

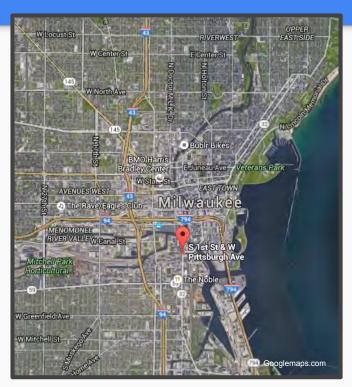
Example Pedestrian & Bicycle Class Projects

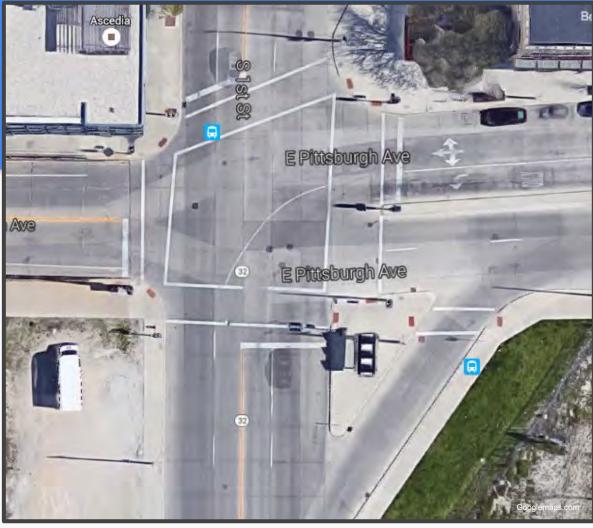
UW-Milwaukee Urban Planning 772 Robert Schneider, PhD

