



BASSETT STREET

Public Informational Meeting
January 28, 2019

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Summary

- November meeting laid out goals and objectives, existing conditions
- December meeting laid out two broad alternatives:
 - One-way bike facilities on Broom and Bassett
 - Two-way bike facilities on Bassett



This Meeting

- Introduces a new third alternative – Protected bike lane, and one-lane section south of West Washington
- Modifies Alternative 1 to include buffered bike lanes
- Introduces a refined hybrid alternative for Wilson Street
- Refines transit improvements



Review of Goals and Objectives and Previous Alternatives



Goals and Objectives

Goal/Objective

Safety for all modes

Comfortable bike connections

Satisfy parking needs

Safe pedestrian crossings

Preserve tree canopy

Preserve infrastructure investments

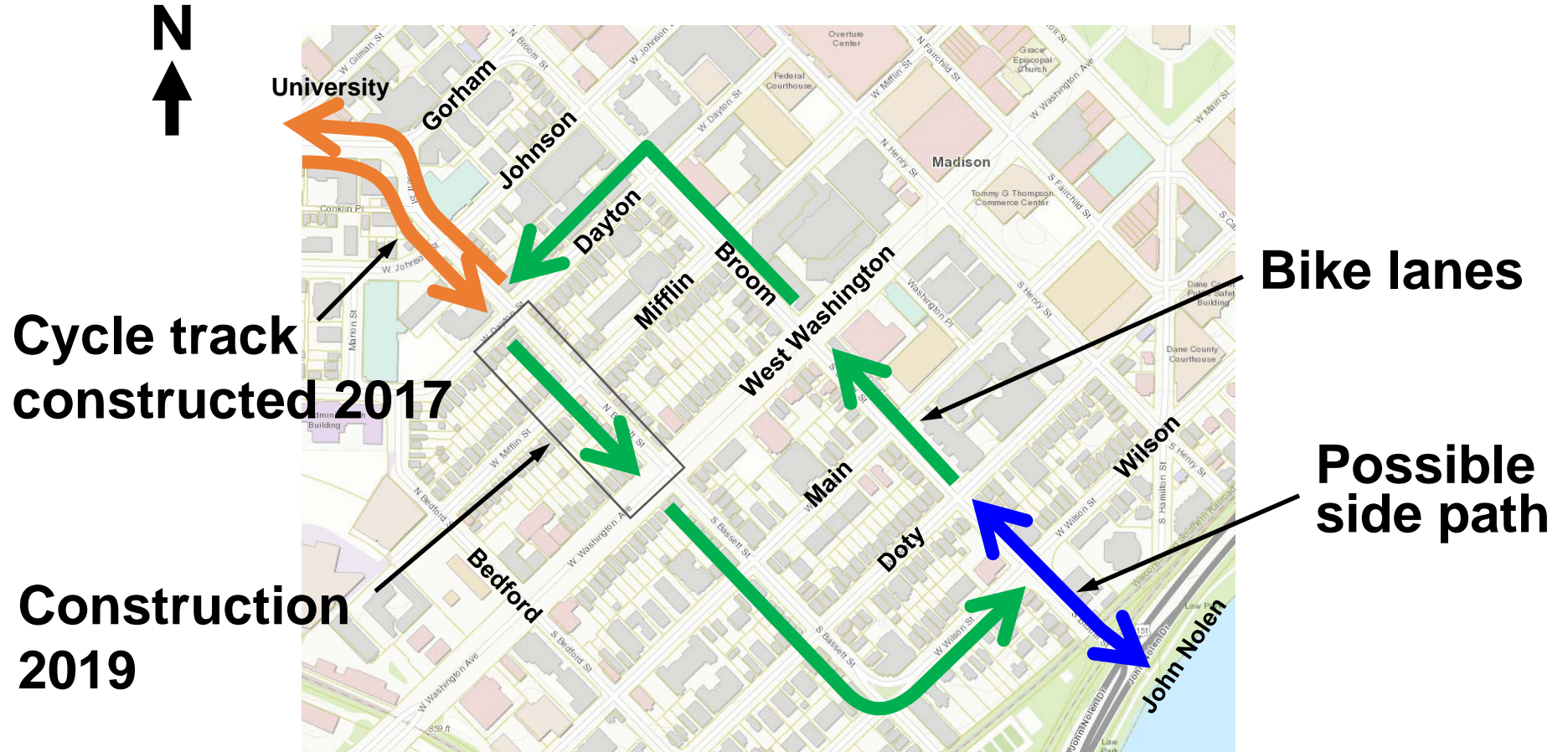
Provide a corridor plan for Bassett Street

