



Legislation Text

File #: 51170, **Version:** 2

No Appropriation Required

ALTERNATE - Accepting the report by Strand Associates - Blair Street Corridor Study Report and approving geometry for the S Blair Street / John Nolen Drive / E Wilson Street / Williamson Street intersection. (6th & 4th ADs)

The City retained Strand & Associates to study the John Nolen Drive and Blair Street Corridor. The study limits were from North Shore Drive to East Washington Ave. The purpose of the study was to:

1. Identify a preferred alternative for the John Nolen Drive/S Blair Street and E Wilson Street/Williamson Street intersection for reconstruction that improves operations, safety and comfort for pedestrians, cyclists, motorists and transit.
2. Evaluate short and long term options that improve pedestrian and bicycle access to the lakeshore from North Shore Drive to S Blair Street.
3. Identify intersection needs to determine ability to create a rail road quiet zone for the intersection.

Three public information meetings were held to gain public input on the study and proposed plans.

Based upon the findings of the study, the study team recommends Alternative 1 should be moved forward into design as it best balances the multiple goals that have been identified as most important to a successful reconstruction project.

Major design components of Alternative 1 Geometry includes:

- a. Installing left turn lanes on northbound John Nolen Dr and southbound Blair St.
- b. Providing an alternate route for pedestrians & bicycles to avoid crossing Williamson St at Blair St by including a cycle track along the south side of Williamson St to Blount St and creating a new signal with bike crossing phase at the Blount St / Williamson intersection.
- c. Relocation of the two Machinery Row driveways southwest and reduce into one driveway.

NOW THEREFORE BE IT RESOLVED that the report by Strand Associates - Blair Street Corridor Study Report are hereby accepted and,

BE IT FURTHER RESOLVED that the geometry for the S Blair Street / John Nolen Dr / E Wilson Street / Williamson Street intersection is hereby approved and,

BE IT FURTHER RESOLVED that City Engineering and City Traffic Engineering are hereby authorized to proceed with final design for reconstruction of intersection; and,

BE IT FINALLY RESOLVED that City Engineering & Traffic Engineering considers the following items during final design:

1. Remove parking along Machinery Row, replace with combination of bike lane and more green space.

2. Include table top crosswalk of Blount Street crossing on south side (so bikes & pedestrians heading toward Jenifer St stay up at sidewalk level).
3. Swing path away/around pinch point in front of Fauerbach and regrade/add retaining wall as necessary.
4. Keep the channelized right turn and table top the pedestrian crosswalk in the design (already included in design).
5. Include Ped/Bike button on E. Wilson Street East Bound Left Turn in median.
6. The Bike path through parking lot is not ideal; continue work on this in the Parks Master Plan.
7. Continue to work on increasing timing preference on bicycle and pedestrian crossing.
8. Look into possible design recommendations for the Williamson & Jenifer intersection with reconstruction of the Williamson & Blount phase of the project.