

## **Returning Two-Way Traffic on 3<sup>rd</sup> & 4<sup>th</sup> Streets: Why Should the City Adopt the 3<sup>rd</sup> & 4<sup>th</sup> Street Plan?**

### **1. Davenport in Motion Study and recent reviews show no traffic crisis mandating streets remain one-way**

- 1954 downtown traffic model no longer valid in 2017
- Plan enables stop signs where feasible, retains parallel parking, and updates loading zones (NO round-a-bouts)
- River Drive already serves as primary East/West bypass downtown
- Two-way traffic may be as efficient or better based on Trip-Serving Capacity (time to destination)
- Davenport traffic engineer reviewed plans and confirmed design meets technical criteria for conversion

### **2. Improved Safety for Pedestrians/Drivers/Cyclists & Improved Quality of Life for Neighborhood Residents**

- Reduces general traffic speed and confused drivers, enhancing pedestrian, driver and cyclist safety
  - Interstate width lanes are currently designed to move traffic at unsafe speeds out of downtown
  - Reduces dangerous high-speed turns and also increase eyes on street
  - Creation of bike lanes
- Improves safety for Creative Arts Academy Students, RiverCenter/Adler, and YMCA Child-Care Center
- Reduces noise pollution and nightly high-speed engine-revving on one-ways (a routine residential complaint)
- Enhances Warehouse District Neighborhood and resident quality of life across downtown

### **3. Enhances Economic Vitality & Small Business Growth**

- Key development sites are more marketable with two-way streets
  - Future YMCA site development less valuable and more difficult with one-ways in place
- Retail storefronts more visible to and more accessible to customers
  - Accessibility/visibility from multiple directions at safer speeds; also retains parallel parking
  - Easily turn around when you miss a business or preferred parking place and improved loading zones
  - Encourages opening of new pedestrian-friendly retail businesses
- Plan supported by multiple independent studies, including Davenport In Motion and Livability Report
- Accelerate Western Gateway Development; interdependence with downtown next steps
- Neighborhood vitality is worth a slight reduction in vehicle thru-put

### **4. Visitor-Friendly with Faster and Safer Access to Key Amenities & Hotels**

- Less confusing to visitors and creates a pleasant first impression for tourists of our community
  - Downtown is the first and lasting impression of Davenport for a majority of visitors
  - Two-way streets with bike lanes are more inviting to visiting drivers, cyclists, and pedestrians
- Major community amenities including RiverCenter/Adler Theatre, Parking Ramps, and hotels are difficult to reach

### **5. We Are Not Alone**

- Numerous cities have implemented conversion, resulting in boost to economy, safety and quality of life
- Cedar Rapids is implementing downtown two-way streets, Des Moines is pending, and Muscatine is complete