

2019 State Street Reconstruction



TWNA Meeting
Centennial Hall - UWEC
January 9, 2019

Agenda



- ❧ Project Information
- ❧ Revised Project Schedule
- ❧ Feedback
- ❧ Recommendations
- ❧ Questions



Project Information



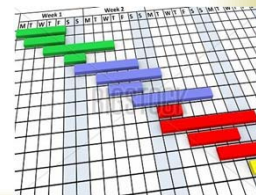
- ❧ Garfield Ave to ~ 300 ft. South of Hamilton Ave
- ❧ Full Reconstruction (Utilities + Pavement)
- ❧ Trail Connections to Putnam Drive
- ❧ Increased Pedestrian & Overall Corridor Safety
- ❧ Maintain or Improve Existing Traffic Capacity & Flow




Revised Project Schedule



- ❧ 2018
 - ❧ Spring, Summer, Fall
 - ❧ Public Outreach
 - ❧ Data Collection
 - ❧ November & December
 - ❧ Public Open House & Neighborhood Meetings
- ❧ 2019
 - ❧ January
 - ❧ City Council Work Session (Jan. 8)
 - ❧ **TWNA (Jan. 9)**
 - ❧ BPAC (Jan 15)
 - ❧ Putnam Heights Open House (Jan 24)
 - ❧ **March 12 City Council Vote**
 - ❧ June Construction Start
 - ❧ Late Fall - Majority of Project Complete



Feedback



- ☞ Initial Feedback
 - ☞ Increased pedestrian safety & comfort, wider sidewalks, reduced vehicle speeds, bicycle connectivity, improve intersections at Roosevelt Ave and Lexington Blvd.
- ☞ Open House / Neighborhood Association Feedback
 - ☞ Maintain vehicular capacity throughout corridor.
 - ☞ Improve Lexington Boulevard intersection , use Jaycette Park if necessary.
 - ☞ Improve pedestrian safety, especially at Roosevelt Ave.
 - ☞ Wider sidewalks / trails on the State Street Hill.
 - ☞ Roundabouts seen as acceptable at Hamilton, MacArthur, and Lexington intersections in Putnam Heights, but reservations of a roundabout at Roosevelt Avenue.

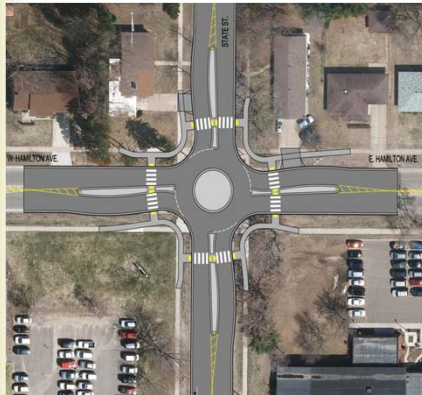
Draft Recommendations



Draft Recommendations



- ☞ Roundabouts at Hamilton Avenue, MacArthur Avenue, and Lexington Boulevard (offset option)
- ☞ Two vehicular lanes between Bartlett Court and Lexington Boulevard
- ☞ Roosevelt Avenue Safety Improvements
 - ☞ Dedicated Left-Turn Only Lane
 - ☞ Pedestrian Refuge Island on North Leg of Intersection
 - ☞ Roosevelt to Garfield
 - ☞ Unchanged Layout
 - ☞ Pavement Marking Changes
- ☞ Additional Recommendations
 - ☞ Bicycle Lanes from Bartlett Court to South Project Limits, Speed Feedback Signs, Pedestrian Beacon in Third Ward, Pedestrian Only Phase for Signals at Garfield,



Hamilton Avenue

Roundabout operates at Level of Service (LOS A).

Significantly reduces delay vs. existing 4 way stop.

MacArthur Avenue



Roundabout operates at Level of Service (LOS A).

Significantly reduces delay, and improves safety, for left turn onto State Street.

Lexington Boulevard



Roundabout operates at Level of Service (LOS) A for North, West, and East Legs. Level of Service C for South Leg during afternoon rush hour. All A's during other times.

Significantly reduces overall intersection delay vs. existing conditions.

Only right of way required comes from City owned lands.




Roosevelt Avenue

Initial Roundabout (RAB) layout not recommended.

Small RAB has potential of significant delays on State Street

RAB designed to accommodate traffic volumes would require right of way purchase, likely two houses.

Any RAB would improve turning movements from Roosevelt Avenue onto State Street, and also slow traffic.



Roosevelt Avenue

Draft Recommendations

Protected Left Turn Lane from Northbound State Street onto Roosevelt Avenue.

Pedestrian Refuge Island for crosswalk on North leg of intersection.

Protected Left Turn Lane from Refuge Island to Garfield Avenue Intersection.

Optimize Signal Timing at Garfield

Does not provide any improvement for turning movements from Roosevelt Avenue onto State Street.

In essence maintains existing traffic patterns from Bartlett Court to Garfield Avenue with pedestrian safety improvements.

Questions?



Thank You for Your Feedback and Comments!