

# VILLAGE OF ALLOUEZ

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## Department of Public Works

### RIVERSIDE DRIVE ROADWAY ALTERNATIVES

#### **Wide-Outside Lane Alternative (Bicycle Accommodation Lane)**

The Riverside Drive Wide-Outside Lane alternative provides a 3 foot wide bicycle accommodation for use by cyclists and a 1 foot gutter. This meets the Federal Highway Administration requirement for “Complete Streets,” ie, accommodate all highway corridor users.

Design includes:

1. 15’ wide outside lane that can accommodate bicycles, and the village would request edge line stripping. Striping would be a project cost. The striping is a final design decision.
2. No significant impact of the roadway on adjacent properties, the same as the non-wide lane alternative (with no bike accommodation ).
3. Construction cost based on DOT estimating formulae is \$0.5 million for property acquisition and \$0.5 million for construction. This will be a WisDOT cost as part of “Complete Streets.”
4. The vehicle travel lanes would be four 11-foot lanes, two lanes in each direction.

Advantages of Wide-Outside Lane Option

1. Provides for long-term accommodation of bicycle users, and provides a route the entire length of the village. This is a significant long-term advantage.
2. This is a Federal Highway Administration (FHA) readily approvable design.
3. The Wide-Outside lane design provides other engineering advantages including a safer pedestrian zone, more room for disabled vehicles, and the striped edge line will help reduce vehicle speeds.

#### **Non-Wide Outside Lane Alternative (No Bicycle Accommodation)**

This is the Riverside Drive Non-Wide Outside Lane alternative.

Design includes:

1. Four 11-foot vehicle travel lanes with a 2-foot gutter on each side of the roadway.
2. No difference in significant impact of the roadway on adjacent properties, the same as the wide lane alternative (with the bike accommodation). There will still be impacts to trees, landscaping, fences, parking, etc, in some areas of the project, but no difference between the two options by reducing the width by 2’ on each side.
3. The roadway width would be 4-foot less on this route.

### Advantages of the Non-Wide Outside Lane Option

1. This alternative is a lower WisDOT construction cost. The cost to the village does not change.
2. While either option has the same significant impacts, the non-wide-lane option does reduce the overall roadway footprint.

### Dis-Advantages of the Non-Wide Outside Lane Option

1. This may not be a readily approvable FHA project. The state legislative change to discontinue “Complete Streets” for some projects is the major question with regard to approving this project. It will take time for this decision to be made.
2. Does not provide the future option to include bicycle accommodations because the roadway will be too narrow. This is a long-term disadvantage.
3. Overall, this alternative does not provide as “safe” of a design for all highway corridor users. For example, the sidewalks may be closer to the curb in some places. Bicycles may also use the sidewalk, which results in congestion and safety concerns.

### Summary

Consider the Wide-Lane Option long-term advantage of providing for bicyclists and a safer corridor for all users--versus a Non-Wide Lane Option that would be a lower construction cost and a slightly reduced roadway footprint.