Maintain or improve public transit

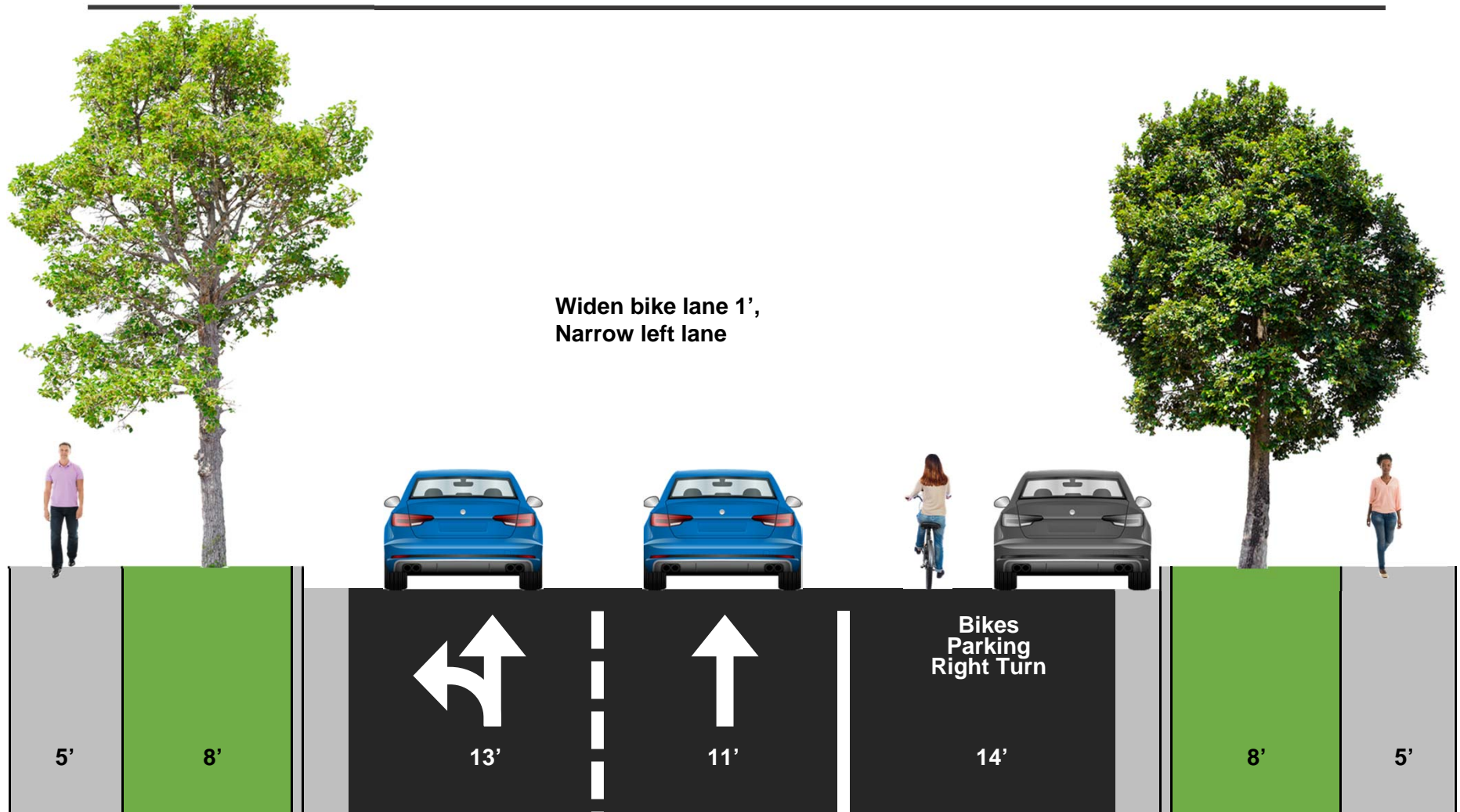
Improve Bassett/West Wash intersection



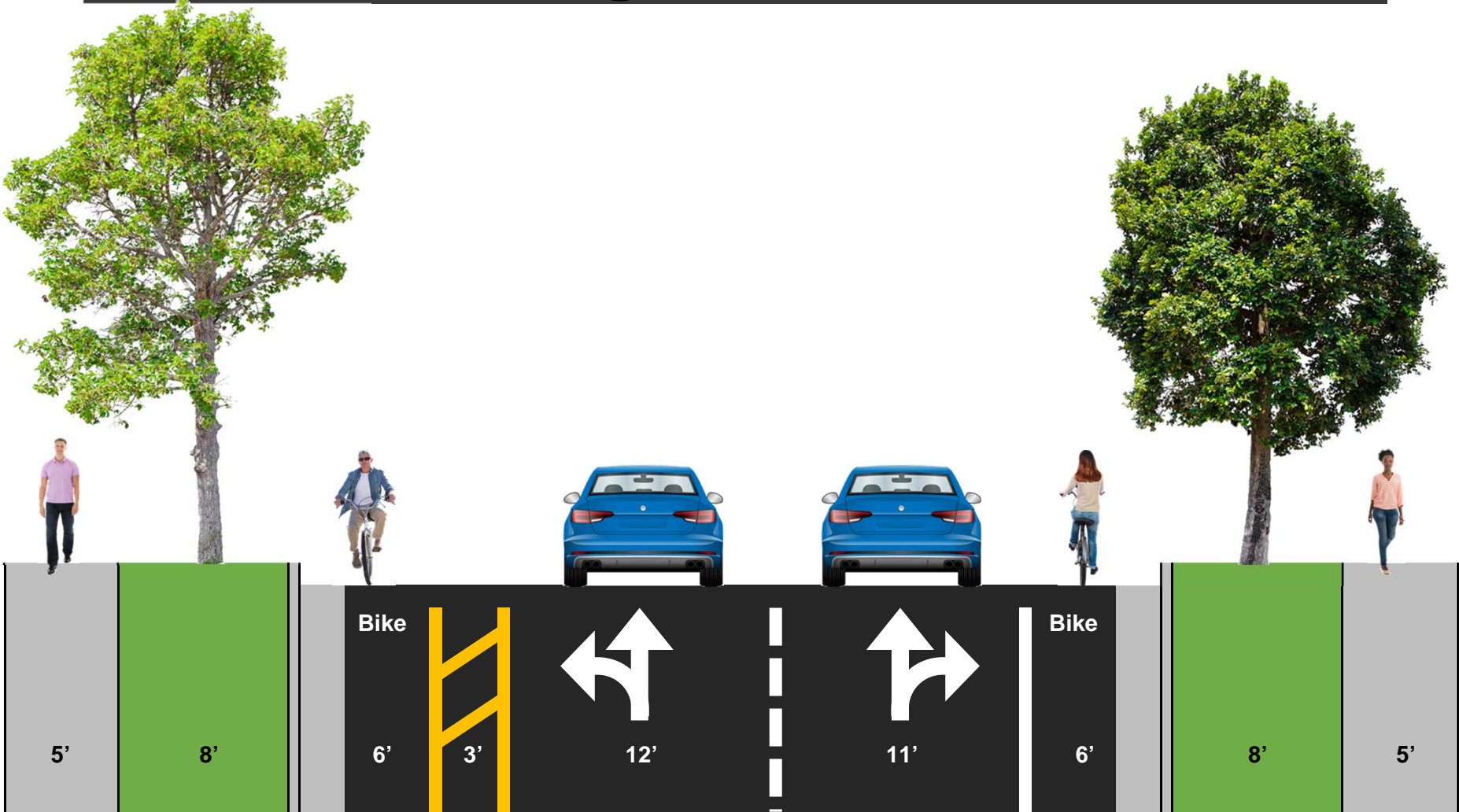
Alt 1 – Bikes on Broom/Bassett



Alt 1: Replace Existing Cross Section



Alt 2: Bike Lanes in Both Directions Remove Parking



Goals and Objectives

Goal/Objective	All Alternatives
Safety for all modes	
Comfortable bike connections	Look at additional alternative that addresses these objectives
Satisfy parking needs	
Safe pedestrian crossings	
Preserve tree canopy	
Preserve infrastructure investments	Few changes to curb type/location
Provide a corridor plan for Bassett Street	
Maintain or improve public transit	Bus stop islands
Improve Bassett/West Wash intersection	Left lane left turn only



Cities are moving towards low stress bicycle networks to provide accommodations for more rider types



Strong and Fearless



Enthused and Confident

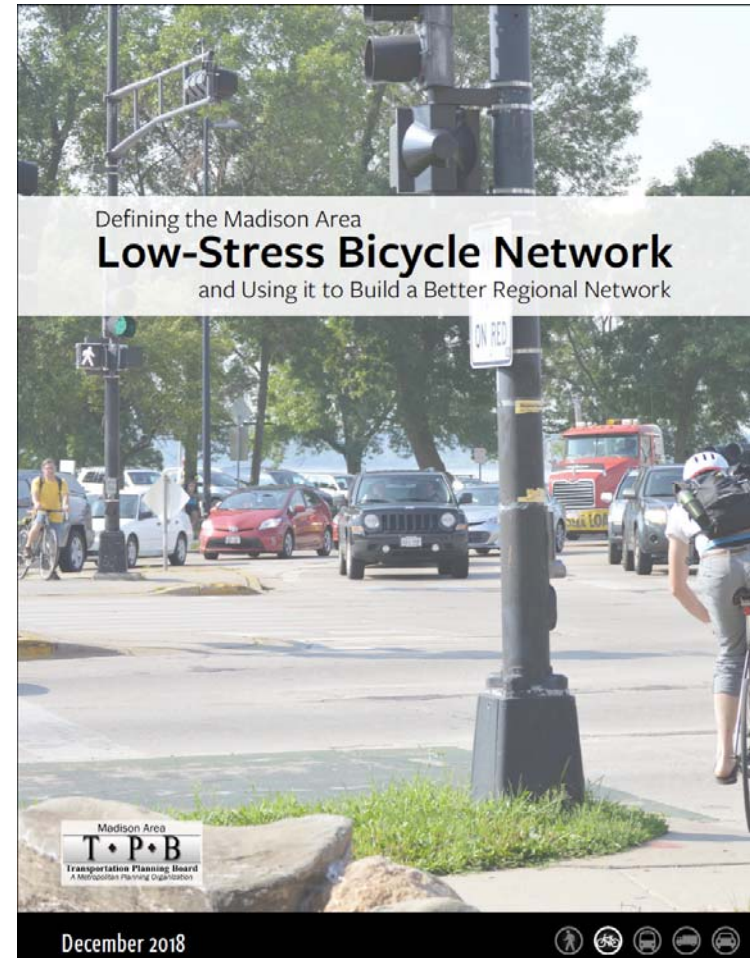
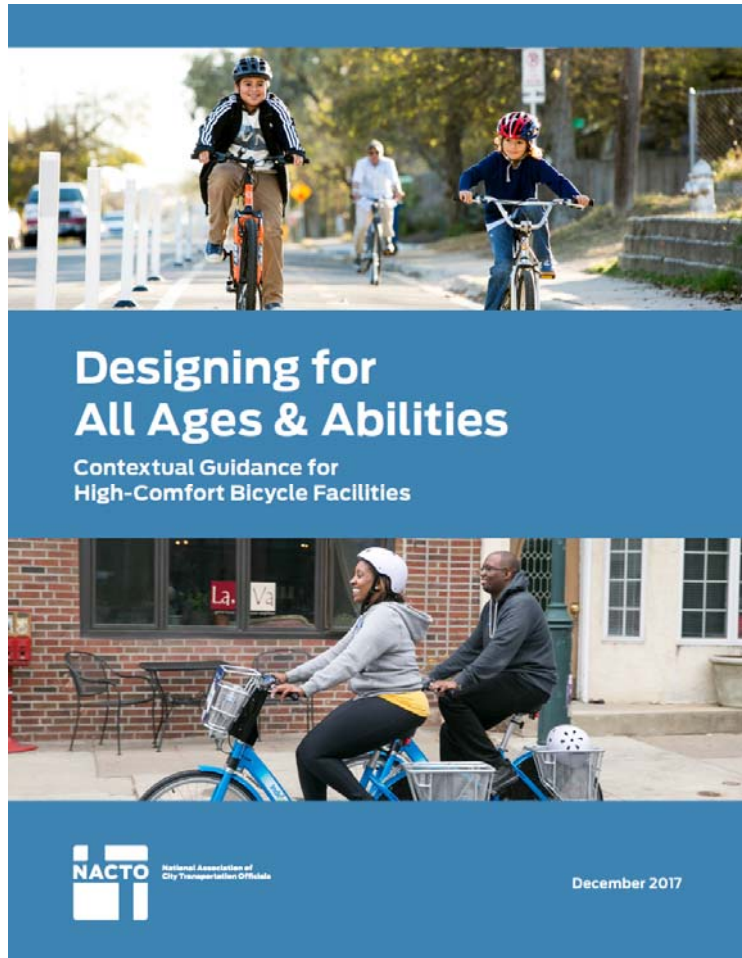


