

4th, 5th, and 6th Street Conversion Study

City Council Work Session

January 18, 2022



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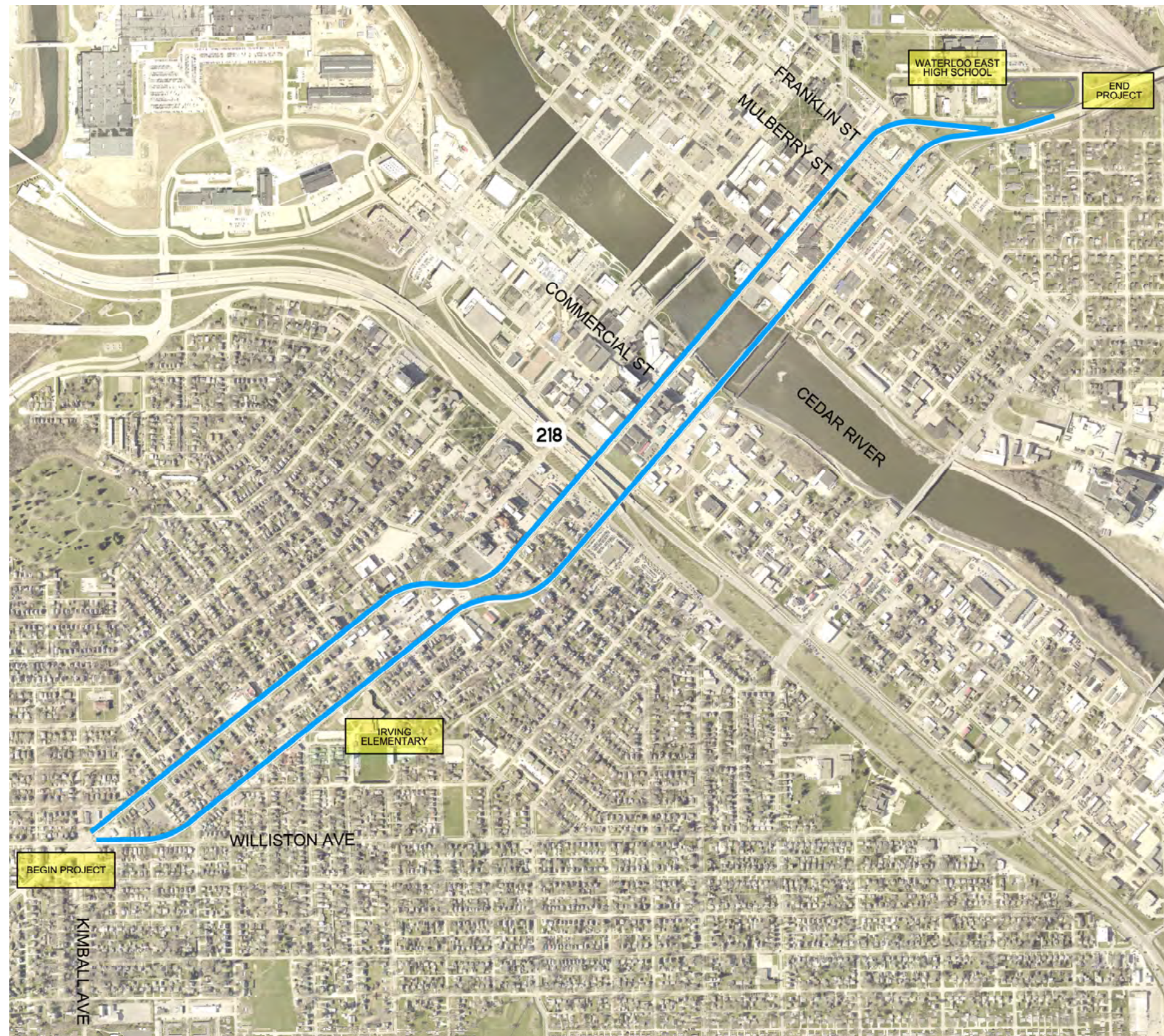
4th, 5th, and 6th Street Conversion Study

- Project Scope
- Alternatives Developed
- Bicycle Accommodation
- Traffic Analysis
- Next Steps



Project Scope

- Evaluation of Existing Traffic Conditions
- Crash Analysis
- Development of Alternatives
- Traffic Analysis
 - Traffic Distribution Two-Way Traffic
 - Level of Service Comparative Analysis
 - Travel Time Analysis
- Project Management Team Meetings
- Stakeholder / Public Information Meeting
- Final Report





Alternative 1

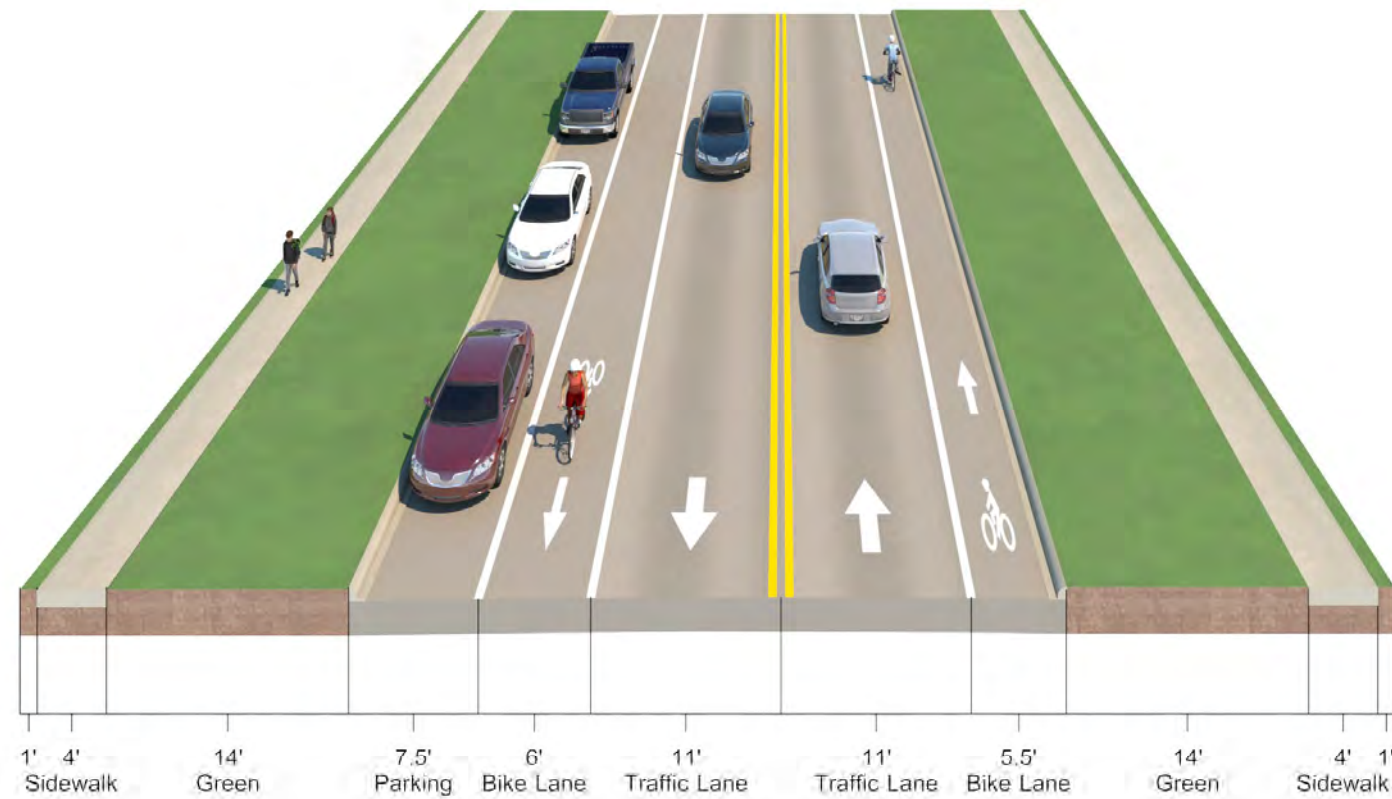
- Roundabout at Six Corners
- Street Reconstruction – Walnut Street / Franklin Street Area
- Bike Lanes on 4th Street From Six Corners to Grant Street with No Left Turn Lanes
- Allows Parking on One Side, Same as Today
- 5th Street and 6th Street – Two Lanes with Center Left Turn Lanes





