

# RIVERFRONT DRIVE CORRIDOR STUDY

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Four Lane to Three Lane Conversion

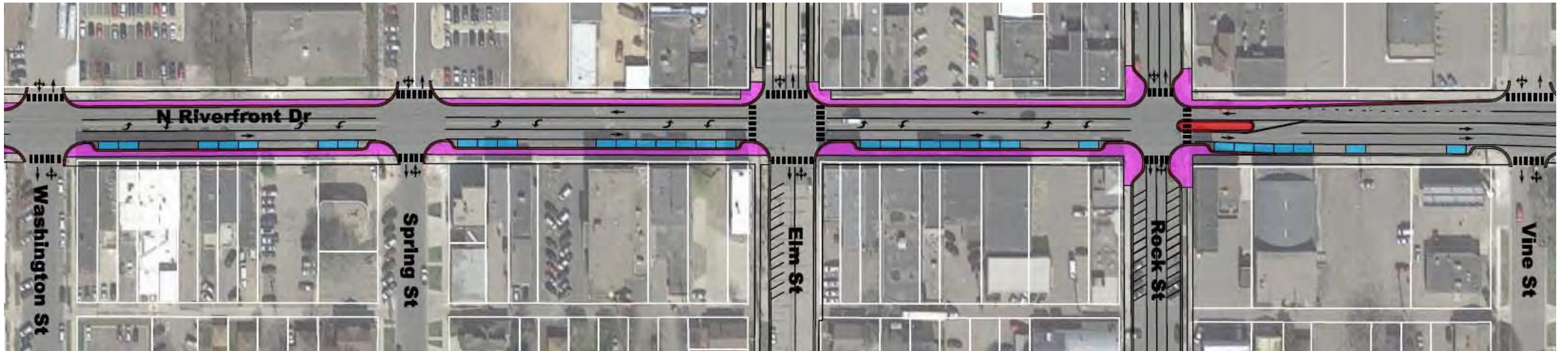
# Riverfront Drive Corridor Study (2017)

- Study context
  - Minor arterial
  - 17,400 vehicles per day
  - Woodland Ave to TH14 (3.5 miles)
  - Create comprehensive vision for Riverfront Dr over next 25 years
- Goals
  - Safety
  - Pedestrian and bicycle connectivity
  - Identify short and long term implementation



# Segment 3 (Mulberry to Madison)

- 8 identified alternatives
  - 4 lane (2 variations)
  - 3 lane (6 variations)



# Study Findings

- Issues Identified:
  - Lack of pedestrian crossings at major intersections
  - Vehicle speeds
  - Perception of a lack of parking
  - General desire to enhance streetscape.
  - Improve pedestrian environment
  - Look and feel of Old Town



# Riverfront Drive Demonstration Project

- Preparation for major reconstruction in 2024
- Pedestrian safety through slower vehicle speeds and shortened crossing distances
- Traffic-calming through slower vehicle speeds and reduced crashes
- Freight and local access for business through similar pre- and post-demonstration project traffic counts



# Riverfront Drive Roadway Design

- Reduction in travel lanes, which allow for wider sidewalks (10-14 feet)
- Enhanced pedestrian safety, such as flasher lights and center refuge
- Dedicated left-turn lanes at each intersection
- Parking for front door access to business
- Parking and a buffer space between pedestrians on sidewalks and moving traffic
- Reduction from 4-lane to 3-lane with additional parking.