Pittsburgh Avenue and South 1st Street

Lydia Statz, Jesus Ochoa, Steven Husby, and Ben Rohr

Intersection



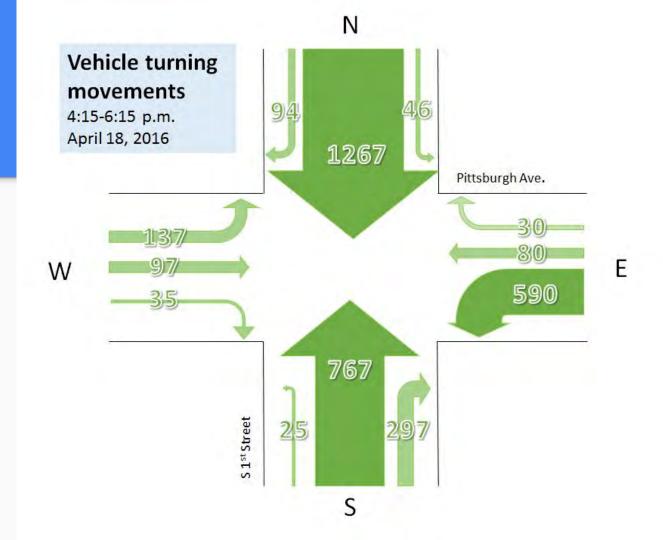




Observations

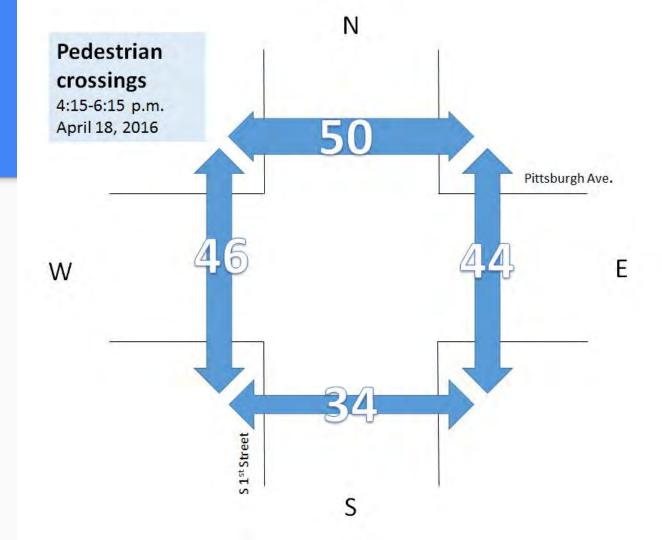
17,000

Daily Traffic Count on 1st Street



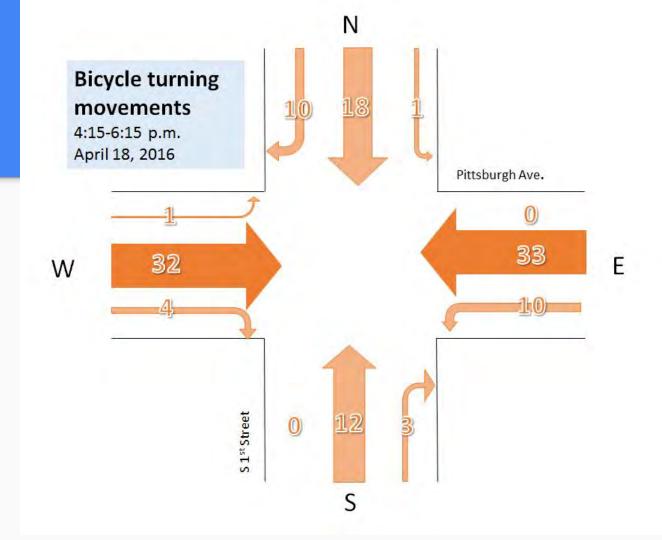
Observations

Total: 174

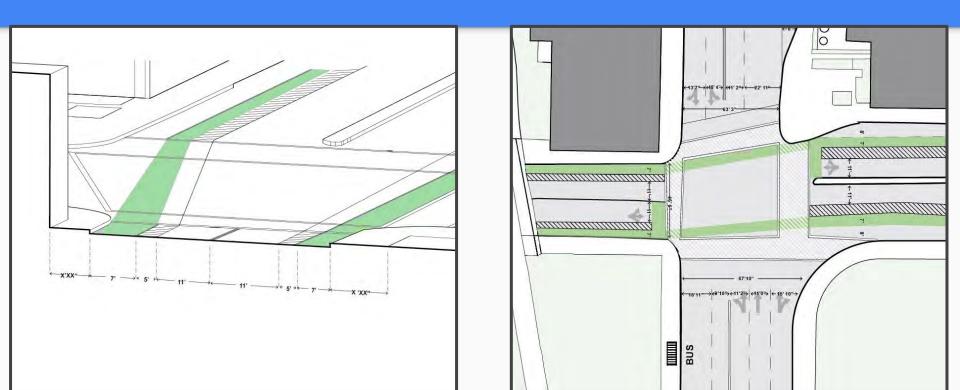


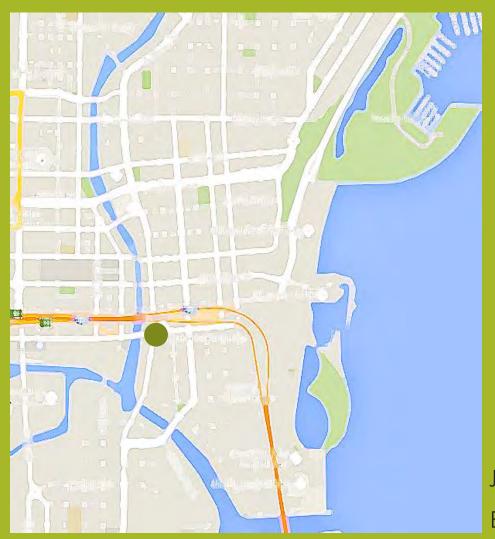
Observations

Total: 124



Proposed Design



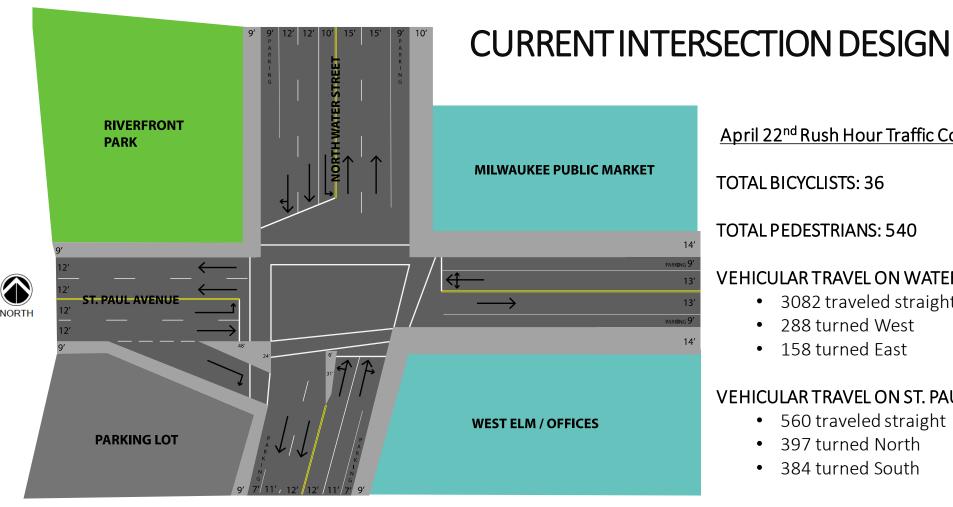


Water Street & St. Paul Avenue Redesign

Joe Widing, Ben Block, Elisa Sibinski, Emma Siegworth



WHY SHOULD WATER & ST. PAUL BE IMPROVED?