Alternative 1 – W. 4th Street

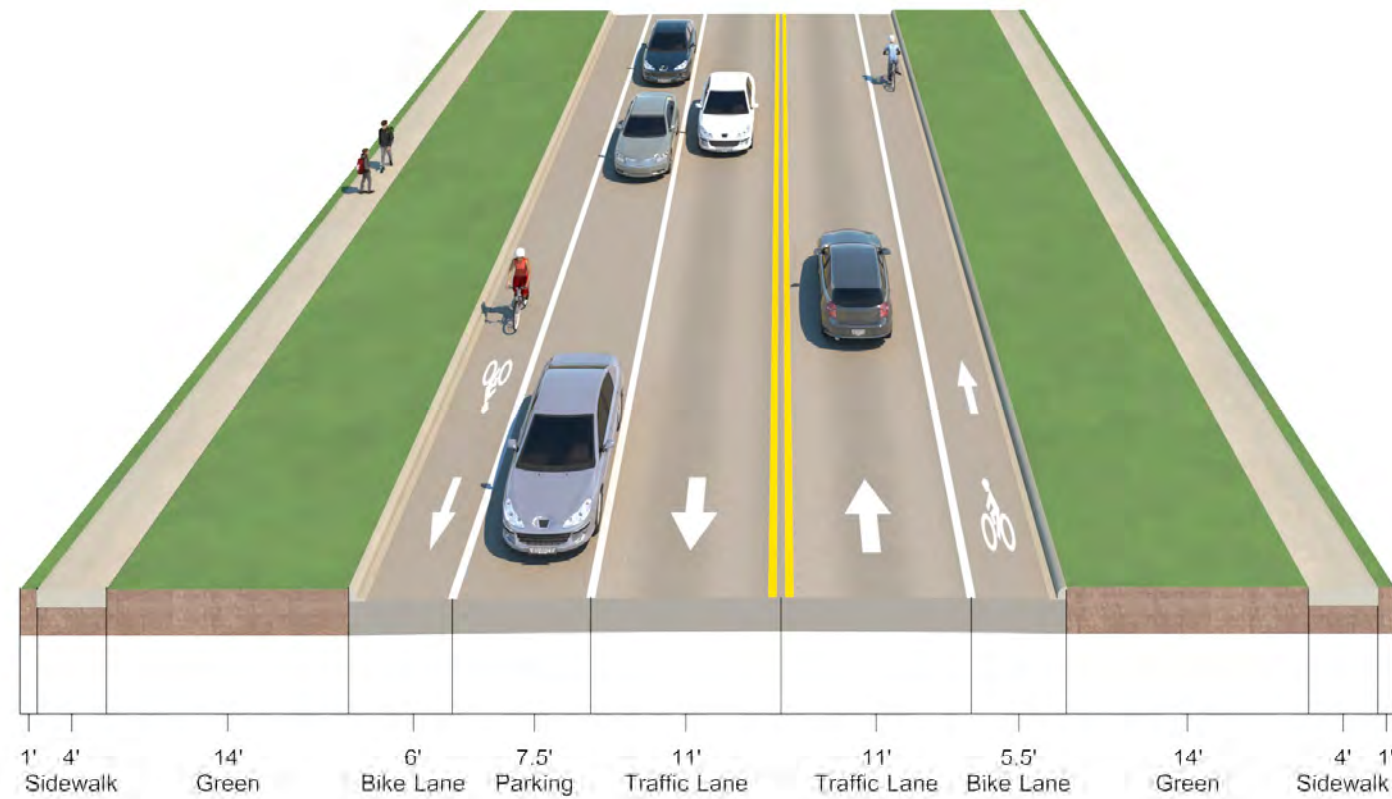
41' Wide Street with Bike Lanes
79' ROW





Alternative 1 – W. 4th Street

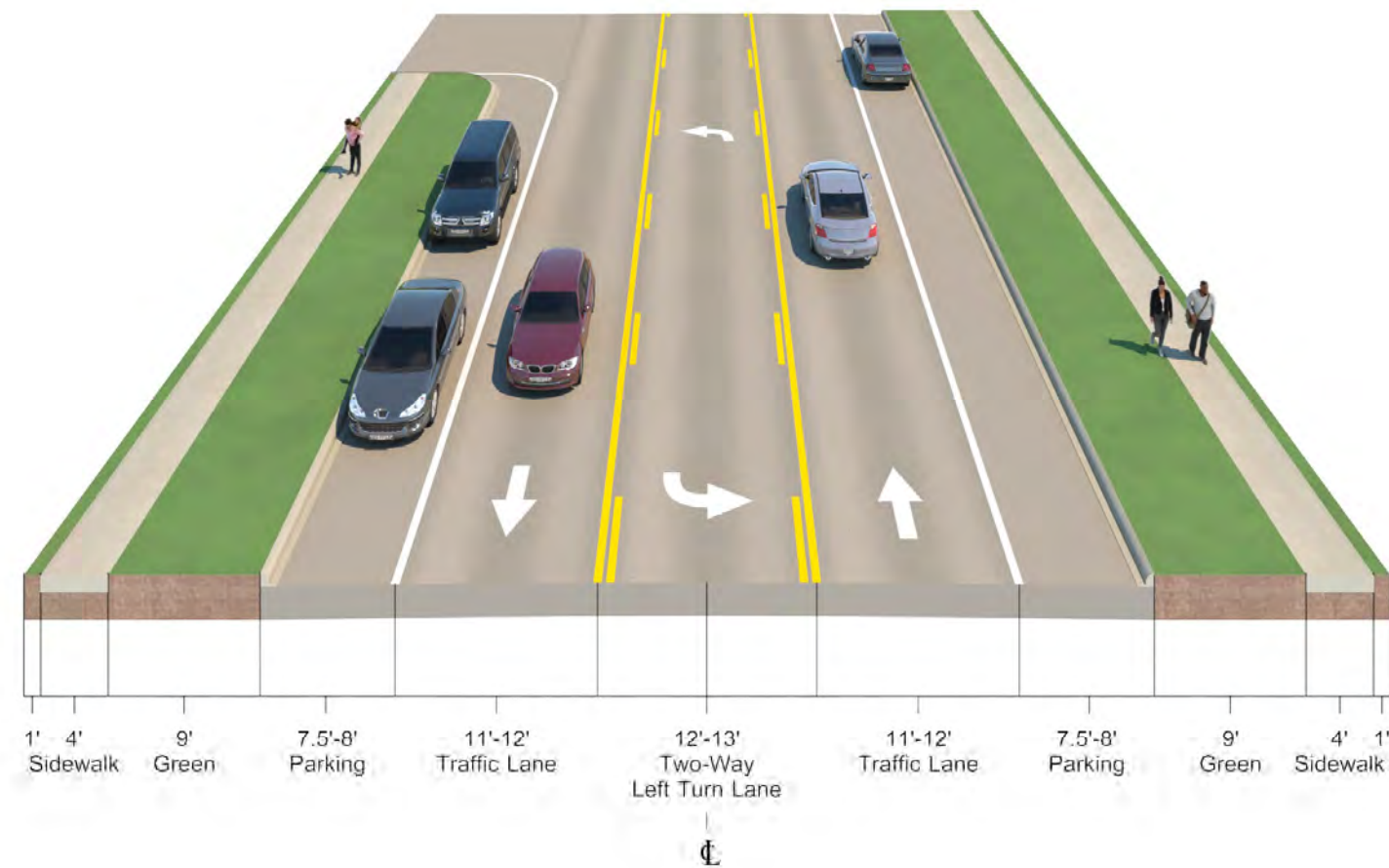
41' Wide Street with Bike Lanes
79' ROW





Alternative 1 – W. 5th Street

49'-53' Wide Street with Two-Way Center Left Turn Lane
77'-81' ROW







Alternative 1 – E. 5th/6th Street





Alternative 2

- Two-Way Conversion from SB Washington Street to East High School
- One-Way Traffic Remains on W. 4th and W. 5th from Six Corners to SB Washington Street
- 5th Street and 6th Street – Two Lanes with Center Left Turn Lanes