# Riverfront Drive Demonstration Project

Before



After



# Riverfront Drive Demonstration Project

Before



After





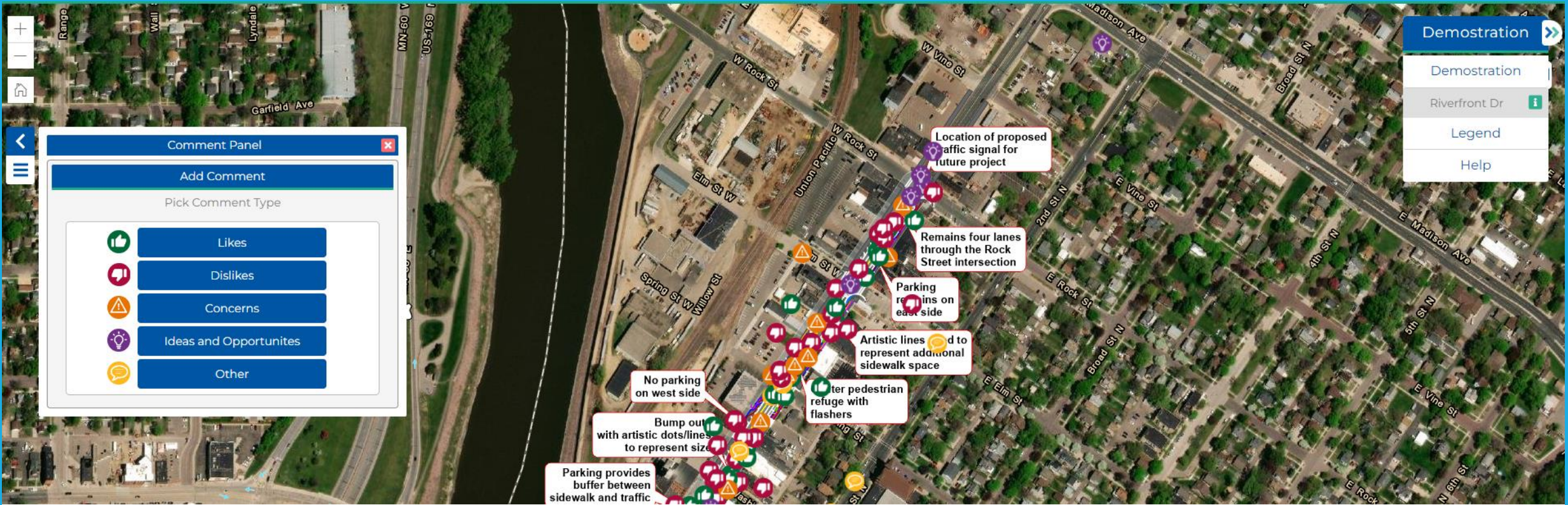
# Riverfront Drive Demonstration Project

Before



After





# QUALITATIVE DATA ANALYSIS

## JUNE 2022 – MAY 2023

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# Performance measures

- Speed
- Pedestrian crossing
- Travel time
- Trips
- Crashes



# Speed (miles per hour)\*

Metric	Before	After	Result
Speed limit	30	30	No change
85 <sup>th</sup> percentile speed	38	35	Decrease
Average speed	34	31	Decrease
Maximum speed	69	58	Decrease

\*Data presented is preliminary based on what has been collected through the project so far, and does not constitute final findings.

# Pedestrian crossing\*

Spring Street Crossing	Before	After	Result
Ped crossing	1	6	Increase
Driver yielded	1	3	Increase

- Goal: increase in driver yielding

# Travel times\*

Segment	Before	After	Result
Madison to Main (AM)	77 seconds	74 seconds	Decrease
Stopped time (AM)	7 seconds	3 seconds	Decrease
Madison to Main (PM)	74 seconds	85 seconds	Increase
Stopped time (PM)	6 seconds	8 seconds	Increase

- Goal: less than 30 second increase to travel time.

# Trips (vehicles per day)\*

Segment	Before	After	Result
Riverfront Drive	18,610	17,000	Decrease
2nd Street	8,661	8,773	Increase

- Goal: less than 30% increase on Riverfront Drive and less than 9,800 vehicles per day on 2nd Street.

# Crashes (2017-2021)

Intersection (Riverfront Dr)	Number of Collisions	Collision Rate	Critical Rate
Plum Street	5	0.15	0.86
Washington Street	0	0	0.61
Spring Street	0	0	0.62
Elm Street	9	0.27	0.85
Rock Street	4	0.47	0.62

- Data is being analyzed. Preliminary data indicates no change in crash rates.



# Project – Conversion to 3 Lanes

- Reconstruction included in the 2024 TIP
- Approved by the Council in the fall of 2023
- Construction began in May 2024
- Construction completed October 28, 2024



# Ribbon Cutting

- Reconstruction included in the 2024 TIP
- Approved by the Council in the fall of 2023
- Construction began in May, 2024
- Construction completed October 28, 2024

