

Bowen Street Reconstruction

Otter Avenue to Parkway Avenue

City of Oshkosh

Winnebago County

Transportation Committee – January 9, 2024

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Delivering a better world

Reconstruct Bowen Street between Otter Avenue and East Parkway Avenue

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- The map displays the Port of Duluth, Minnesota, with a grid of streets and water bodies. Key features include:
- Streets:** A grid of streets is shown, including W. Lincoln Ave., W. Woodward Ave., W. Broadway Ave., W. 1st Ave., W. 2nd Ave., W. 3rd Ave., W. 4th Ave., W. 5th Ave., W. 6th Ave., W. 7th Ave., W. 8th Ave., W. 9th Ave., W. 10th Ave., W. 11th Ave., W. 12th Ave., W. 13th Ave., W. 14th Ave., W. 15th Ave., W. 16th Ave., W. 17th Ave., W. 18th Ave., W. 19th Ave., W. 20th Ave., W. 21st Ave., W. 22nd Ave., W. 23rd Ave., W. 24th Ave., W. 25th Ave., W. 26th Ave., W. 27th Ave., W. 28th Ave., W. 29th Ave., W. 30th Ave., W. 31st Ave., W. 32nd Ave., W. 33rd Ave., W. 34th Ave., W. 35th Ave., W. 36th Ave., W. 37th Ave., W. 38th Ave., W. 39th Ave., W. 40th Ave., W. 41st Ave., W. 42nd Ave., W. 43rd Ave., W. 44th Ave., W. 45th Ave., W. 46th Ave., W. 47th Ave., W. 48th Ave., W. 49th Ave., W. 50th Ave.
 - Water Bodies:** Miller's Bay, Brays Point, and Oshkosh Reefs are labeled.
 - Project Area:** A red line indicates the project boundary, starting at Brays Point and ending at the Miller's Bay area.
 - Labels:** "Project Beginning" and "Project Ending" are placed at the start and end of the project area, respectively.
 - Scale:** A scale bar at the bottom indicates distances in miles (0.35, 0.175, 0, 0.35) and a scale of 1:24000.
 - Coordinates:** The map is bounded by coordinates 88°33'W to 88°30'W and 44°30'N to 44°33'N.

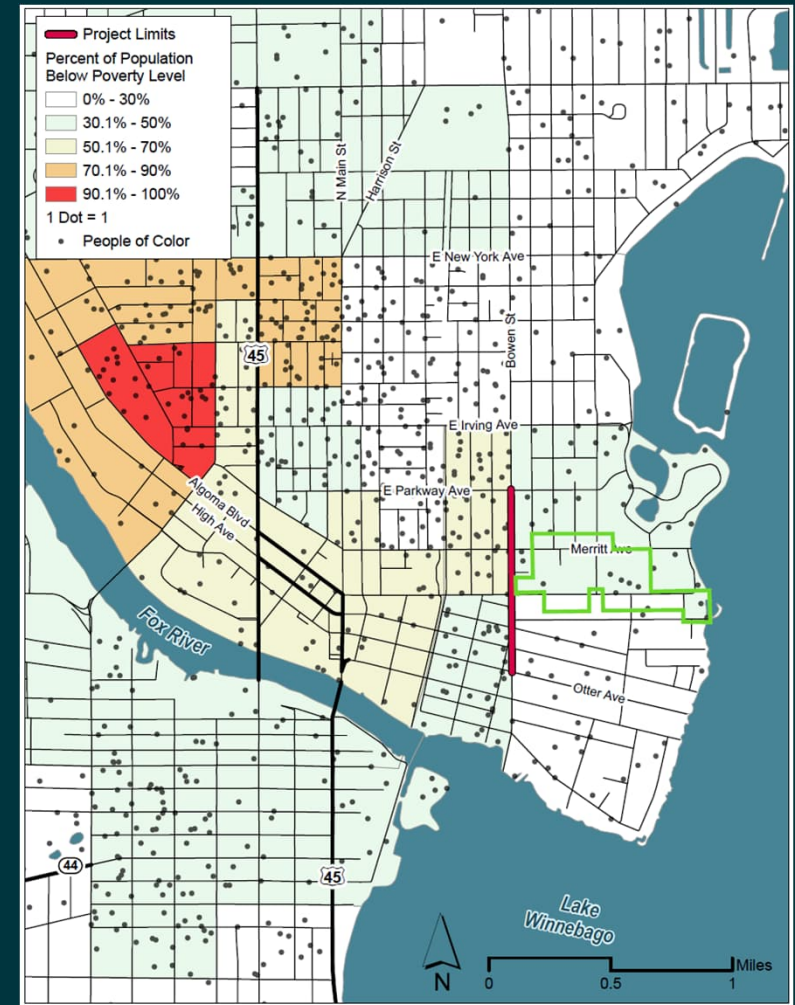
Bowen Street Facts

- 1969 original construction
- Right of Way width = 49 feet
- Roadway width = 34 feet
- City utilities – sanitary, storm, water, lighting plus various private utilities
- No transit service on Bowen, but buses travel through intersections at Otter Ave and E. Parkway
- Traffic signal at Merritt Avenue
- Average daily traffic of about 5,000 vehicles of which about 170 (3.4%) are trucks
- Included in the City Bicycle Plan for consideration of adding bike facilities



Bowen Street Facts

- Land use is mostly residential, with some commercial and institutional parcels
- About 15% of the adjacent population are people of color, and about 14% of the adjacent population is living in poverty.
- Up to 20% of adjacent residents report having a disability.
- Important community facilities located in the corridor include schools, churches, and social service agencies.