Alternative 2 – E. 5th/6th Street





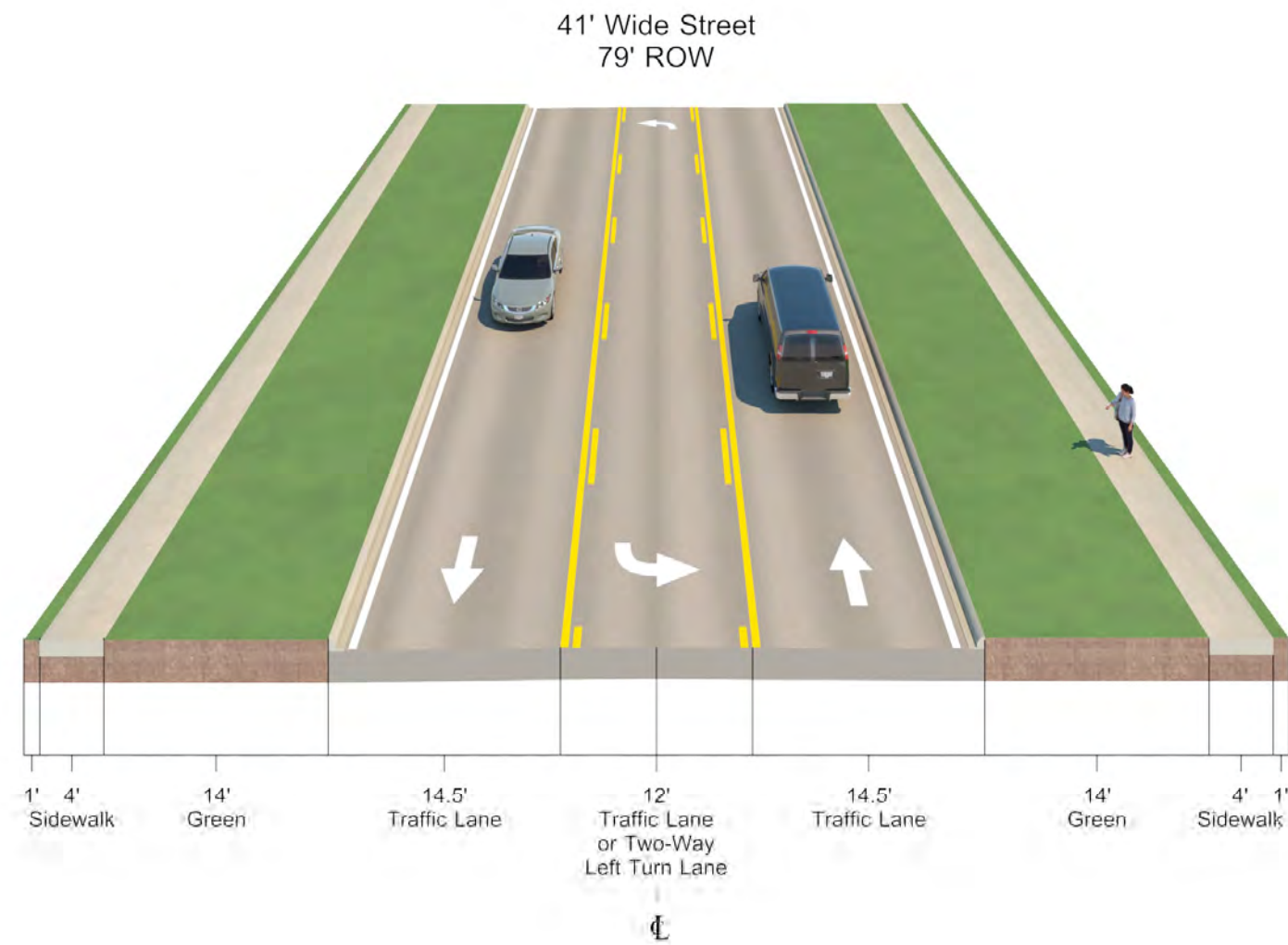
Alternative 3

- Same as Alternative 1
- No Bike Lanes on 4th Street from Six Corners to Grant Avenue with a Center Left Turn Lane
- Removes Parking on 4th Street
- 5th Street and 6th Street – Two Lanes with Center Left Turn Lanes





Alternative 3 – W. 4th Street





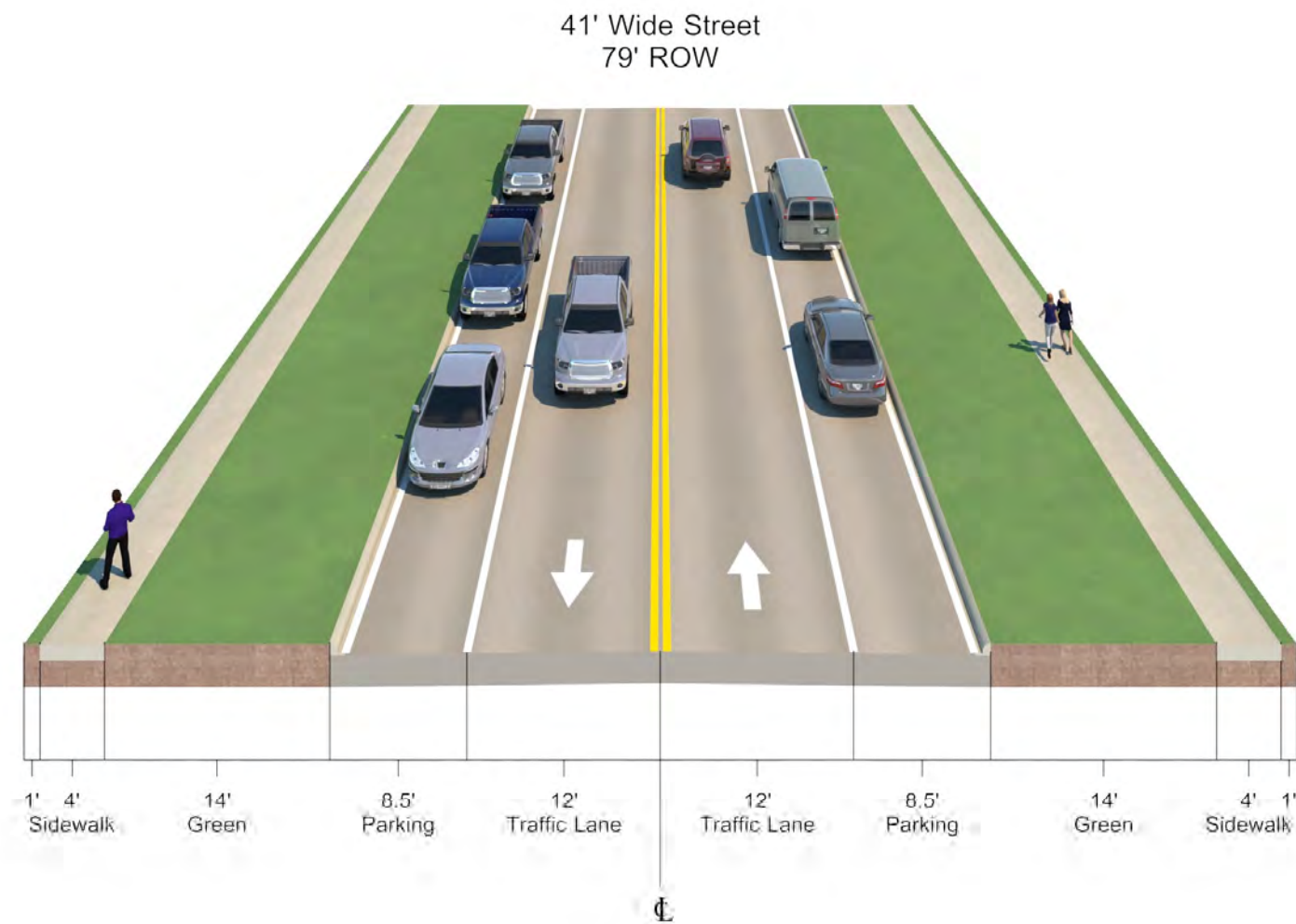
Alternative 4

- Same as Alternative 1
- No Bike Lanes on 4th Street from Six Corners to Grant Street with Parking on Both Sides
- 5th Street and 6th Street – Two Lanes with Center Left Turn Lane