Interested But Concerned



No Way, No How

Low Stress Bike Design



Examples of low stress bike facilities

**Separated Bike Facilities
(cycle track)**



**Separated Bike Facilities
(raised cycle track)**



**Separated Bike Facilities
(two-way cycle track)**



The logo for the Chicago Department of Transportation (CDOT) features the letters "CDOT" in a bold, blue, sans-serif font. The letter "O" is replaced by a white five-pointed star inside a blue circle.

CHICAGO DEPARTMENT
OF TRANSPORTATION



Minneapolis



Indianapolis



All images credit: Kevin Kastner



<http://boisecycletracks.org/cycle-track-examples/>
Boise, ID



<http://boisecycletracks.org/cycle-track-examples/>



Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction	Any	Protected Bicycle Lane
	Any			
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

**South Bassett
Buffered Bike Lane**

**North Bassett
Protected Bike Lane**

Designing for All Ages & Abilities
NACTO, 2017



Minneapolis



Minneapolis - Des Moines Register



Minneapolis - StarTribune

Minneapolis, MN

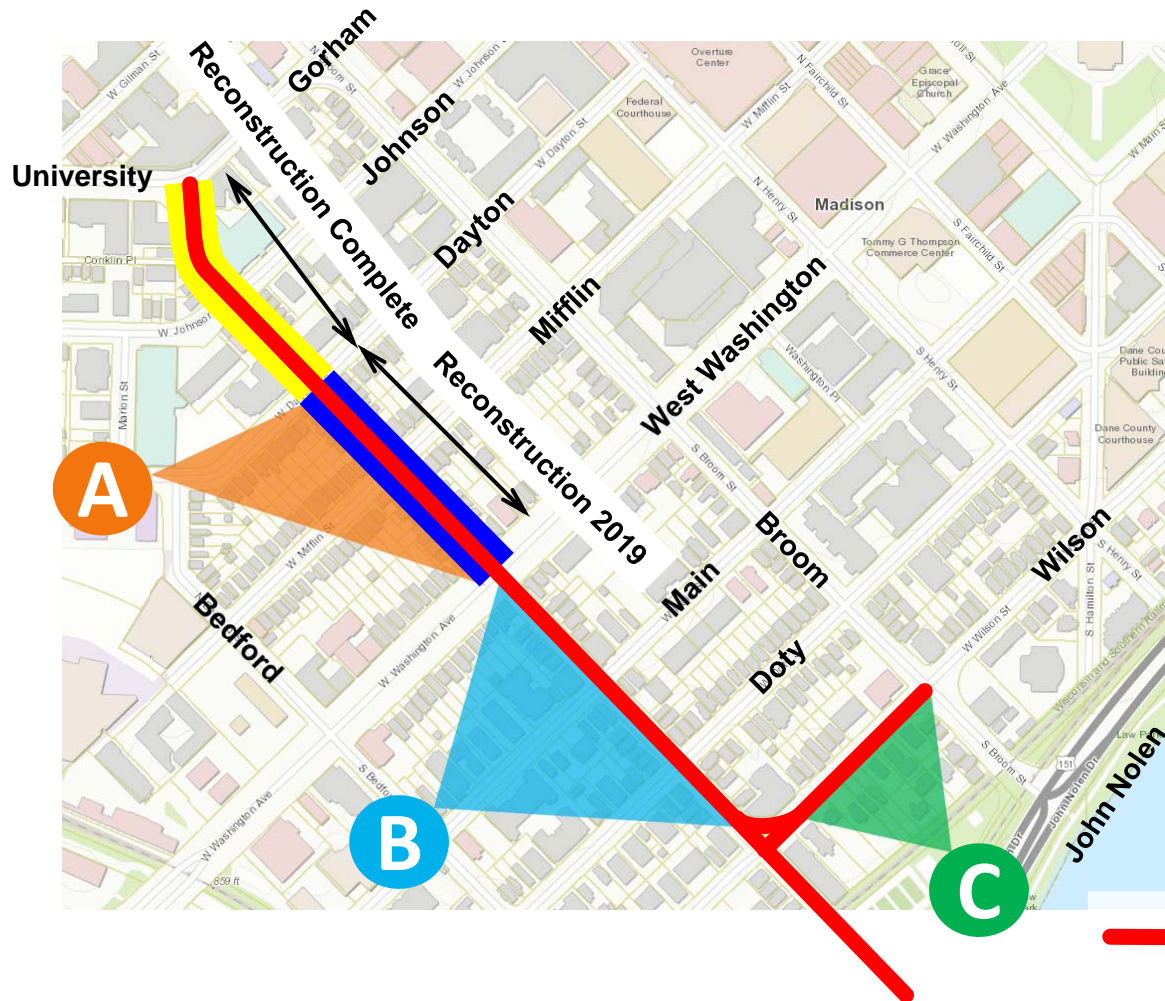


Review Alternatives

- Alt 1: One-way bike facilities on Broom and Bassett
 - Remains an alternative
 - Bike lanes changed to buffered
- Alt 2: Two-way bike facilities on Bassett
 - Dismissed because Broom Street provides satisfactory northbound accommodations
- Alt 3: Protected bike lane
 - New alternative



