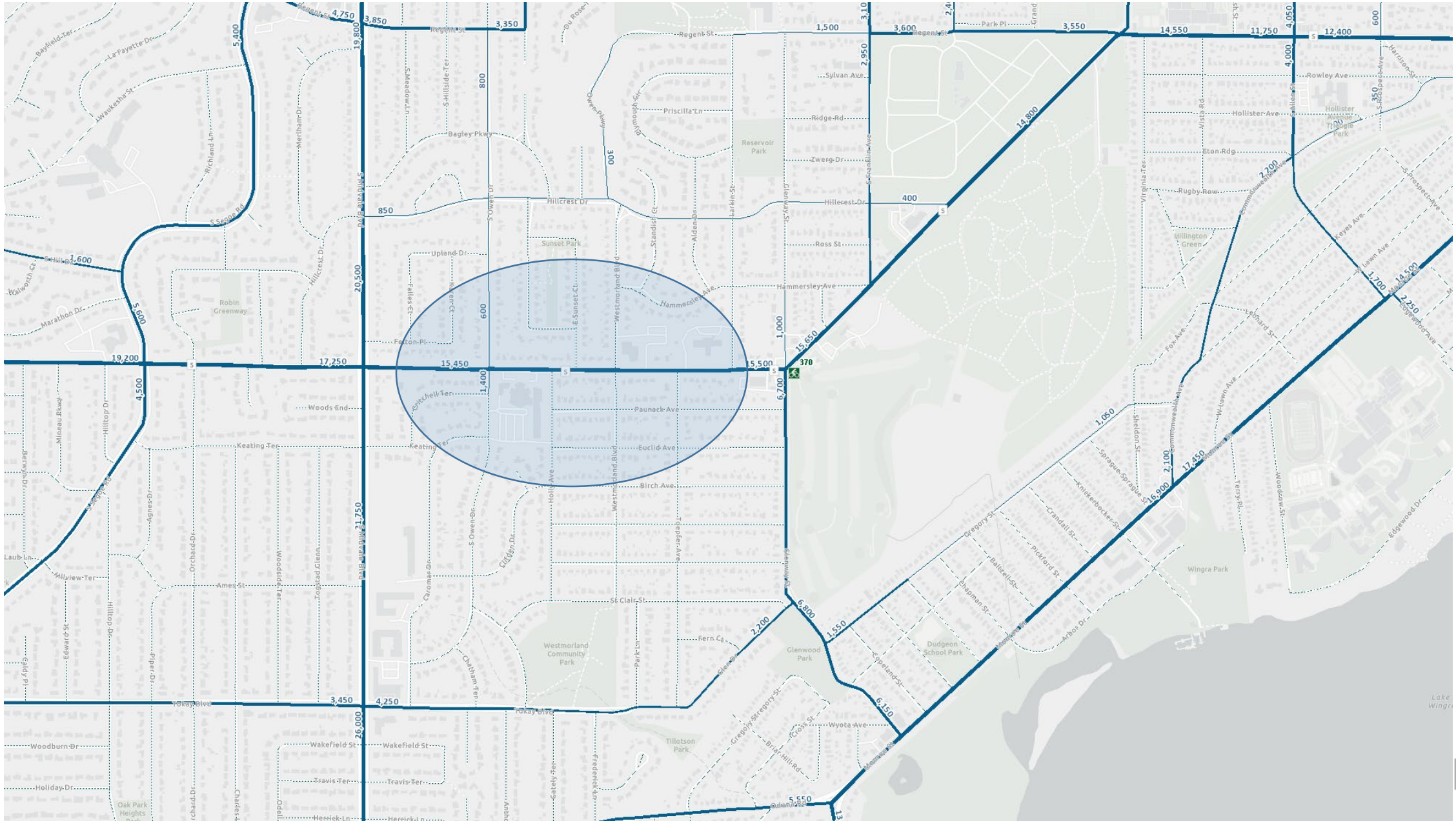
Presentation Preview

- Background
- Existing Conditions
- Potential Changes
- Next Steps
- Q & A

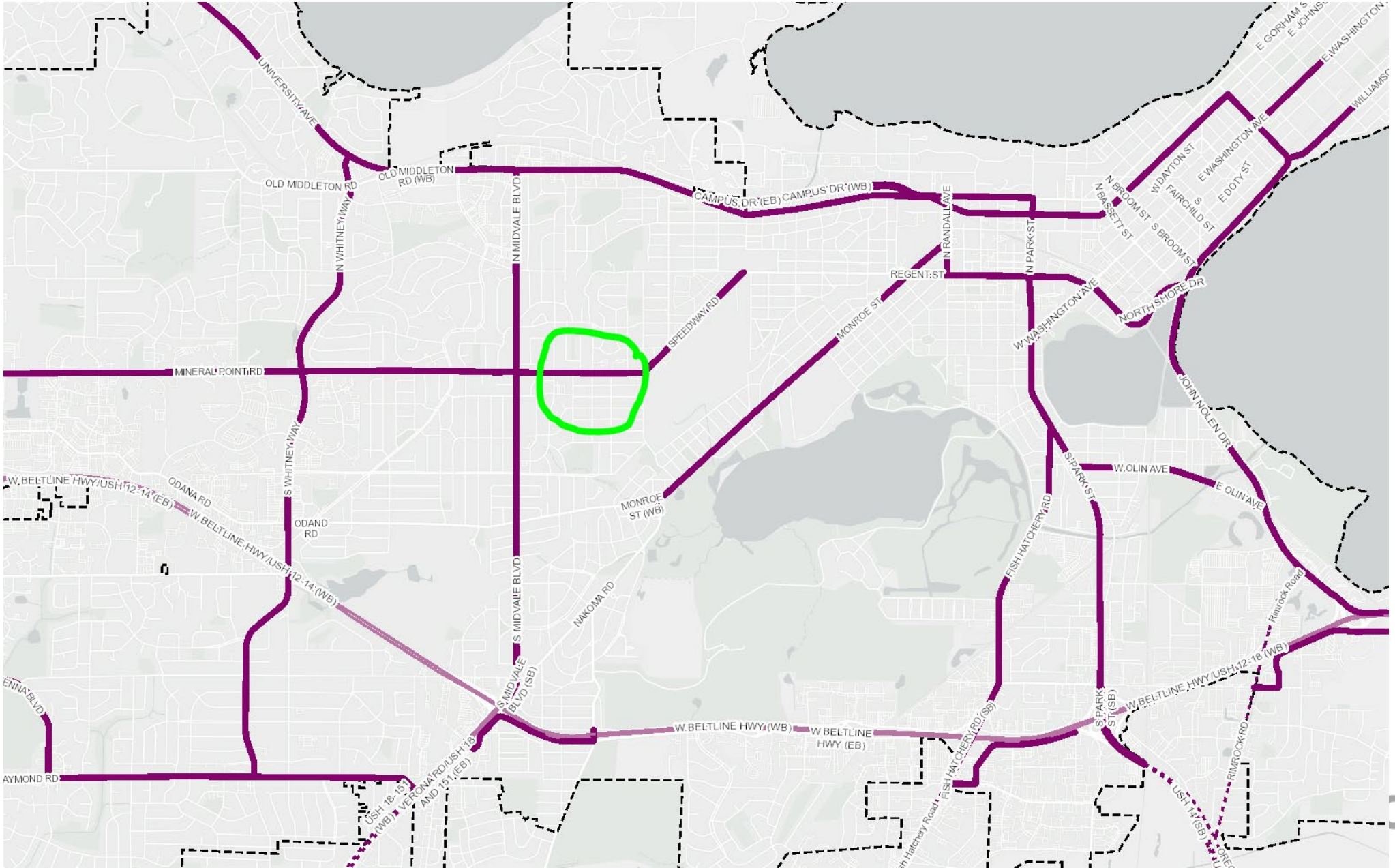
Background—How we got here

- Brief evaluation and recommendation, November 2023
- Transportation Commission Meeting, 11/29/23
- Further Study (ongoing)

