

4th and 2nd Streets Intersection Project

Concept Design Feedback
November 2022

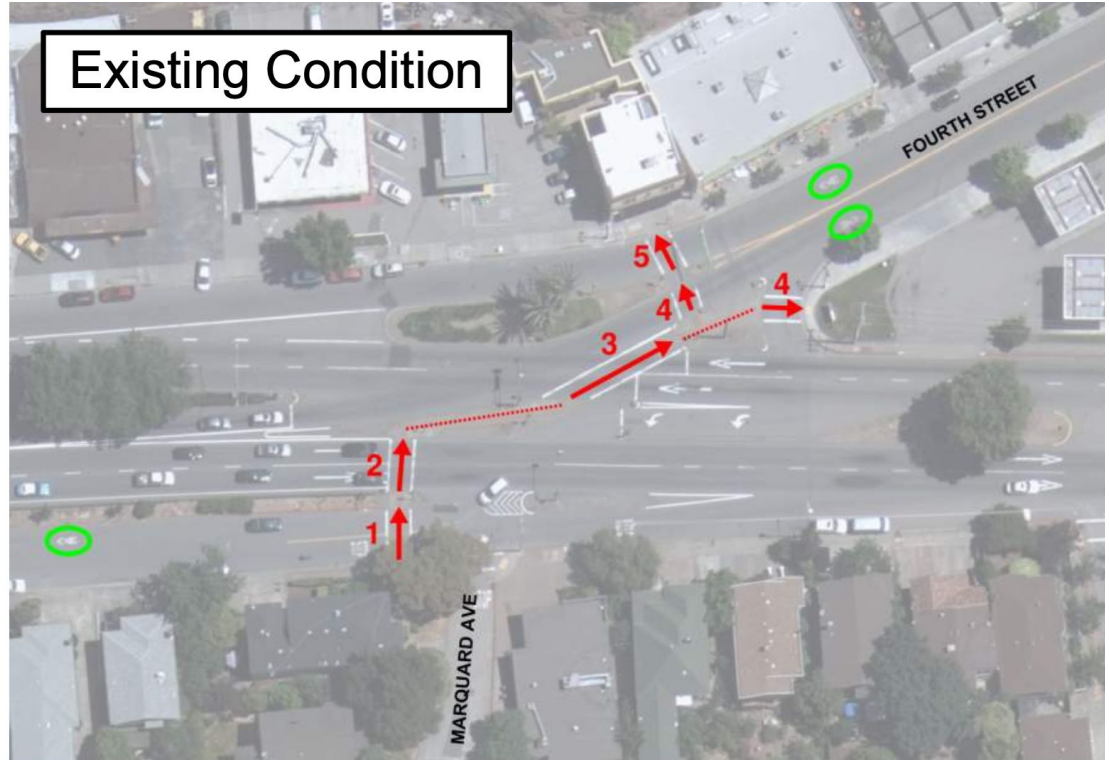
By Dave Rhoads

Existing Conditions



Problems with 4th Street/2nd Street Intersection

- Extremely dangerous for pedestrians and bicyclists because of multi-stage crossings
- Fast westbound 4th movement like a freeway onramp



Early concepts presented by the City: ~2019

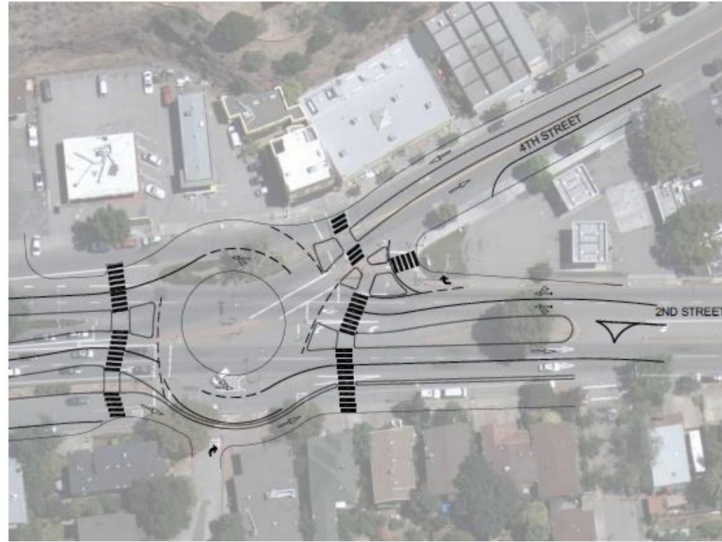


Figure D2: Fourth Street Intersection Proposed Rendering

Source: Third Street Project Final Report - [Future Projects Considered](#)