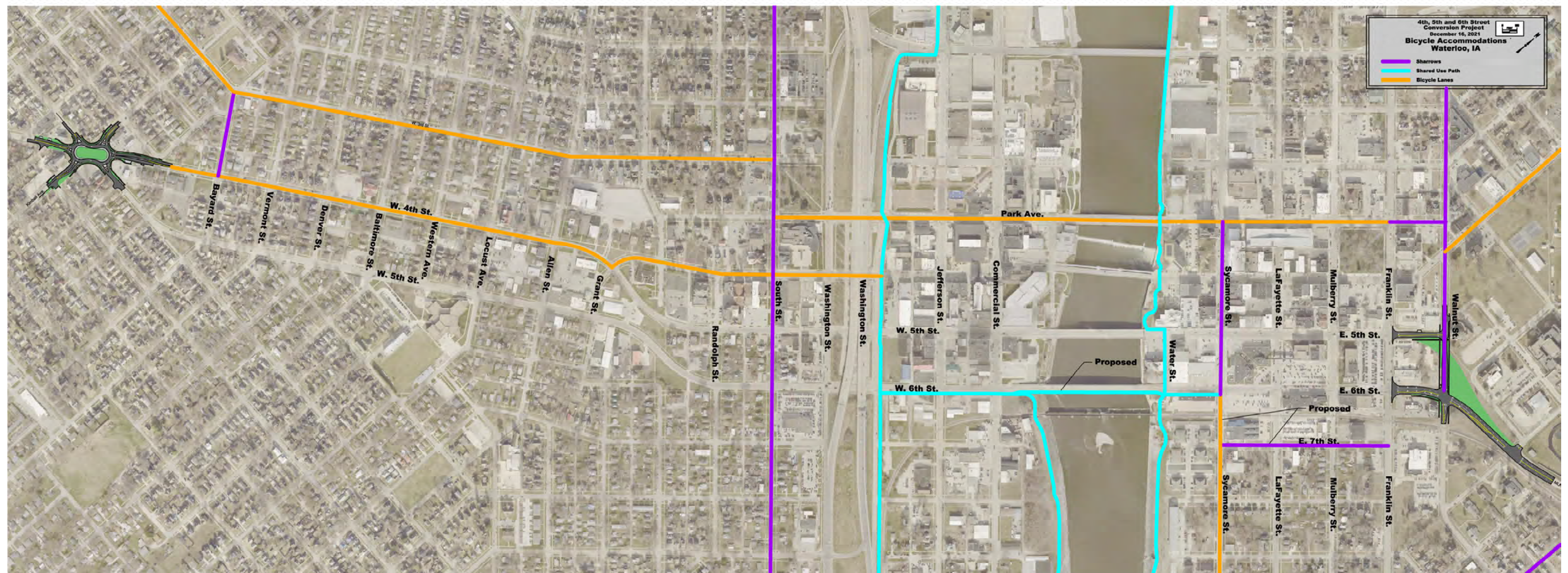
Alternative 4 – W. 4th Street





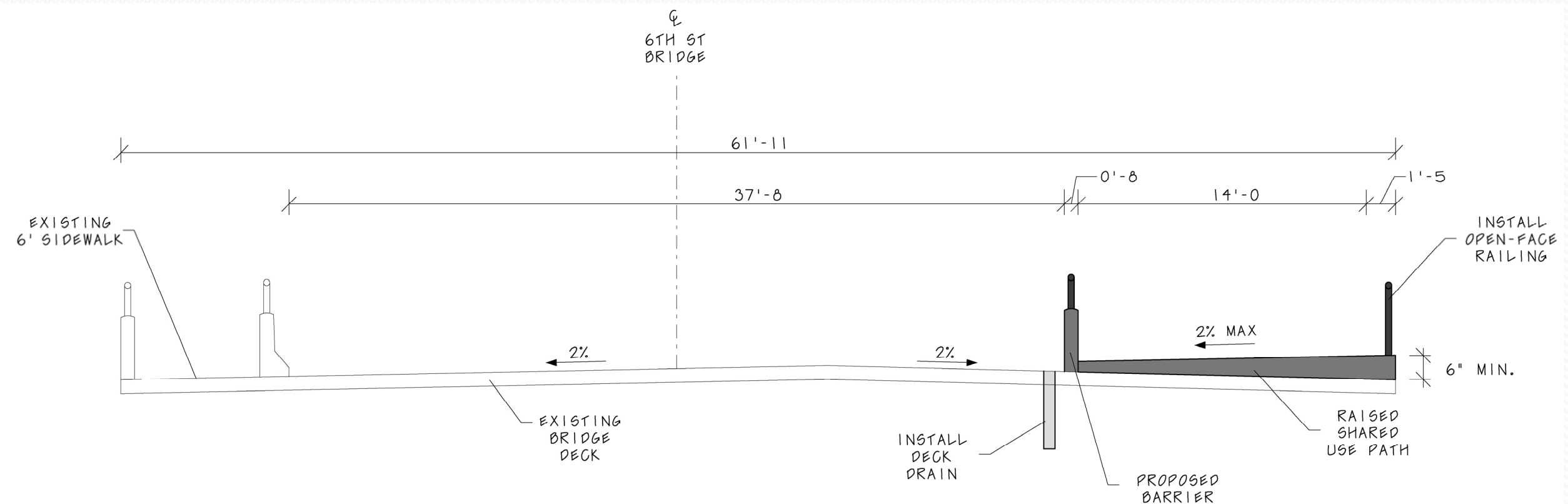
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Bicycle Accommodation





Bicycle Accommodation



PROPOSED TYPICAL SECTION



Traffic Analysis

- Analyzed Existing and Proposed Traffic Conditions
- Evaluated Level of Service at Each Intersection in the Downtown Area
- Developed Travel Time Estimates for Comparison