Existing Conditions—Traffic Volume Map

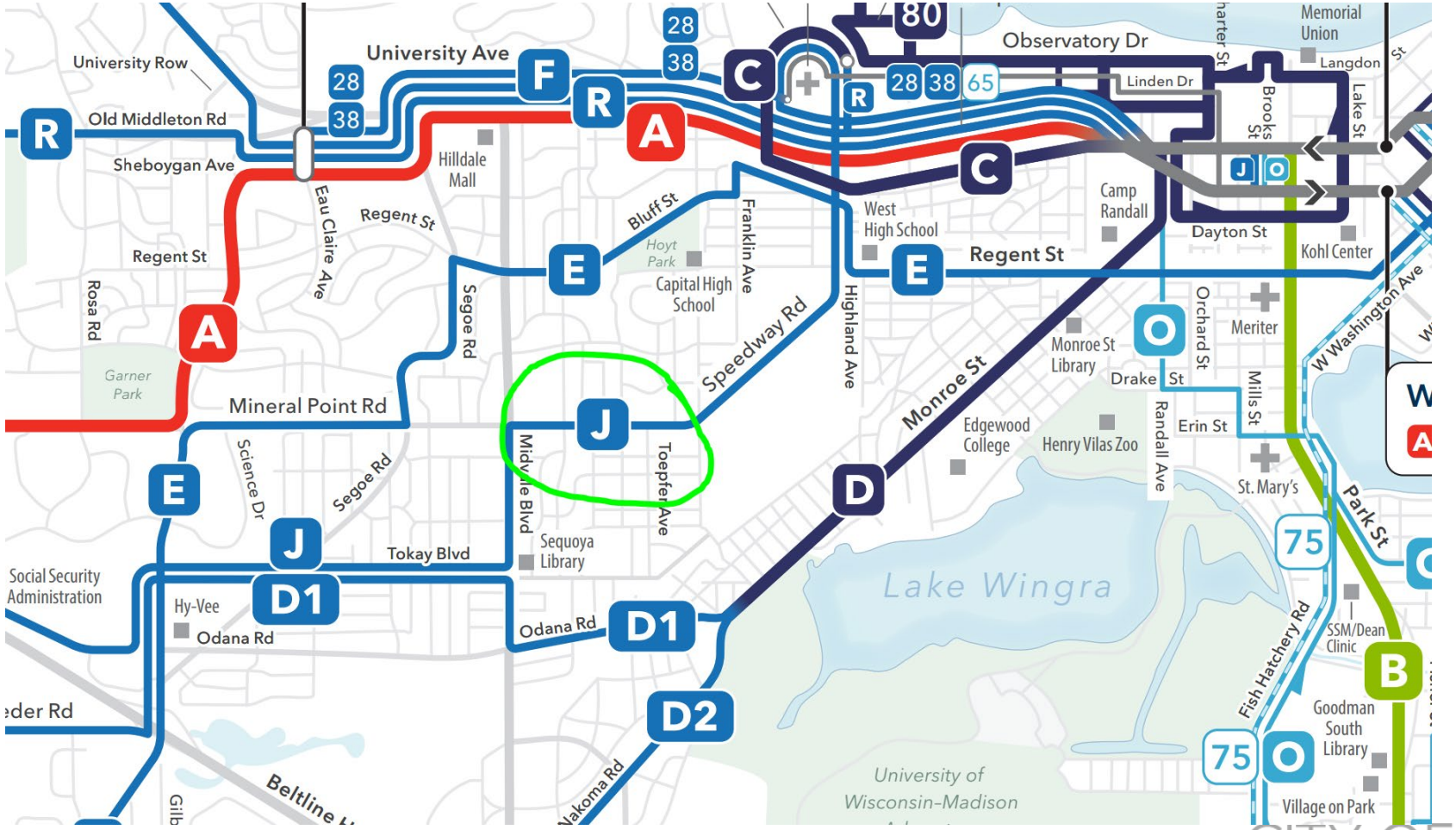


Existing Conditions--Truck Route Map



Existing Conditions--Bus Routes

- Route J
  - Weekdays--one bus every 30 minutes, each direction
  - Weekends—one bus every hour, each direction



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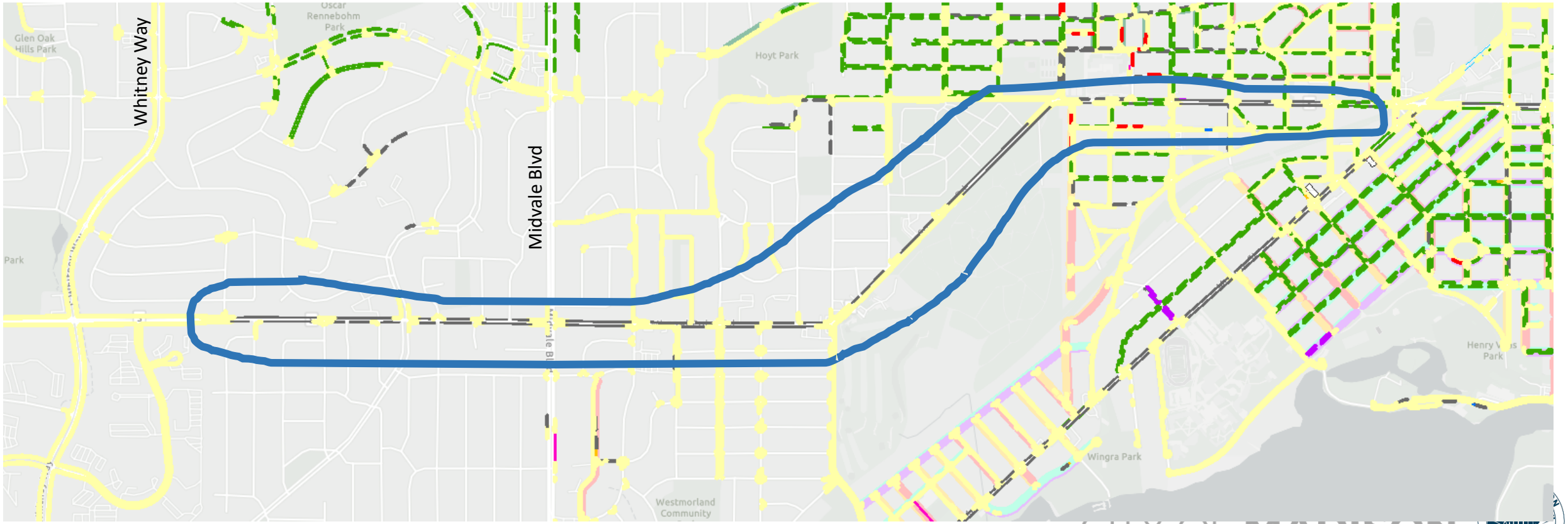
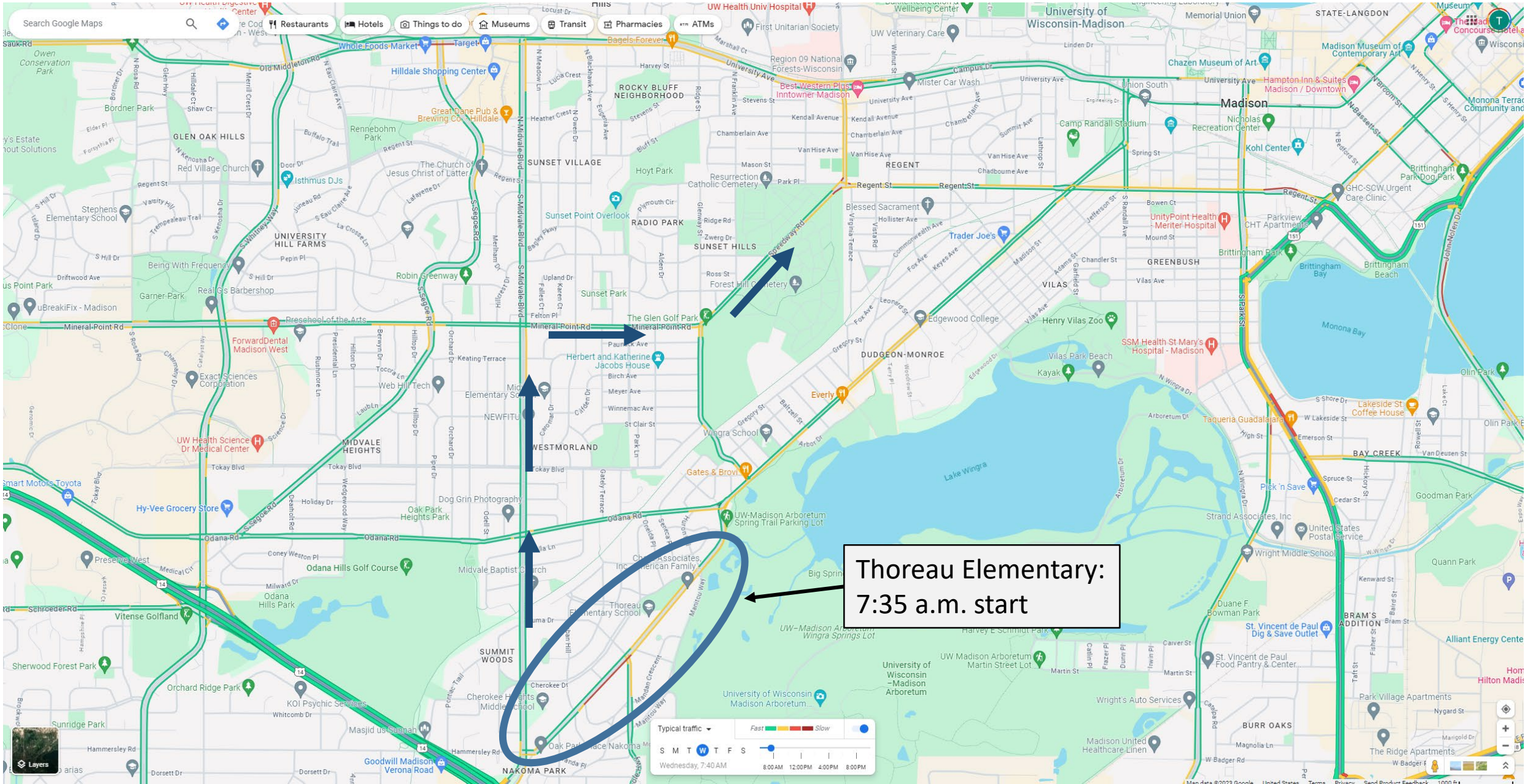
Existing Conditions—On-Street Parking

