

## WisDOT continues to refine Belknap Street design plans

WisDOT has been refining the design plans for the US 2 Belknap Street since the last public meeting was held in October 2014. Some of the adjustments to the plans include lane configurations and side streets changes as described below.

### US 2 Belknap Street

- Extensive internal safety review occurred in December of 2014 and January 2015. NW Region and FHWA were compelled, due to extreme safety and congestion concerns, to design a roadway that met preferred design standards. The driving lane width and position would be consistent throughout the project.
- Reconstructed US 2 Belknap Street would have four through lanes, two in each direction, at preferred widths.
- An inside lane, one in each direction, would be 12 feet wide to accommodate freight traffic.
- Due to safety and congestion concerns, the new roadway would include the preferred design with 12-foot-wide left turn lanes.
- In select locations, raised medians for pedestrian refuge would be added in the project.
- In areas of parking, Belknap has a constrained environment. To meet preferred design standards, parking lanes would be created not less than a minimum width of 8 feet. In the area of the constrained environment, the vehicle lanes still need to meet a minimum width. Therefore, some locations along the project would not be able to have the preferred bike lanes.
- In the parking areas, from Banks Avenue to Catlin Avenue, a 14-foot-wide shared bike/vehicle outside lane (sharrow) would be installed instead of bike lanes next to the 8-foot parking lane. This is to reduce the total required space for the roadway footprint.
- In the non-parking areas, from Catlin Avenue to Hill Avenue, an 11-foot-wide driving lane with a 4-foot-wide bike lane would be feasible.
- Continued evaluation of the transit route includes safety and improved locations.

### Belknap Side Streets, Intersections and Access

- Increase safety throughout the project by creating efficient access points and minimizing driver confusion.
- Re-opening and re-creation of Fisher Avenue to the south.
- Weeks Avenue remains open.
- Clough Avenue becomes 2-way traffic in new design.
- Cypress Avenue closing for intersection safety and providing additional public parking.
- Cedar Avenue to the south closing for safety, addition of community green space and to separate the residential neighborhood from the more commercial zones of Belknap Street.

### UPCOMING ACTIVITIES

#### SPRING 2015

Complete  
50%,  
preliminary  
design plans

Prepare  
environmental  
documentation

Determine  
preliminary  
right of way  
impacts

#### FALL 2015

Determine  
final right of  
way impacts

#### ONGOING

Meetings with  
property  
owners and  
businesses