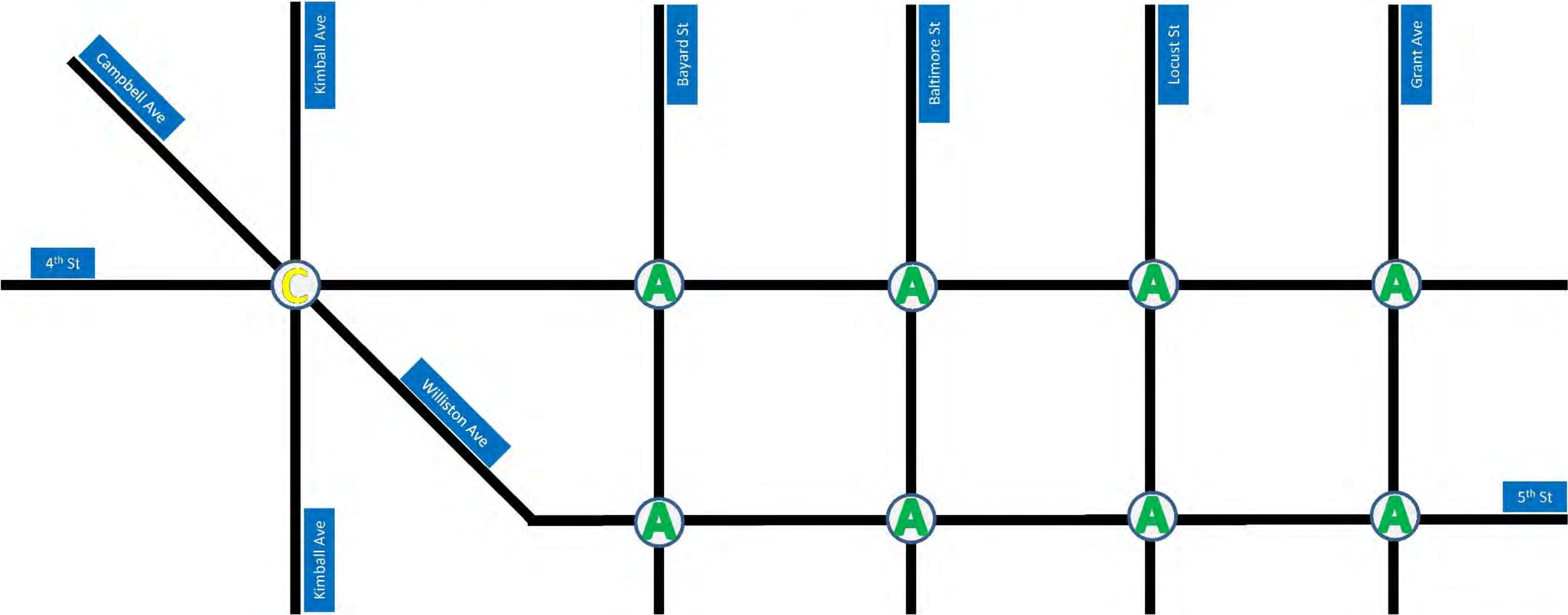


Traffic Analysis

- Intersection Level of Service Criteria

	Traffic lights	Stop signs /roundabout
Level of service	Delay (s/veh)	Delay (s/veh)
A	0-10	0-10
B	10-20	10-15
C	21-35	16-25
D	36-55	26-35
E	56-80	36-50
F	>80	>50

Vistro Results – West Portion – Existing AM (2021)



Not to Scale

LEGEND

A

B

C

D

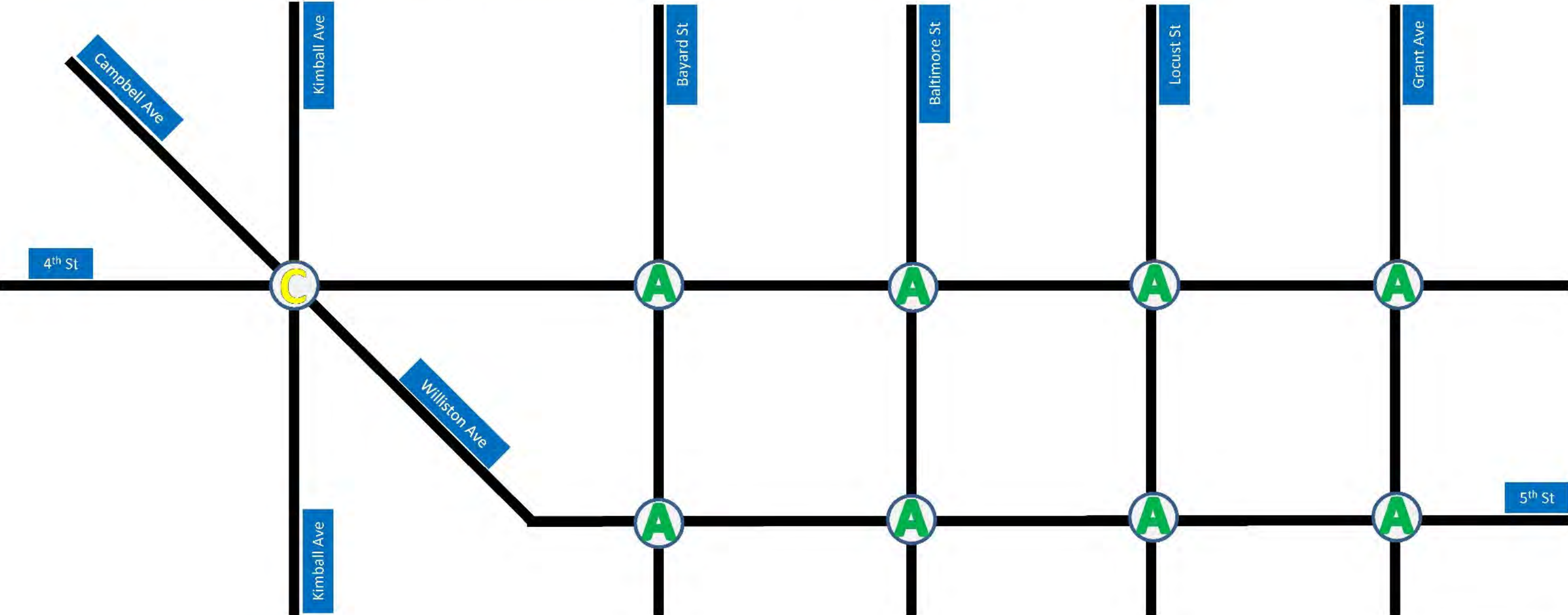
E

F

Level of Service

Roadway

Vistro Results – West Portion – Existing PM (2021)



Not to Scale

LEGEND

A

B

C

D

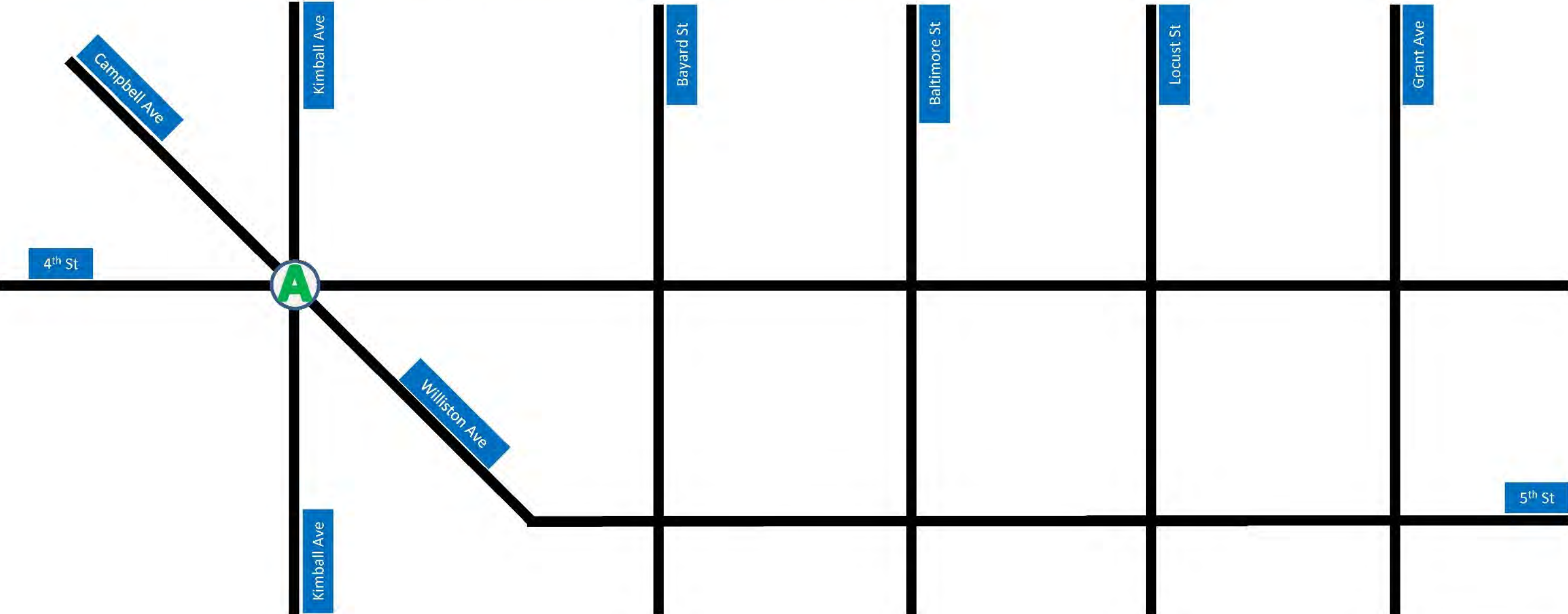
E

F

Level of Service

Roadway

Vistro Results – West Portion – Build AM (2021)