- Peak-hour parking restrictions
  - Morning—no eastbound parking (7:00 a.m. to 8:30 p.m.)
  - Afternoon—no westbound parking (4:00 p.m. to 5:30 p.m.)
- On-street parking extremely under-utilized



Morning Eastbound Congestion



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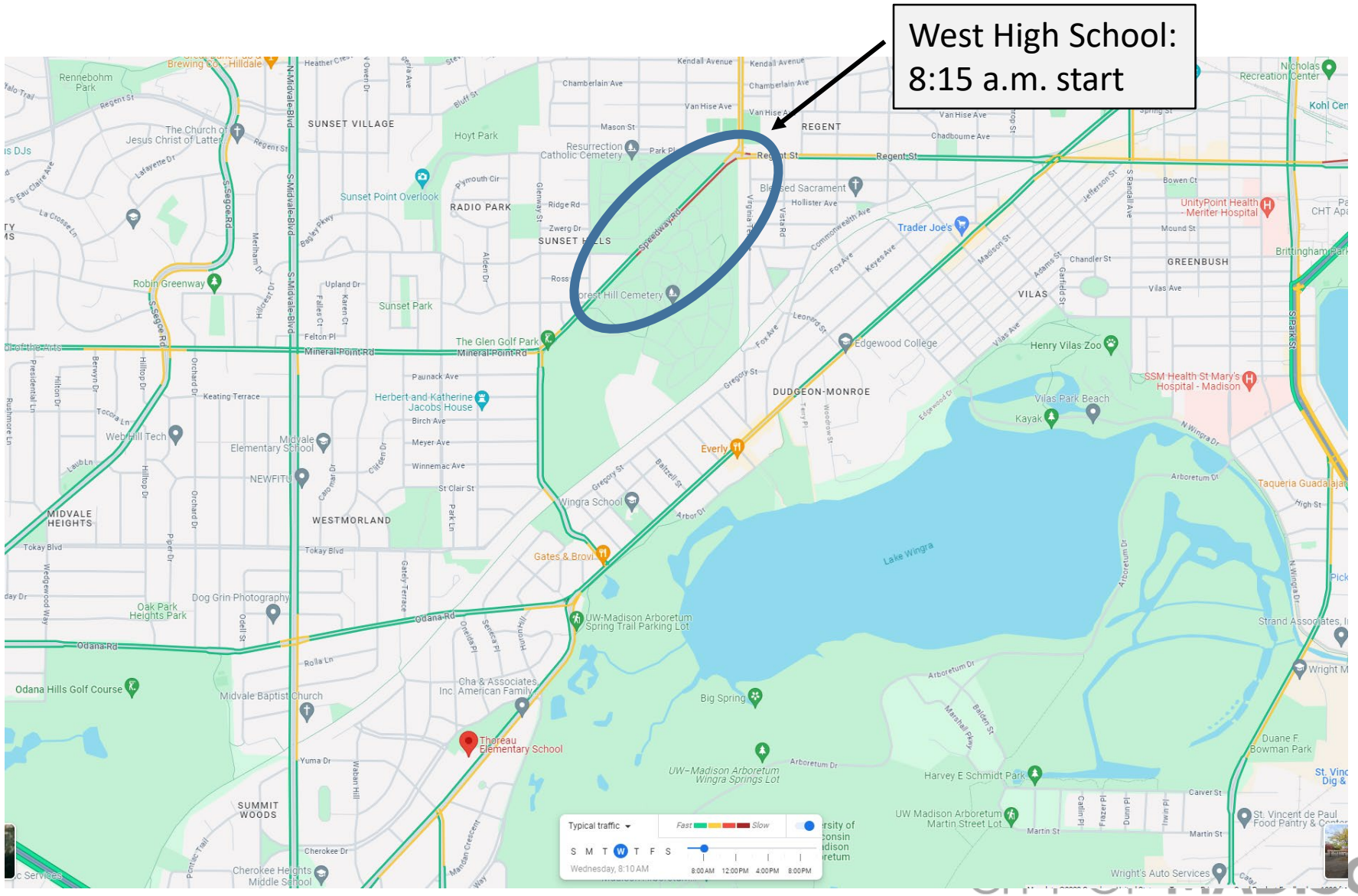
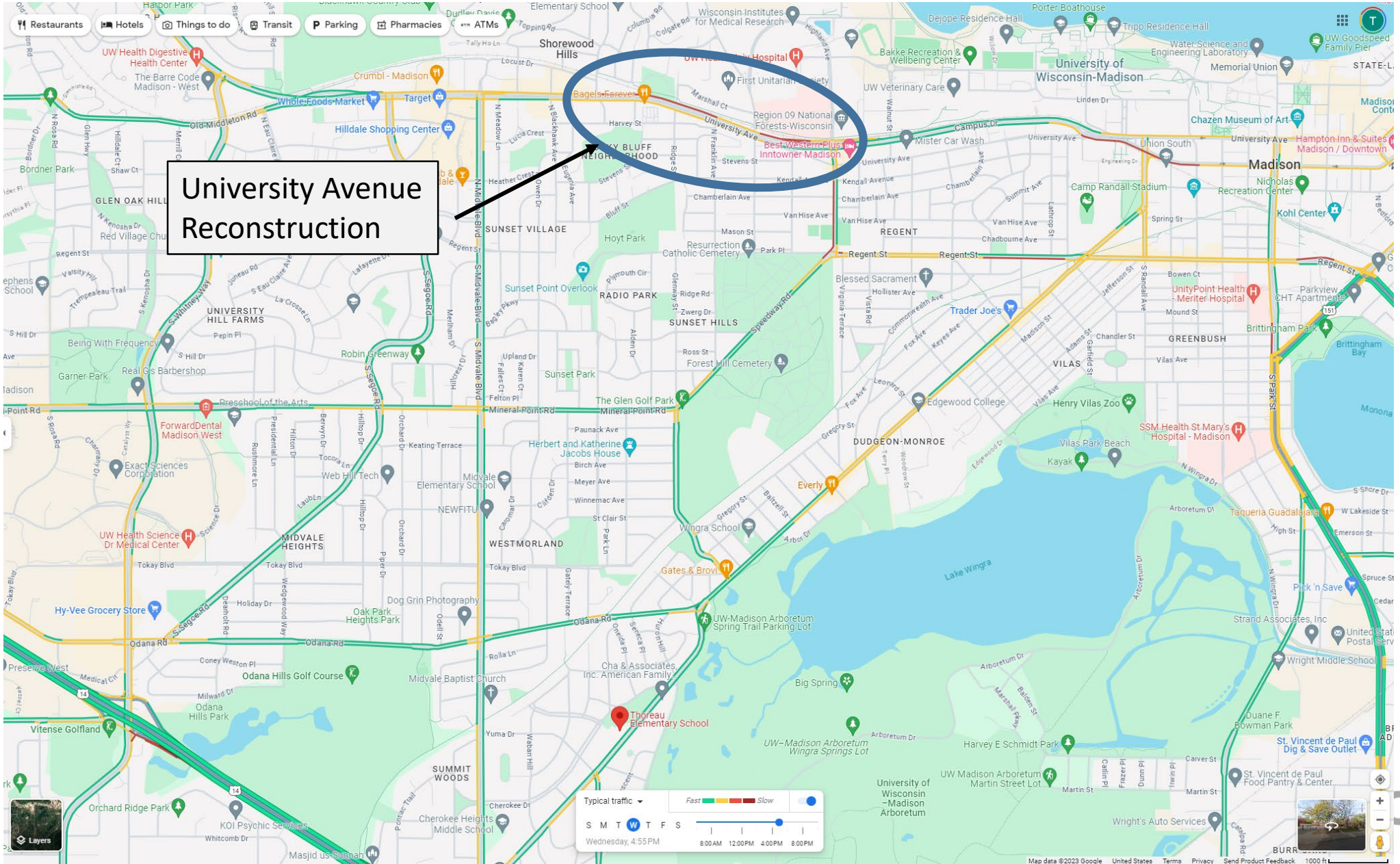
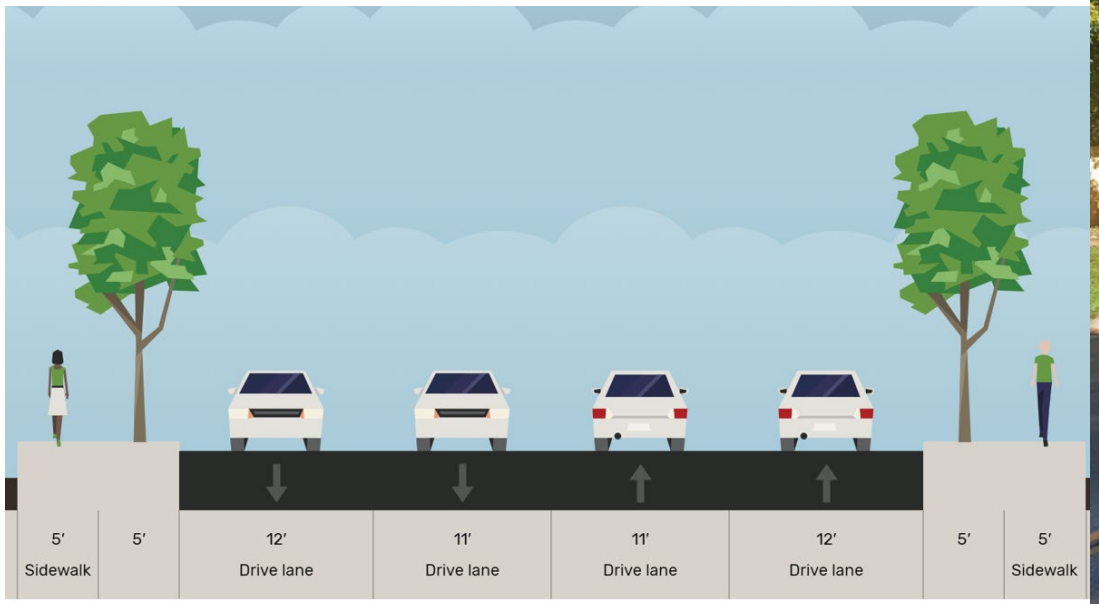