Location



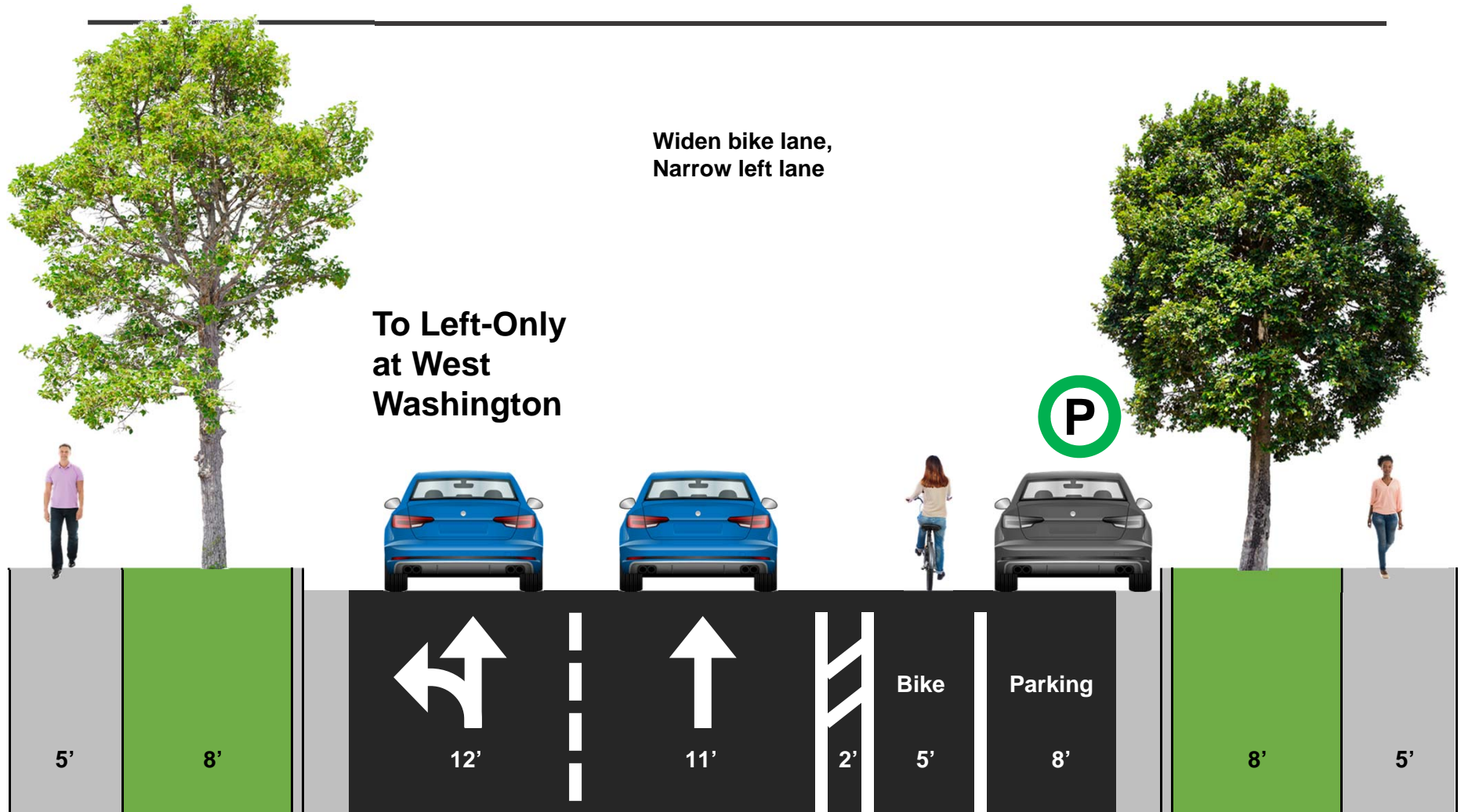
Study Area





A Dayton to West Washington

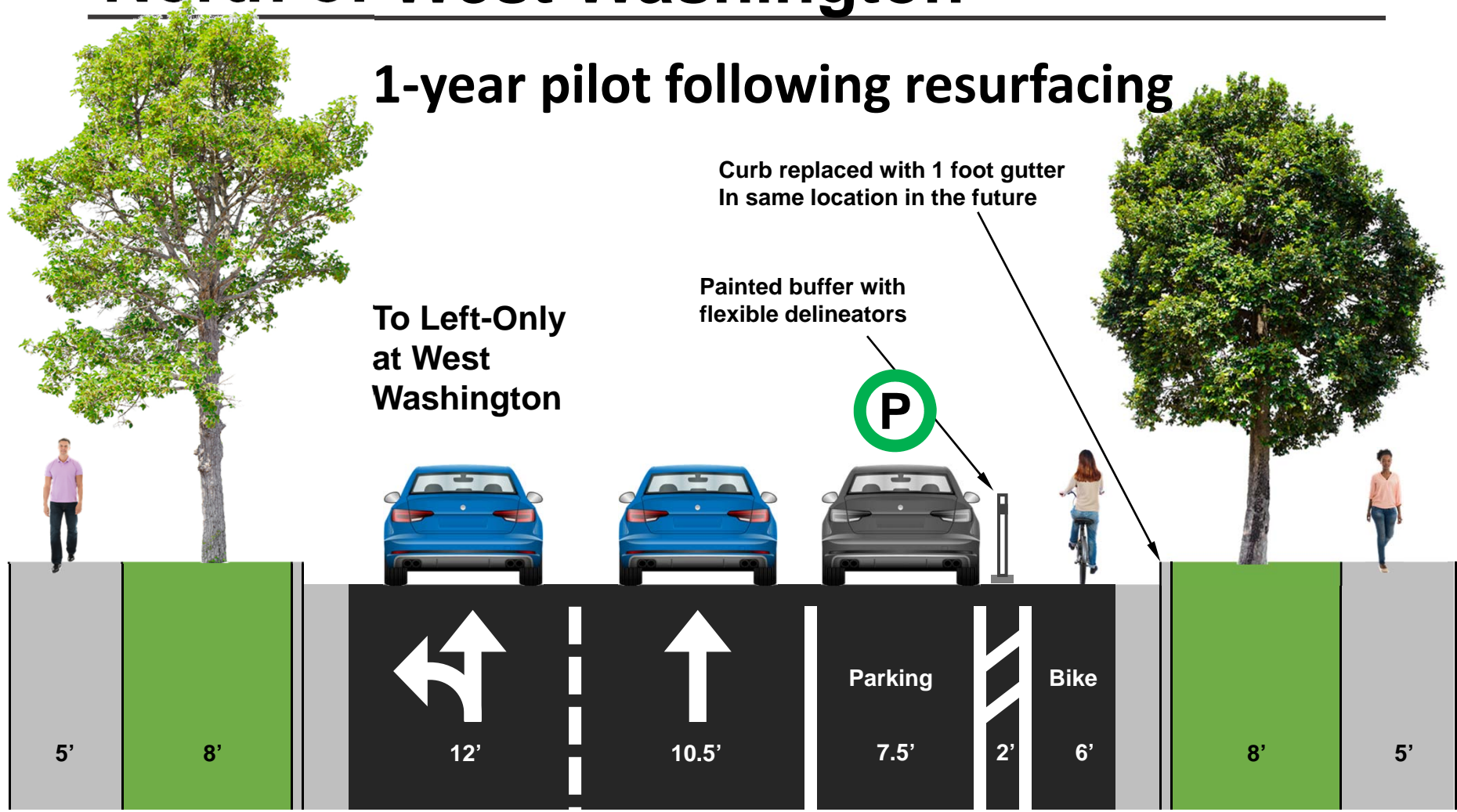
Alt 1: Buffered Bike Lane





Alt 3: Protected Bike Lane North of West Washington

1-year pilot following resurfacing