April 22nd Rush Hour Traffic Counts

TOTAL BICYCLISTS: 36

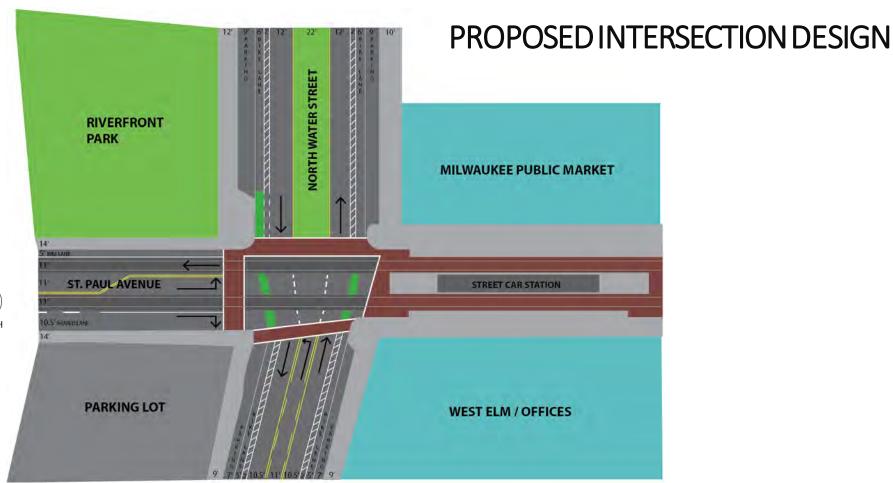
TOTAL PEDESTRIANS: 540

VEHICULAR TRAVEL ON WATER

- 3082 traveled straight
- 288 turned West
- 158 turned East

VEHICULAR TRAVEL ON ST. PAUL

- 560 traveled straight
- 397 turned North
- 384 turned South







Proposed Redesign





North & Humboldt Redesign

Sherine Anani, Danny Benson, Mitch Harris, Ebtesam Hazbavi & Aida Sanatizadeh

Background





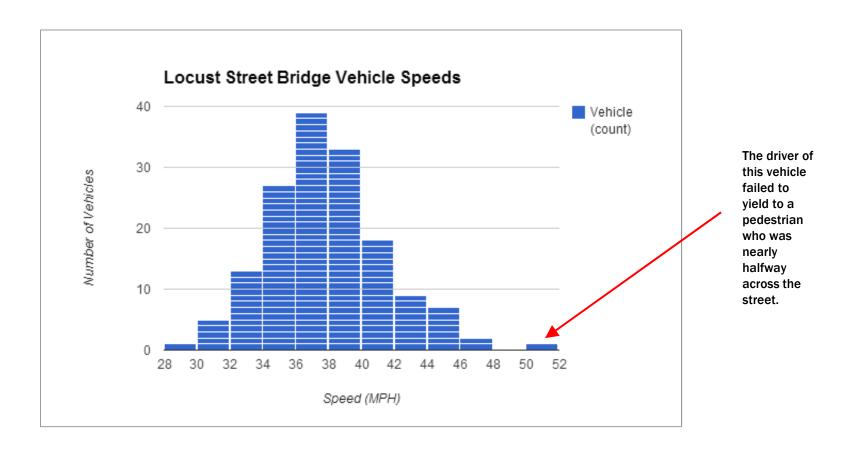


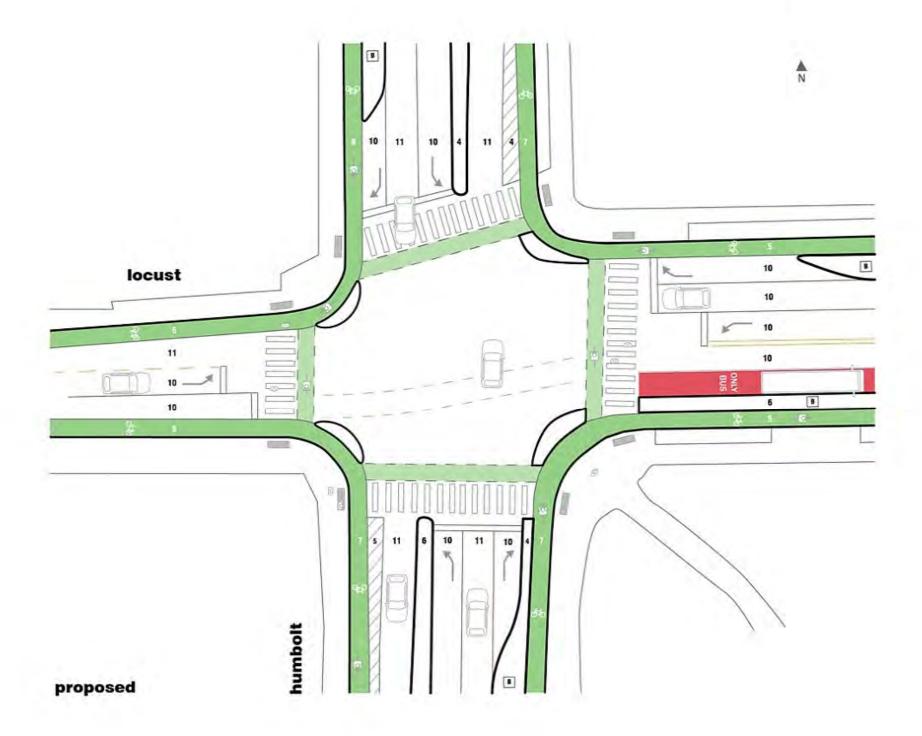
Humboldt & Locust

Intersection Redesign

Presented by
Peter Armstrong, Alex Snyder, Aubrey Trebilcock,
Frank Zimmerman

Speed Data: Intersection & Locust Street Bridge





North & Commerce Intersection Analysis

Michael Callovi, Marissa Meyer, Tim Verbeke, Dongni Zhang

Current Condition

27' Drive Lane

High

High

High

D

D

C

C

Cost

В

Level of Service

В

Low

Low

Α

Α

Internsection Warning Sign Source: http://en.wikipedia.org/wiki/Warning_sign Alternative D: Lu Zhu Safety Report of North and Commerce Intersection

Current Street View and Proposed Street View

5' Sidewalk **Current Street View** 5' Sidewalk 5' Green Space 5' Green Space 27' Drive Lane 35' Drive Lane 12' Median 4' Median 24' Drive Lane 29' Drive Lane 7' Sidewalk 3' Green Space 5' Sidewalk