Project Purpose and Need

Purpose: To maintain the utility of Bowen Street for motor vehicles, pedestrians, and bicyclists

Needs:

- Pavement has reached the end of its useful life
- Lack of formal facilities for bicycling
- Inconsistent pedestrian facilities (broken or missing sidewalk paving, narrow terrace separating walkers from car traffic, inconsistent curb ramps)
- Underutilized on-street parking
- Utilities in need of repair



Design Constraints and Considerations

- Maintain or improve safety for all travelers.
- Avoid or minimize impacts to private property
- Maintain access to homes and businesses.
- Maintain traffic operations and right-size parking availability.
- Improve walking conditions for everyone, including people with disabilities.
- Better accommodate bicycle travel.
- Strive for cost-effectiveness in construction and future operations.

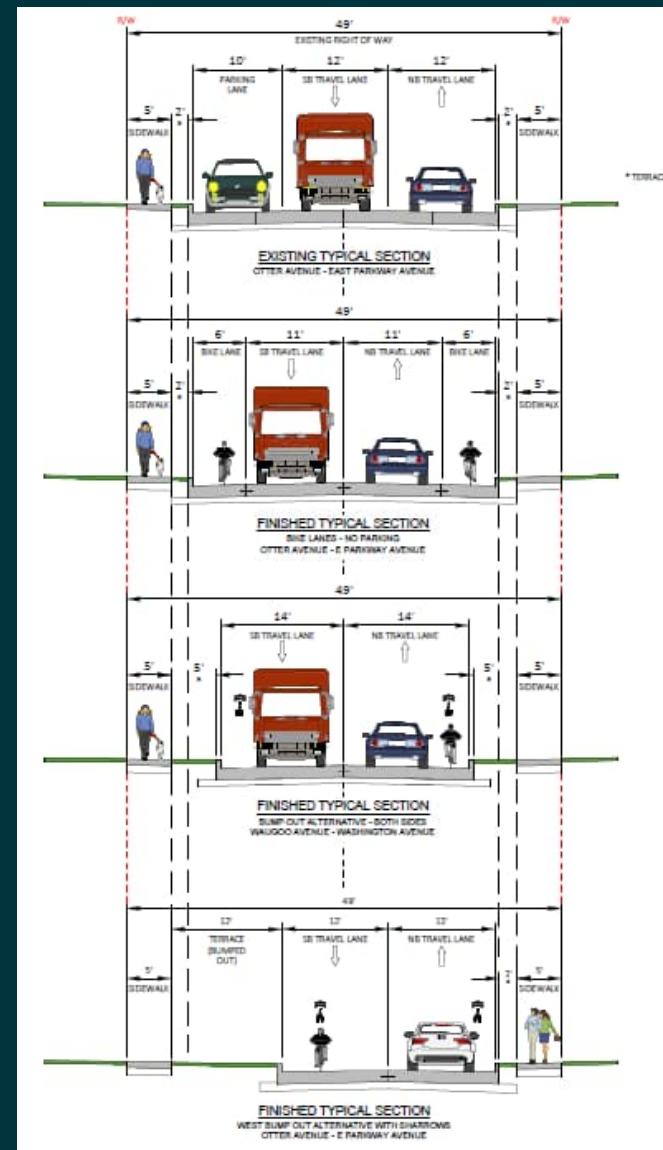


Project Schedule

- Notice to Proceed – May 23, 2023
- Survey Complete – August 2023
- 30% Plan – December 2023
- Pavement Design – January 2024
- Draft Environmental Documentation – February 2024
- 60% Plan – May 2024
- DSR – May 2024
- TPP Complete – September 2024
- Land Acquisition Complete – May 2025
- 90% Plan – May 2026
- PSE – August 1, 2026
- Construction 2027

Items for Transportation Committee Input

- On-street bike lanes vs potential for traffic calming and parking availability.



Items for Transportation Committee Input

- Widen terrace by removing on street parking in select areas or in areas currently signed No Parking.
- Standardize corner treatments to shorten pedestrian crossing distances and calm traffic.
- Sight distance may be improved at certain intersections



Items for Transportation Committee Input

- Mill Street removal alternatives between Waugoo and Bowen

Existing



Alt 2



Alt 1



Alt 3