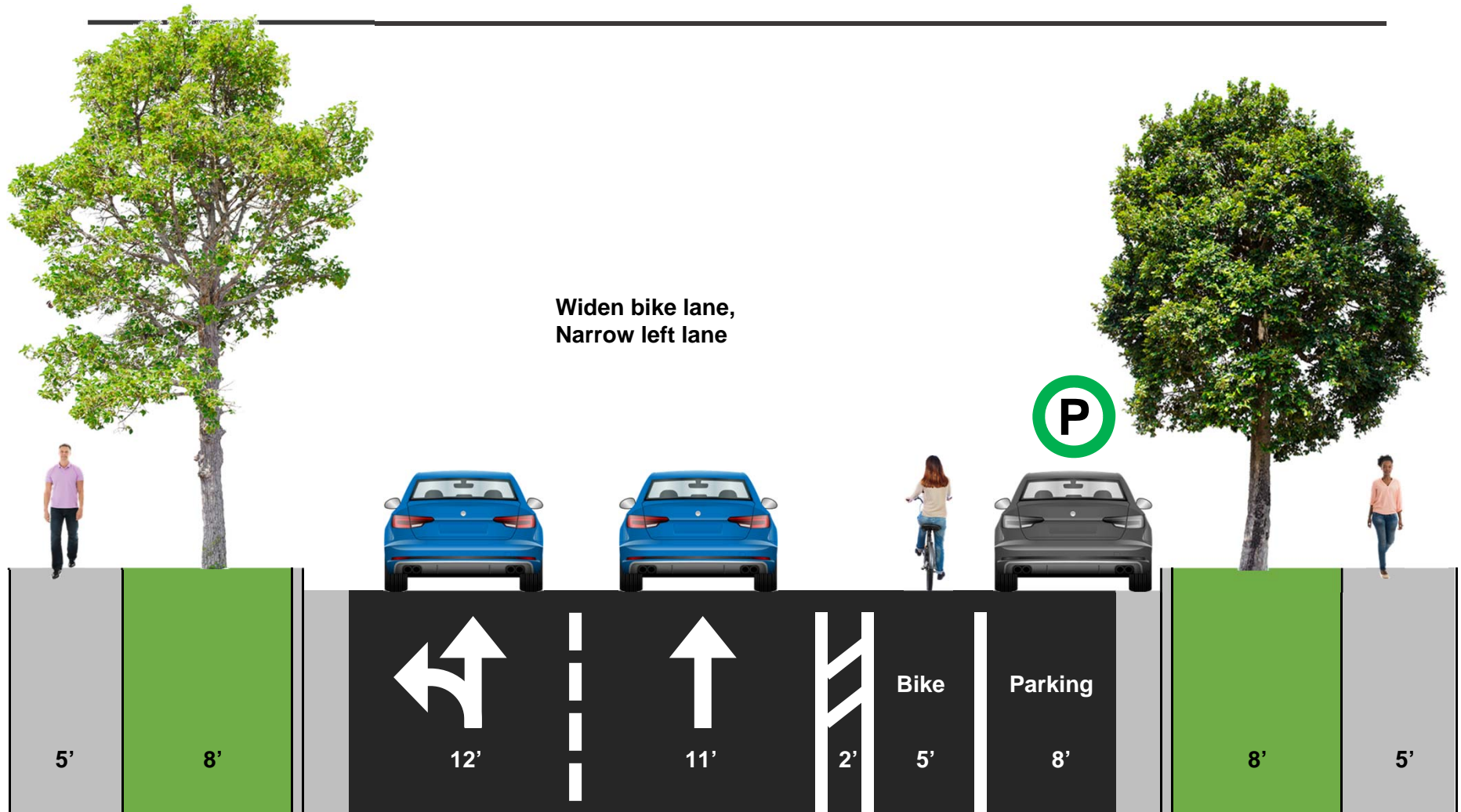




B

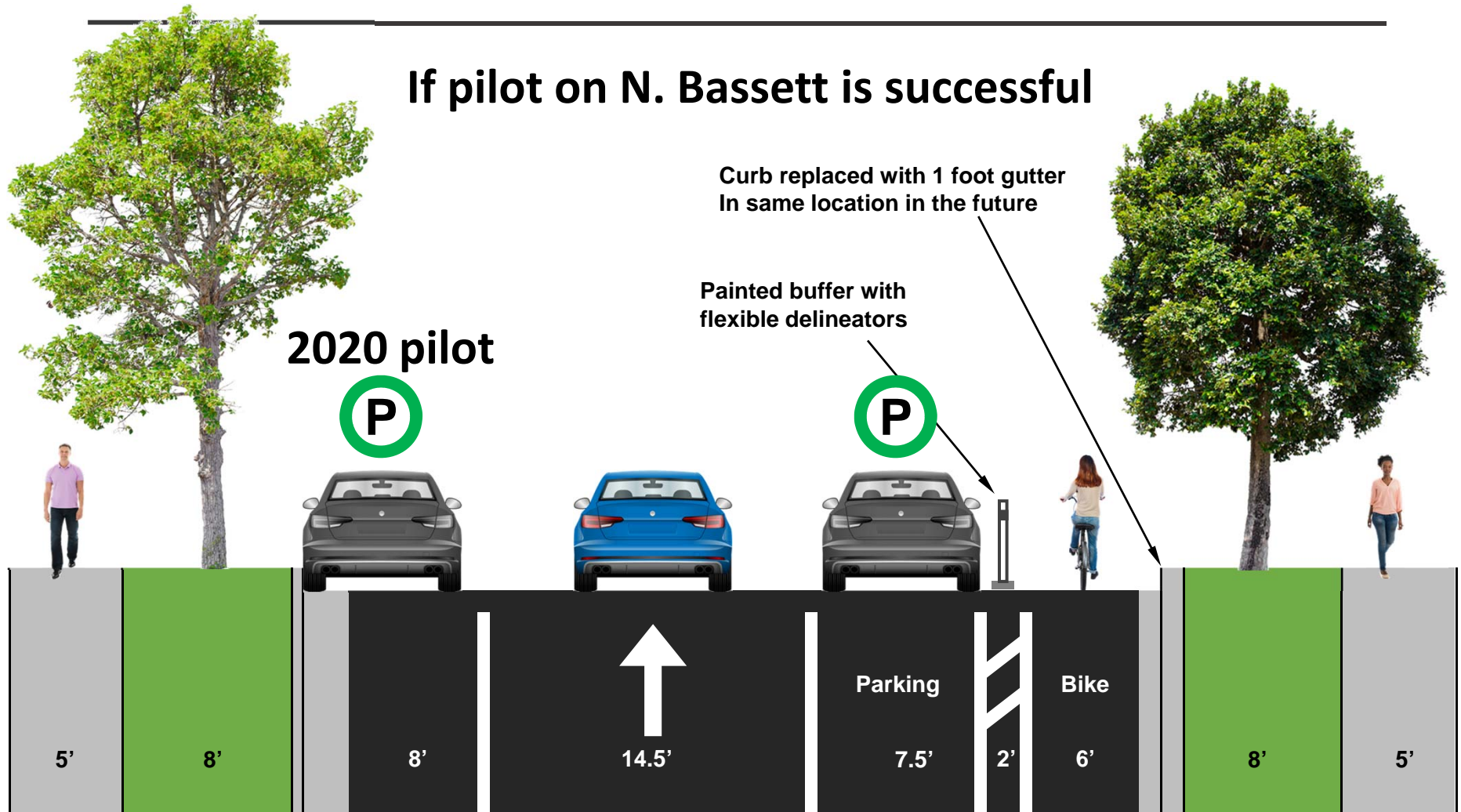
West Washington to Wilson

Alt 1: Buffered Bike Lane

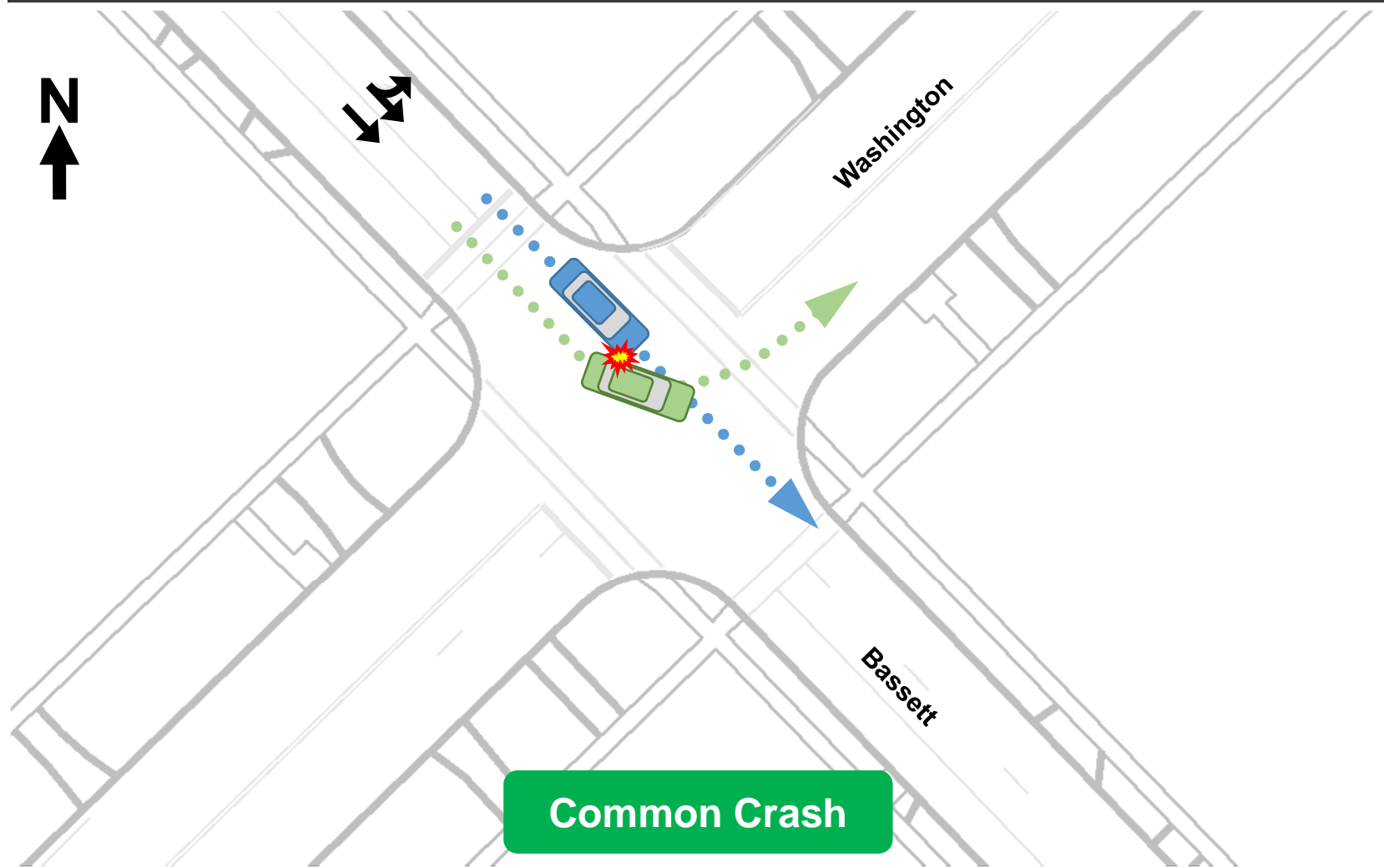


Alt 3: Protected Bike Lane, Parking

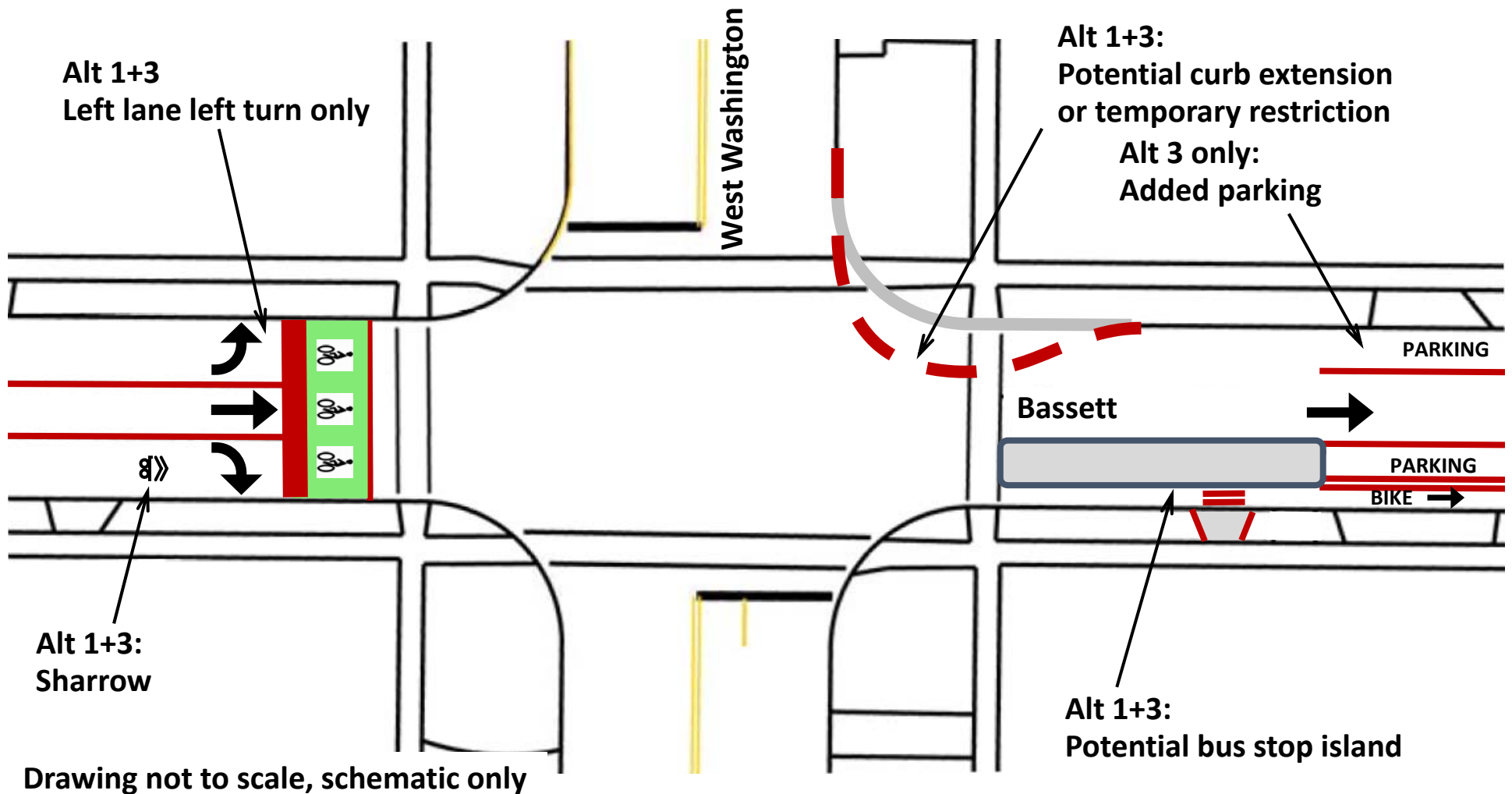