Proposed Street View of Alternative A 39' Drive Lane 3' Green Space 3' Green Space 5' Sidewalk 5' Sidewalk 27' Drive Lane 5' Sidewalk 5' Green Space 8' Parking 5' Bike Lane 3' Buffer 11' Drive Lane 5' Sidewalk 5' Green Space 3 Bulbout 5' Bike Lane 3' Buffer 12' Drive Lane 000 7' Bublr Bike Stop 5' Bike Lane 3' Buffer 11' Drive Lane 11' Drive Lane 12' Median 12' Drive Lane 3' Buffer 5' Bike Lane 9' Parking 3' Green Space 5' Sidewalk 12' Median 4' Median 12' Drive Lane 3' Buffer 5' Bike Lane 4' Bulbout 12' Median 12 Median 12 Median 13 Here Lane 2 S' Buffer 5 Bike Lane 5 Bublr Bike Stop 7' Sidewalk 12' Drive Lane 3' Buffer 5' Bike Lane 9' Parking 3' Green Space 5' Sidewalk 39' Drive Lane 3' Green Space 3' Green Space 5' Sidewalk 5' Sidewalk 39' Drive Lane 3' Green Space 3' Green Space 5' Sidewalk 5' Sidewalk Alternative A Alternative C 27' Drive Lane **Evaluation Lists** Space Designated Low 5' Sidewalk 5' Sidewalk 5' Green Space 8' Parking 5' Bike Lane 3' Buffer 11' Drive Lane C 5' Green Space 5' Bike Lane 3' Buffer 12' Drive Lane

Alternative B

39' Drive Lane 3' Green Space 3' Green Space 5' Sidewalk 5' Sidewalk

12' Median

12' Drive Lane 3' Buffer 5' Bike Lane 9' Parking 3' Green Space

5' Sidewalk

Alternative D



12' Left-turn Drive Lane

11' Median

12' Drive Lane 3' Buffer 5' Bike Lane

7' Sidewalk