Afternoon, Westbound Congestion



Existing Conditions—Lane Configuration

- 46’ curb face to curb face



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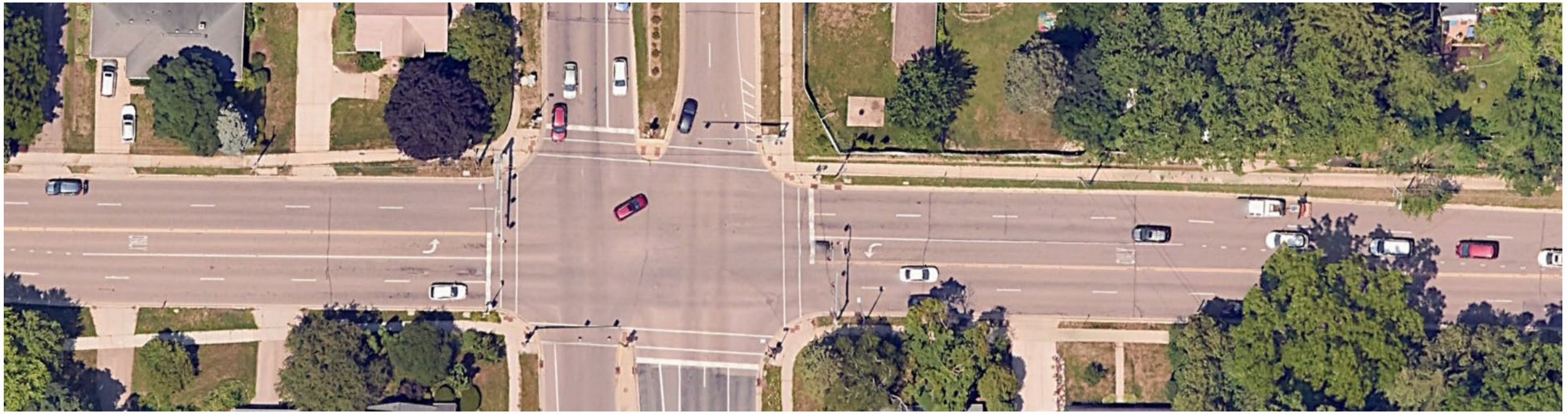
Existing Conditions—Midvale Blvd intersection

- Intersection reconstructed in 2015 to add left turn lanes to Mineral Point Road
- Heavy volumes in all directions
- Protected Left Turn Phases (green left turn arrows) in each direction



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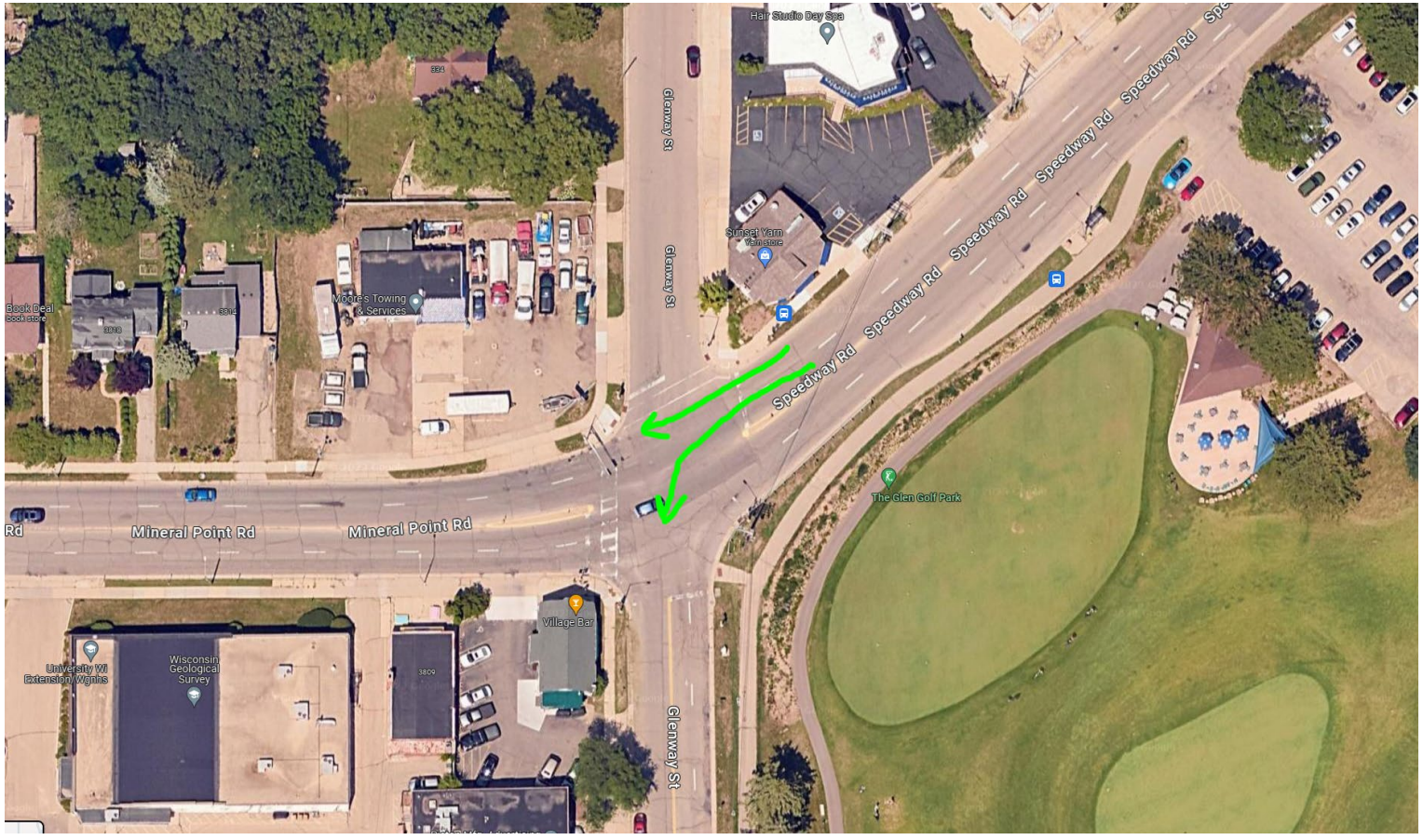
Existing Conditions—Speedway/Glenway St intersection

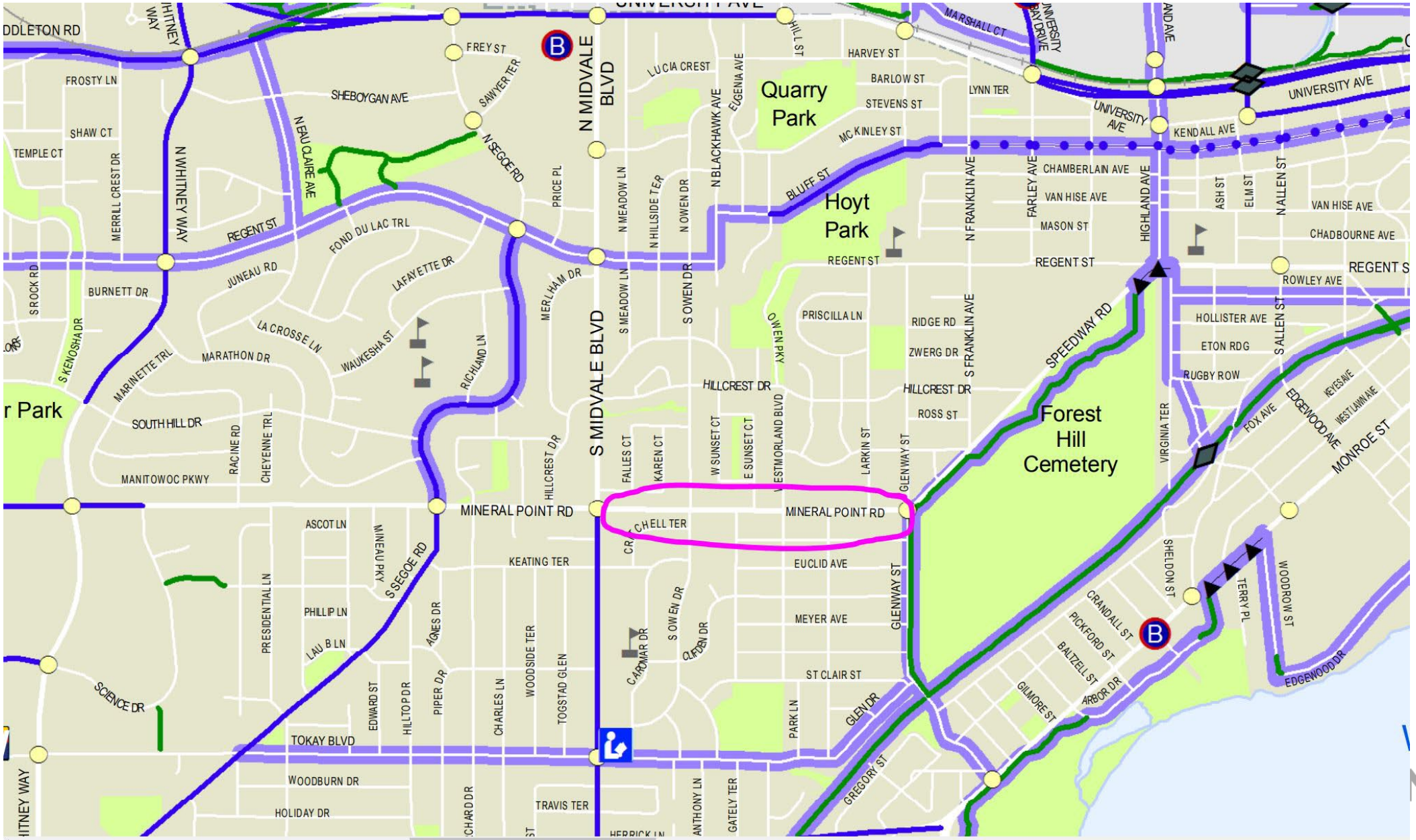
- Outdated, simple two-phase traffic signal
- No Left-turn phases
- No vehicle detection
- No crosswalk on east leg
- No pedestrian signals for crossing Glenway Street
- Westbound left turn lane acts as de facto left turn lane during afternoon rush hour