If pilot on N. Bassett is successful



Crashes at West Washington Avenue



West Washington Avenue





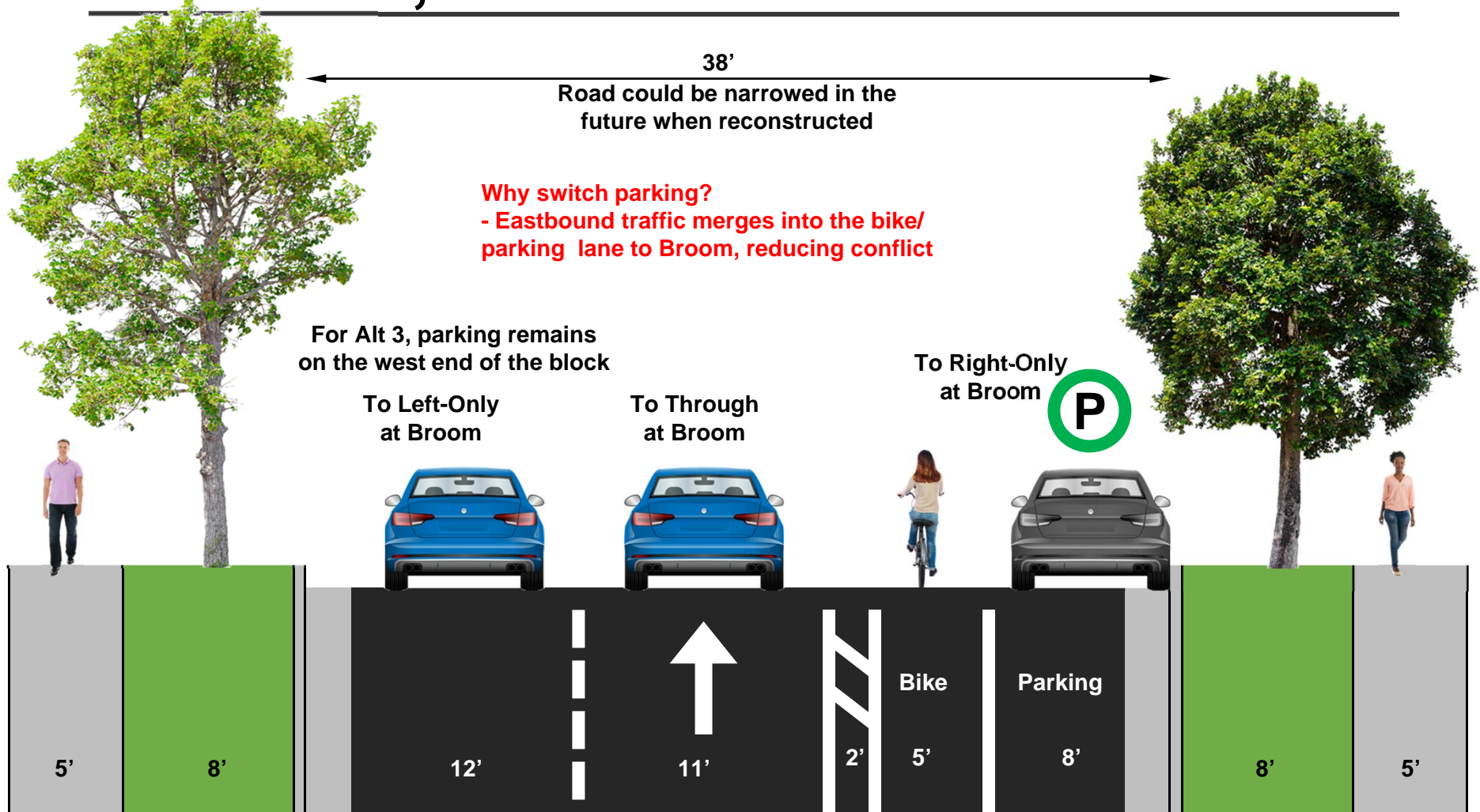
Long Beach, CA, has installed left-side, one-way separated bike lanes along a pair of one-way streets downtown. (Source: City of Long Beach)



