











Focus Group Meetings





Discovery Meetings





Where would you rather walk? And Why?

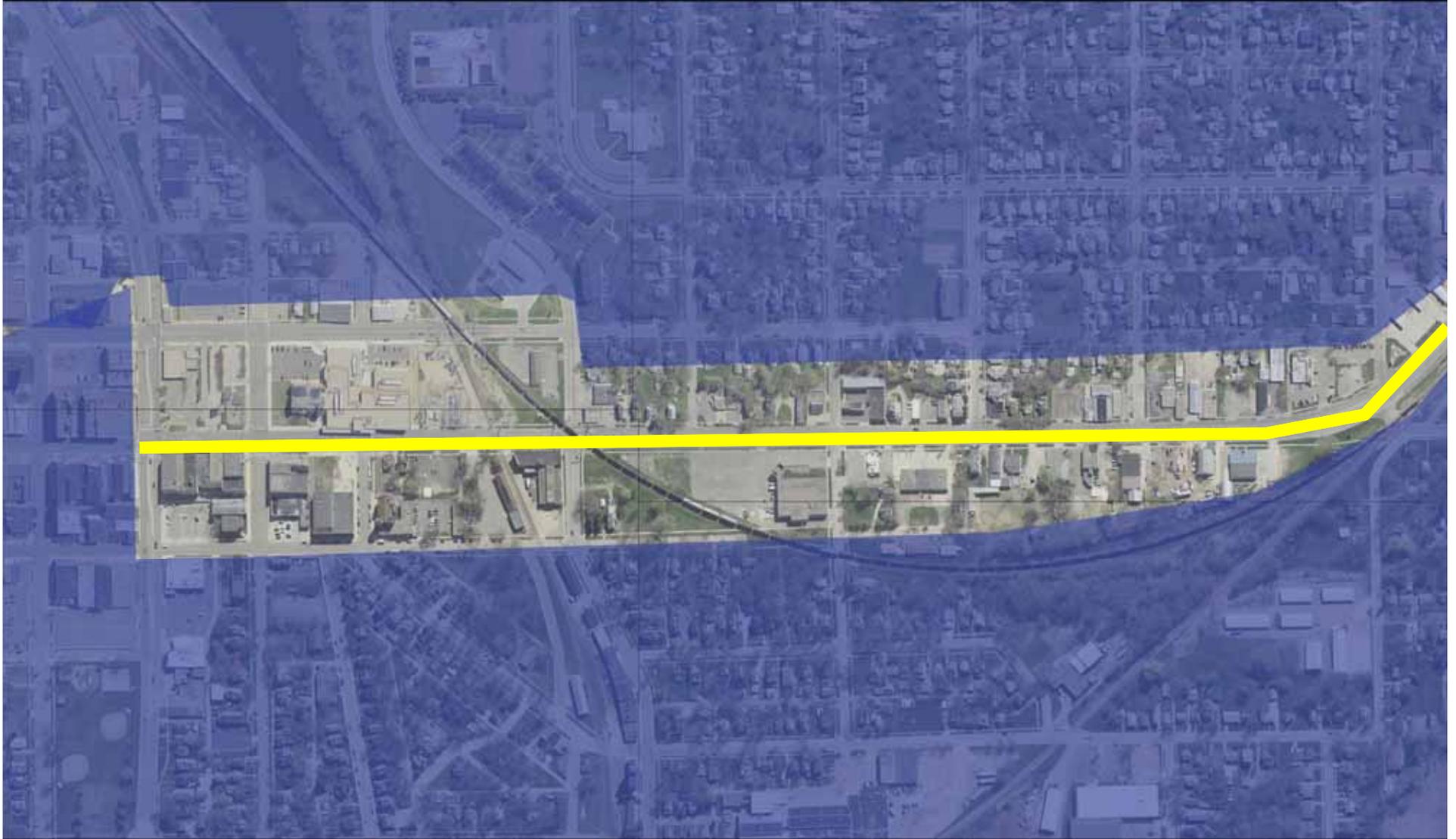


South Broadway ROAD DIET

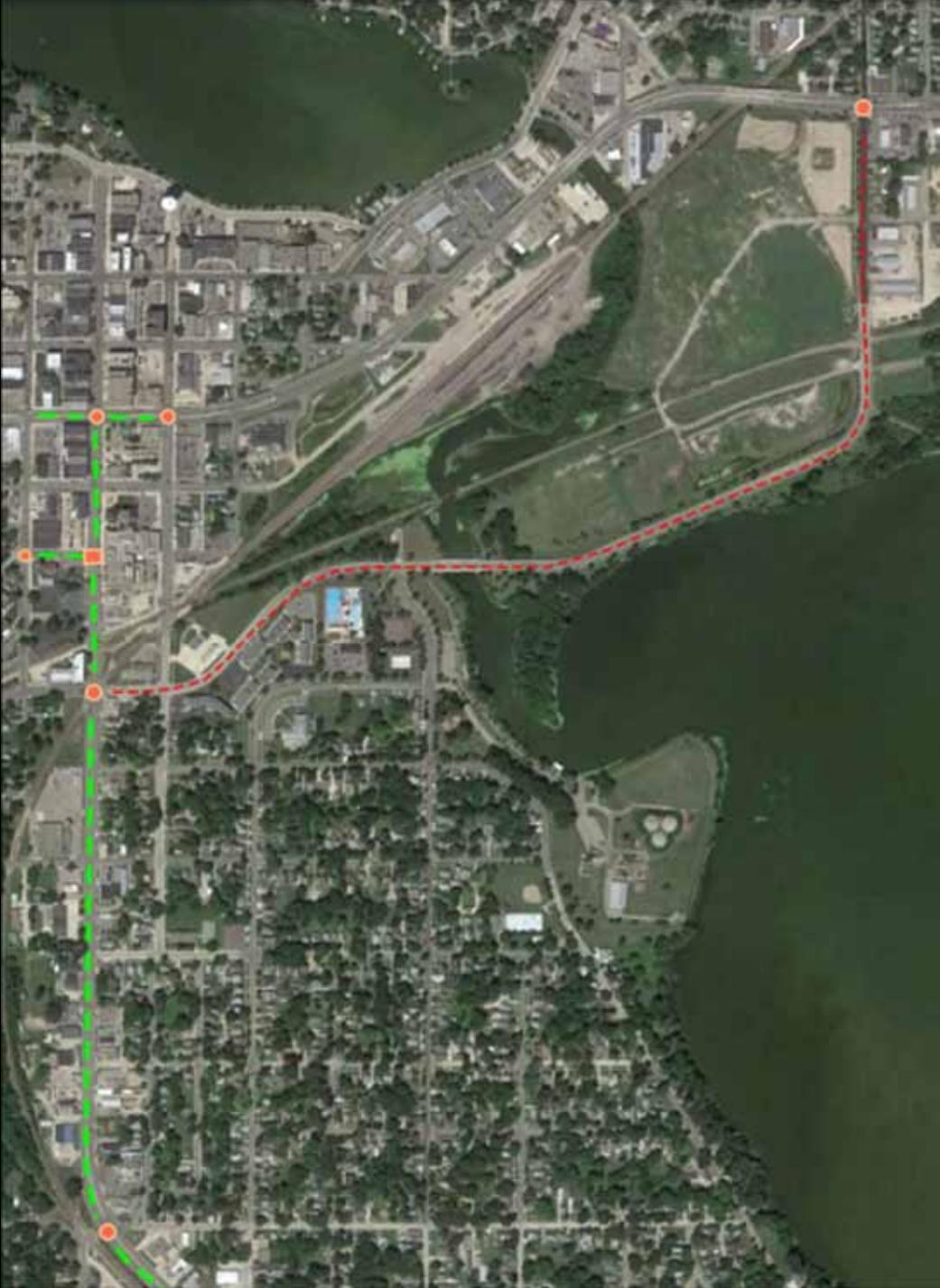


By Dan Burden and Samantha Thomas
Blue Zones LLC
Traffic Engineering by Michael Wallwork

Study Area: South Broadway Avenue



Map of Recommendations



Albert Lea's Immediate and Long Term Downtown Transforming Tools

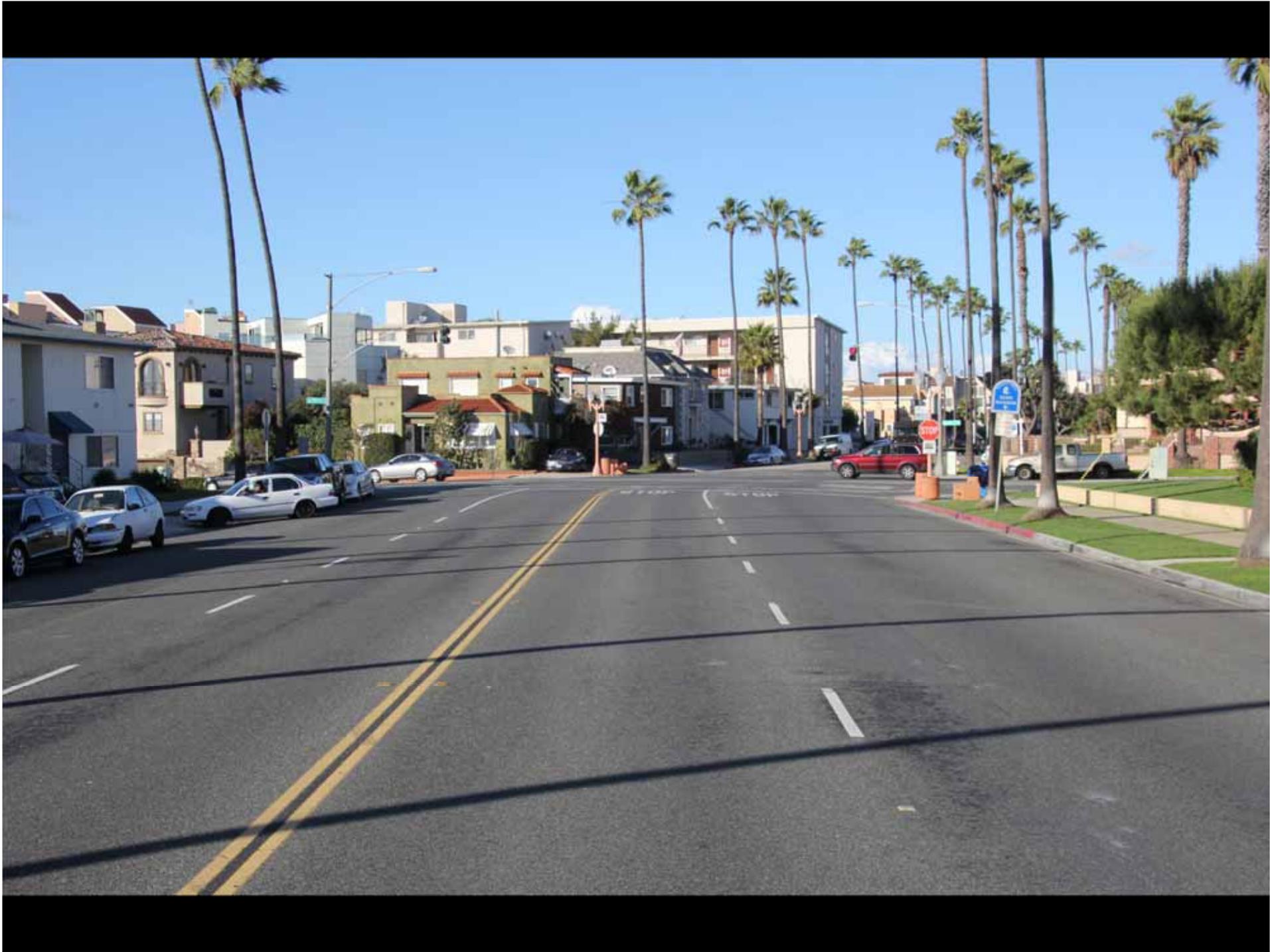
Placemaking and People Friendly Streets

- Gateway
- Parking
- Trees Wells
- Rain Gardens
- Bike Lanes / CycleTracks
- Curb Extensions
- Colorized Turn Lanes
- Raised Medians
- Road Diet
- Roundabouts
- Raised Intersection

Infill Mixed Use Buildings

Liner Buildings









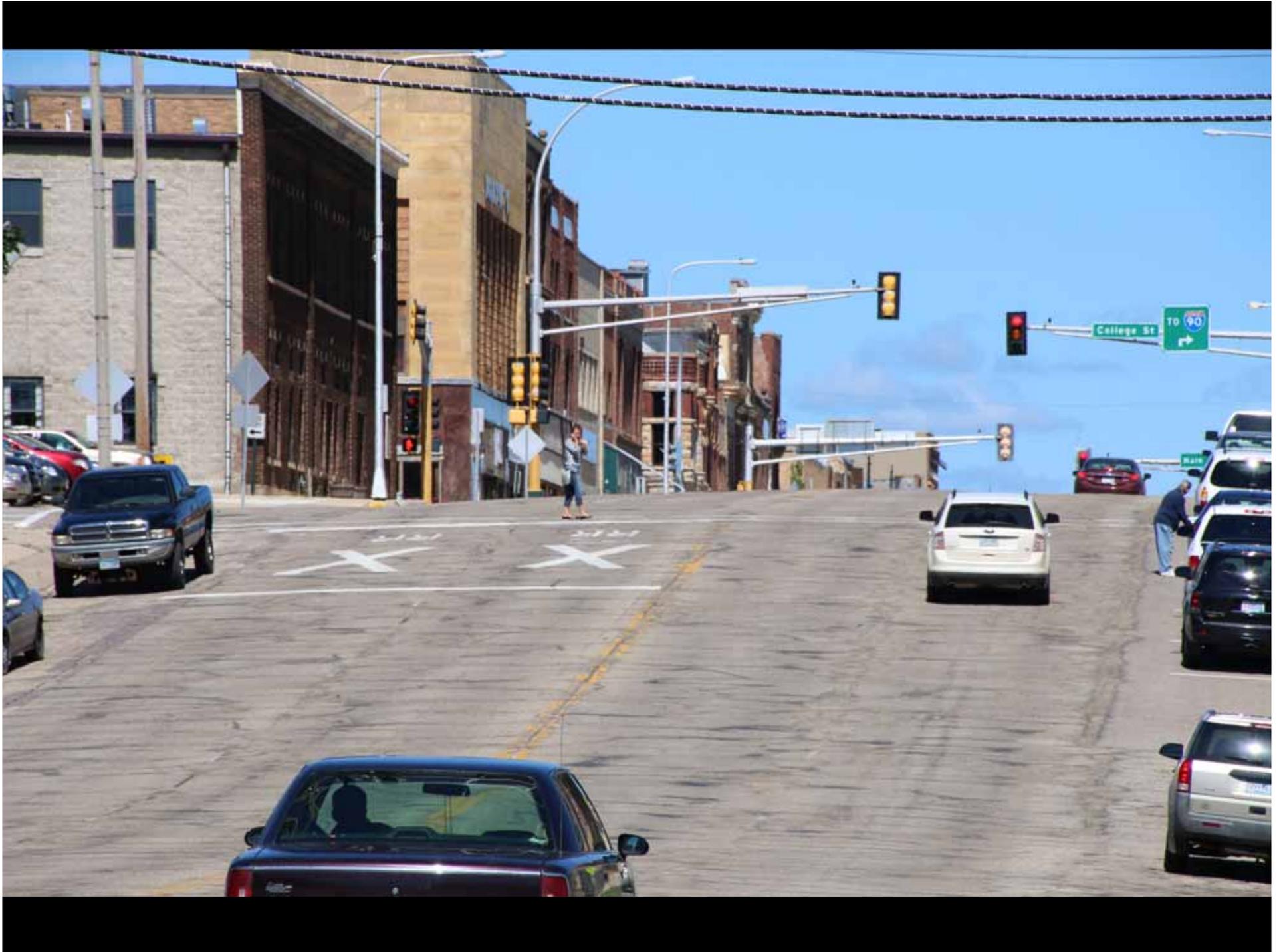
This:

Pottstown, PA

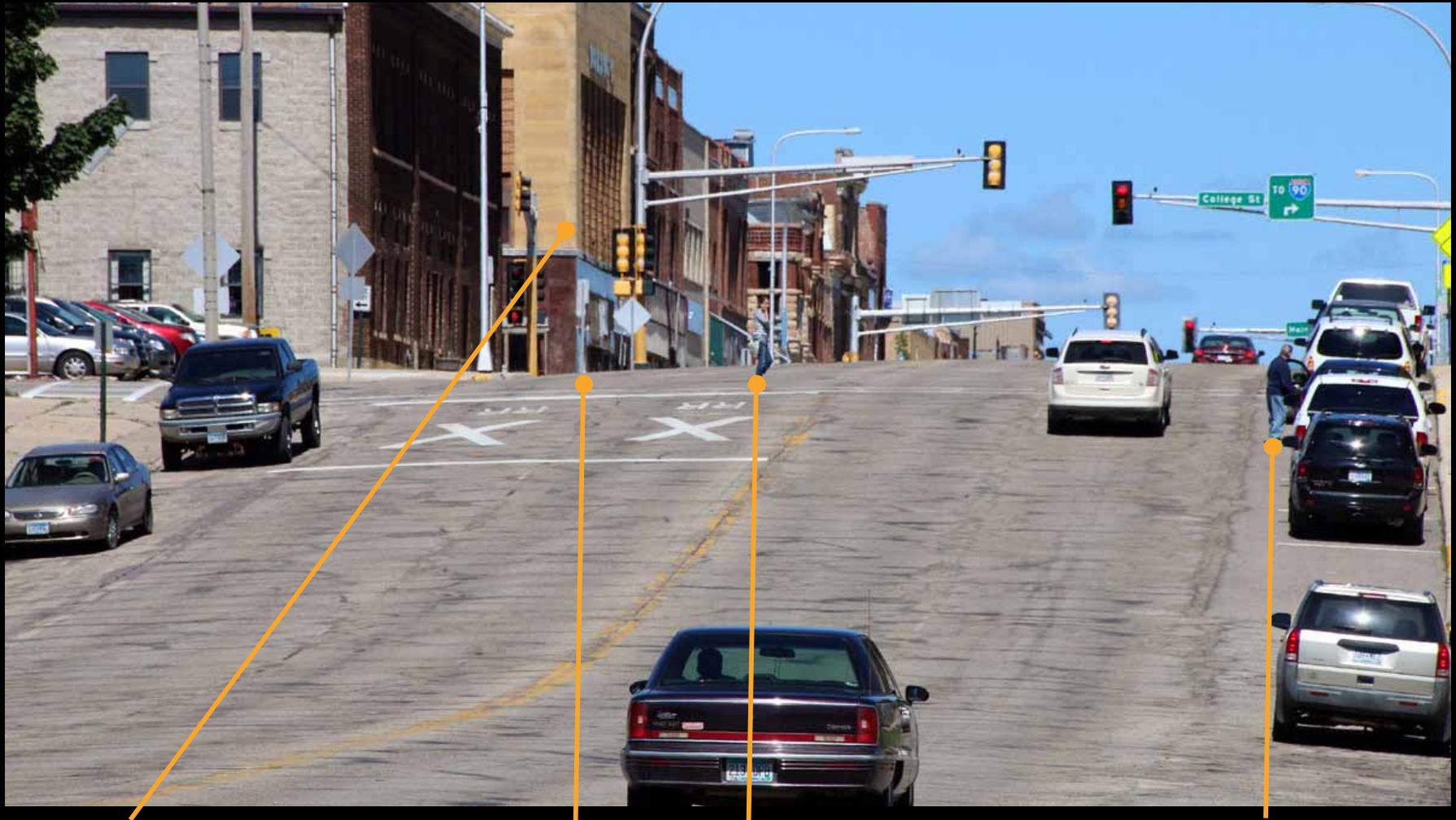


New mixed use buildings make better use of land, and stitch together a more comfortable walk between the lake, town center and county offices.





Community Members Shared:

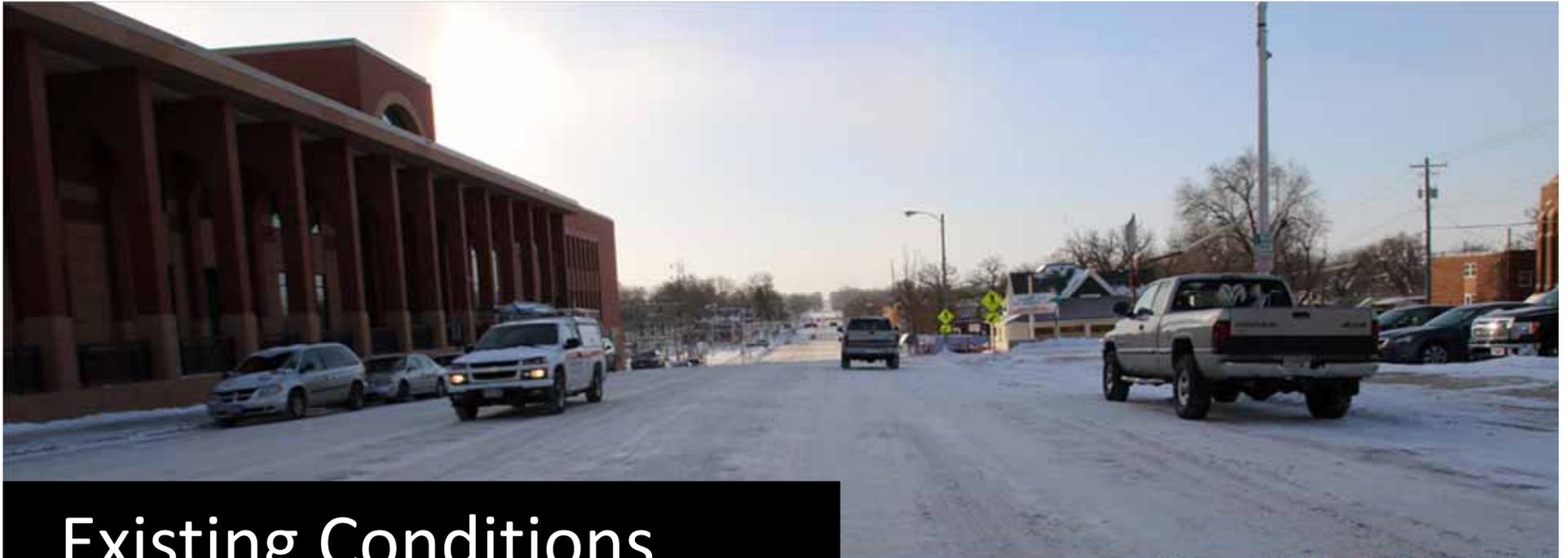


“It would be great to make walking from the Courthouse to downtown/lage more invitin and comfortable.”

“Sight-lines are an issue.”

“We fear crossing at the Courthouse; we are taking our life in our own hands.”

“Parking is difficl t near the Courthouse; it feels unsafe due to the fast moving vehicles.”



Existing Conditions

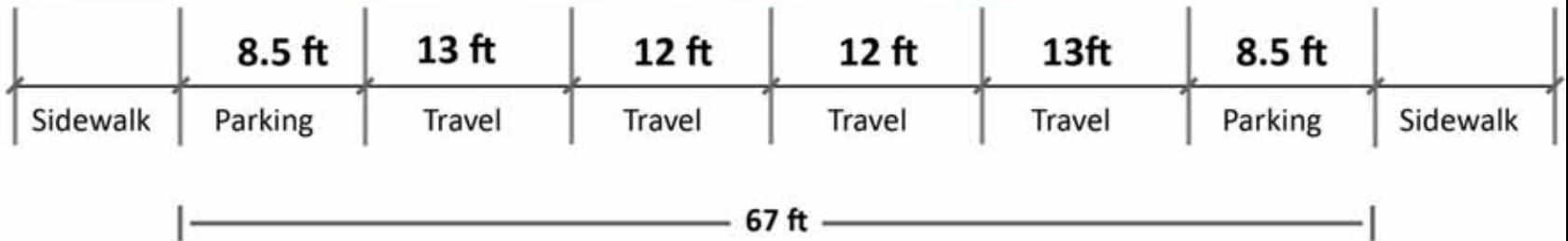




Existing Street Section

Walking at 3.5 ft/second it takes 20 seconds to cross Broadway

A motorist traveling 30 mph is moving 44 feet each second



It takes twice as long to cross the south side of S. Broadway as it does the North Side.



Existing Conditions Summary: South Broadway Avenue and Main Street

Downtowns are more likely to thrive when it becomes easy and safe to get across a principal street.