Existing Conditions—Speed

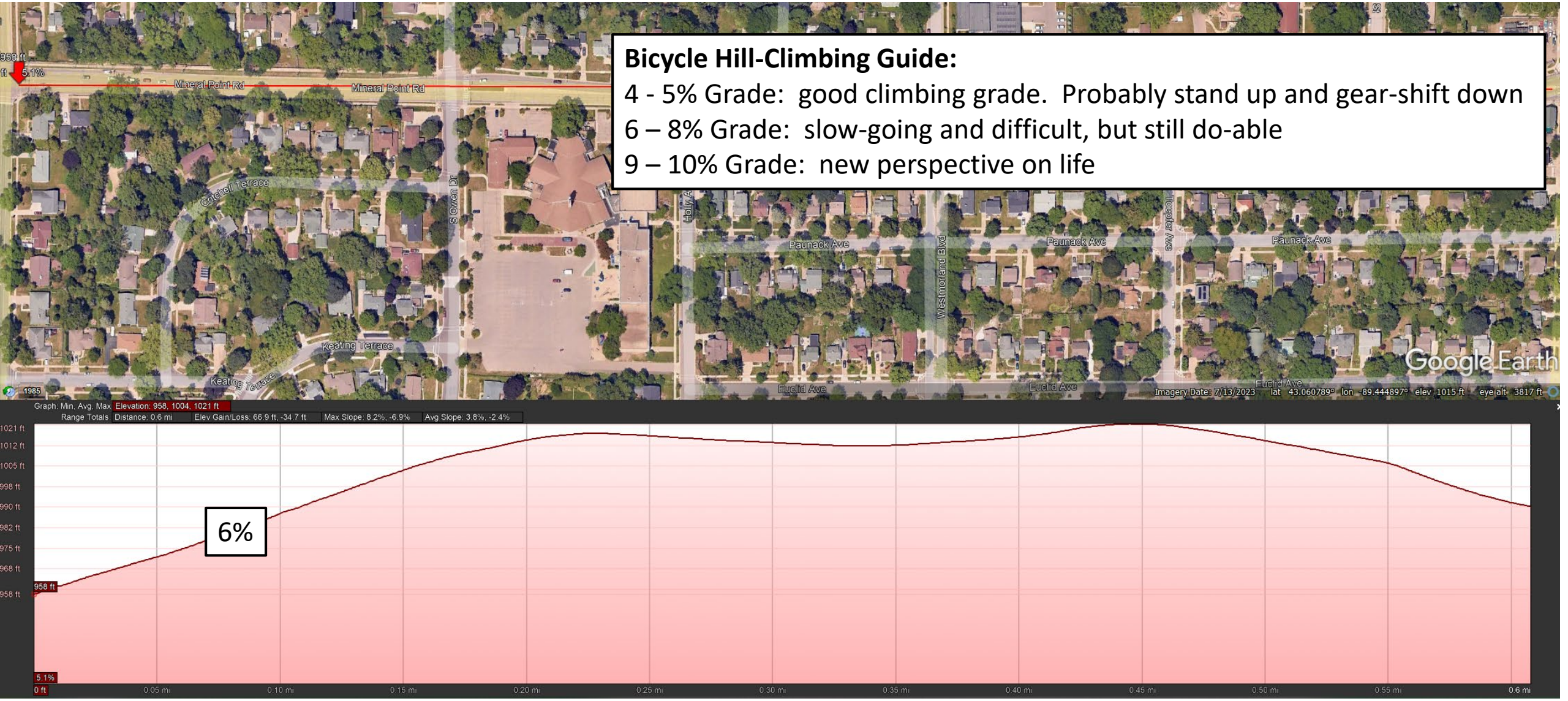
- Posted Speed Limit—30 MPH
  - 90% over 30 MPH
  - 53% over 35 MPH
  - 11% over 40 MPH

Existing Conditions—Bike Routes in the area

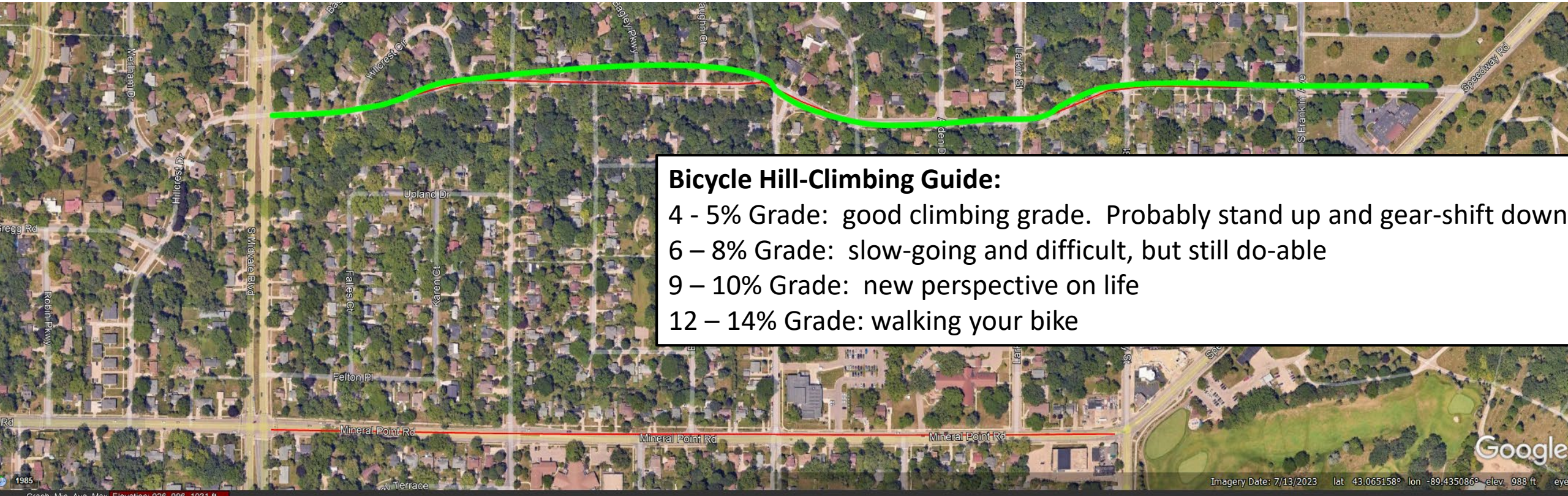


Existing Conditions—Mineral Point Road Topography

6% grade between Midvale Blvd and S Owen Drive



Existing Conditions—Hillcrest Drive Topography



Bicycle Hill-Climbing Guide:

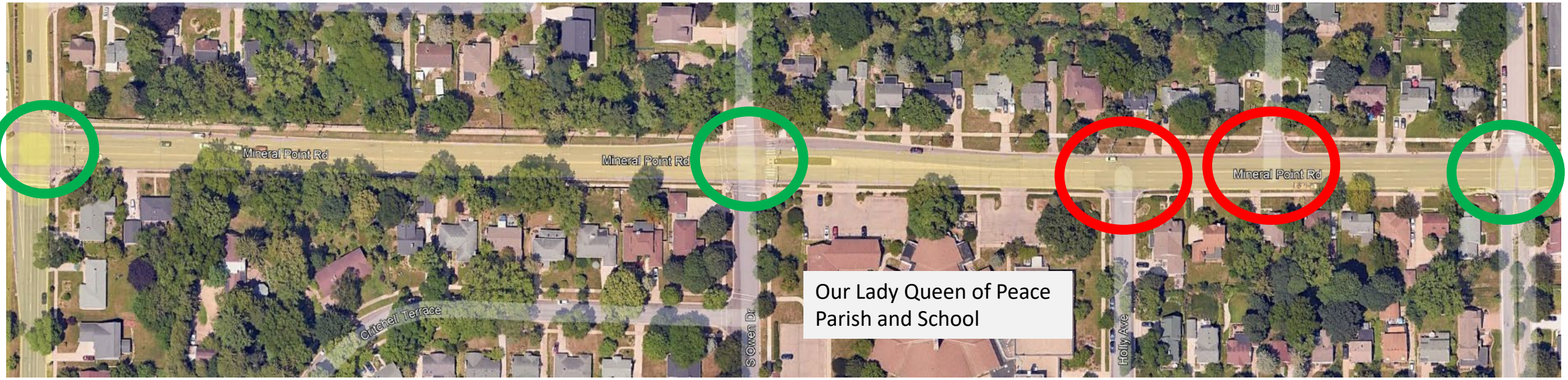
4 - 5% Grade: good climbing grade. Probably stand up and gear-shift down