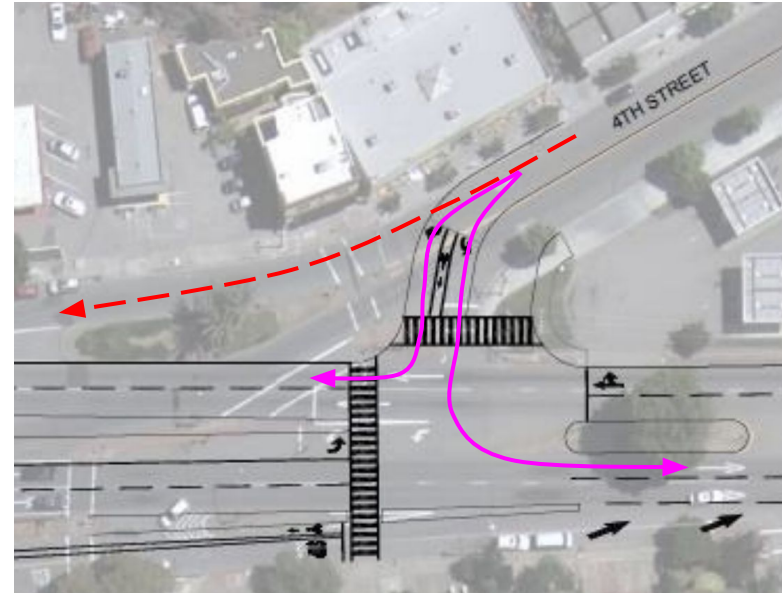
Early concepts presented by the City: Aug 2020

2nd and 4th **Future Project**



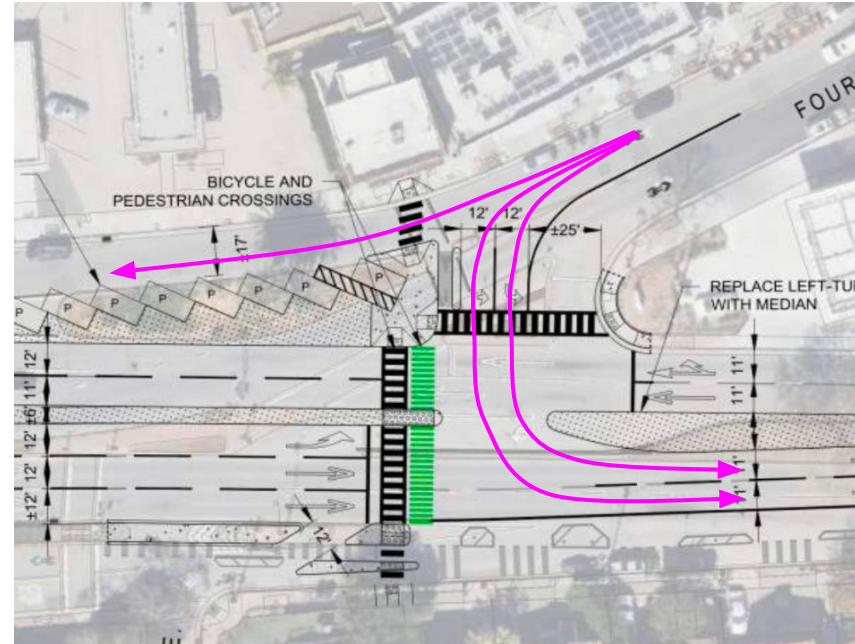
Early concepts presented by the City: Aug 2020 Detail

- T intersection design
- Eliminated the fast traffic movement to westbound 4th Street →
- Preserves westbound turn/direction →
 - Slower turn to WB 4th
- New eastbound movement →