Not to Scale

LEGEND

A

B

C

D

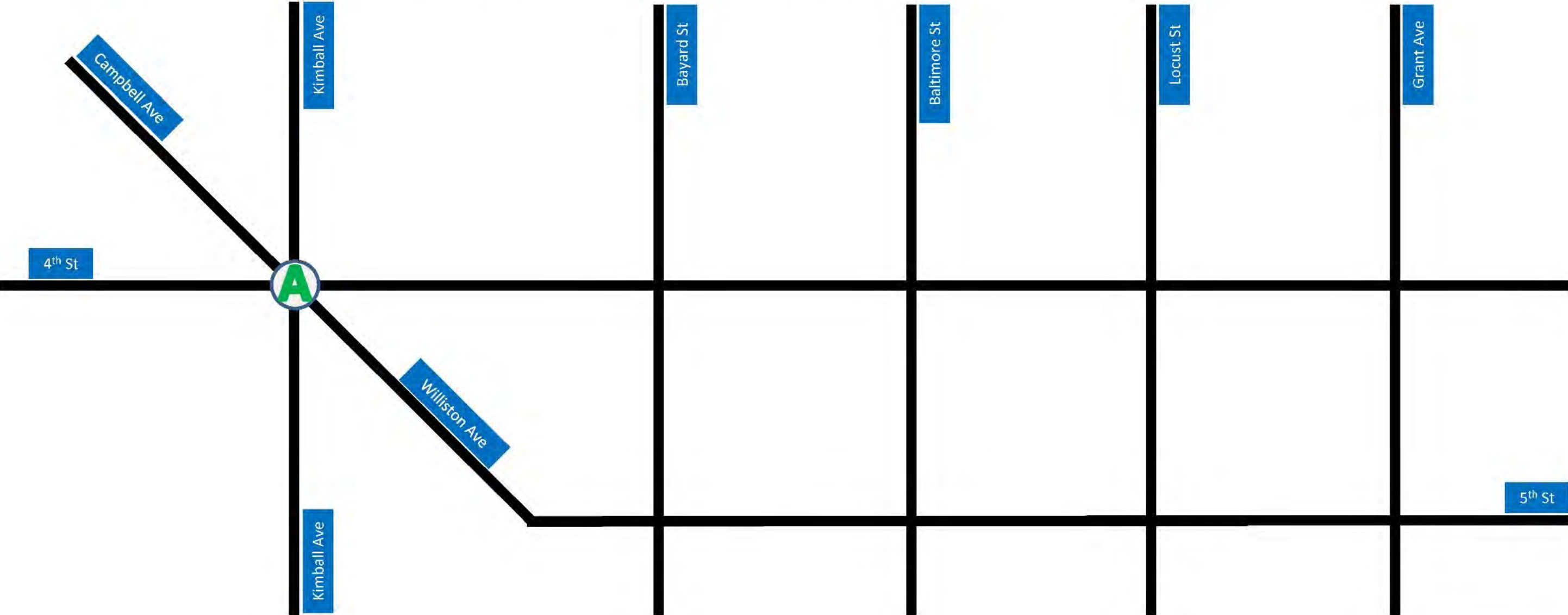
E

F

Level of Service

Roadway

Vistro Results – West Portion – Build PM (2021)