6 – 8% Grade: slow-going and difficult, but still do-able

9 – 10% Grade: new perspective on life

12 – 14% Grade: walking your bike

Existing Conditions—Pedestrian Crossings



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Existing Conditions—Pedestrian Crossings (continued)

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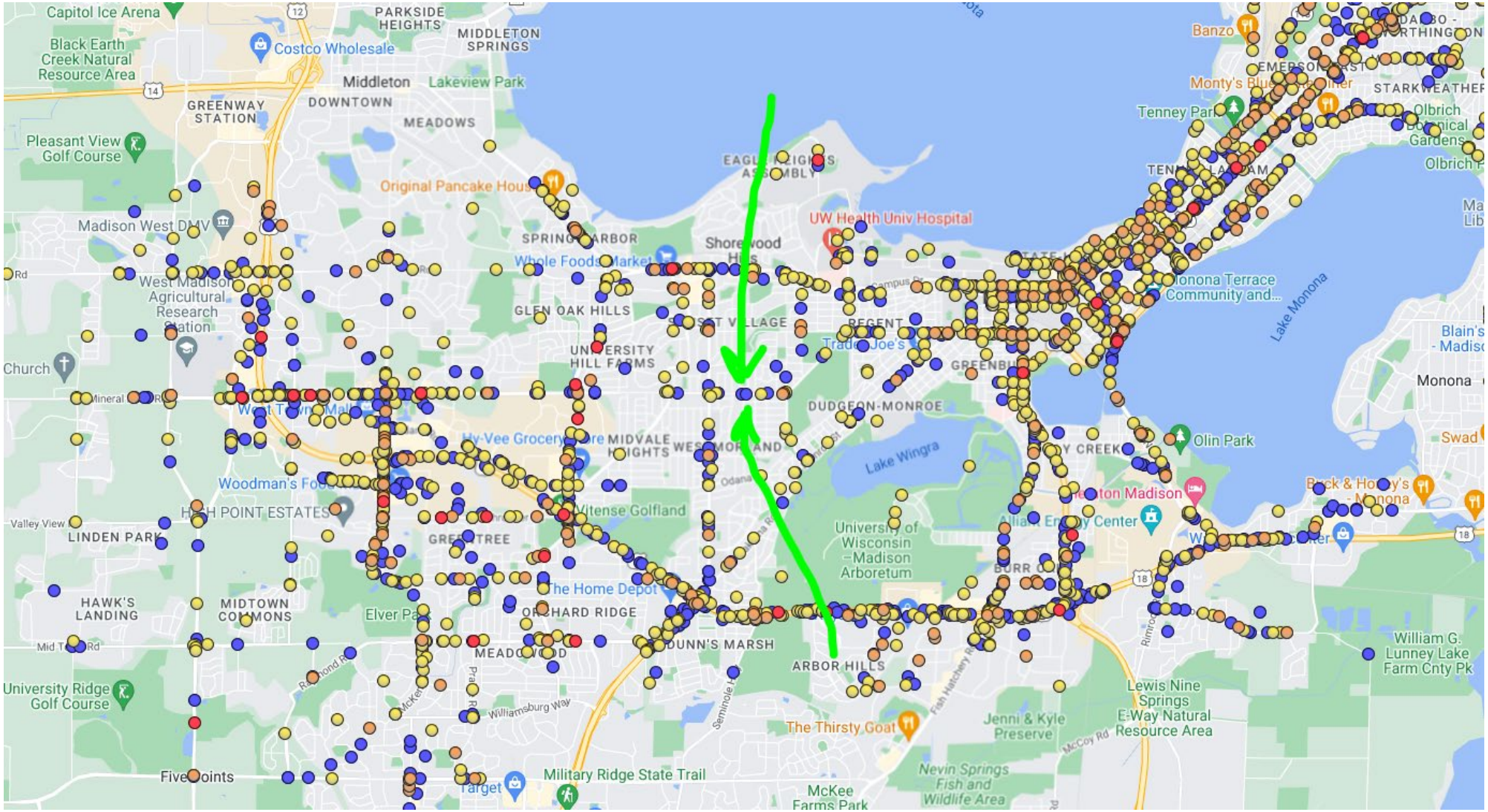
Existing Conditions—5-Year Crash History



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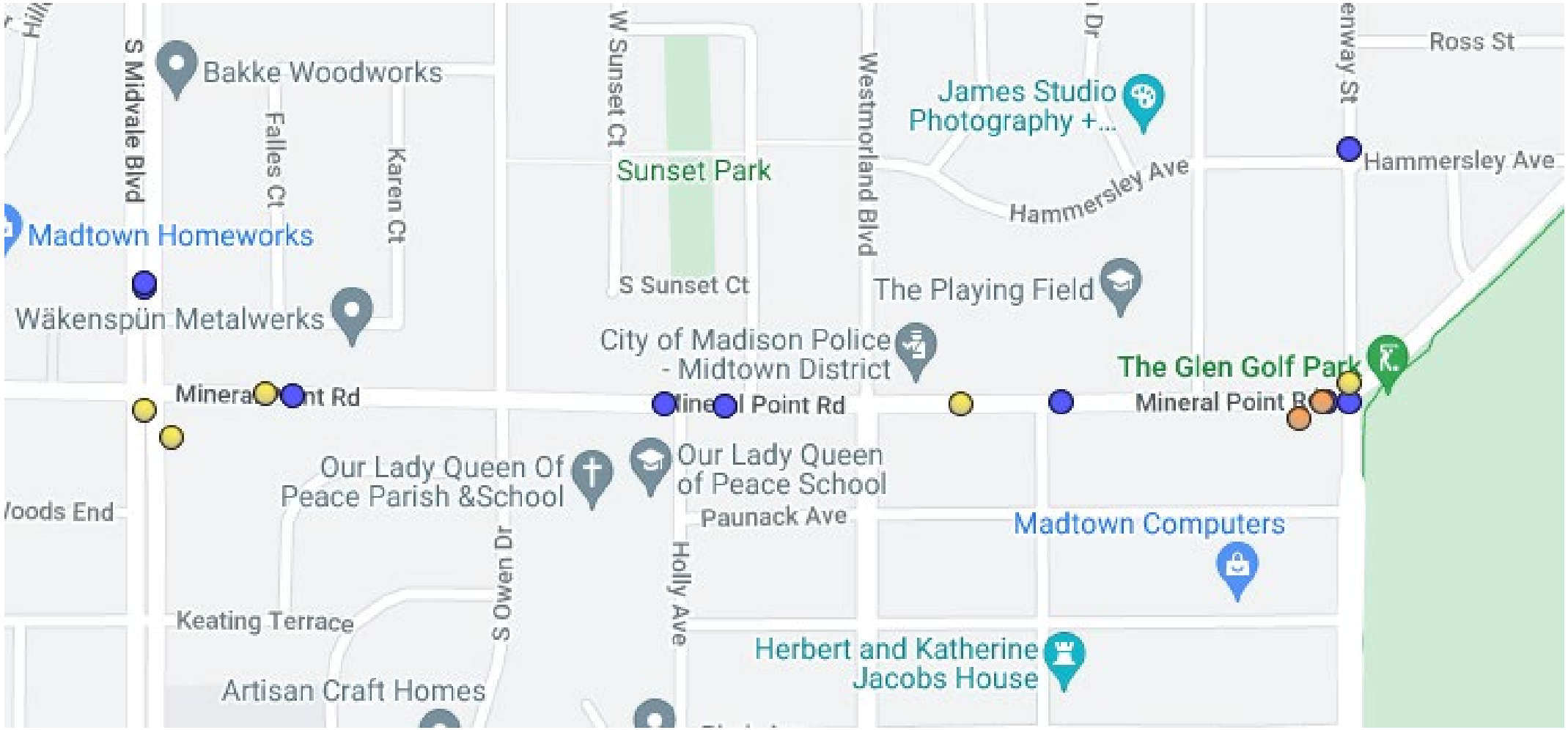
Existing Conditions—5-Year Crash History



Fatality Injury (A) Injury (B) Injury (C)

