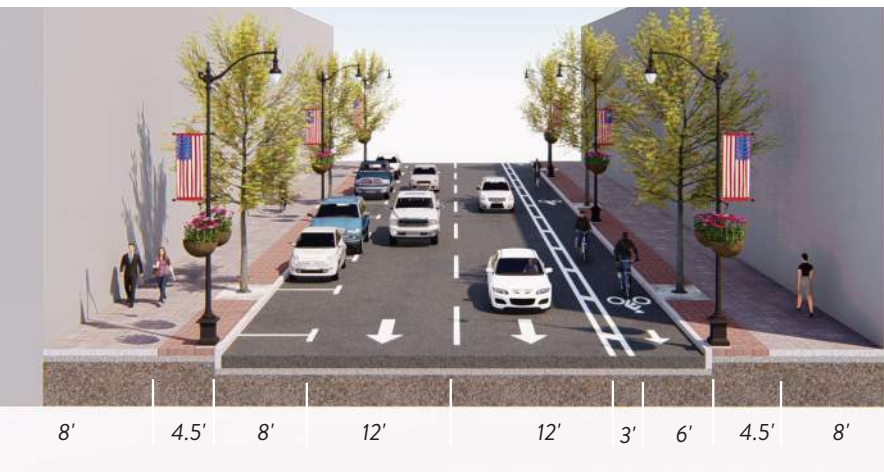
Add bike lanes on 3rd and 4th Streets, requiring removal of parking from one side.



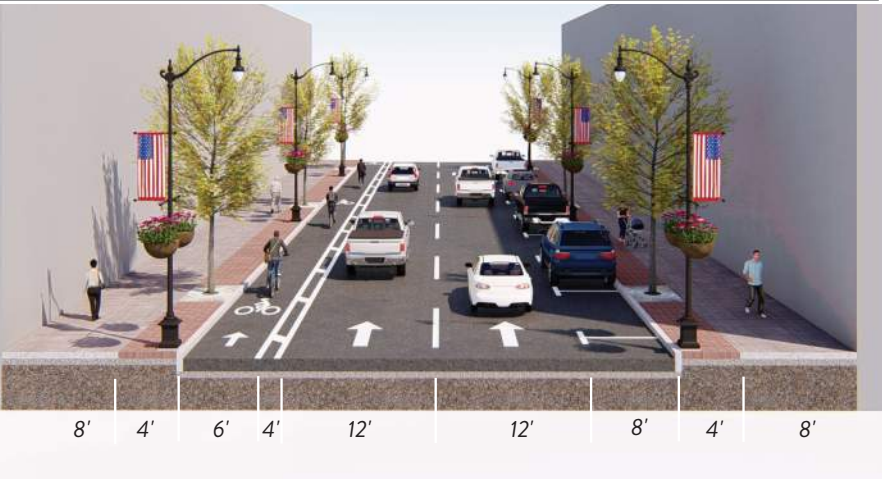
Evaluation

- + Bicyclists have a dedicate space, buffered from moving vehicles by raised curb or vertical separators
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- Significant amount of impervious surface that increases stormwater runoff
- Reduced parking on 3rd and 4th Streets
- Bicycle lanes do not necessarily lead the user to a destination

3RD STREET LOOKING NORTH



4TH STREET LOOKING SOUTH



Sidewalk 10 ft.	Parking 9 ft.	Southbound Traffic 14 ft.	Southbound Traffic 14 ft.	Parking 9 ft.	Sidewalk 10 ft.
Existing right-of-way allocation (66 ft.)					

SCENARIO 2B: RAISED BIKE LANES ON 3RD AND 4TH STREETS

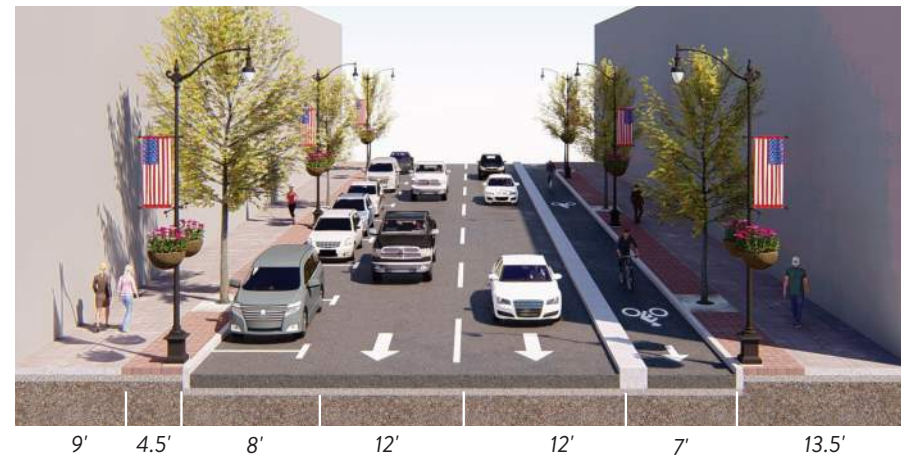
Add one-way raised bike lanes on 3rd and 4th Streets, requiring removal of parking from one side.