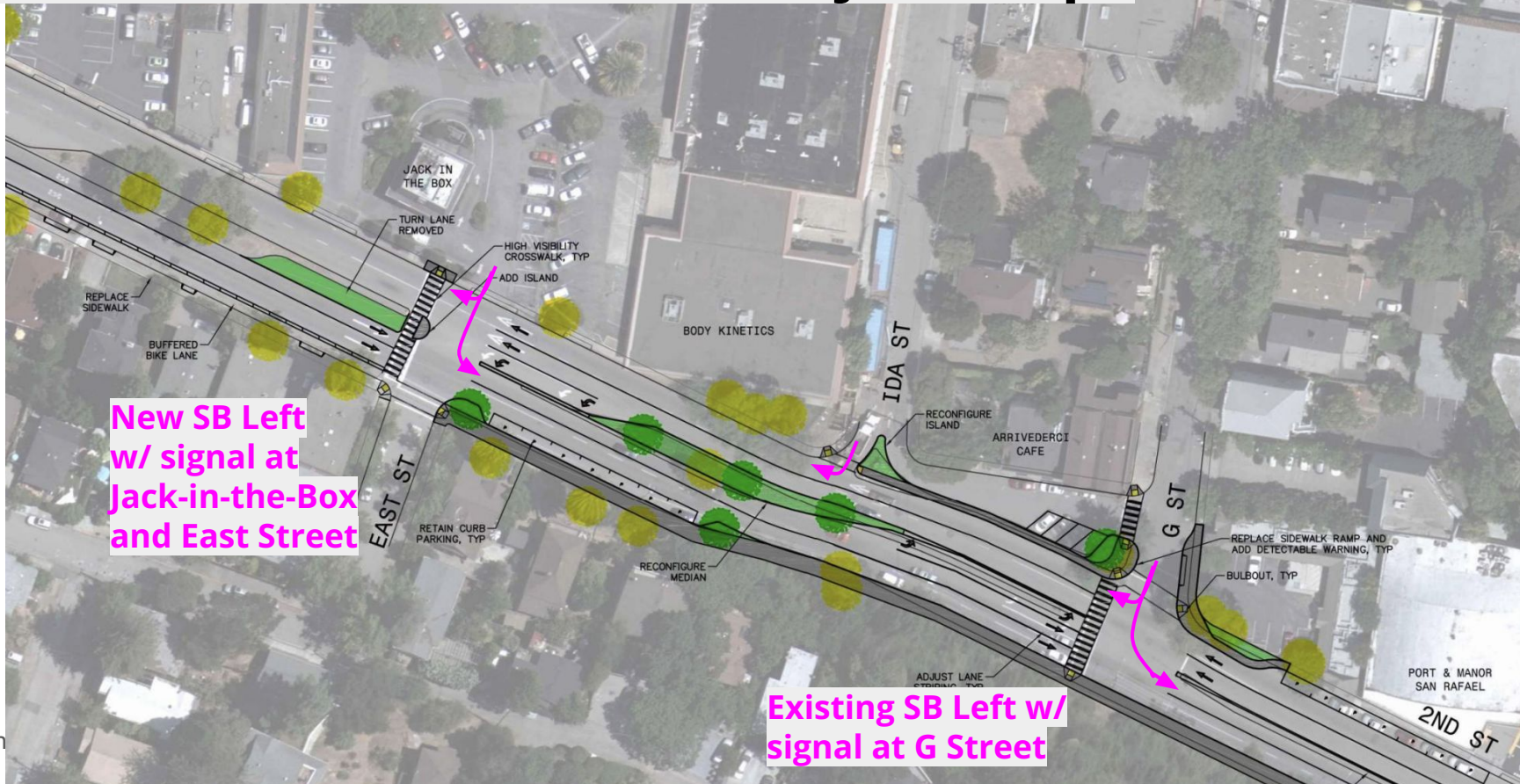


Concept Presented Oct 2022

- Why two SB left turn lanes?
- NB receiving lane is too wide
- WB through lane is too wide (17')
- No clear path of travel for bicyclists in either direction. WB cyclists just weave in front of WB through cars?
- Where bicyclists making EB left onto 4th sit at NW corner of intersection?