**LAND USE
DISHONORS
HISTORIC
CHARACTER, NEED
FOR BUILDINGS TO
'WATCH OVER THE
STREET'**

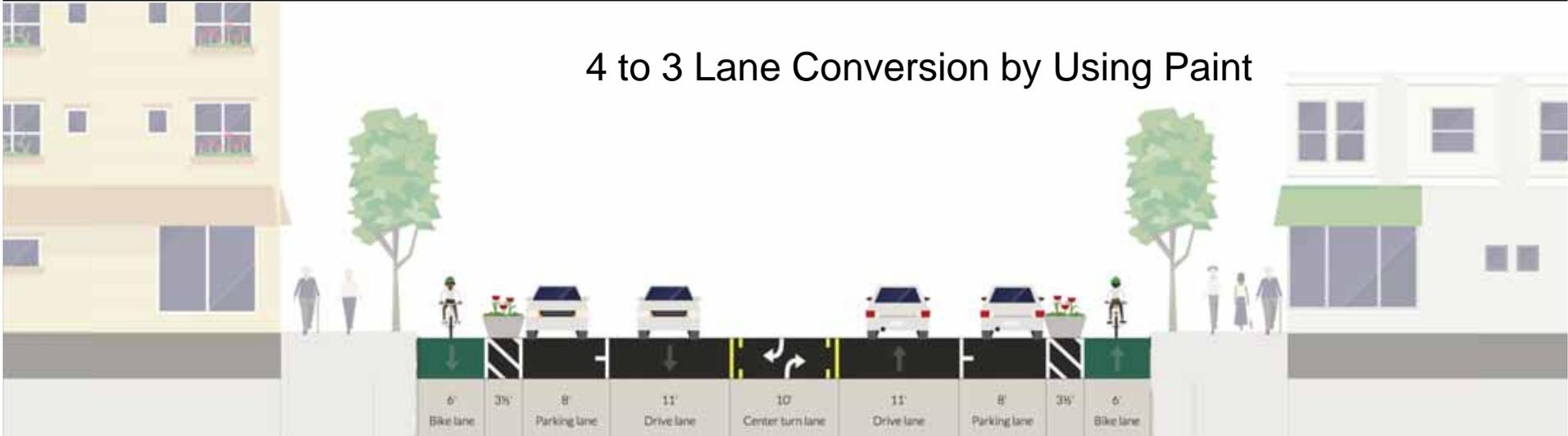
**NEED FOR MORE ON-
STREET PARKING**

**OVERLY WIDE AND
COMPLEX INTERSECTON,
NEED FOR SAFER
INTERSECTION
TREATMENT**

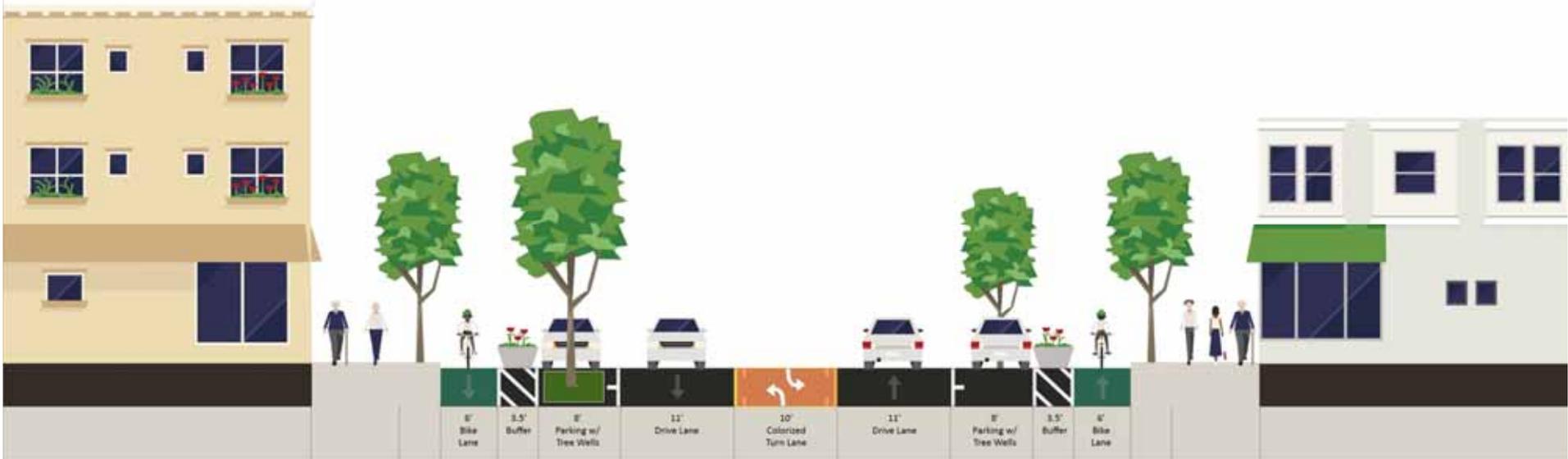
**STREET IS *FAT*, NEED
FOR RIGHT-SIZED
STREET**

Short – Term Opportunities

4 to 3 Lane Conversion by Using Paint

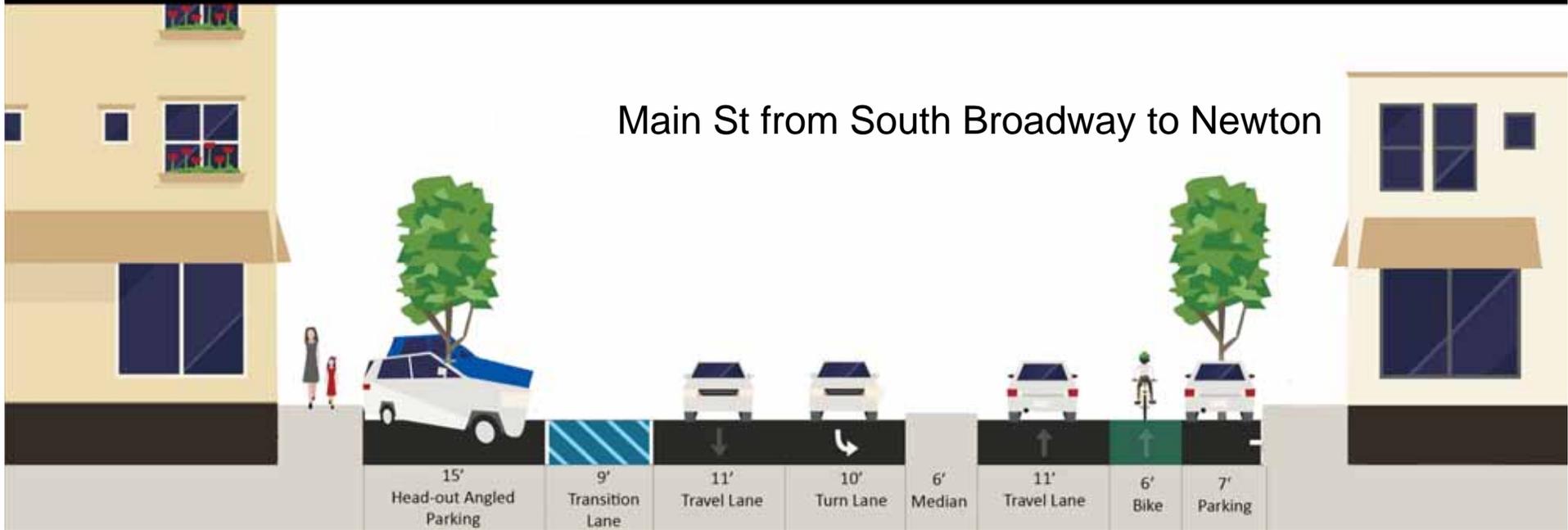


Mid – to Long – Term Opportunities

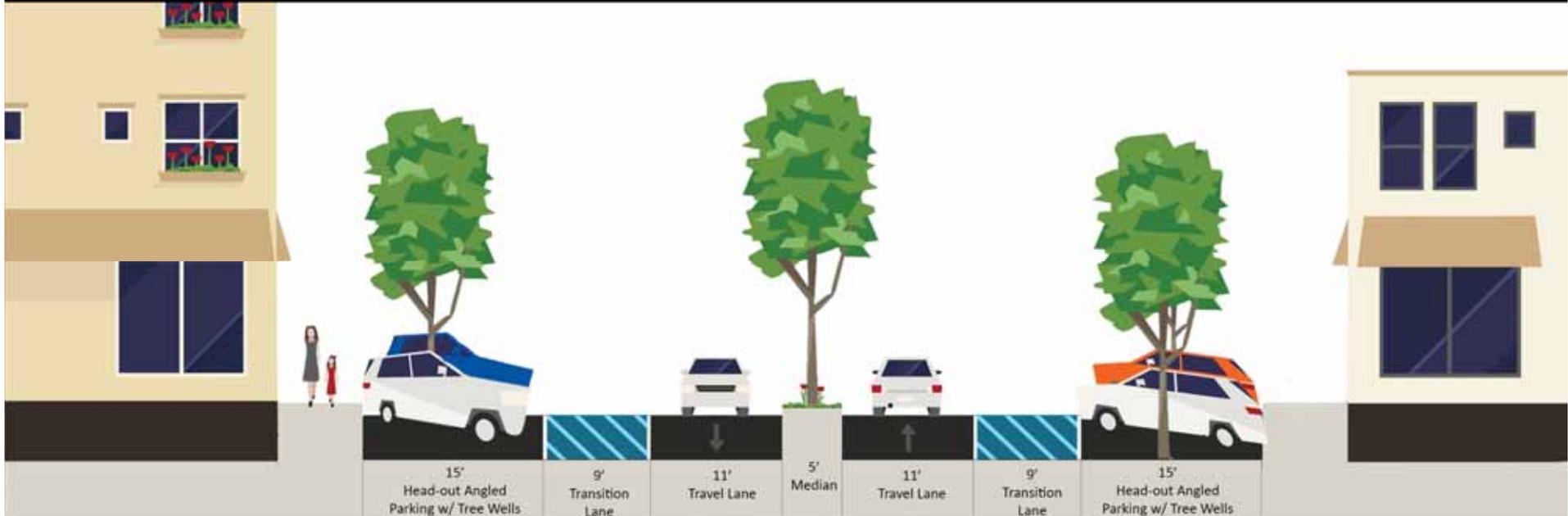


Short – Term Opportunities

Main St from South Broadway to Newton



Mid – to Long – Term: A Roundabout at Broadway and Main Street would



South Broadway: Main St to Pearl St (Existing Scenario Maximizes Parking)



South Broadway: Pearl St to 2nd Ave





Pearl Street

- S. Pearl becomes a one-way street (14 foot access entry)
- Add angled parking to S. Pearl and the west side of S. Broadway
- Curb extensions shorten crossing from 67 feet to 40 feet
- Raised intersection controls traffic speed
- Rectangular lights pulse when pedestrians are crossing
- More space for tree canopies, landscaping, placemaking
- Parking lot(s) can be converted to mixed use buildings
- Coral center turn lane enhances safety
- Blue lane is for transitions into and out of parking, and bicycling
- Washington gains a terminating vista (fountain)

1991

Imagery Date: 8/2/2011

43°38'45"

93°22'09.29" W elev 1243 ft

eye alt 1739 ft

Google earth

Due to its location
this land can
produce 800%
more revenue per
acre than land on
our edge.

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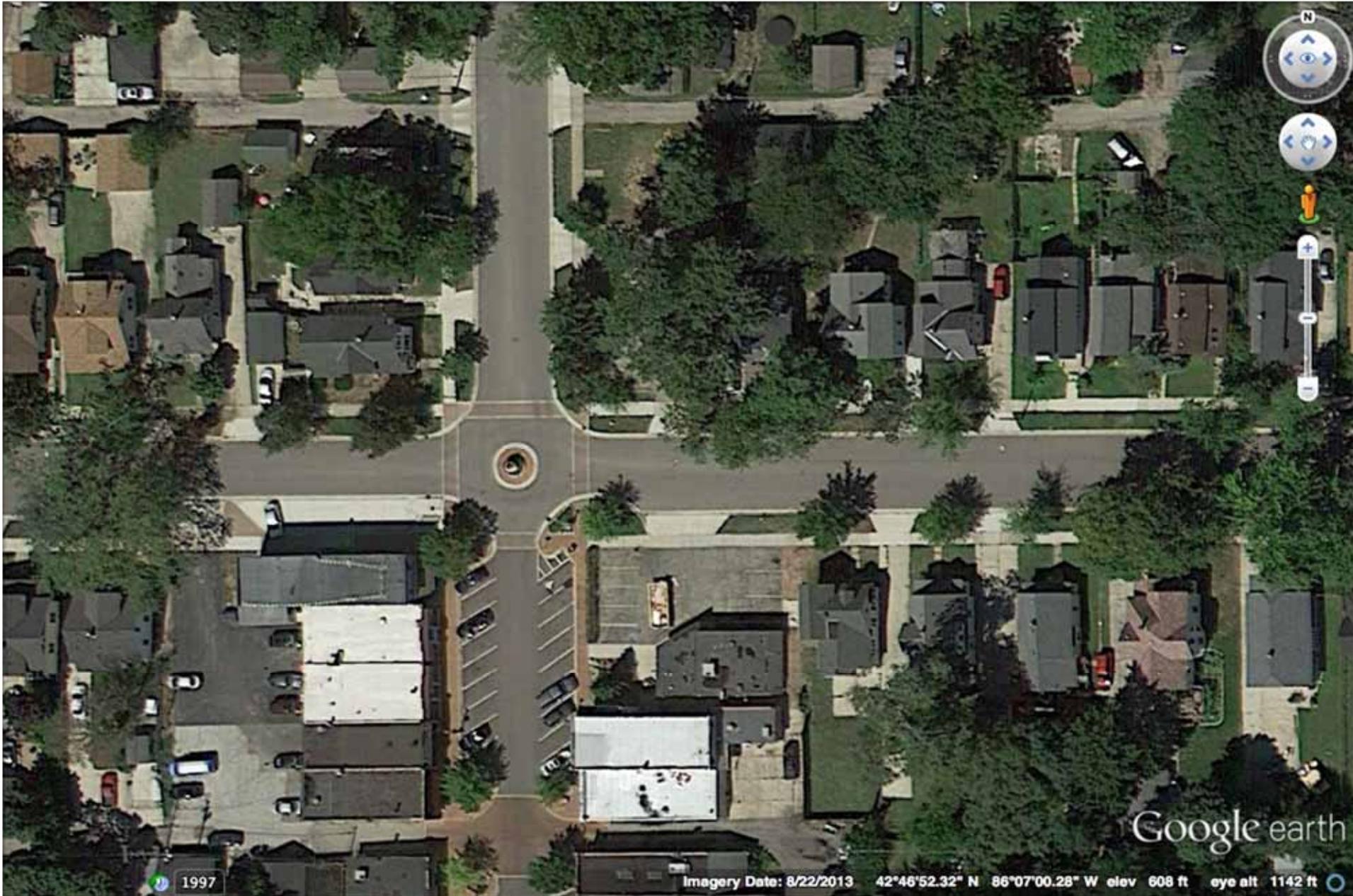




1997

Imagery Date: 8/22/2013 42°46'52.06" N 88°07'01.26" W elev 607 ft eye alt 908 ft

Google earth



Google earth

1997

Imagery Date: 8/22/2013 42°46'52.32" N 86°07'00.28" W elev 608 ft eye alt 1142 ft