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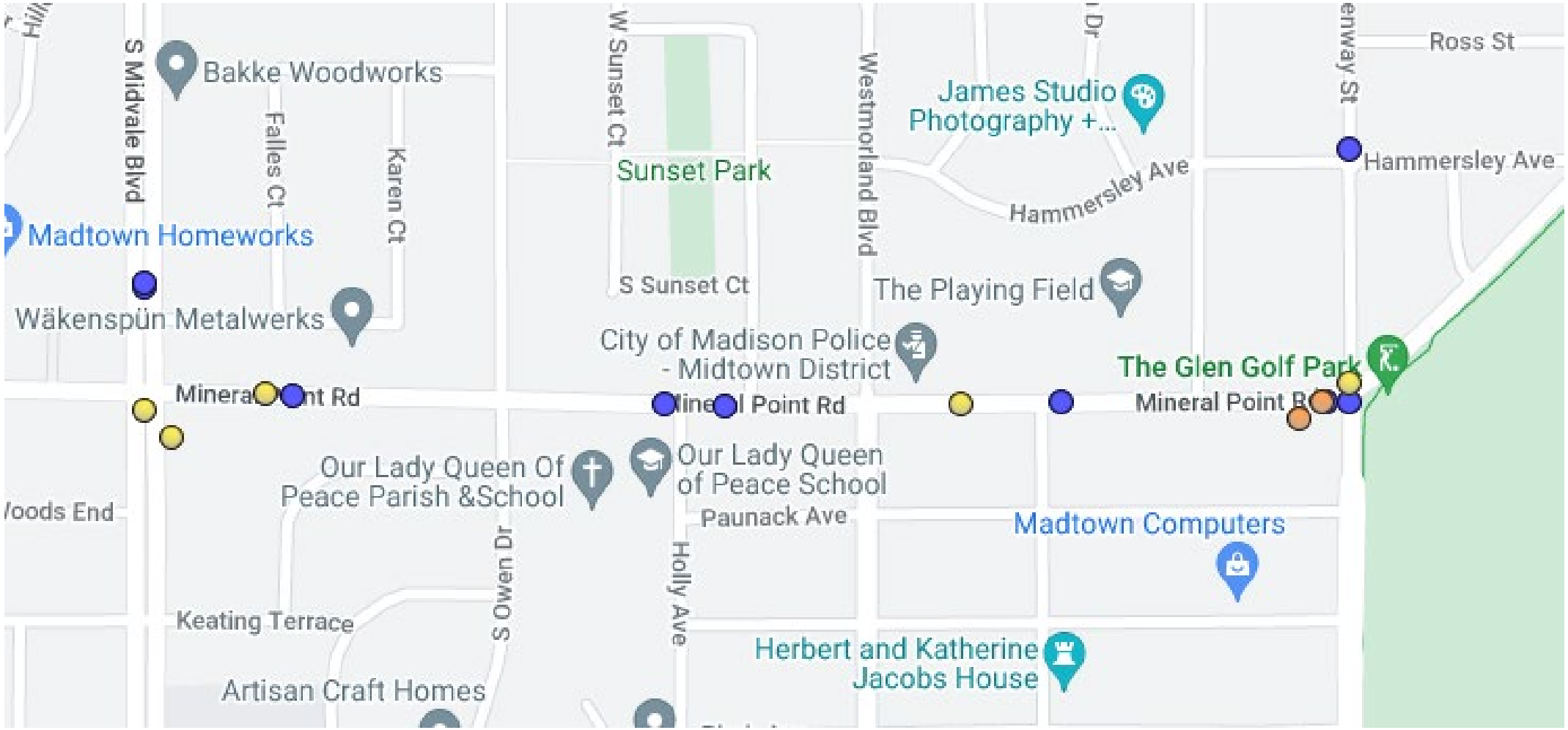
Existing Conditions—5-Year Crash History



Fatality Injury (A) Injury (B) Injury (C)

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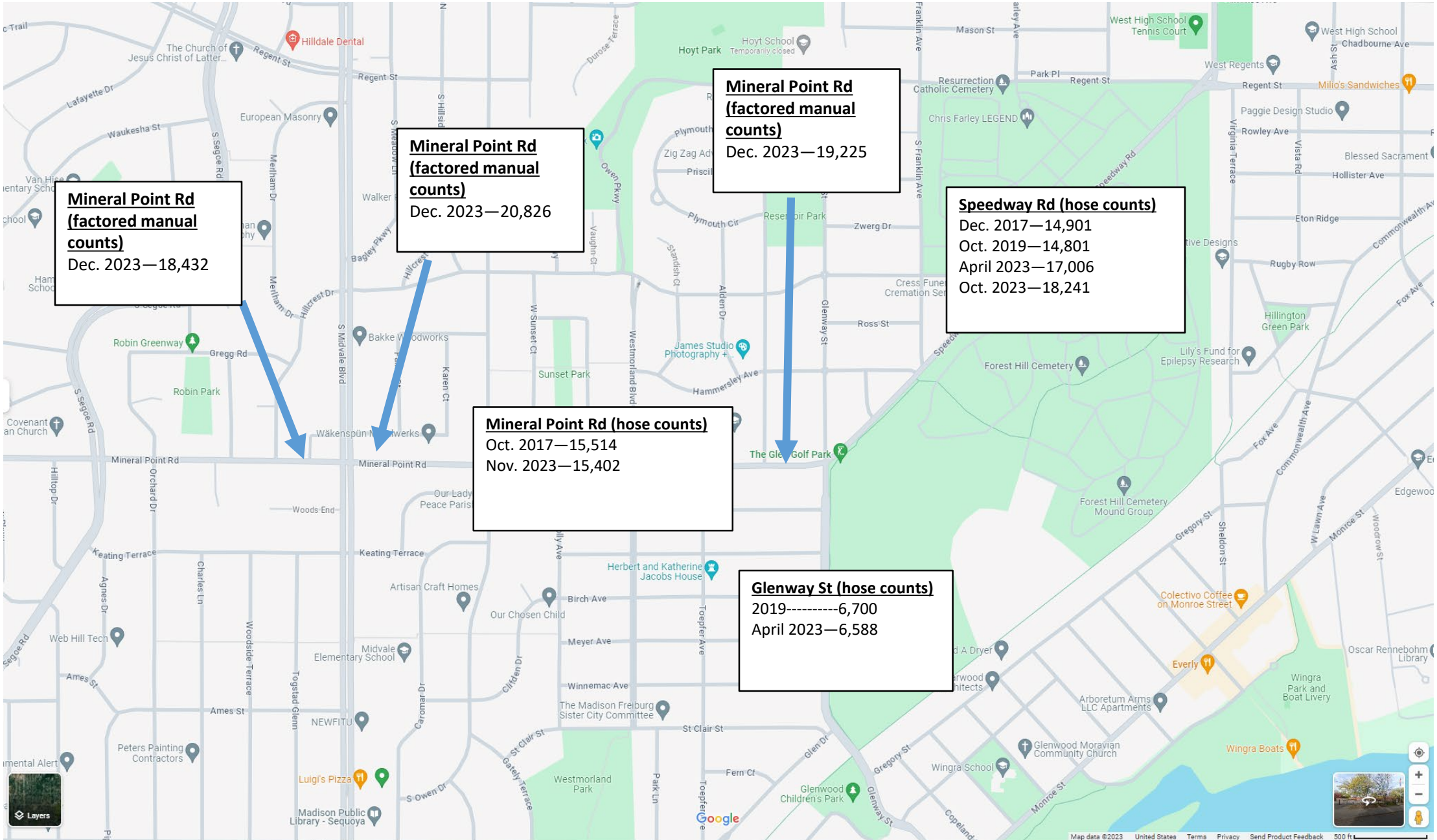
Existing Conditions—Traffic Volumes (vehicles/day)



What is a “Road Diet”

- Roadway Reconfiguration
  - Typically involves reducing 4-lane, undivided roadways to one lane in each direction with “two-way, center left-turn lane” and bike lanes
  - Not new—first road diet was 1979 in Montana, gained popularity in 1990s
  - Pros of Road Diet:
    - More “complete” street
      - Allows for bike lanes
      - Allows for center concrete islands
      - Simpler pedestrian crossings
      - Reduces speeds
    - Inexpensive compared to full street reconstruction
  - Cons of Road Diet:
    - Increased congestion and travel delay at higher volumes (Rule of thumb is ~18,000 vehicles per day)
    - Loss of on-street parking