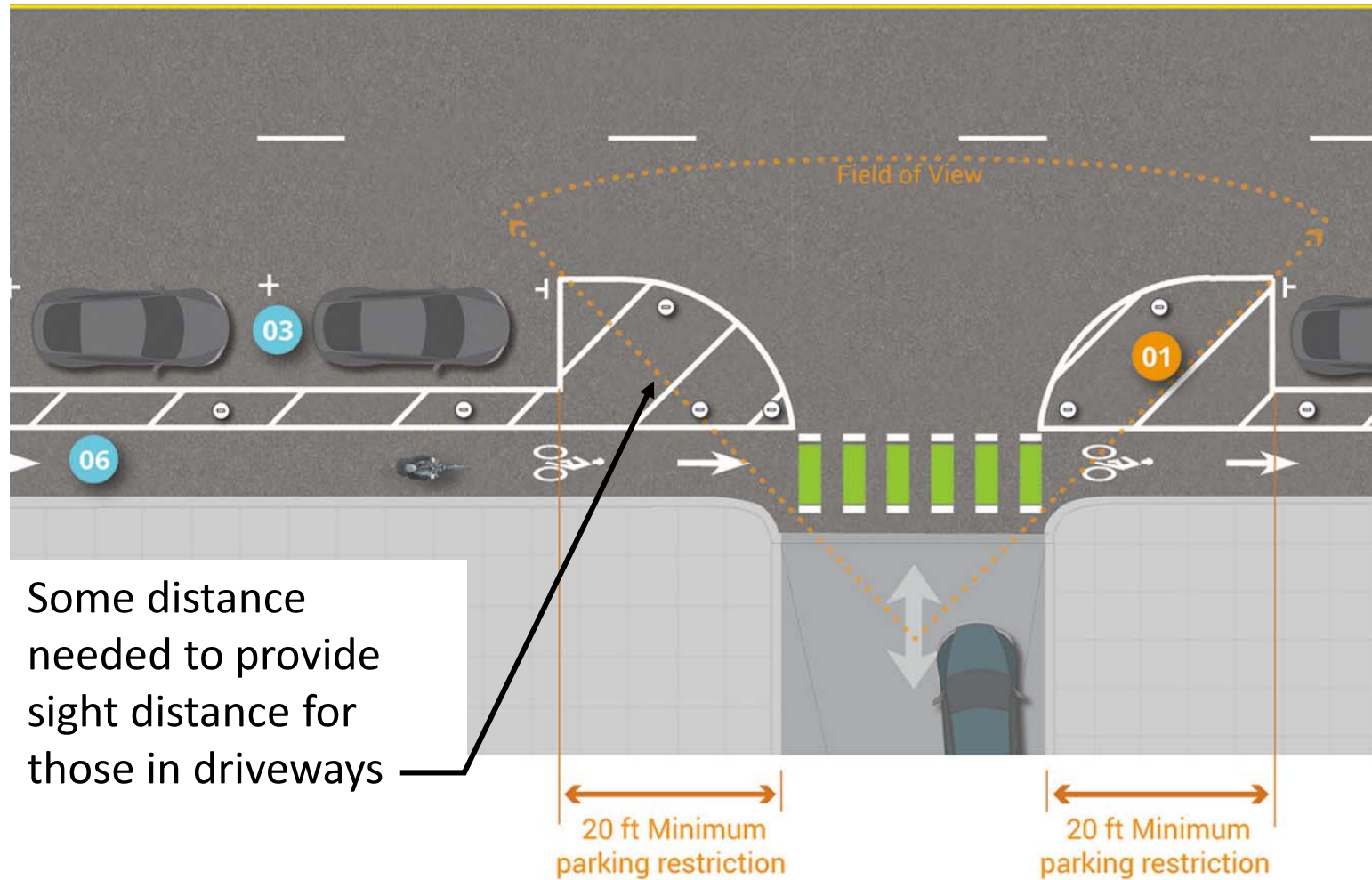
C

Wilson Street, Bassett to Broom

Alt 1,3: Narrower Street, Parking Switched, Buffered Bike Lane



Parking



Parking

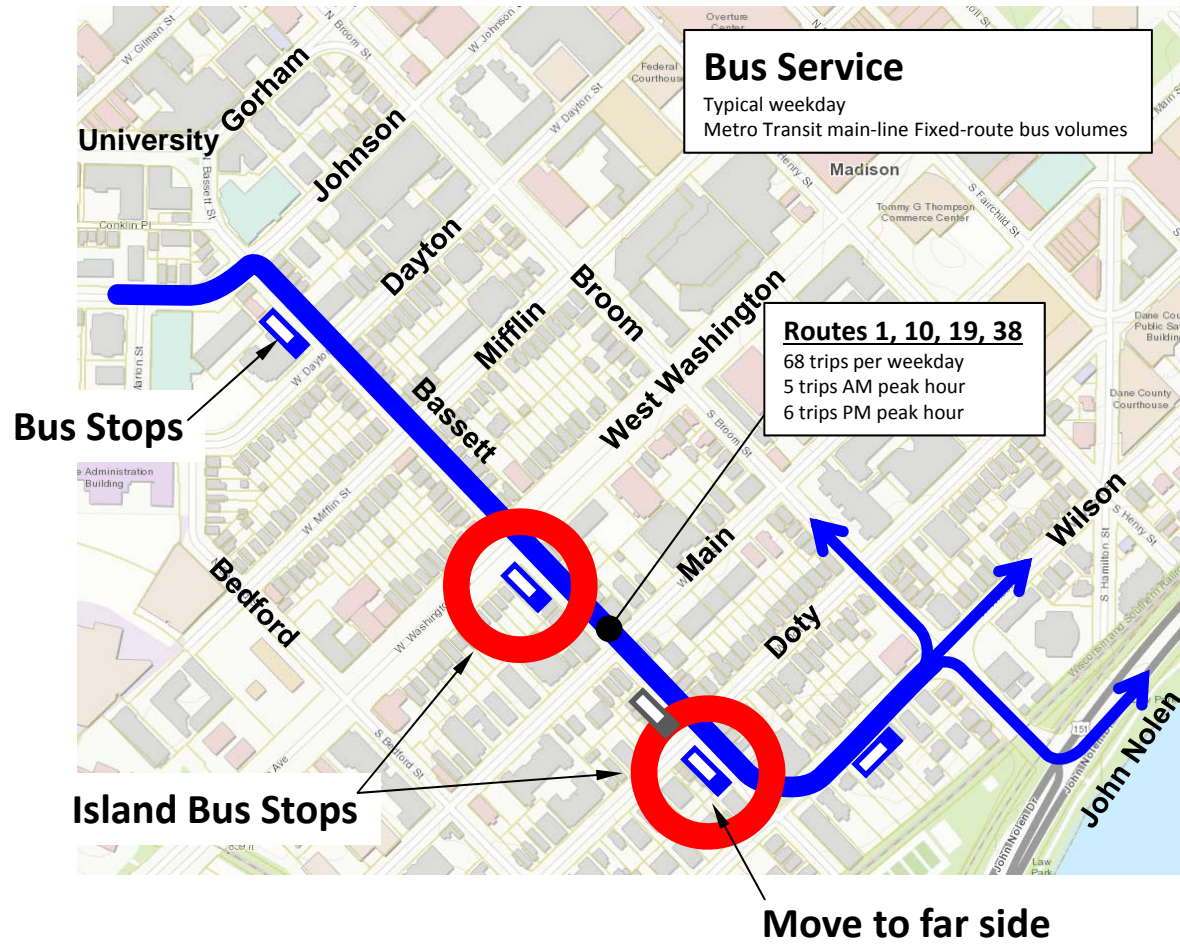
	Existing	Alt 1 Buffered Bike Lanes	Alt 3 Protected Bike Lanes
North Bassett Street (North of West Washington)	14	14	7
South Bassett Street (South of West Washington)	16	15	20
Wilson Street	10	6	14



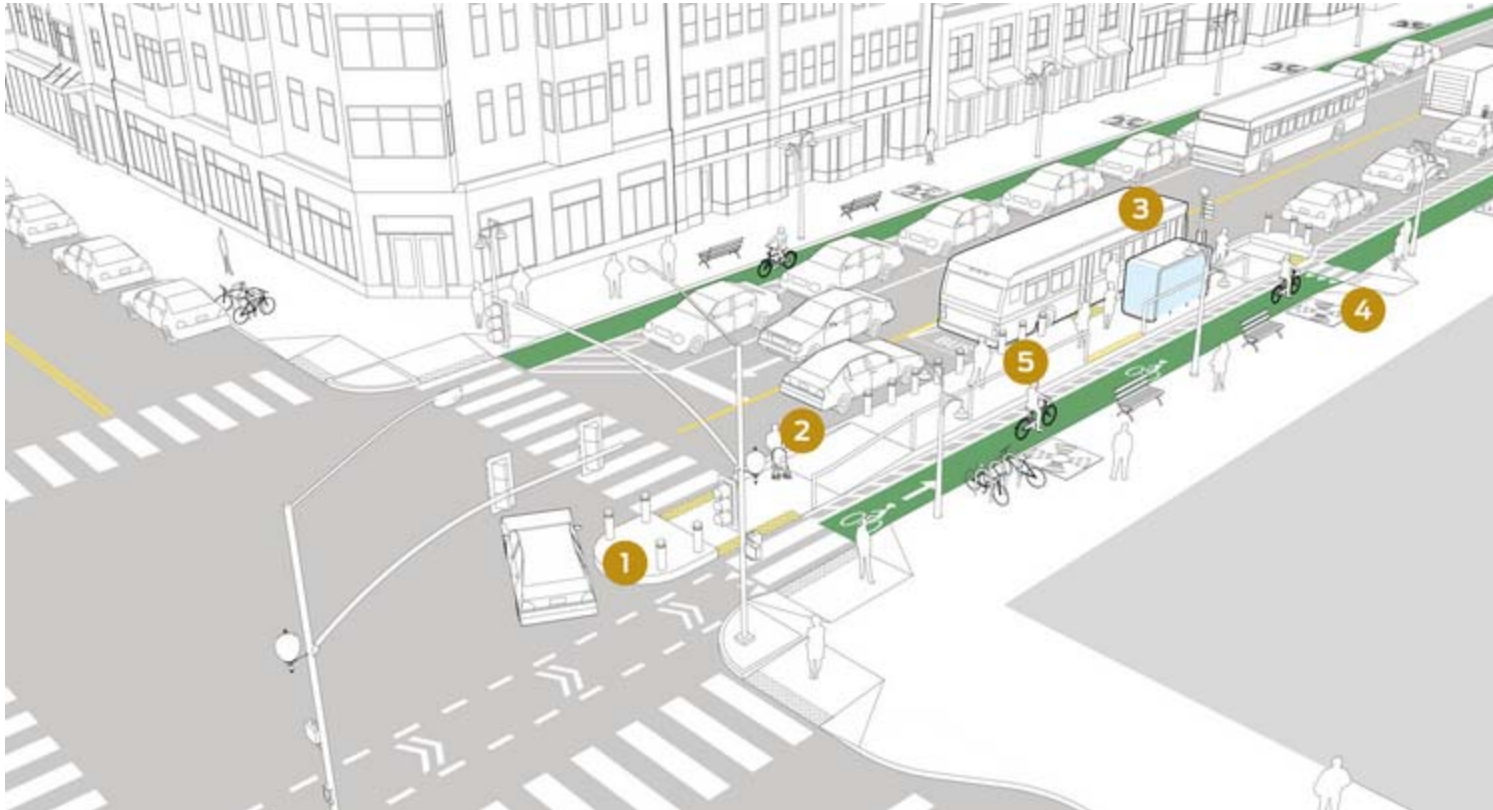




Metro Transit – Island Bus Stops



Island Bus Stops



Source: NACTO Transit Design Guide



Island Bus Stops

- Buses no longer need to pull out of the parking lane and merge with traffic, reducing delays
- Weave with bike traffic is eliminated



Source: SFMTA via NACTO Transit Design Guide



Goals and Objectives

Goal/Objective	Alternative 1	Alternative 3
Safety for all modes		
Comfortable bike connections	Buffered lane	Protected lane
Satisfy parking needs	-Wilson	-North +South
Safe pedestrian crossings	Similar to ex.	1 lane at curve
Preserve tree canopy		
Preserve infrastructure investments		
Provide a corridor plan for Bassett Street		
Maintain or improve public transit		
Improve Bassett/ West Wash intersection		



Planned recommendation

North Bassett

- 2019 Reconstruct North Bassett with same curb to curb dimensions
- 2019 Pilot Alternative 3 – Protected Bike Lane for one year.
 - If not satisfactory, remark to Alternative 1 late 2020

South Bassett and Wilson (Marking only)

- 2020 If successful, pilot Alternative 3 – Protected Bike Lane
 - Lane reduction with added parking
 - Without bus islands



Timetable

- Public information meeting #1
 - Monday Nov 26, 7:00 pm, Madison Senior Center
 - Existing conditions, goals and objectives
- Public information meeting #2
 - Tuesday Dec 11, 7:00 pm, Madison Senior Center
 - Alternatives and effects
- **Public information meeting #3**
 - **Monday Jan 28, 7:00 pm, Madison Senior Center**
 - **New alternative and planned recommendation**
- Transportation Commission
 - Early 2019
 - Recommendation
- Design for Dayton to West Washington Reconstruction
 - Winter/Spring 2019
- Construction
 - Summer 2019
- Pilot of protected bike lane North Bassett Street



Study Web Site



<https://www.cityofmadison.com/transportation>





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