Not to Scale

LEGEND

A

B

C

D

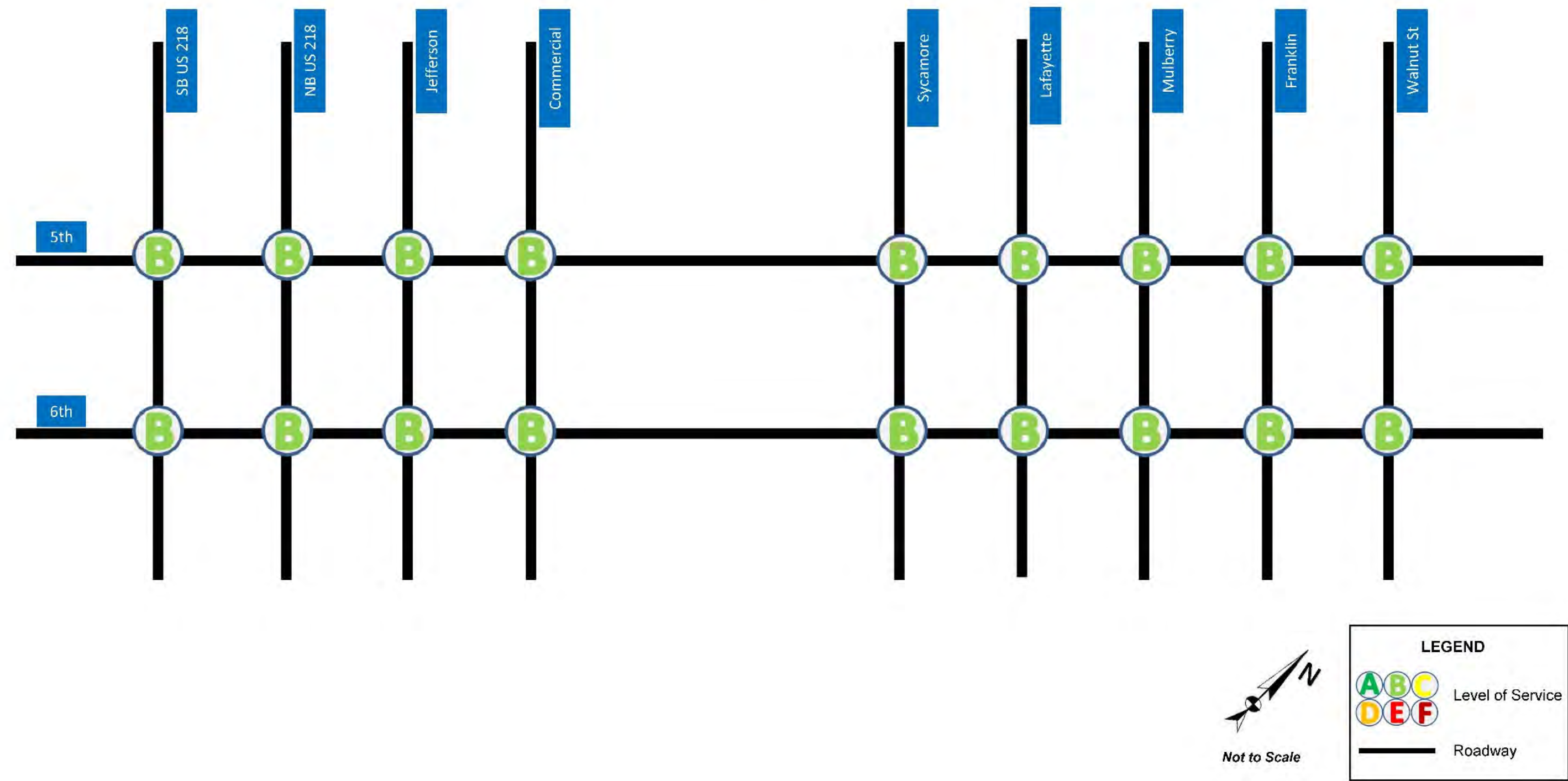
E

F

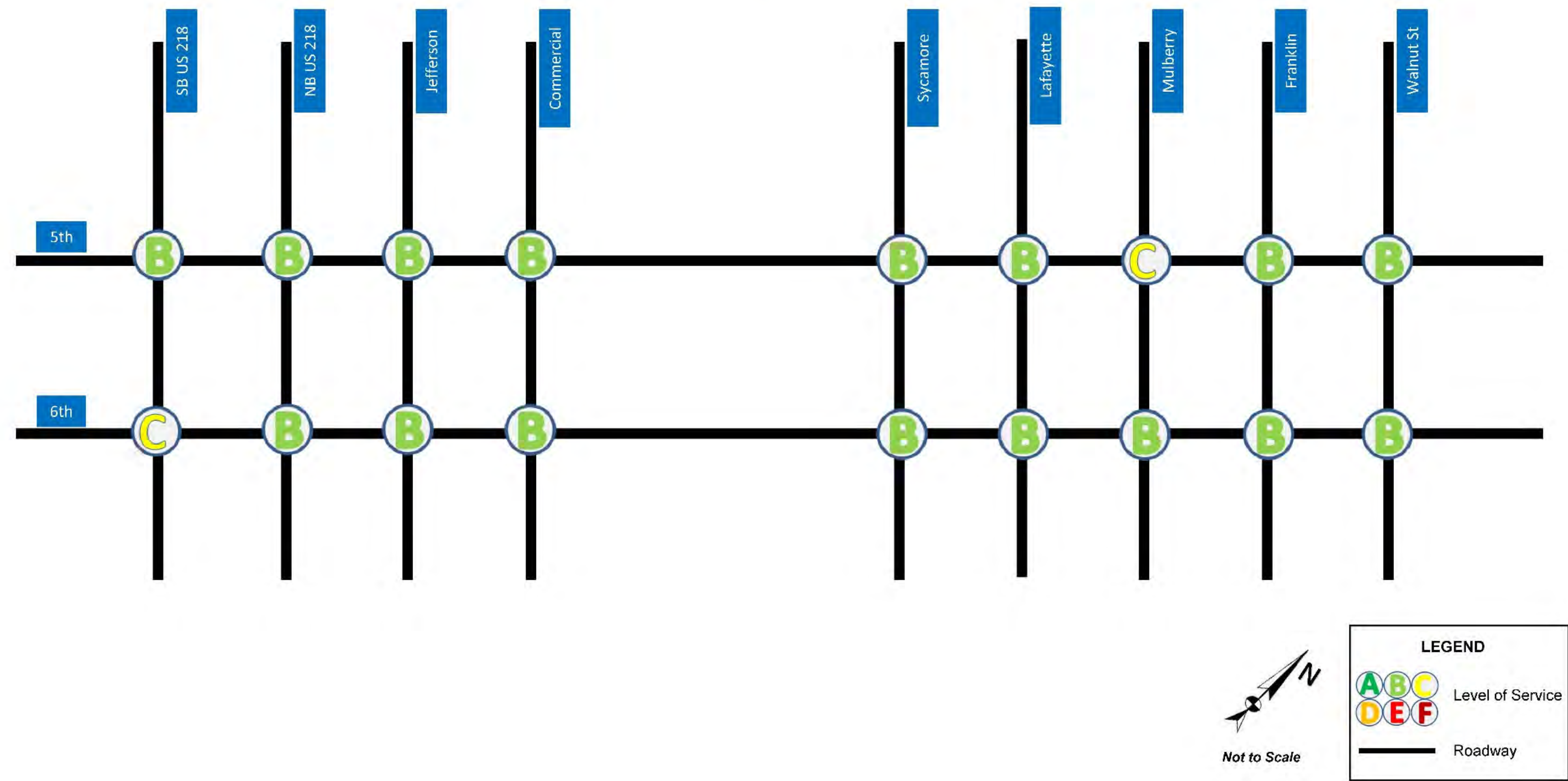
Level of Service

Roadway

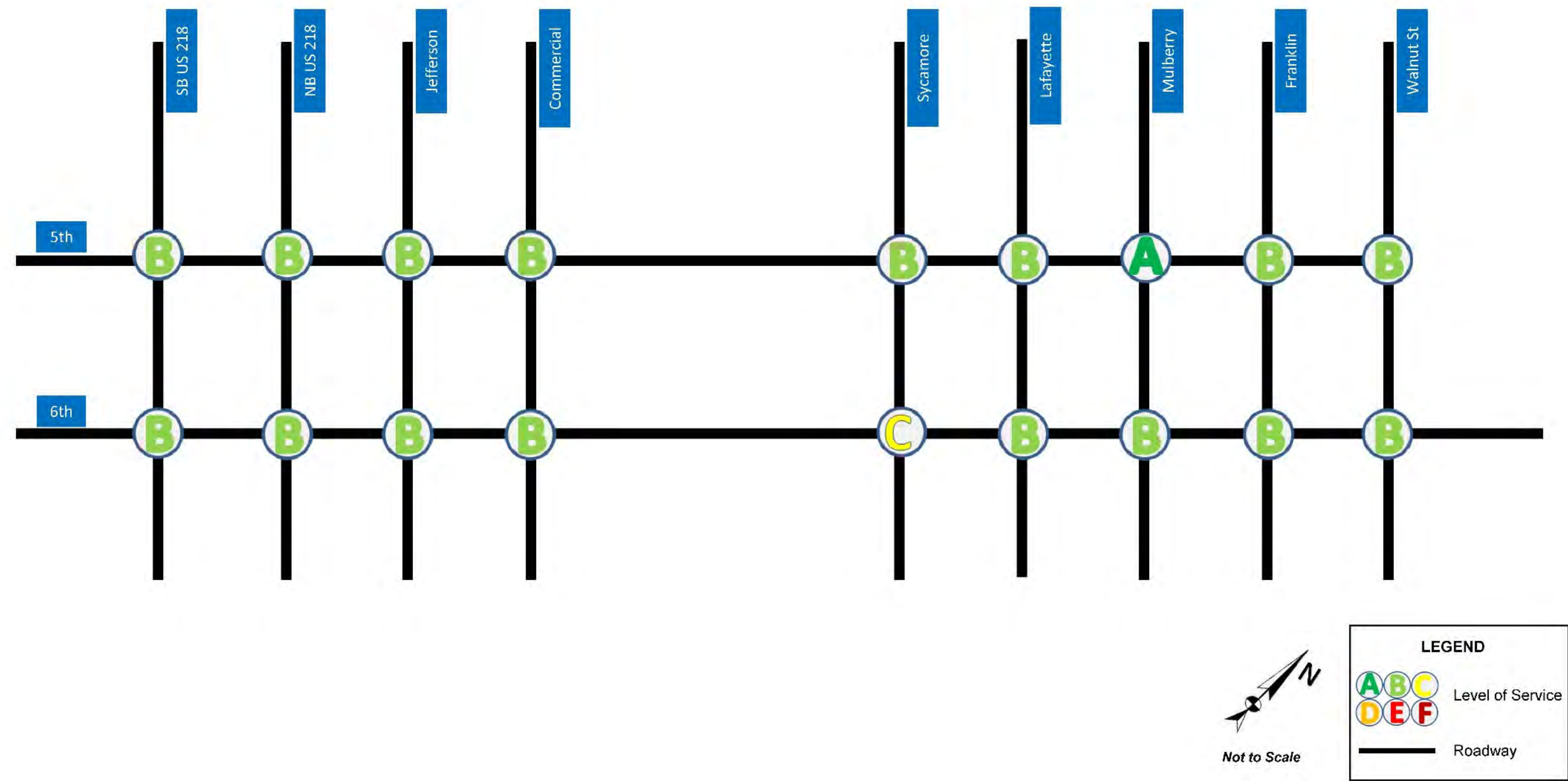
Vistro Results – East Portion – Existing AM (2017)



