

Notice of Public Meeting
Regarding the Intersection of Broad Street and Racine Street
City of Menasha

Monday May 21, 2018 5 pm to 6 pm.
Menasha City Center, Room 132
100 Main Street, Menasha, WI 54952

The City of Menasha Department of Public Works and Wisconsin Department of Transportation, will conduct a public meeting on Monday, May 21 from 5:00 p.m. to 6:00 p.m. to solicit public comments and questions on the configuration of the intersection of Broad Street and Racine Street after the Racine Street Bridge construction project scheduled for 2020 and 2021. The meeting will be an open house format with no formal presentation. People will be able to comment on design alternatives for this intersection as well as ask any questions regarding the impacts to the area.

City of Menasha
Josh Radomski
Director of Public Works

Run: May 14, 2018



Memorandum

Date: May 1, 2018

To: Board of Public Works

From: Joshua Radomski – Public Works Director *JR*
Sam Schroeder – Community Development Director *SS*

RE: Racine Street and Broad Street Intersection

Background

The Wisconsin Department of Transportation (WISDOT) continues to work on the Racine Street Bridge Project. WISDOT is currently preparing the final layout of the design and will be working on the Design Study Report and Final Roadway Plat in the coming months. WISDOT has requested that we select a preferred alternative for the Broad Street and Racine Street intersection. WISDOT provided 5 design alternatives for this intersection which are attached to this Memorandum. The 5 alternatives are described in detail in the memorandum from WISDOT.

The design of this intersection not only affects the traffic flow within this intersection, but will also have some impact to the property located at 87 Racine Street. As the Council is aware, there is an accepted offer on this property and the site plan for this development is being brought to Plan Commission on May 8. Severe impacts from the DOT project may negatively impact the development of this property.

Analysis

After reviewing the 5 alternatives presented, it was determined that Alternatives 1, 2 and 5 have significant safety and operational issues that impacted the viability of these alternatives. Alternative 3 provides for good safety and operations; however it severely impacted the property located at 87 Racine Street which would hamper any development on the site. Due to the economic development issues with this Alternative, Alternative 3 was not chosen. Alternative 4 provides for good safety and operations, while limiting the impact to the property at 87 Racine Street. For this reason, this is the preferred alternative.

Recommendation

Staff recommends that the Board of Public Works and Common Council approve moving ahead with the design of the Racine and Broad Street intersection with Alternative 4 being the preferred option to improve the safety of this intersection and preserve the proposed development of 87 Racine Street.



Broad Street Intersection Alternative Memo

ID 4992-03-00, Racine Street Bridge, City of Menasha

WisDOT and our design team have worked with City of Menasha officials to develop five options for the Racine Street and Broad Street intersection. The five options provide a varying level of access at the intersection in an effort to balance traffic operations, safety, pedestrian access, local development, and impacts to adjacent properties.

Based on our evaluation, Option 4 ranks as the best intersection alternative since it provides the best traffic operations, best pedestrian accommodations, and the highest level of safety while minimizing impact to adjacent city property. Option 3 would rank second for overall traffic operations, pedestrian accommodations, and safety but this has greater impact to adjacent city property. Options 1, 2, and 5 all result in failing traffic operations at the intersection and they also create significant safety concerns with the unrestricted turn movements.

An overview of each option along with the respective pros and cons are provided below (layouts are attached separately):

Option 1

- Provides full access for all turning movements at Broad Street with a raised median
- Broad Street east of Racine Street remains one-way eastbound
- Along with option 3, this has greatest real estate impact on north side of river
- **Traffic operation for EB Broad Street has a failing level of service with this option. There is also significant safety concern with unrestricted turning movements at this intersection.**
- No pedestrian crossing on south leg of Broad Street intersection due to length of crossing, limited refuge width in median, and other nearby crossing options

Option 2

- Provides full access for all turning movements at Broad Street without a raised median
- Broad Street east of Racine Street remains one-way eastbound
- Sidewalk along east side north of Broad Street remains close to existing location but this option has no terrace which creates issues for utilities, signing, and snow storage
- **Traffic operation for EB Broad Street has a failing level of service with this option. There is also significant safety concern with unrestricted turning movements at this intersection.**
- No pedestrian crossing on south leg of Broad Street intersection due to length of crossing, limited refuge width in median, and other nearby crossing options

Option 3

- Includes a raised median and restricts Broad Street to right-in, right-out with SB left-turn for Racine Street
- Broad Street east of Racine Street remains one-way eastbound
- Along with option 1, this has greatest real estate impact on north side of river
- **Raised median through the intersection restricts some turn movements but provides a significant overall improvement in traffic flow and intersection safety. Any restricted turn movements can be accommodated via adjacent local street system (1st Street on the north or the new Main Street roundabout on the south).**
- Pedestrian crossings are provided on all four legs of the intersection. Raised median also provides for improved pedestrian safety, especially on south side with the wider median.



Broad Street Intersection Alternative Memo

ID 4992-03-00, Racine Street Bridge, City of Menasha

Option 4

- Includes a raised median and restricts Broad Street to right-in, right-out only (no left turns)
- Broad Street east of Racine Street becomes a two-way street
- Sidewalk along east side north of Broad Street remains close to existing location and includes 1.5' planting terrace - narrow terrace creates issues for utilities, signing, and snow storage
- **Raised median through the intersection restricts some turn movements but provides a significant overall improvement in traffic flow and intersection safety. Any restricted turn movements can be accommodated via adjacent local street system (1st Street on the north or the new Main Street roundabout on the south).**
- Pedestrian crossings are provided on all four legs of the intersection. Raised median also provides for improved pedestrian safety with a wide refuge area on both sides of intersection.

Option 5

- Provides all turn movements at Broad Street but no designated SB left turn lane and no physical separation for NB left turn
- Broad Street east of Racine Street becomes a two-way street
- Sidewalk along east side north of Broad Street remains close to existing location but this option has no terrace which creates issues for utilities, signing, and snow storage
- **Traffic operation for both EB and WB Broad Street has a failing level of service with this option. There is also significant safety concern with unrestricted turning movements at this intersection.**
- No pedestrian crossing on south leg of Broad Street intersection due to length of crossing, limited refuge width in median, and other nearby crossing options

Option #1

Broad Street full access with median

RACINE STREET MOVEABLE BRIDGE



Option #2

Broad Street full access without median

RACINE STREET MOVEABLE BRIDGE



1ST STREET

RACINE STREET

BROAD STREET

MAIN STREET

Option #3

Broad Street Right-In/Right-Out & SB Left-In

RACINE STREET MOVEABLE BRIDGE



1ST STREET

RACINE STREET

BROAD STREET

MAIN STREET



Option #4

Broad Street Right-In, Right-Out with full median

RACINE STREET MOVEABLE BRIDGE



1ST STREET

RACINE STREET

1ST STREET

BROAD STREET

BROAD STREET

MAIN STREET

Option #5

Broad Street Full access without median and no SB Left Turn

RACINE STREET MOVEABLE BRIDGE

