



Will the project require the acquisition of private property?

Members of our stakeholders' group have expressed a strong desire to pursue alternatives with little or no property acquisition. Therefore, alternatives that "fit" within the existing right of way are being proposed and considered, however, in constrained areas even "narrow" alternatives may require the acquisition of private property. Alternatives that may provide additional benefits, but would require property acquisition, are still being considered at this stage of planning.

Why not just repave Business 51 and leave it the way it is?

There are three main improvement needs for the Business 51 corridor – safety, multimodal accommodations, and pavement. Repaving the roadway would address only one of these needs. Multiple areas of Business 51 experience high crash rates. North of Ellis Street, the crash rate is higher than 95 percent of similar roads in Wisconsin. Additionally, the narrow terraces, lack of pedestrian islands, and absence of bicycle accommodations make the roadway uncomfortable for people walking and biking.

Other than minimizing property acquisition, are there benefits to reducing the number of lanes on Business 51?

Yes, the main benefits of a 2-lane roadway with a center two-way left turn lane include a reduction in the number of crashes, traffic calming, and safer conditions for pedestrians. The two-way left turn lane allows left-turning vehicles to be separated from thru traffic and provides an area for pedestrian islands to be constructed to facilitate safer crossings.

If the number of travel lanes on Business 51 is reduced, won't that cause congestion and delay?

The current and forecasted traffic volumes on Business 51 do not necessitate a 4-lane roadway. Implementation of a road diet would likely result in a minor increase in travel delay during peak periods. However, the delay is expected to be within acceptable ranges, and any increase in delay will be barely perceptible to the average road user. Queue lengths at major intersections are likely to increase since all through traffic will be in a single lane. These queue lengths will be taken into consideration during the preliminary design of alternatives.

Will on-street bicycle lanes be added to Business 51?

Several alternatives propose adding bicycle lanes to Business 51. However, bicycle lanes may not be feasible in all areas due to limited right of way. In some areas, the community may need to choose whether to prioritize improved pedestrian accommodations (wider terraces, pedestrian islands, etc.) over on-street bicycle accommodations or to consider property acquisition to attain both desired benefits.

Why not create a multi-use path adjacent to Business 51 to accommodate bicycles and pedestrians?

In areas of the corridor where many driveways and intersections are present, multi-use paths are not ideal. The abundance of conflict points can make the multi-use path unsafe as drivers typically concentrate on vehicles/bicycles approaching on the road. Bicyclists approaching on a mixed-use path can be a surprise for drivers, especially when approaching from the direction opposite the flow of vehicular traffic.

Will the project make it safer for pedestrians to cross Business 51?

Regardless of which alternative is selected, the project seeks to improve pedestrian accommodations and the ability for people to cross the roadway safely. Reducing the number of thru lanes from 4 to 2 would provide opportunities for safer pedestrian crossings through the construction of median pedestrian islands. This alternative would also improve pedestrian safety by reducing the number of lanes of traffic pedestrians need to cross by requiring them to cross only one stream of traffic at a time.