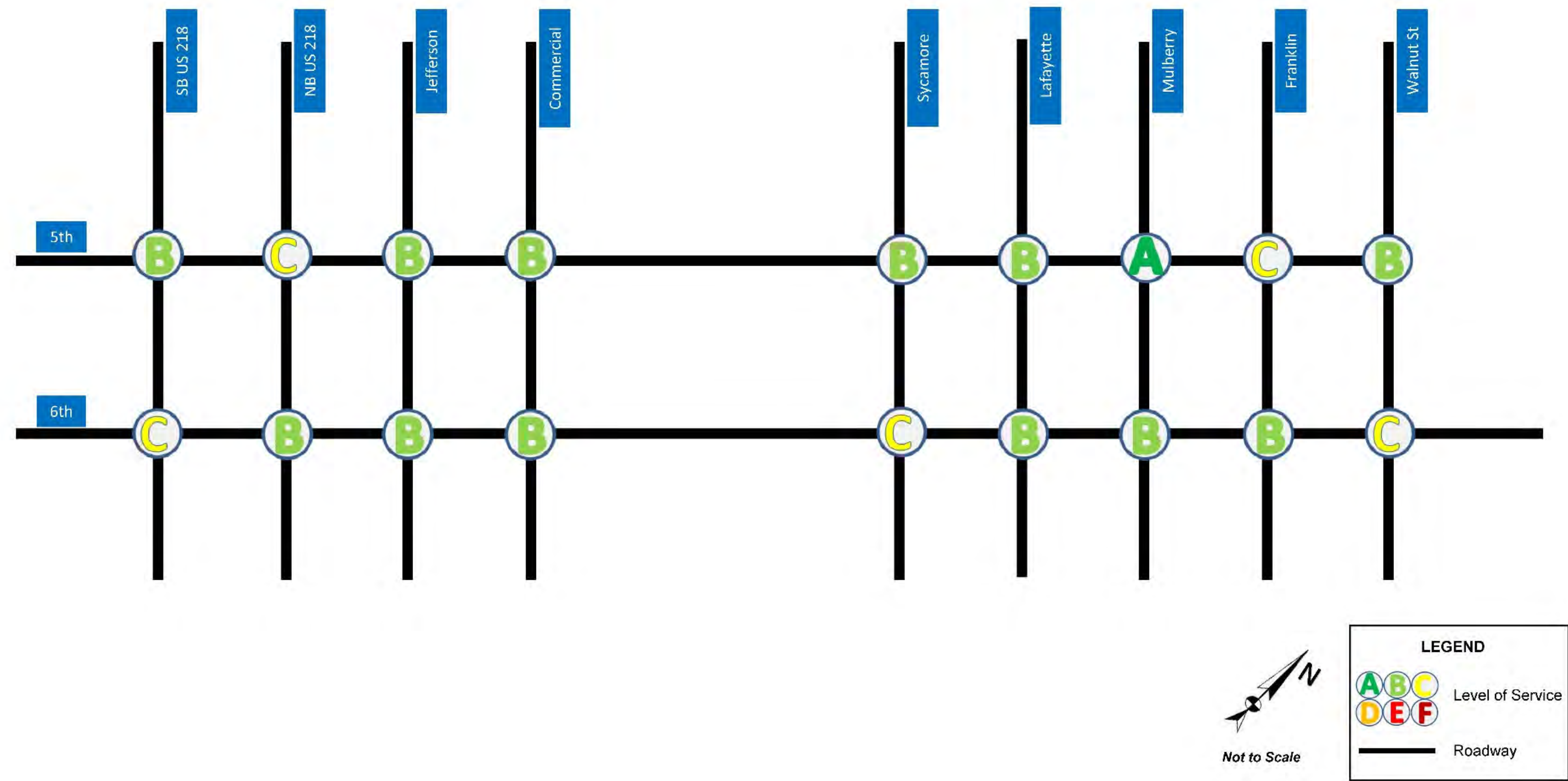
Vistro Results – East Portion – Existing PM (2017)



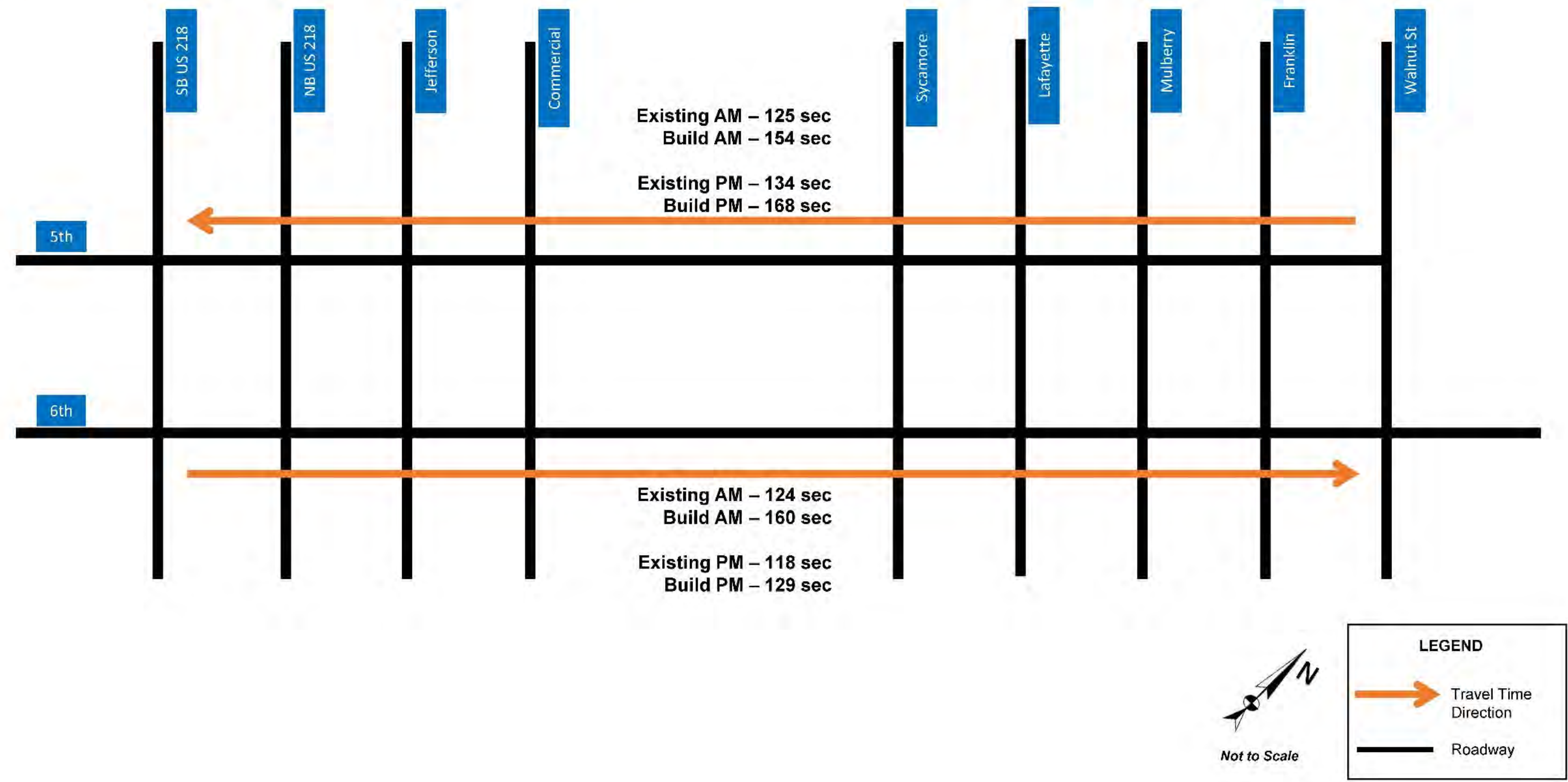
Vistro Results – East Portion – Build AM (2017)



Vistro Results – East Portion – Build PM (2017)



Vissim Travel Time – East Portion





Next Steps

- Stakeholder / Public Information Meeting
 - Beginning of February
- Presentations to Complete Streets and INRCOG's Transit Advisory Committee
- Final Report



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4th, 5th and 6th Conversion Study

Questions/Comments

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Thank you for your time and
interest!