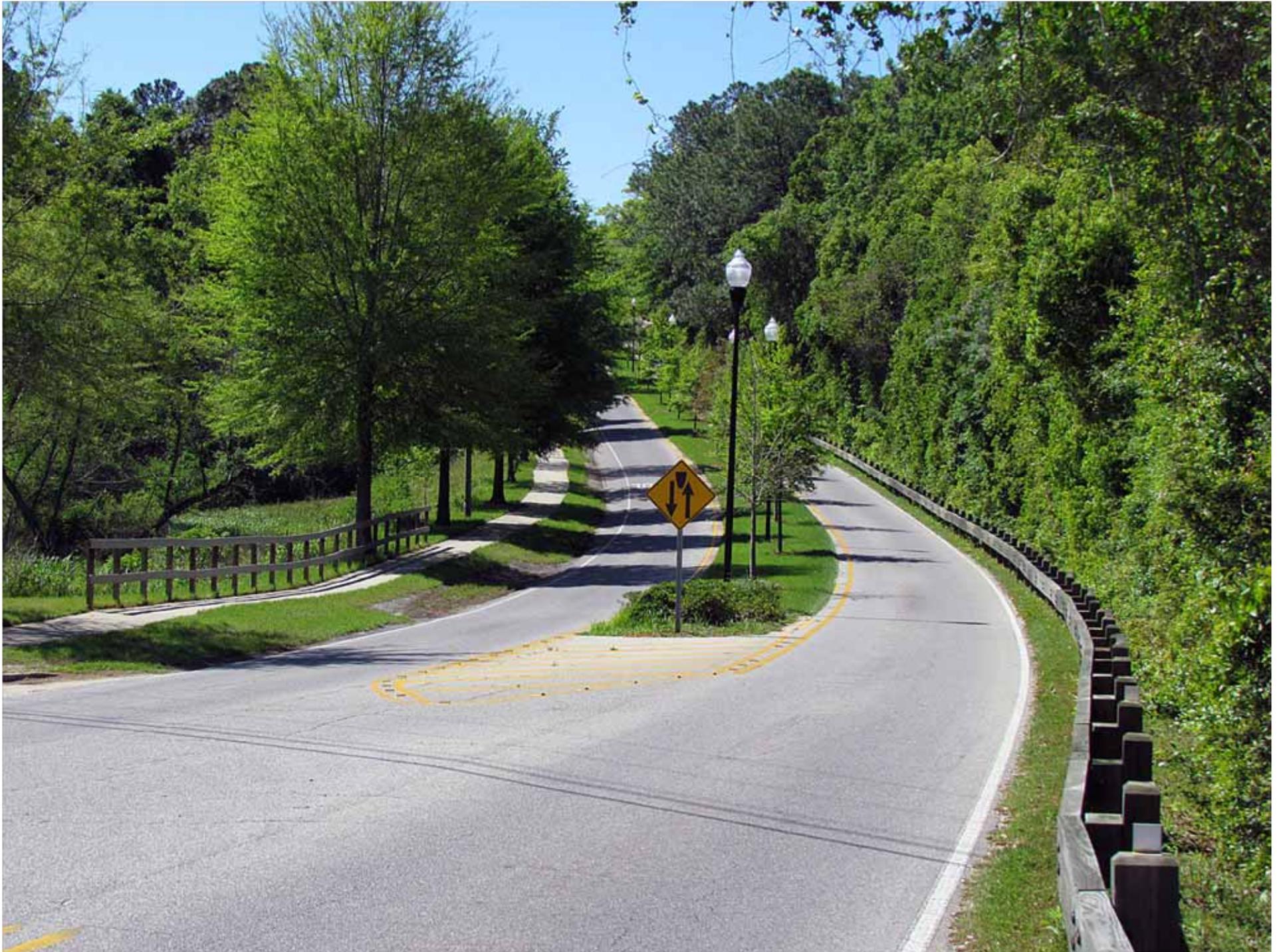




Gateways

SYSTEMS







Road Diets







Abbott Road, E. Lansing, Michigan

15-20,000 ADT



Dixie Highway, West Palm Beach, Florida



**1800 vehicles
per hour
per lane**

**800 vehicles per hour
Per lane**



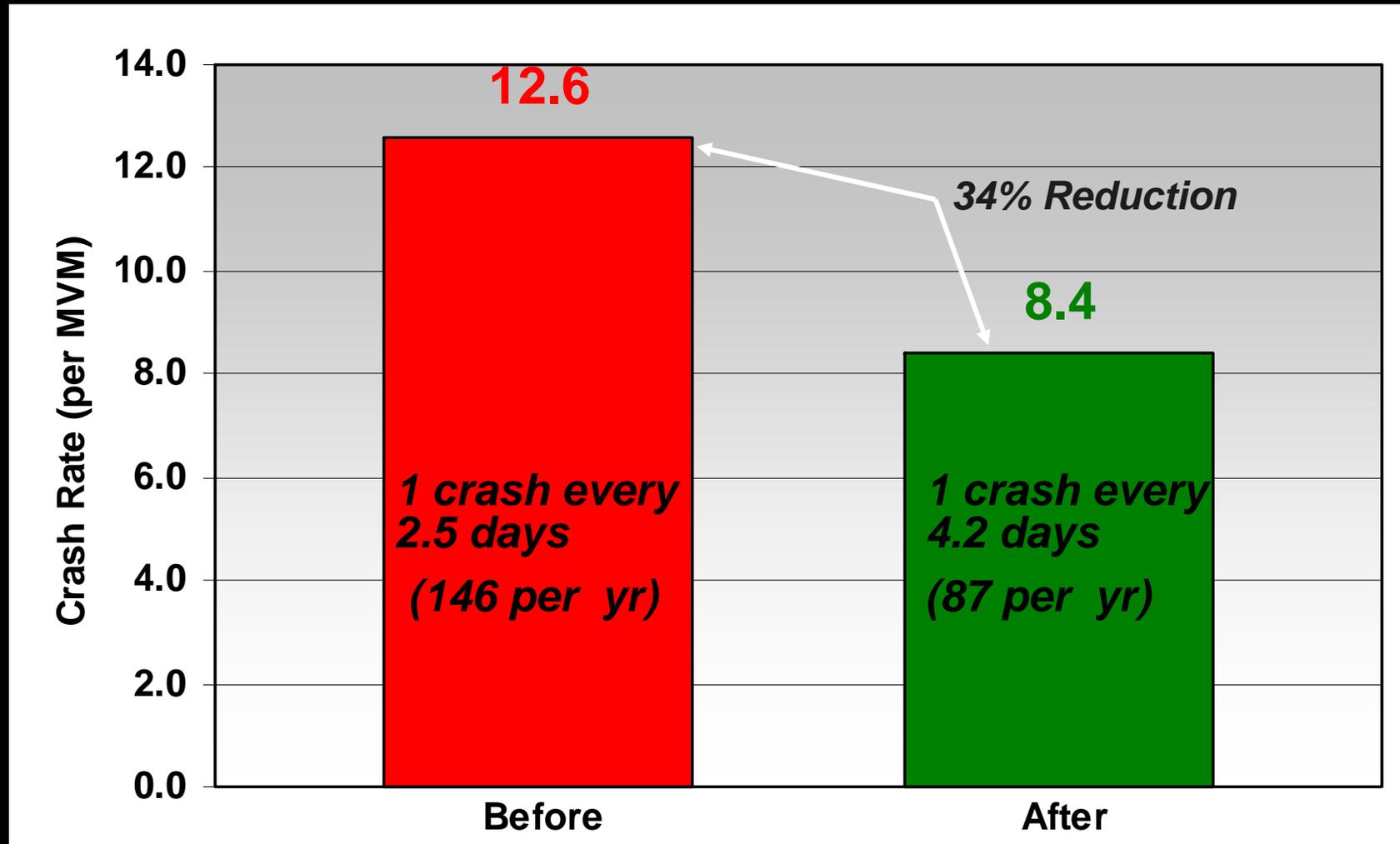
Manitou Springs

Manitou Springs



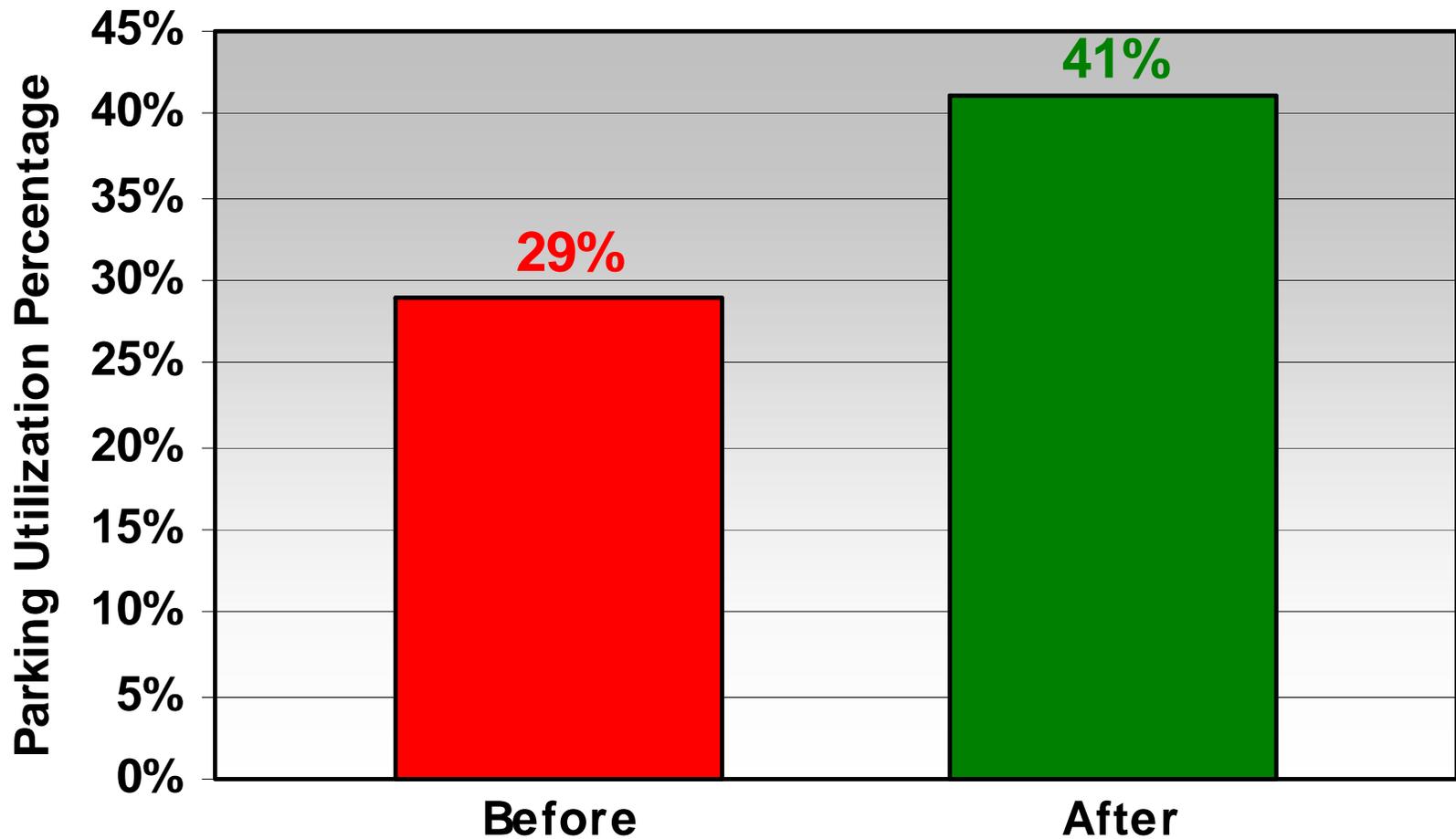


Edgewater Drive: Impact of Road Diet

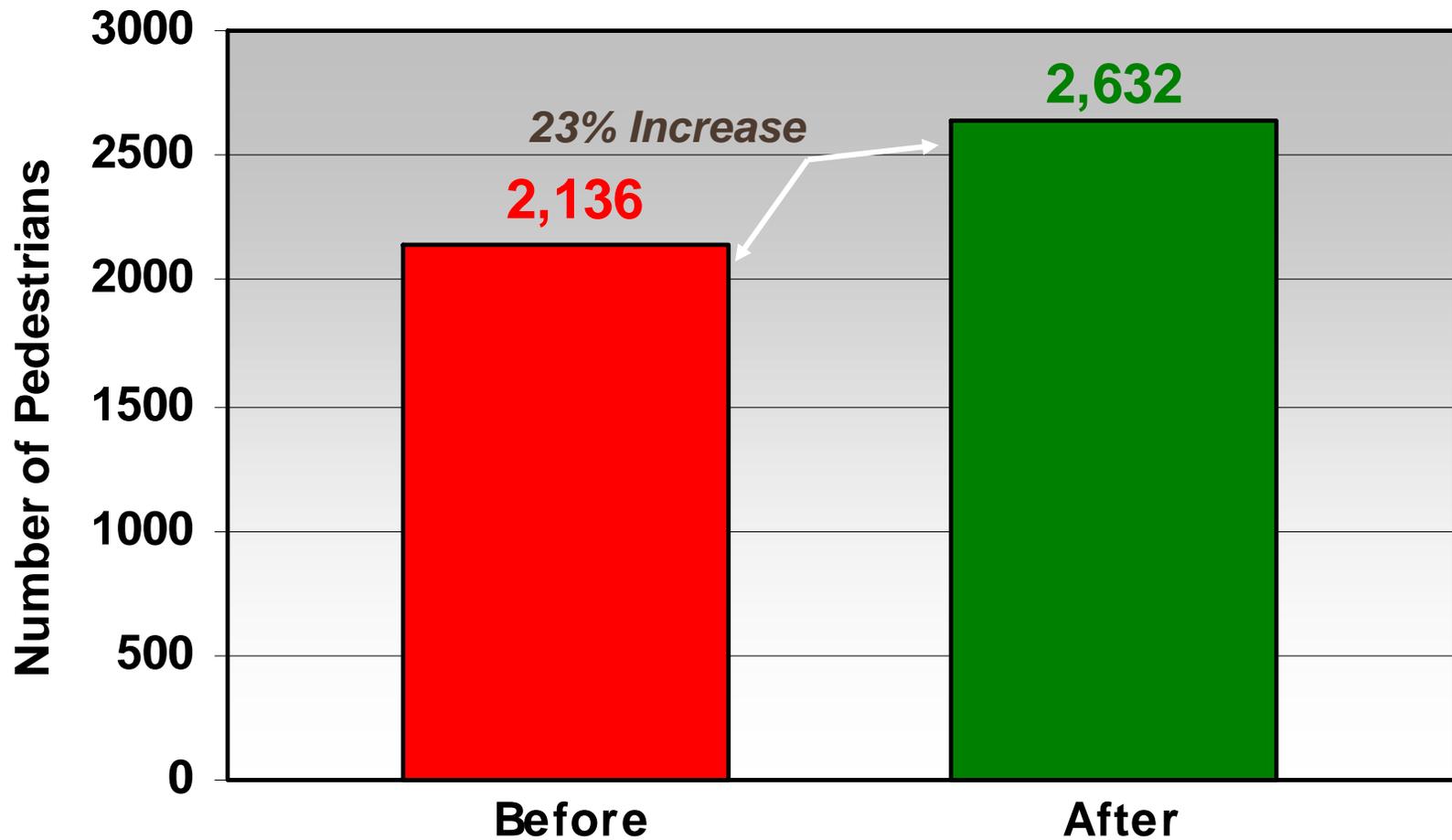


- Crash Rate declined by 34 percent
- Injury Rate declined by 68 percent

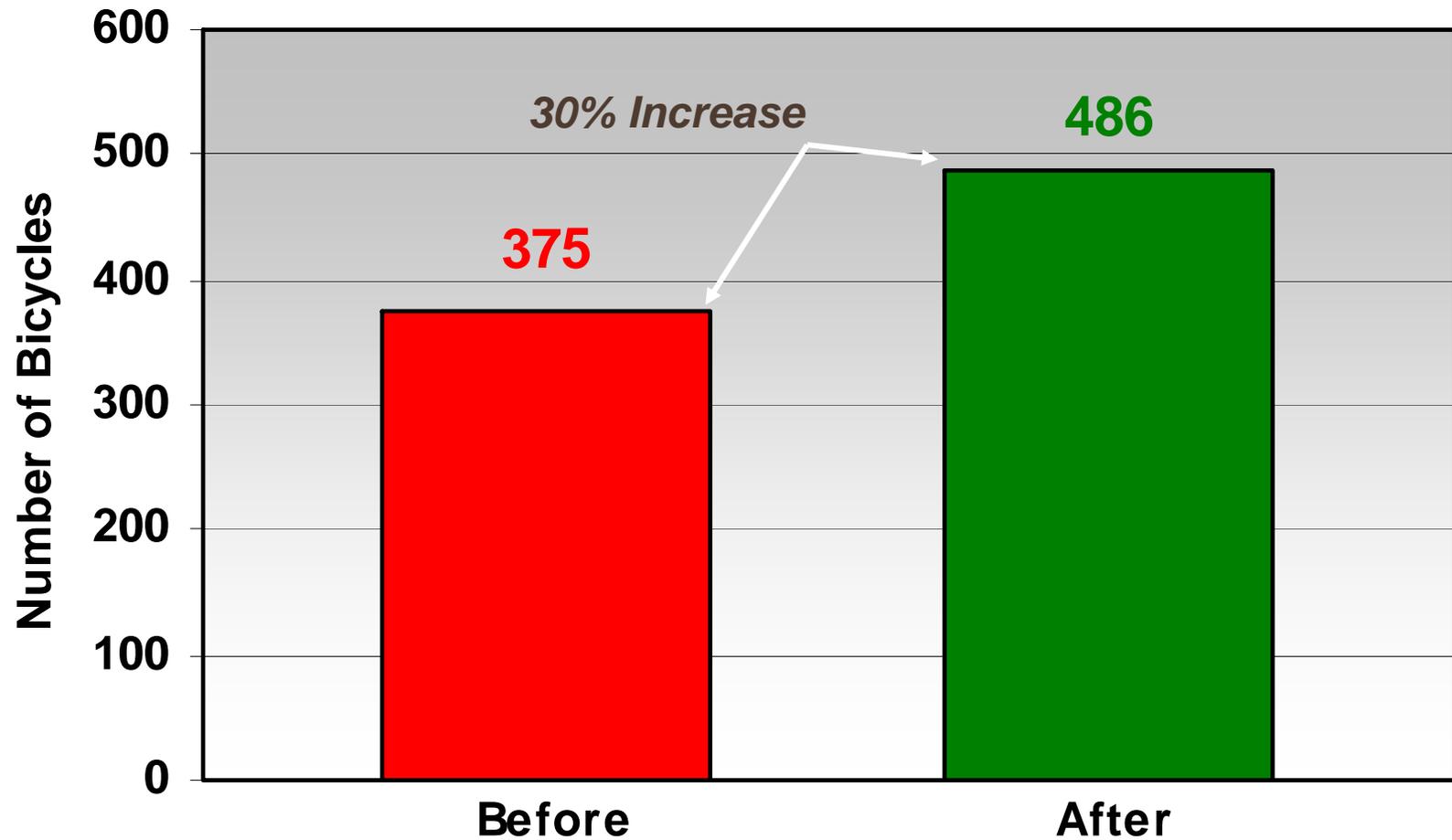
Edgewater Drive: Impact of Road Diet



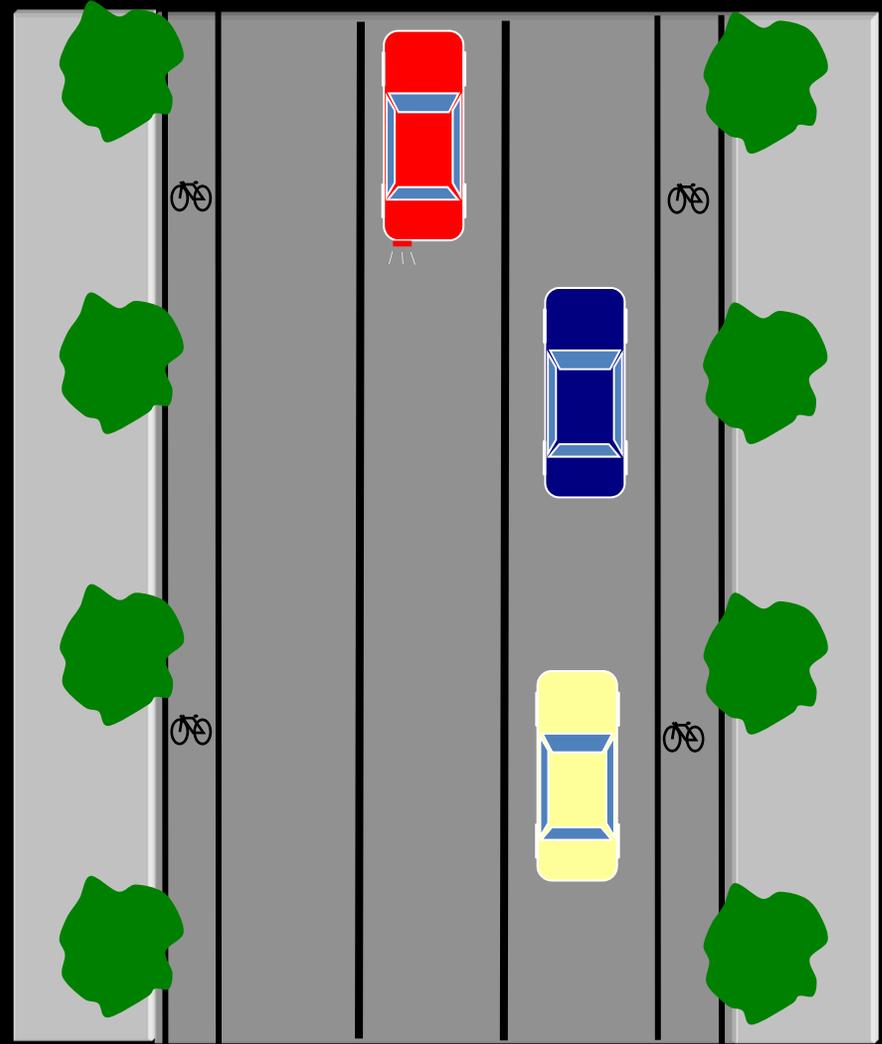
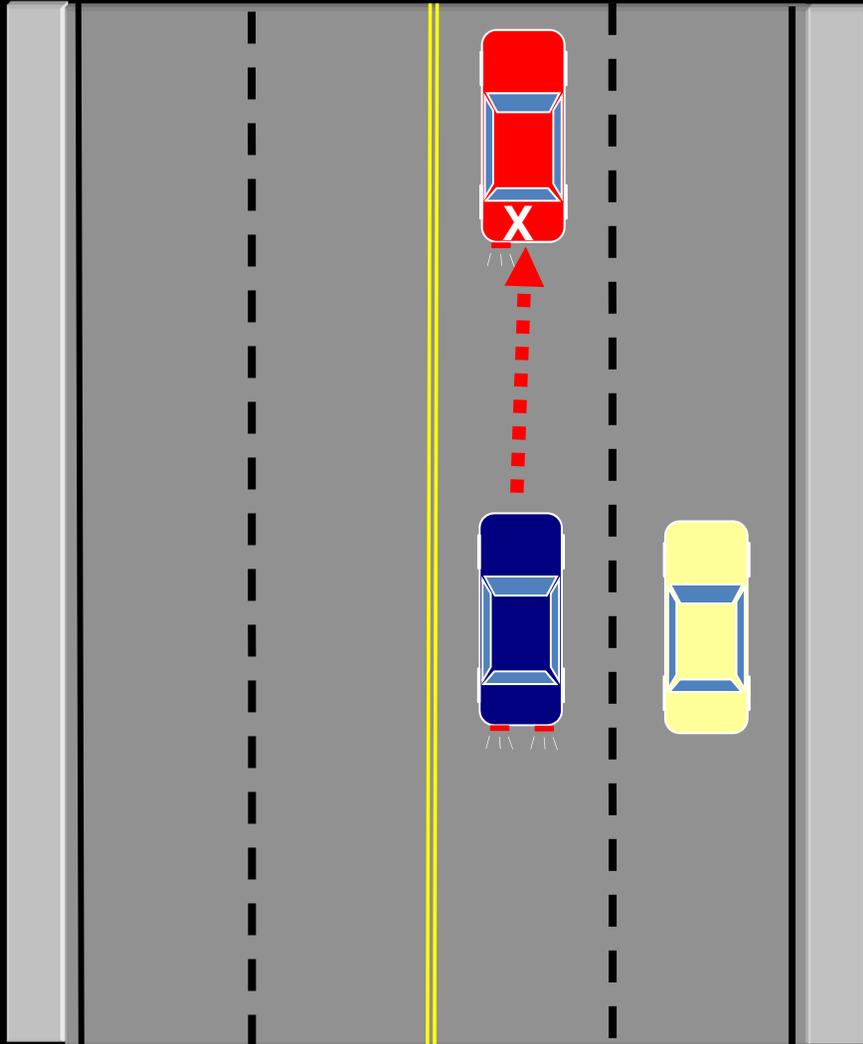
Edgewater Drive: Impact of Road Diet