Evaluation

- + Bicyclists have a dedicated space, buffered from moving vehicles
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- Significant amount of impervious surface that increases stormwater runoff
- Reduced parking on 3rd and 4th Streets
- Bicycle lanes do not necessarily lead the user to a destination

3RD STREET LOOKING NORTH



4TH STREET LOOKING SOUTH



Existing right-of-way allocation (66 ft.)

SCENARIO 3: EXPANDED SIDEWALKS

Wider sidewalks with removal of parking.



Evaluation

- + Significant amount of pedestrian space on 3rd and 4th Streets
- + Adequate space for street trees and streetscape features
- + Possibility to include rain gardens and additional landscaping
- + Protected seating along curb or building face
- + Provides more obstacle free zone
- Significant amount of impervious surface that increases stormwater runoff
- Large reduction in customer parking on 3rd and 4th Streets
- Not enough pedestrian activity to fill sidewalk
- Seating along curb adjacent to moving traffic is uncomfortable for patrons
- Traffic speeds may increase with less "friction" in the travelway

3RD AND 4TH STREETS WITH LIMITED SHORT-TERM PARKING



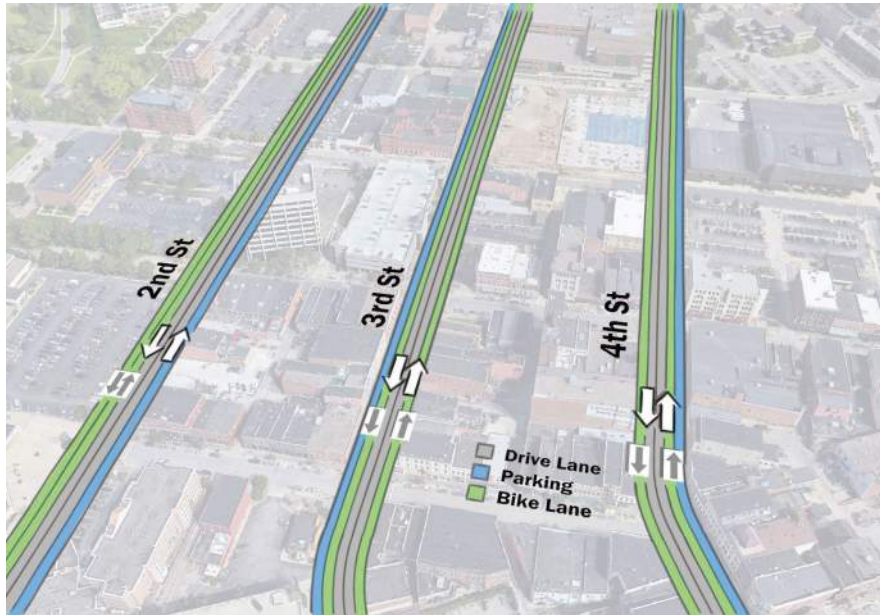
3RD AND 4TH STREETS WITH OUTDOOR DINING POSSIBILITIES



Existing right-of-way allocation (66 ft.)

SCENARIO 4A: CONVERT TO TWO-WAY CIRCULATION

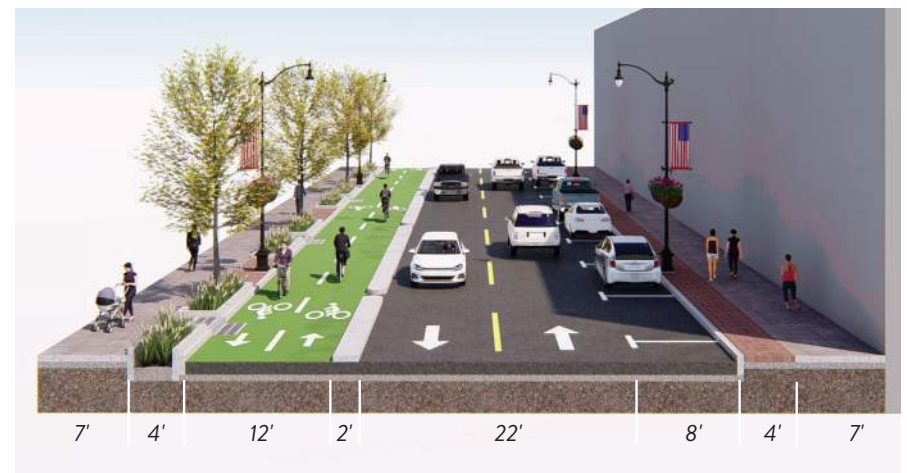
Convert 3rd and 4th Streets to two-way circulation. A cycletrack on 2nd Street provides the primary bicycle movement.



