

6TH STREET (US HIGHWAY 14) RECOMMENDATION

Due to the planned reconstruction of 6th Street between Main and Medary Avenues by the South Dakota Department of Transportation (SDDOT), there is an opportunity to include a bicycle facility. From the community engagement surveys, a smaller number of people currently ride on 6th Street. However there is a high desire by people to ride on 6th Street, as shown in Figure 41.



Figure 41 Maps showing where people currently ride (on the left), and where they would like to ride (on the right). 6th Street reconstruction limits are between the red arrows.

The current option for a bicycle facility presented by SDDOT is a shoulder shown in Figure 42.

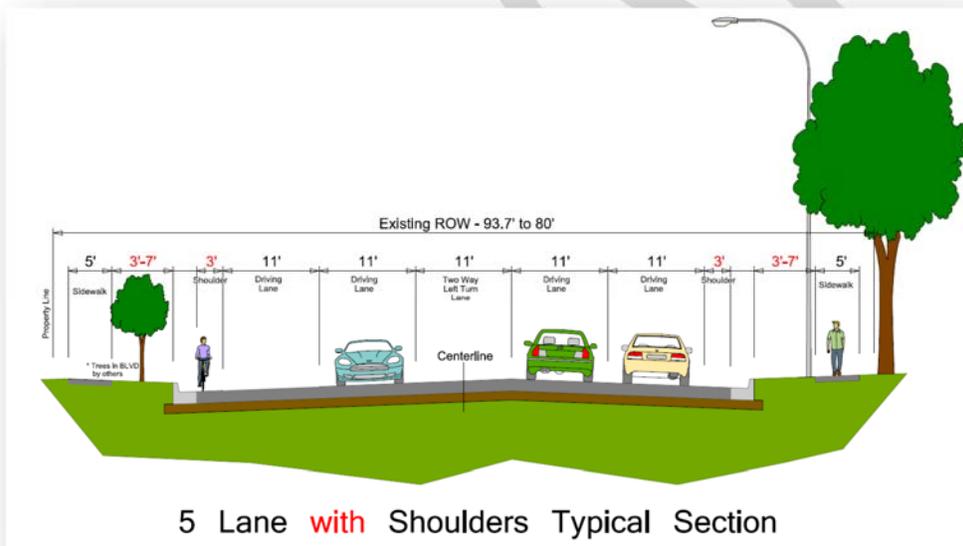


Figure 42 On-street bicycle lanes (3' shoulders + 2' gutter pans) are shown in this proposed typical section.

Feedback from the community indicated that on-street bicycle lanes are uncomfortable for most people (see Figure 20 on page 28 and Figure 27 on page 32). As a result, a protected bicycle facility such as a shared-use path on one side of the street is recommended. While one-way protected bike lanes are also

an option (recommended by the Brookings Bicycle Advisory Committee and subsequently adopted by the Brookings City Council)¹, a two-way path affords greater opportunity to achieve a boulevard of sufficient width to store snow, place street furniture, plant trees, and include a clear zone for a shared-use path.

It may be necessary to complete a detailed evaluation of north or south side placement of a shared-use path. Decision criteria may include:

- Destinations along each side of 6th Street, including parks and businesses

¹ “The BBAC recommends that the City Council consider adopting the following standard, with immediate focus for 6th Street and future considerations for 22nd Avenue and Main Avenue South:

Major Arterial - All major arterial streets in the city of Brookings should include protected bike lanes at a minimum of 4’ wide.

Protected Bike Lane - A bicycle lane that is physically separated from motor vehicle traffic by a permanent barrier. Purpose:

The BBAC feels strongly that it should create a culture which encourages bicyclists’ use of 6th street and other major arterials. Creating bicycle lanes on 6th Street greatly enhances the greater Brookings Bicycle Network. Additionally, adding protected lanes to major arterials would greatly increase the percentage of arterial streets with bike lanes and the total bicycle network mileage to total road network mileage. Both categories need strong improvements and consideration as we strive for a Silver Bicycle Friendly Community Designation from the League of American Bicyclists. Furthermore, creating protected bicycle lanes on 6th Street would promote ridership. This is the most critical metric as we strive for a Silver Bicycle Friendly Community Designation from the League of American Bicyclists. The figure below shows how bike traffic changed after one year with a protected lane. The results are staggering. This infographic was developed from data contained in a report from the National Institute for Transportation and Communities - Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.. Conclusion:

We recommend the City Council adopt these recommendations. We believe that 6th Street, if it included protected bicycle lanes, would not need to be placed on a road diet and could remain as a five-lane road.”



- Connectivity to the overall bicycle network
- Level of comfort regarding the number of driveways
- The number of turning conflicts with perpendicular streets
- Economic development potential

The design features of a shared-use path running next to a major thoroughfare should include mechanisms to raise visibility between motorists and bicyclists (such as high visibility marked crossings – see Figure 43) as well as consideration for how bicycle riders will transition from east-west travel along 6th Street to north-south travel along future perpendicular bicycle routes.



Figure 43 A shared use path crossing in Madison, WI is marked with green paint and a bicycle push button and signal, to reduce conflict between motorists and bicyclists.