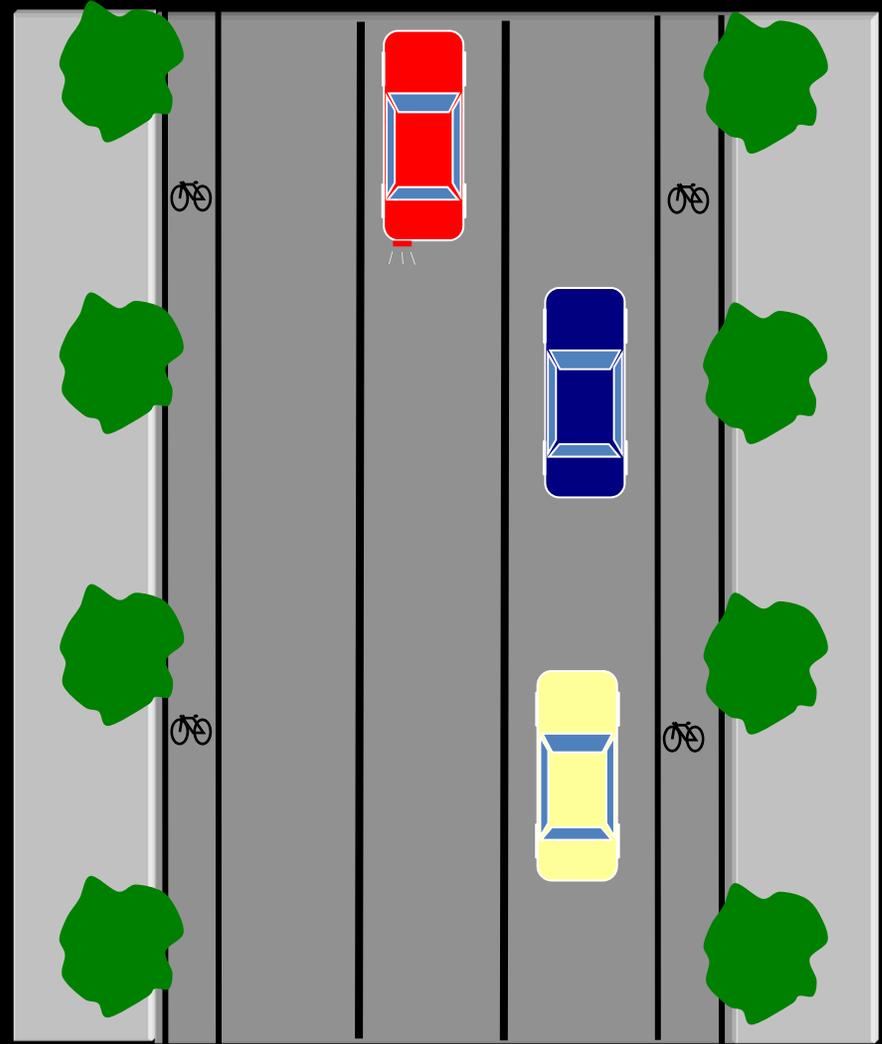
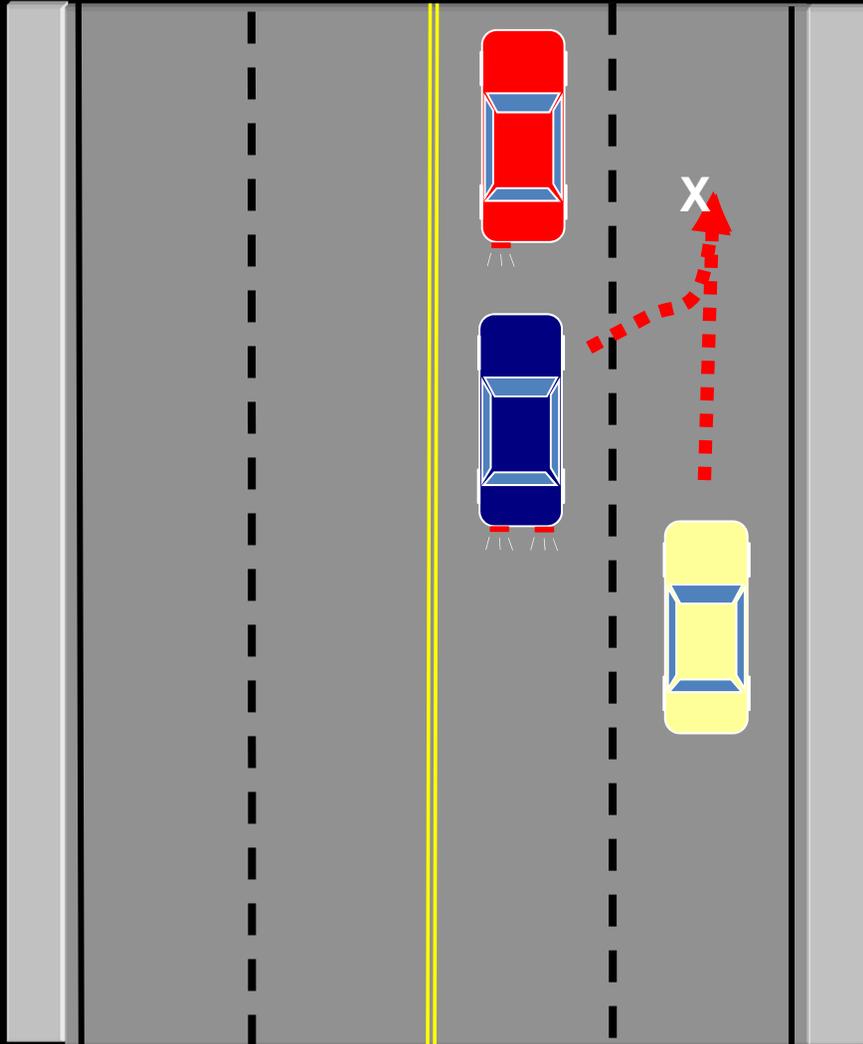
Edgewater Drive: Impact of Road Diet



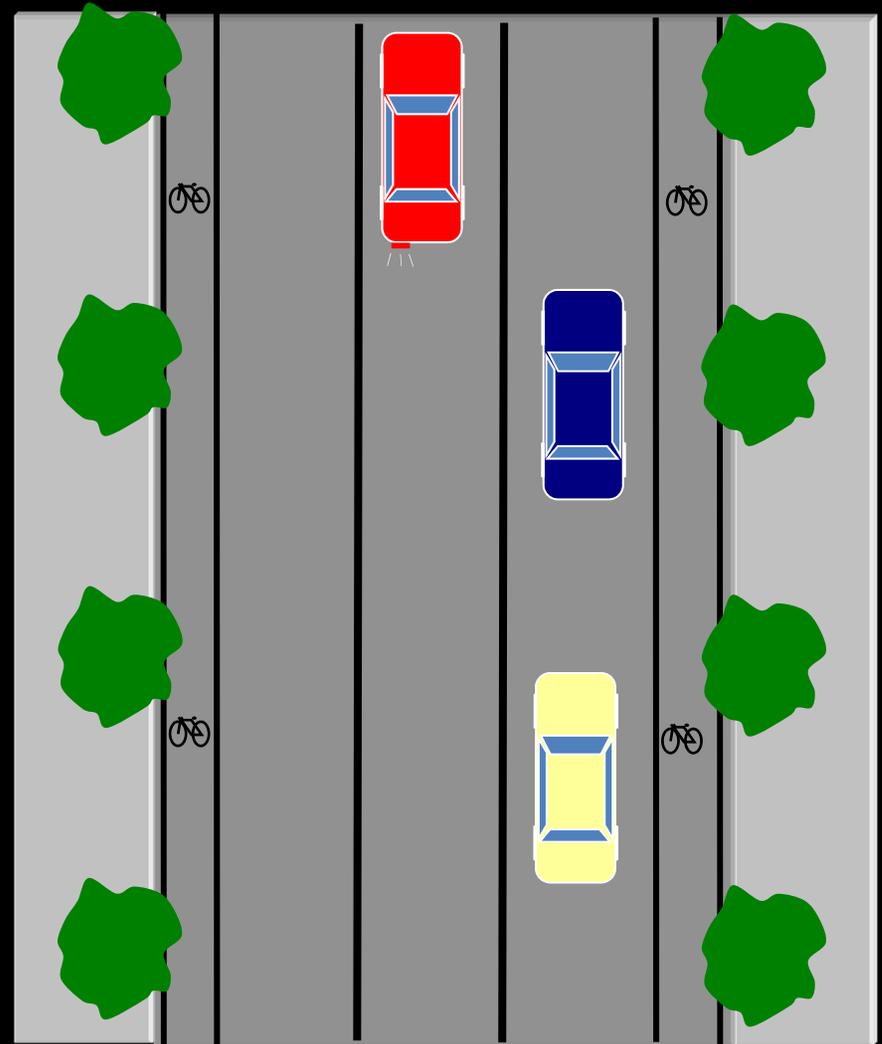
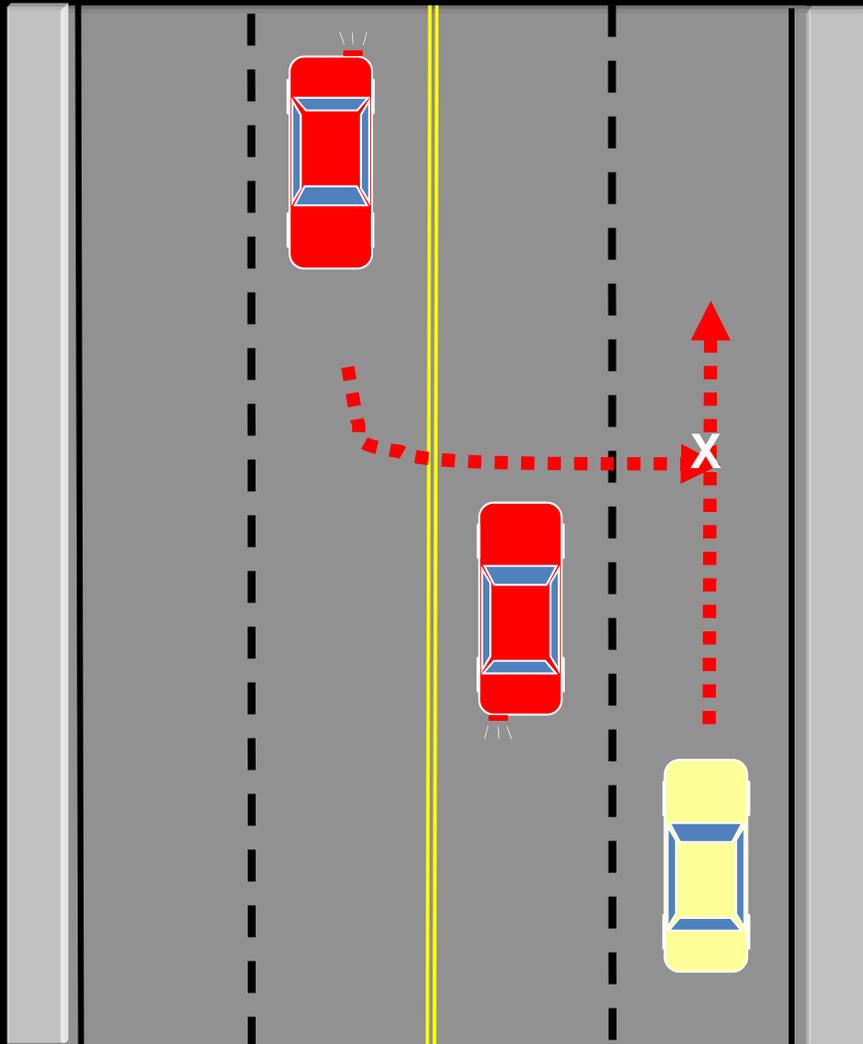
3 crash types can be reduced by going from 4 to 3 lanes: 1 – rear enders