3rd Street Rehabilitation Project Scope



New SB Left
w/ signal at
Jack-in-the-Box
and East Street

Existing SB Left w/
signal at G Street

Plenty of nearby SB left turns



SB Left doesn't exist today and is not needed in the future

New SB Left

Existing SB Left

Feedback to design presented Oct 2022

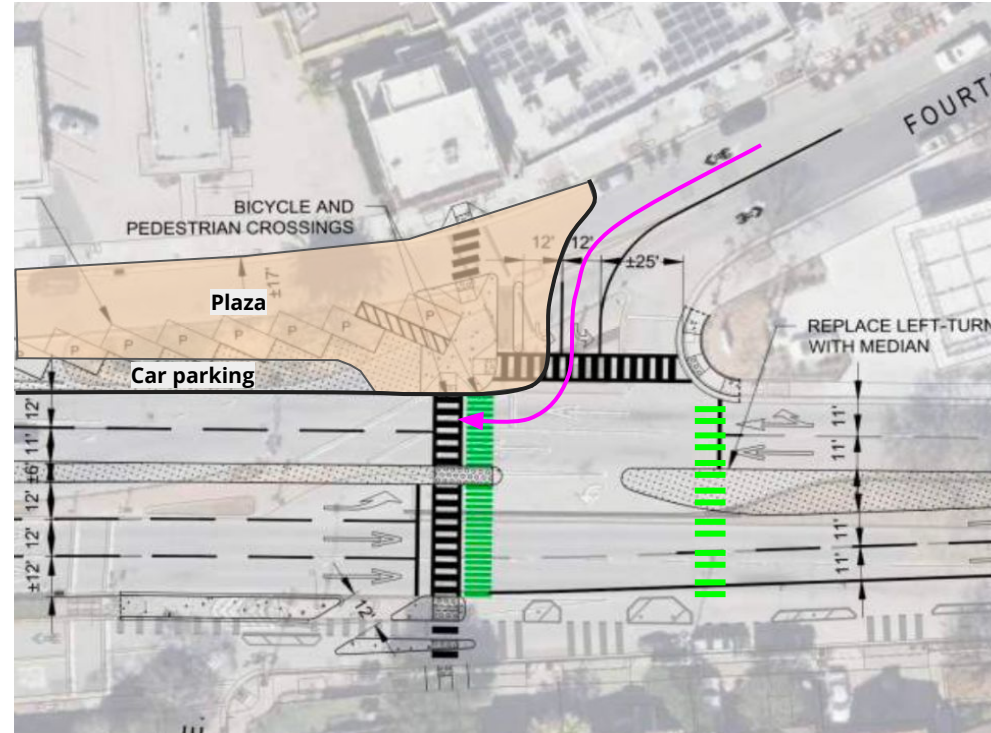
- No need for southbound left from 4th Street to 2nd Street eastbound movement to 2nd Street
 - Minimal demand for it since a new turn is being built at Jack-in-the-Box 500' away and existing maintained at G Street
 - Doesn't exist today, so there is no precedent
- Maintains a dangerous westbound 4th Street acceleration movement
 - Keeping in place a dangerous condition
 - Drivers accelerate to 35-45mph *before* the merge with 2nd Street in front of Ace Hardware and Pond Farm

Priorities and Questions

- How can the City create an environment that is safe for pedestrians, cyclists, and bus riders?
- Will the City prioritize walkers, riders and public transportation users?

Potential Solutions - Concept 1

- Eliminate fast acceleration westbound requiring right turn
- Create a plaza with car parking along 4th street
- Eliminate unnecessary Southbound left turn
- Possible 2nd X-walk for eastbound 4th ped/bikes



Potential Solutions - Concept 2

- Westbound bus + local business access only to allow alternate to westbound right turn
- Raised x-walk + alt paving, possible raised lane or other calming devices
- Widened sidewalks
- Possible bus stop location
- Eliminate unnecessary Southbound left turn
- Possible 2nd X-walk for eastbound 4th ped/bikes

