The concept is to close one block of Cascade Avenue in order to divert traffic to other routes, to slow traffic in general and to eliminate pedestrian/vehicle traffic conflicts in the one block of Cascade Avenue at North Hall.

The closure would allow pedestrians to travel between the south campus and North Hall without crossing vehicular traffic. The current street area could be converted to a green area and perhaps incorporate some limited additional parking.

Cascade Avenue is shown as a Principal Arterial in the Transportation Plan. It has connections with Main St. (Principal Arterial), 2nd St. (Minor Arterial), 6th St. (Collector Street), and Crescent Drive (Collector Street). Closing a block would require changes to the system, such as making Spring Street a Principal Arterial.

Cascade Avenue currently has traffic volumes of 11,000 ADT at 3rd Street. Projected volumes are 16,000 to 18,000 ADT. Closing Cascade for one block will require this traffic to seek alternate routes. It is estimated 3,000 to 4,000 vehicles per day will use Cemetery Road and Main St. and a similar volume will use the STH 65 bypass, some only to County Road M. Some traffic will use routes outside the area. The remaining 8,000 to 10,000 vehicles per day will try to filter through the neighborhood using Wasson Lane, Crescent St., 6th St. or 4th St. and some connecting streets.

A high percentage of traffic on Cascade Avenue is anticipated to have local origins or destinations. Downtown, north Main Street, UWRF, and area residences are logical locations. Thus much of the diverted traffic will not disappear, but only be a problem or concern on a different route in the area. Volumes on Cascade Avenue near Wasson Lane may not decrease at all, but just have slightly different directional characteristics.

The additional traffic on local streets will require more traffic control at intersections, removal of parking for sight corners and traffic movement, and more enforcement. Delays for traffic entering or crossing streets will increase as will overall travel time for trips which use the local streets. The diverted traffic will also have many more conflicts with driveways and parking maneuvers which will create safety concerns and travel delays.

The diverted traffic onto the local streets will include traffic to UWRF facilities and students seeking parking. It will complicate directions for finding specific facilities and may require significant additional signing.

While there currently are traffic conflicts with pedestrians, parking maneuvers, driveways and cross street traffic on Cascade Avenue, the total number of conflicts will increase for traffic diverted to local streets. Travel time will increase.
Cascade Avenue is also shown in the Comprehensive Plan as a transit corridor and the discontinuity of travel using local streets will create operating problems for transit including travel time, stop locations, and geometrics.

Pedestrian/vehicle conflicts may be reduced in number but the number of locations will increase. With more locations, it will be more difficult to develop an effective safety program.

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