3 crash types can be reduced by going from 4 to 3 lanes: 2 – side swipes

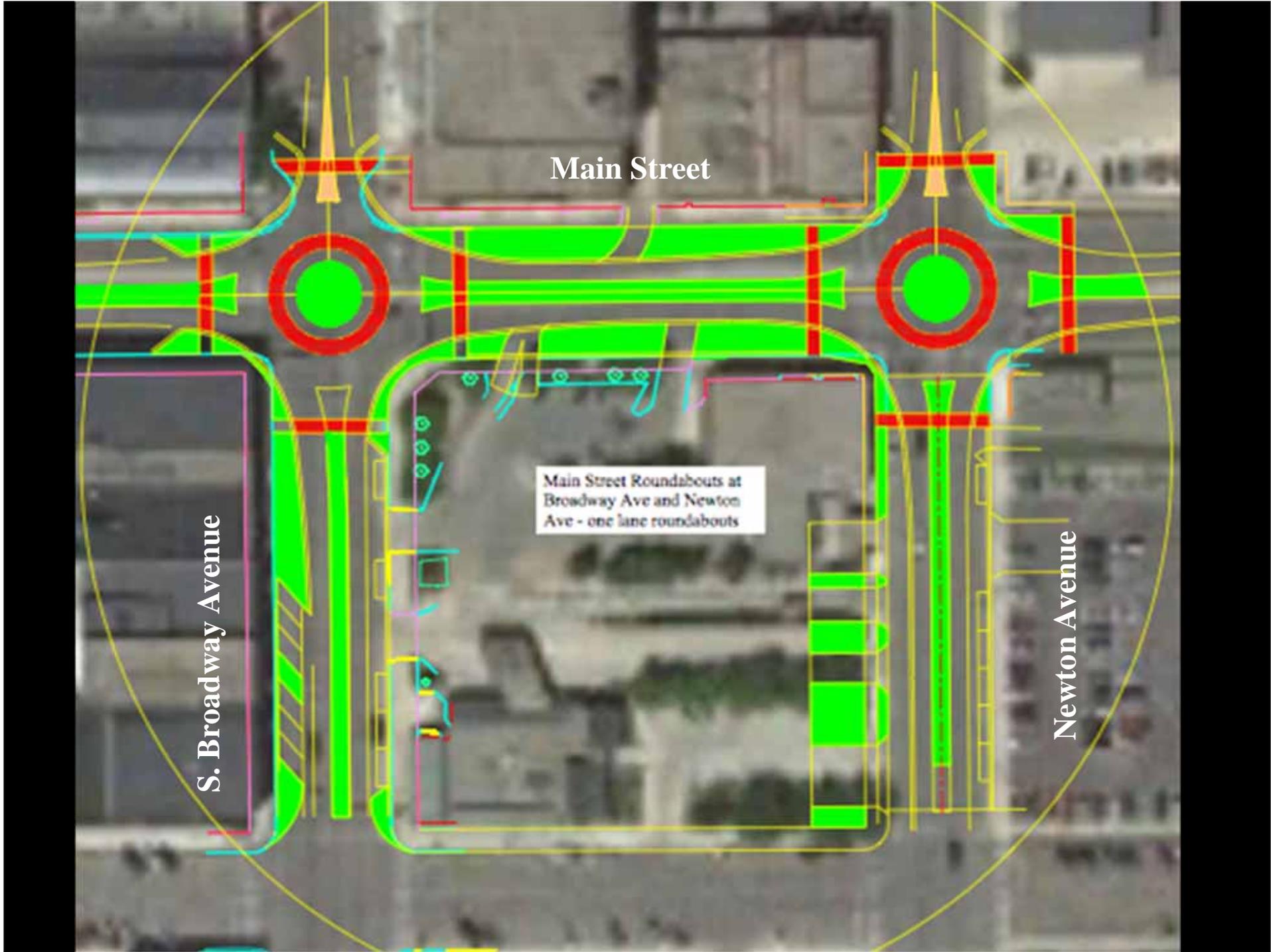


3 crash types can be reduced by going from 4 to 3 lanes: 3 – left turn/broadside



Roundabouts

Roundabouts

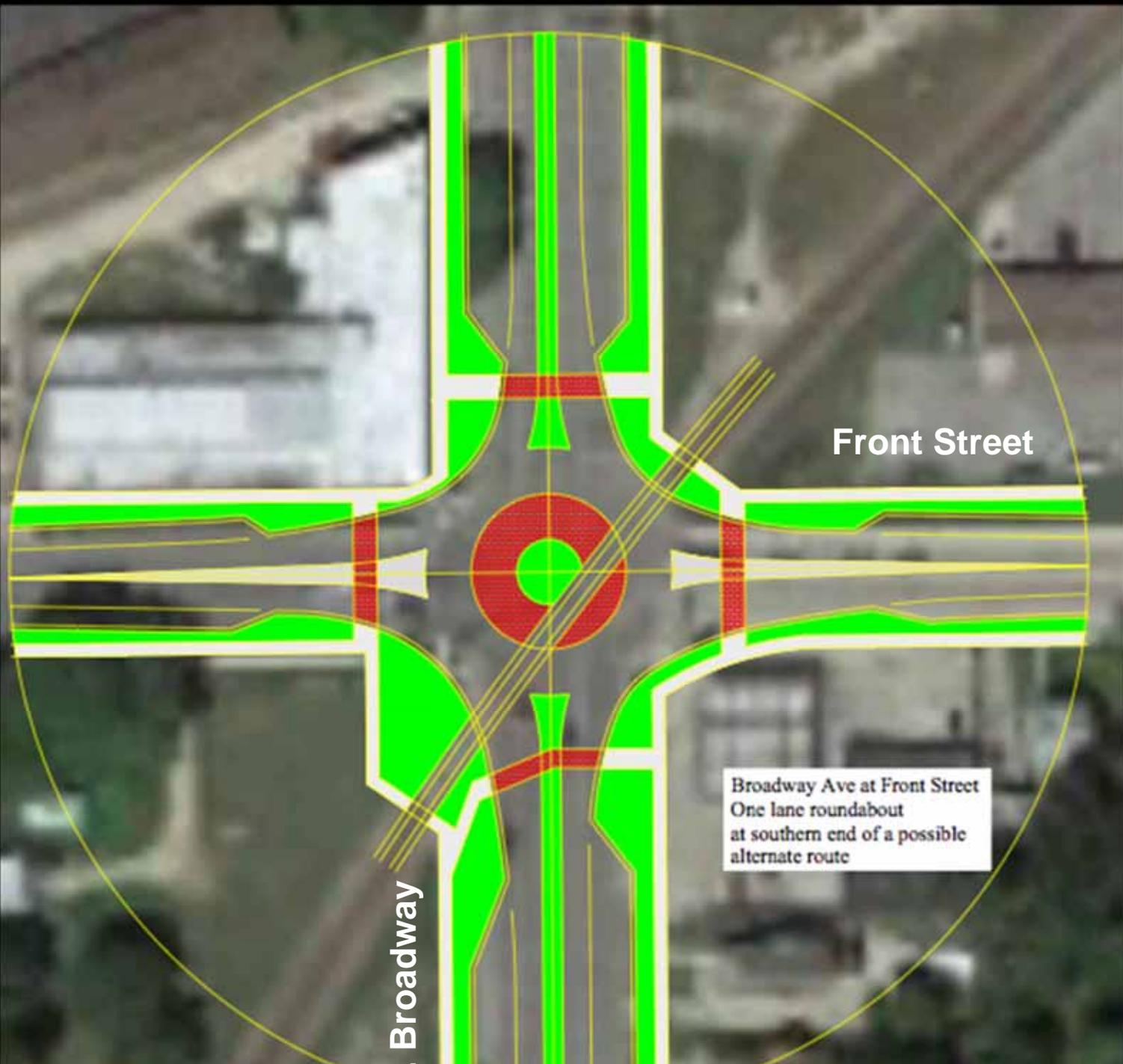


Main Street

S. Broadway Avenue

Main Street Roundabouts at
Broadway Ave and Newton
Ave - one lane roundabouts

Newton Avenue



Front Street

Broadway

Broadway Ave at Front Street
One lane roundabout
at southern end of a possible
alternate route

Main Street and Garfield Avenue

Alternate Bypass Route for Emergencies
Broadway Ave. to Front St. to Main St.

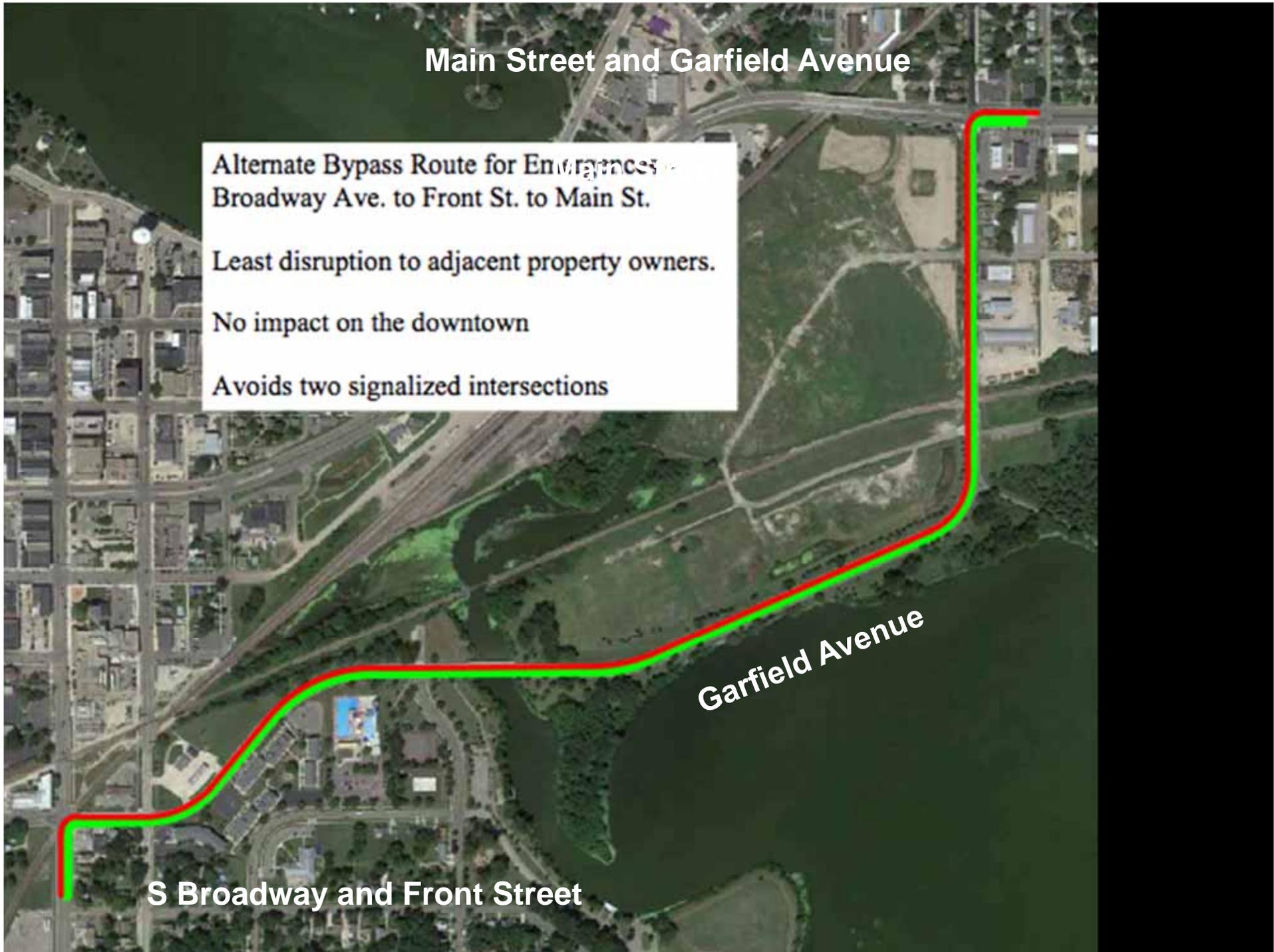
Least disruption to adjacent property owners.