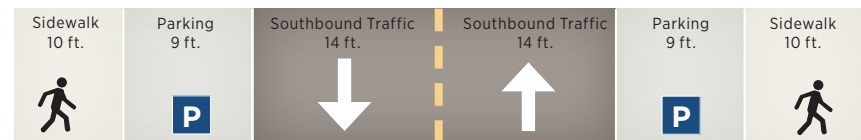
Evaluation

- + Bicyclists have a dedicate space, buffered from moving vehicles
- + Risk of bicyclists getting door dinged from parked cars is removed
- + Adequate space for street trees
- + 2nd Street connects users to the Great River Trail and Gunderson
- Significant amount of impervious surface that increases stormwater runoff
- Less space for pedestrians on 2nd Street
- Reduced parking on 2nd Street
- Highway designation may need to relocate to another street and the City may have to assume costs for reconstruction

2ND STREET



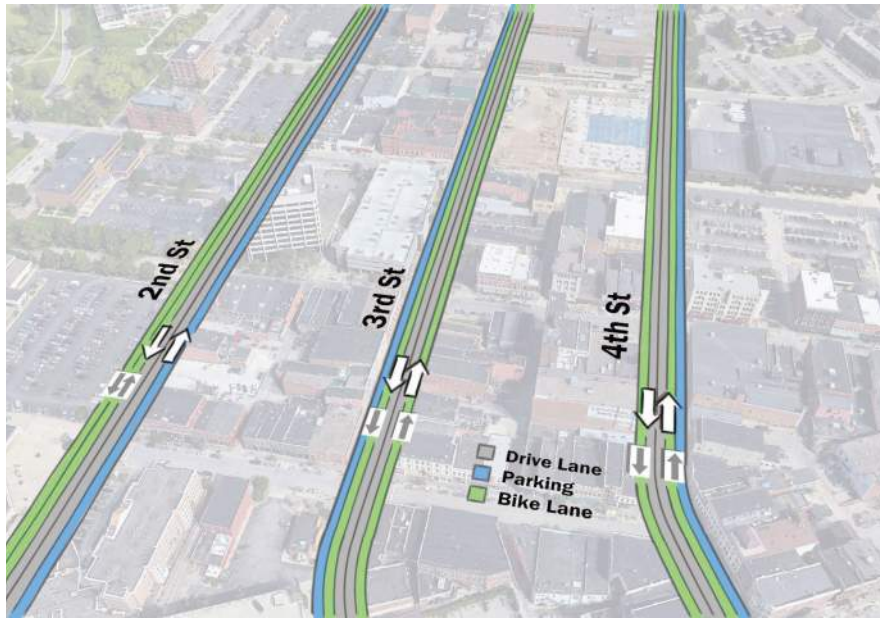
3RD AND 4TH STREET



Existing right-of-way allocation (66 ft.)

SCENARIO 4B: TWO-WAY WITH BICYCLE LANES

Convert 3rd and 4th Streets to two-way circulation. A cycletrack on 2nd Street provides the primary bicycle movement. Additional raised bicycle lanes are added to 3rd and 4th Streets, requiring removal of parking from one side.



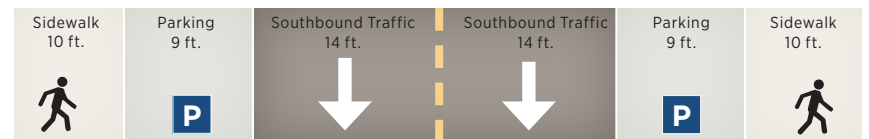
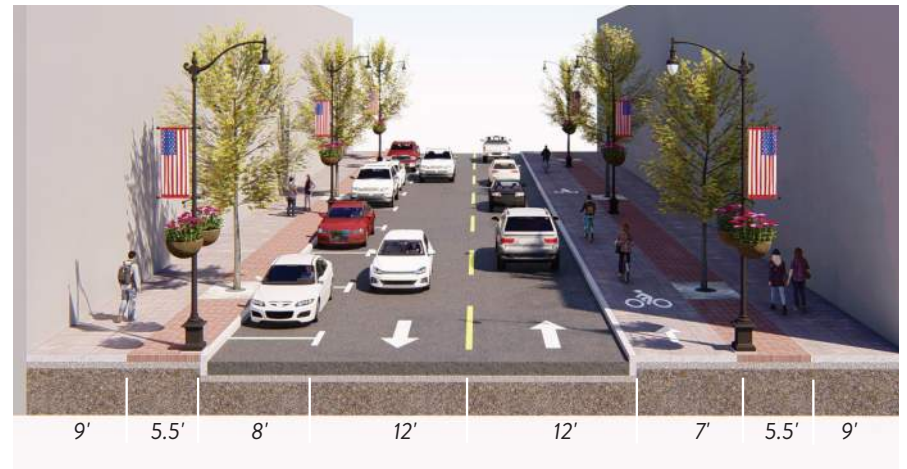
Evaluation

- + Bicyclists have a dedicate space
- + Adequate space for street trees
- + 2nd Street connects users to the Great River Trail and Gunderson
- Significant amount of impervious surface that increases stormwater runoff
- Less space for pedestrians on 3rd and 4th Streets
- Reduced parking on 3rd and 4th Streets
- Bicycle lanes do not necessarily lead the user to a destination outside of downtown

2ND STREET



3RD AND 4TH STREETS



Existing right-of-way allocation (66 ft.)