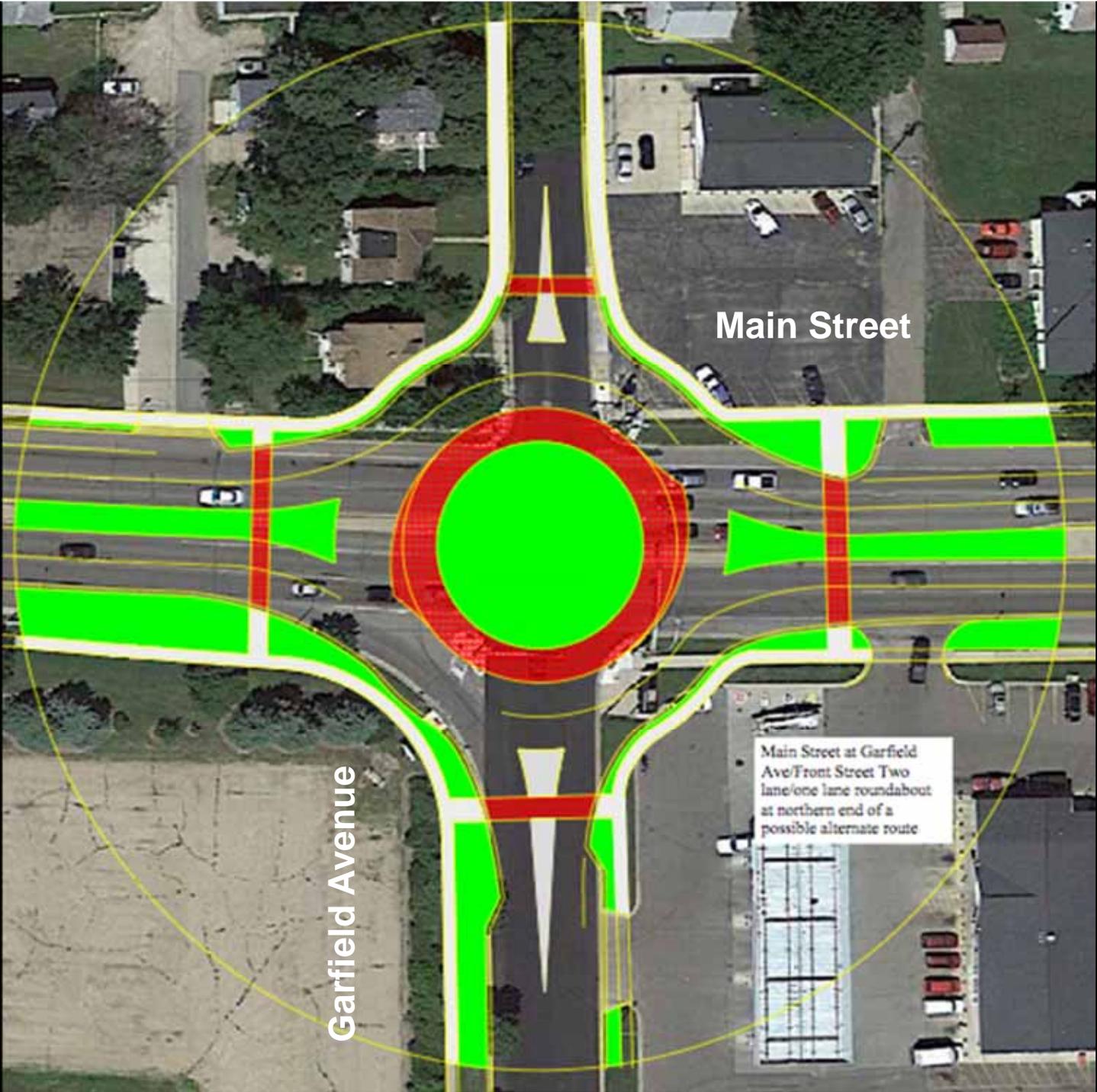
No impact on the downtown

Avoids two signalized intersections

Garfield Avenue

S Broadway and Front Street



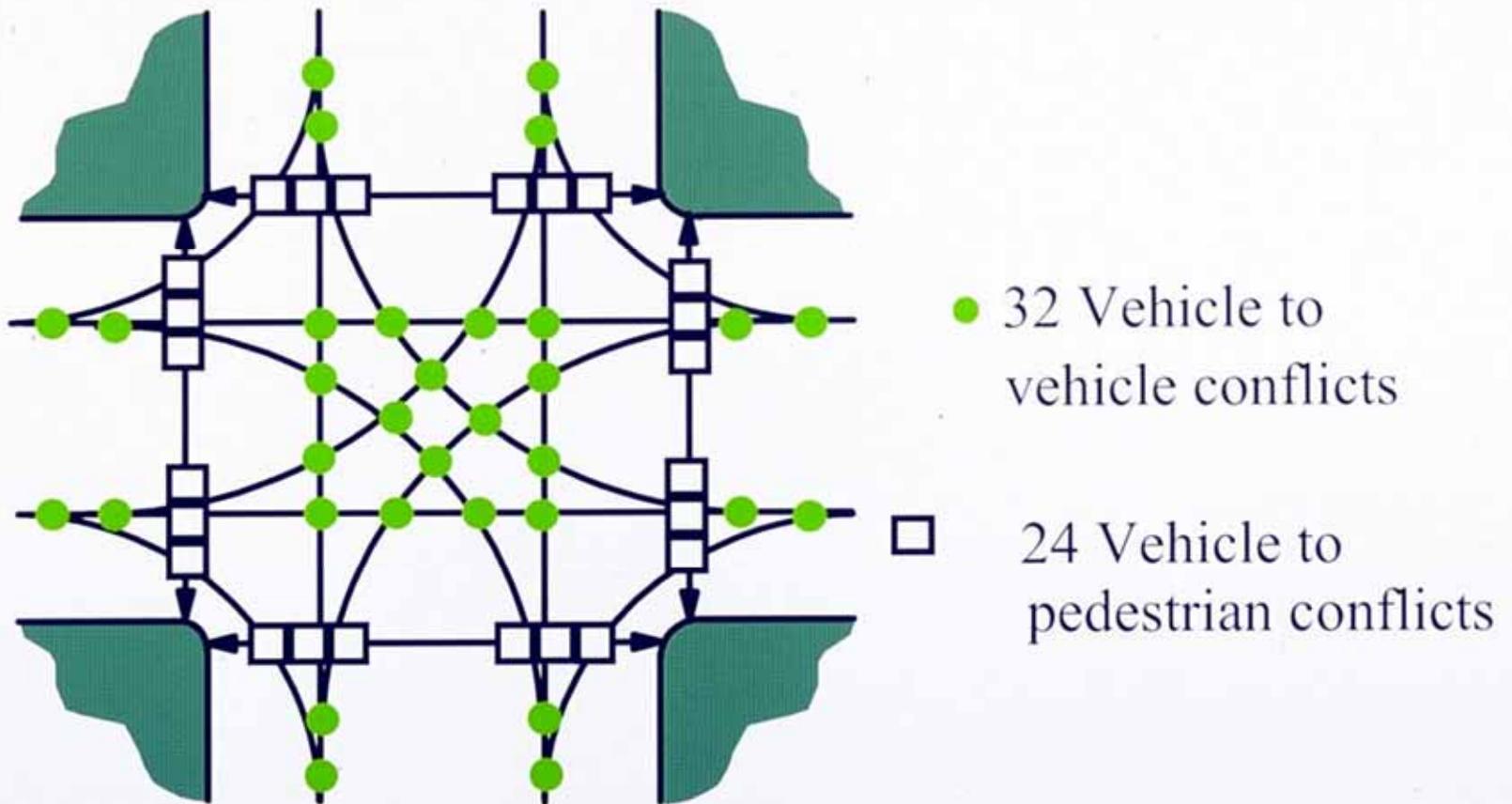


Main Street

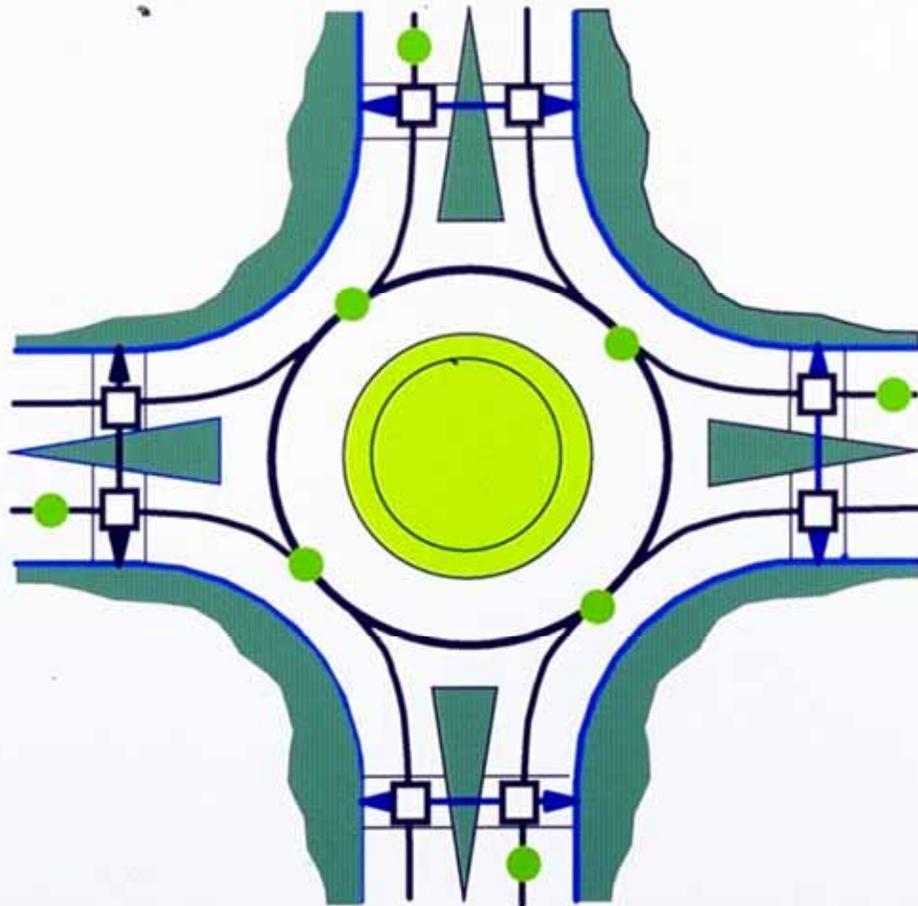
Garfield Avenue

Main Street at Garfield Ave/Front Street Two lane/one lane roundabout at northern end of a possible alternate route

Conflicts At a Four-Way Intersection



Conflicts At Roundabouts

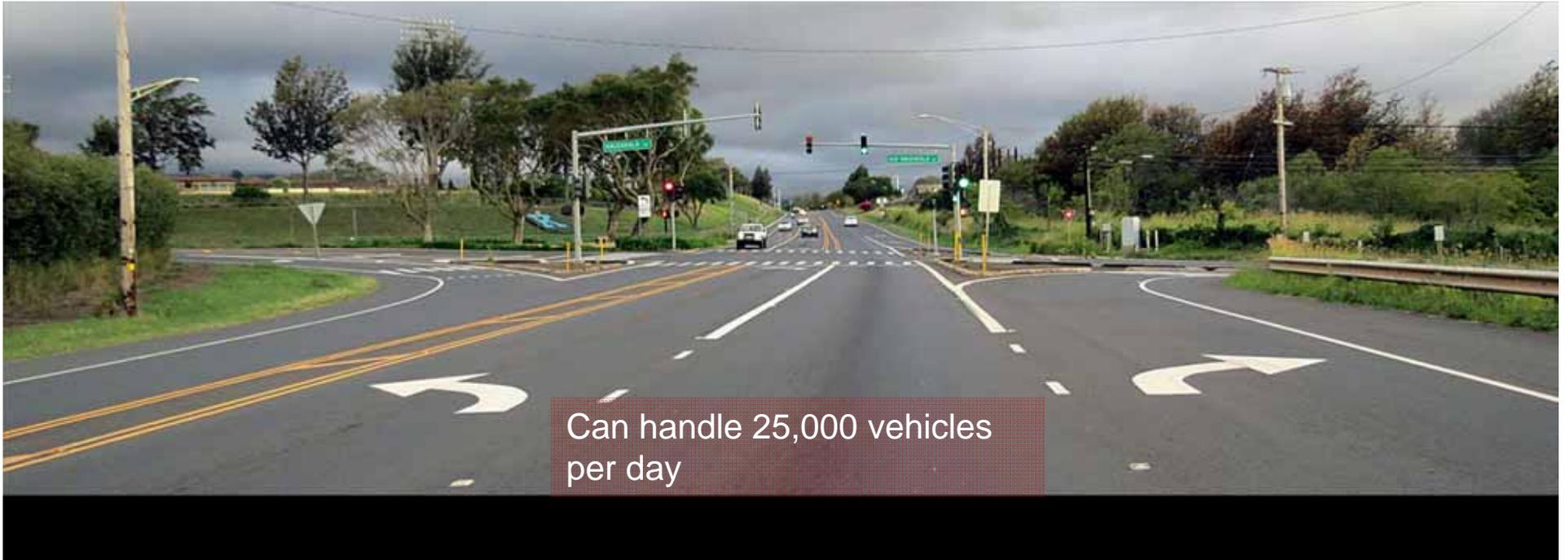


● 8 Vehicle to vehicle conflicts

□ 8 Vehicle to pedestrian conflicts



Gulf Drive (State Highway) Bradenton



Can handle 25,000 vehicles per day



Can handle 25,000







Ft Pierce, Florida









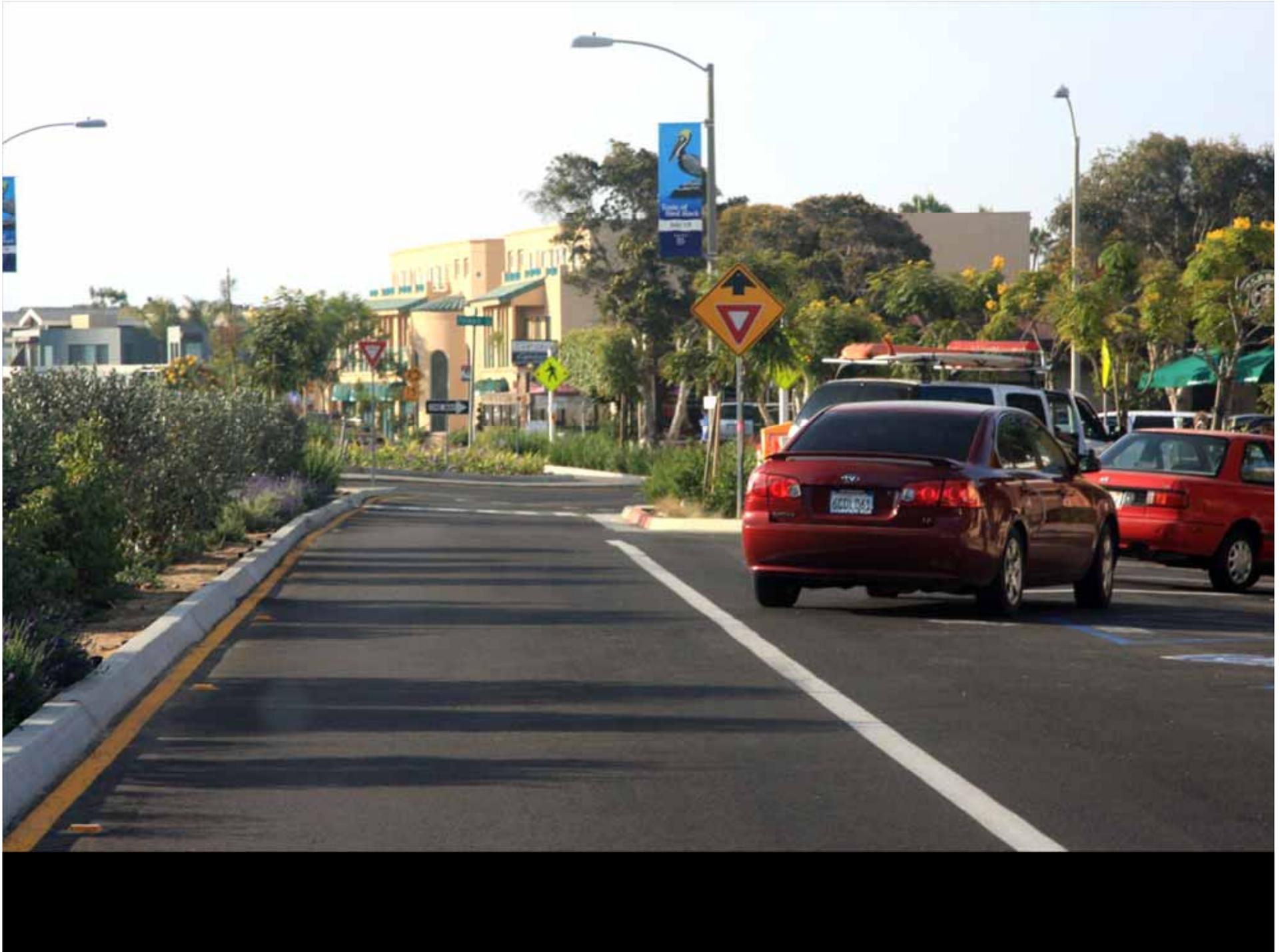
Speeds above (35-45)

Speeds below (18-22)

















America's First School Roundabout





America's First School Roundabout



Bicycle facilities

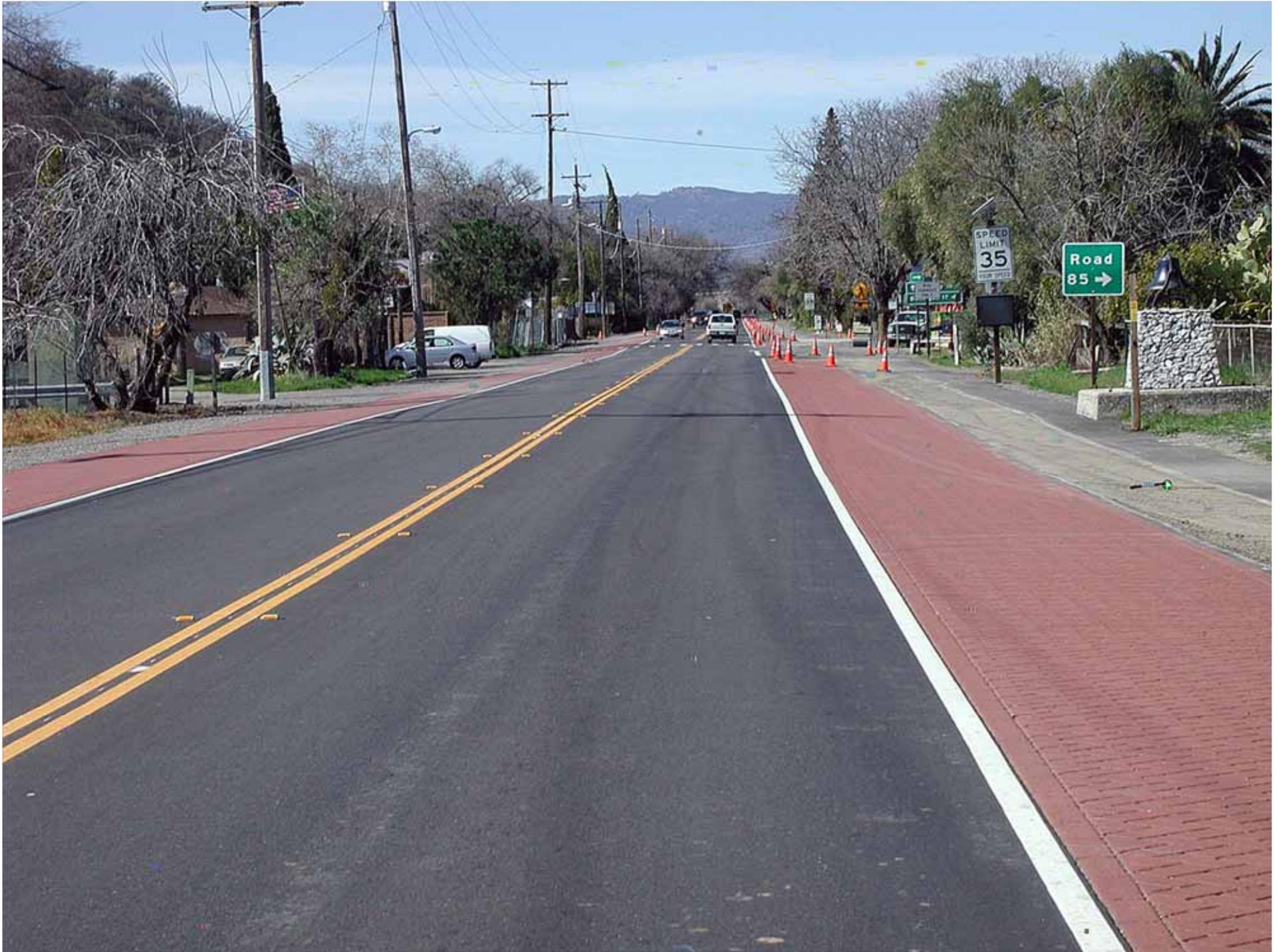
BICYCLE FACILITIES



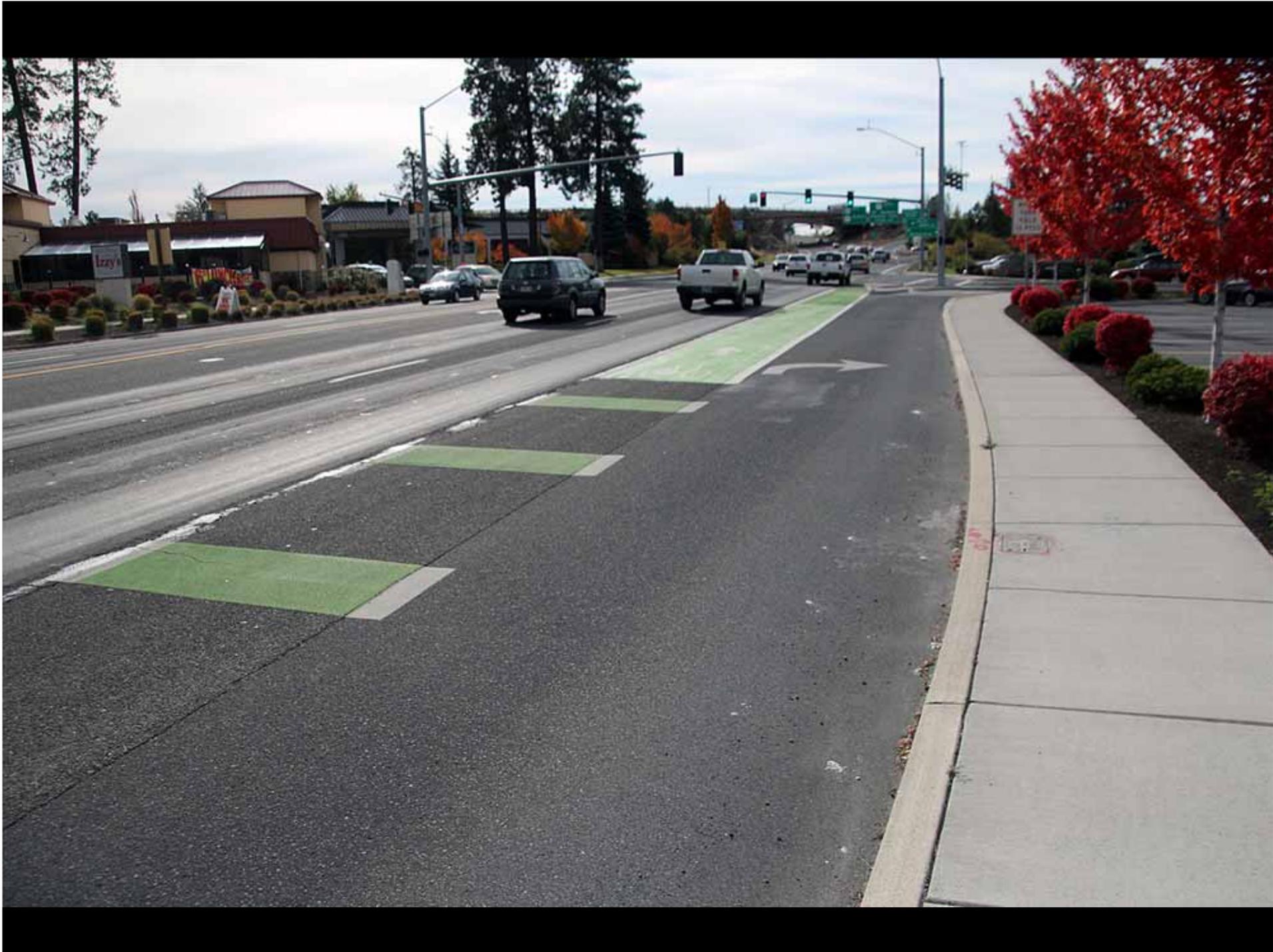














**Rain Gardens
Trees
and
Tree Wells**





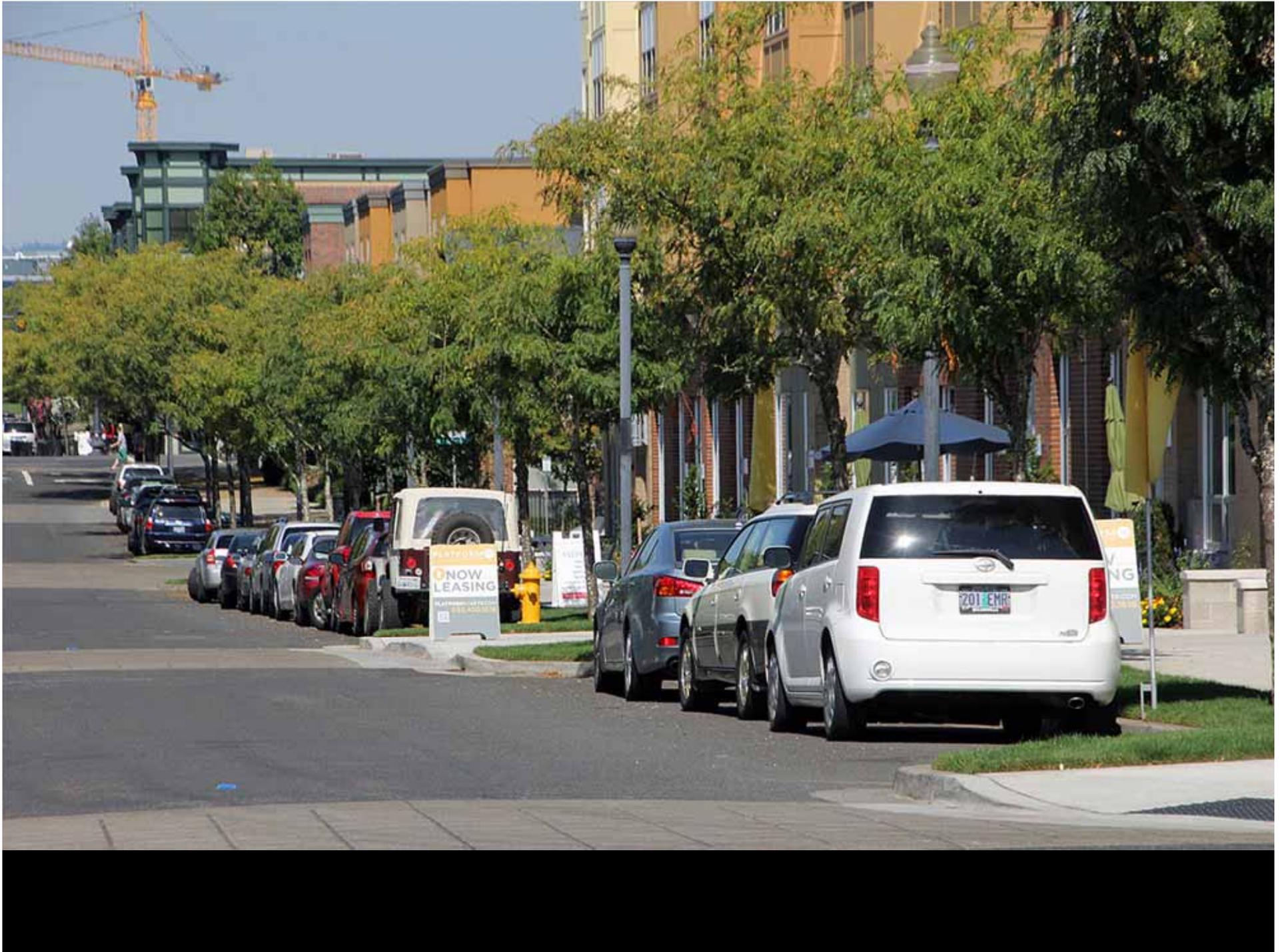


Parking

bslkiwa

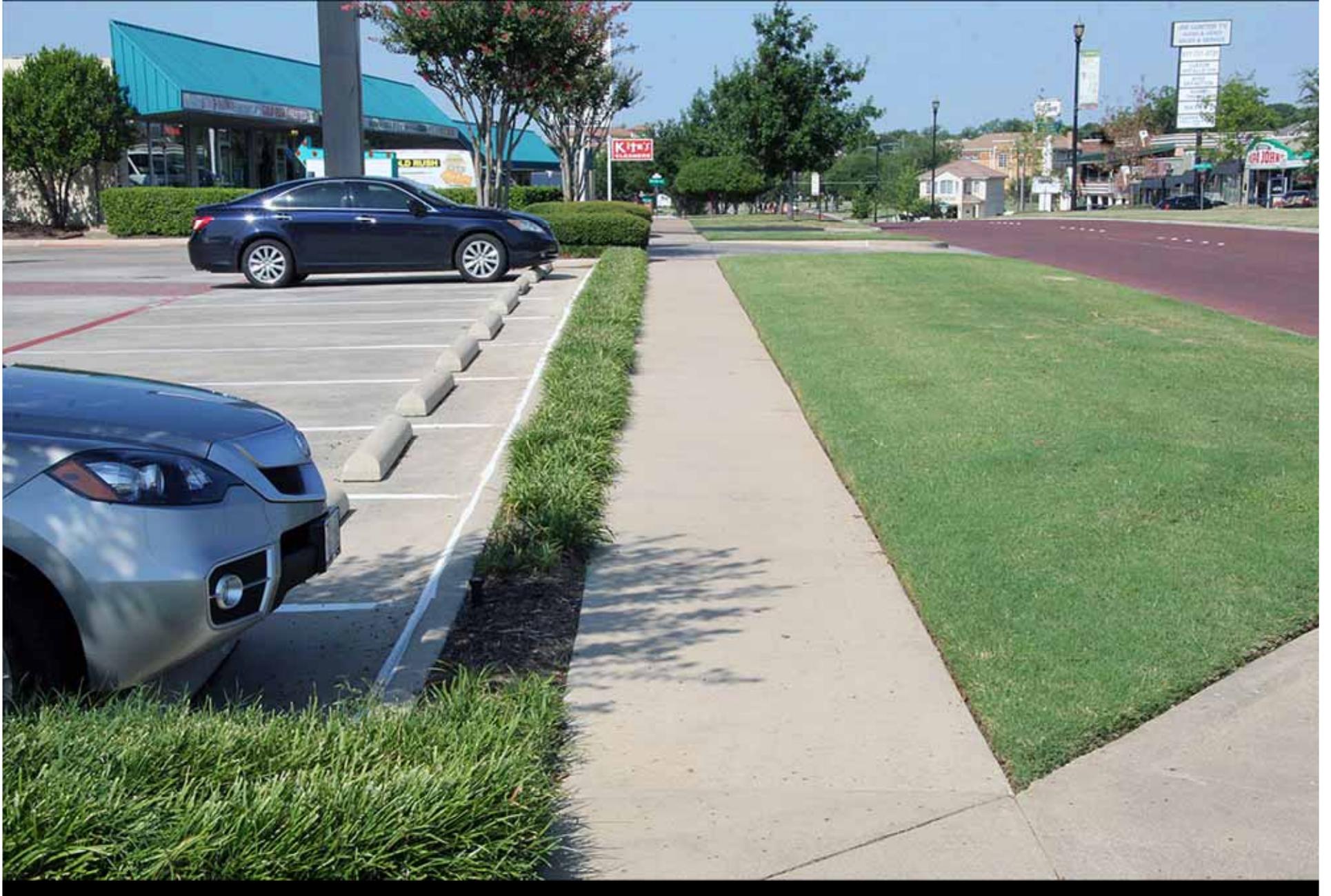




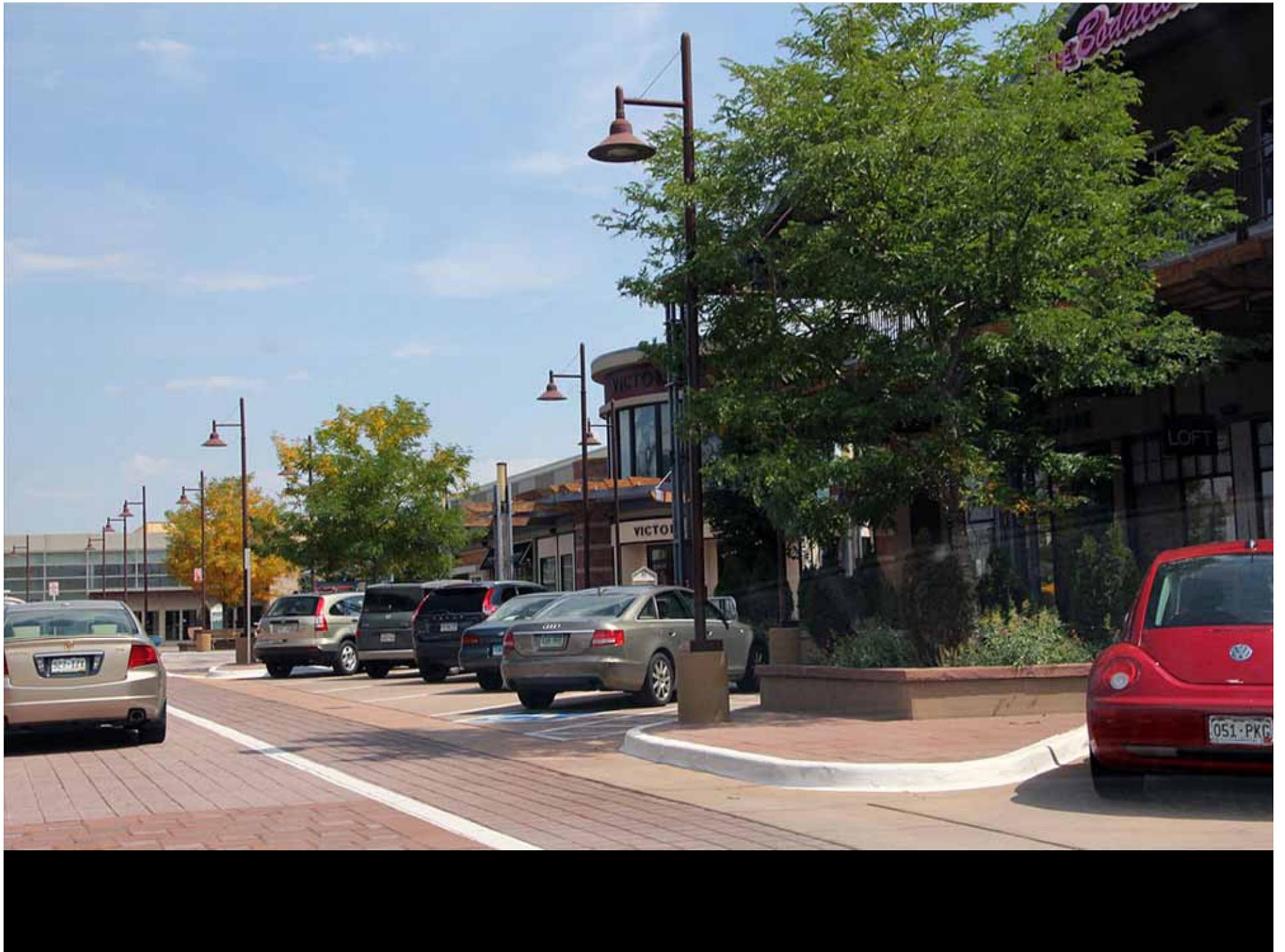














Liner Buildings

LINER BUILDINGS







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