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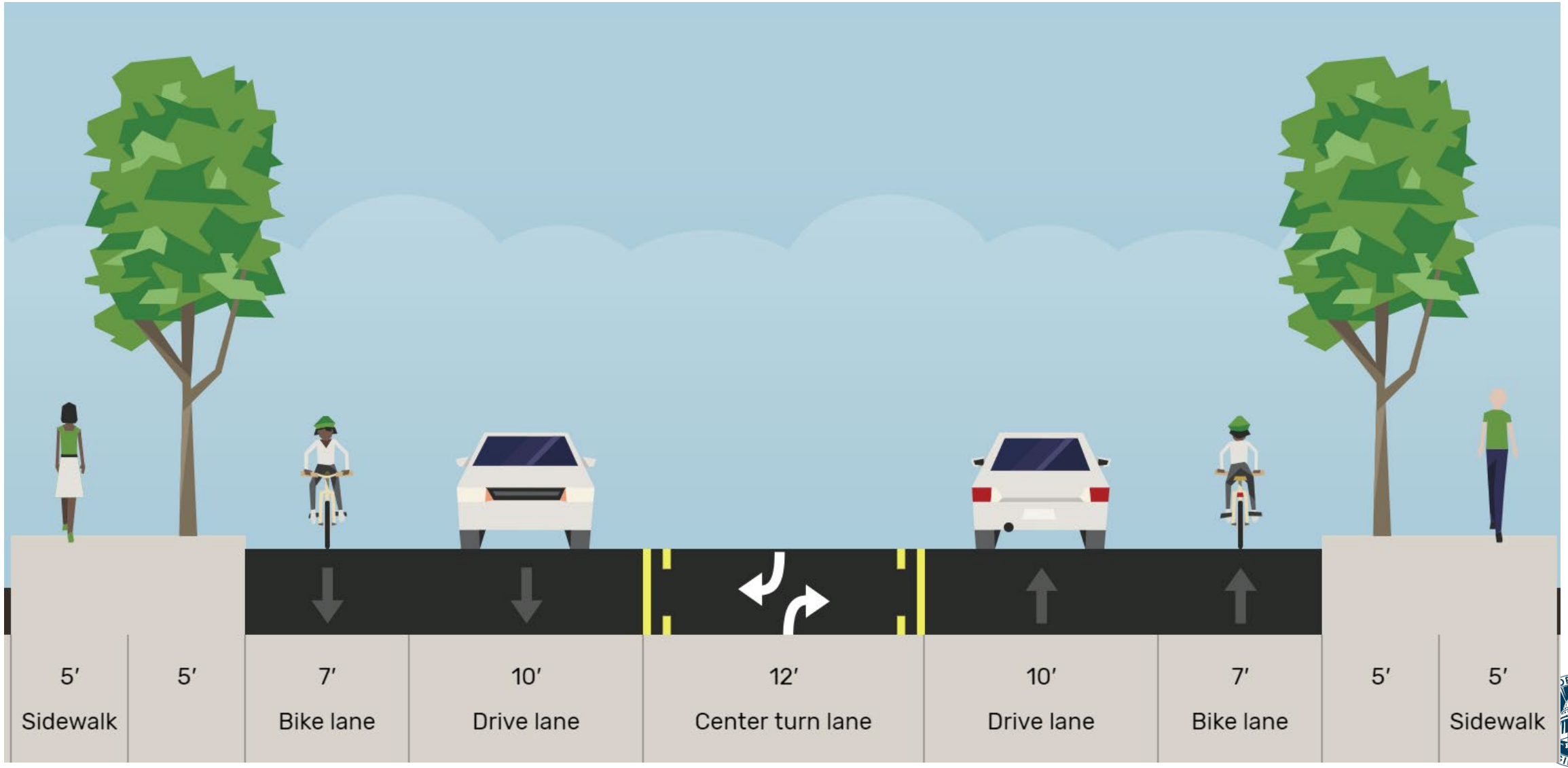
What is a “Road Diet”

- Examples in Madison:
  - N Thompson Drive—2001
  - Schroeder Road—2007
  - Watts Road (east of Gammon Rd)--2010
  - “Old” University Avenue--2011
  - N Sherman Avenue--2013
  - Odana Road—2022

What would a road diet look like on Mineral Point Rd?

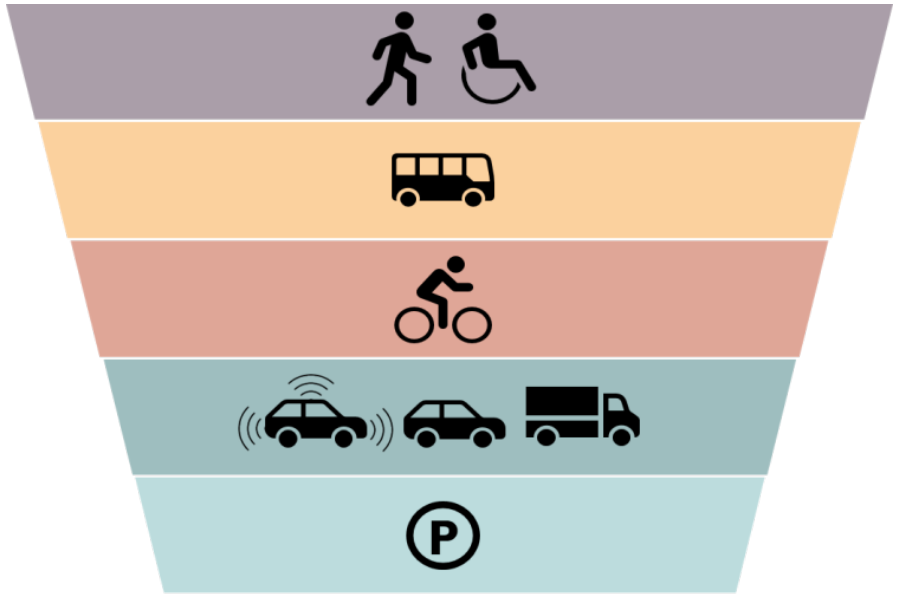


What would a road diet look like on Mineral Point Rd?

- Opportunity for ped crossing improvements (may be limited due to driveways)—center refuge islands at:
  - E Sunset Ct
  - Larkin St
- Need further evaluation of terrace space and grades for fitting in new ADA pedestrian ramps

Is a Road Diet feasible on Mineral Point Road?

- Complete Green Streets Guide
  - Enacted January 6, 2023
  - Includes modal hierarchy for planning purposes



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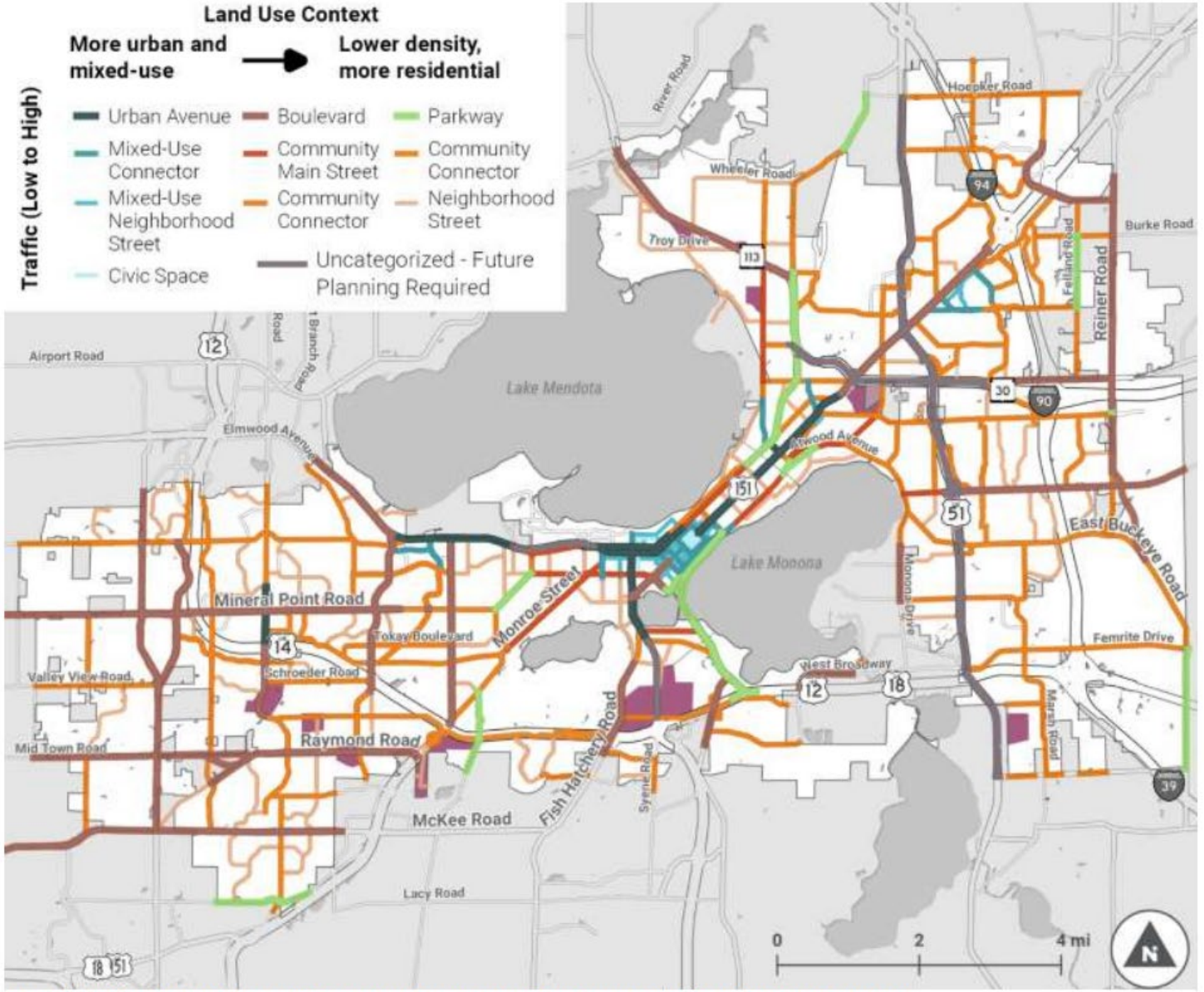
Is a Road Diet feasible on Mineral Point Road?



Initial street type map. The street type map will be updated regularly and be available online.

Is a Road Diet feasible on Mineral Point Road?

5.9. Community Connector

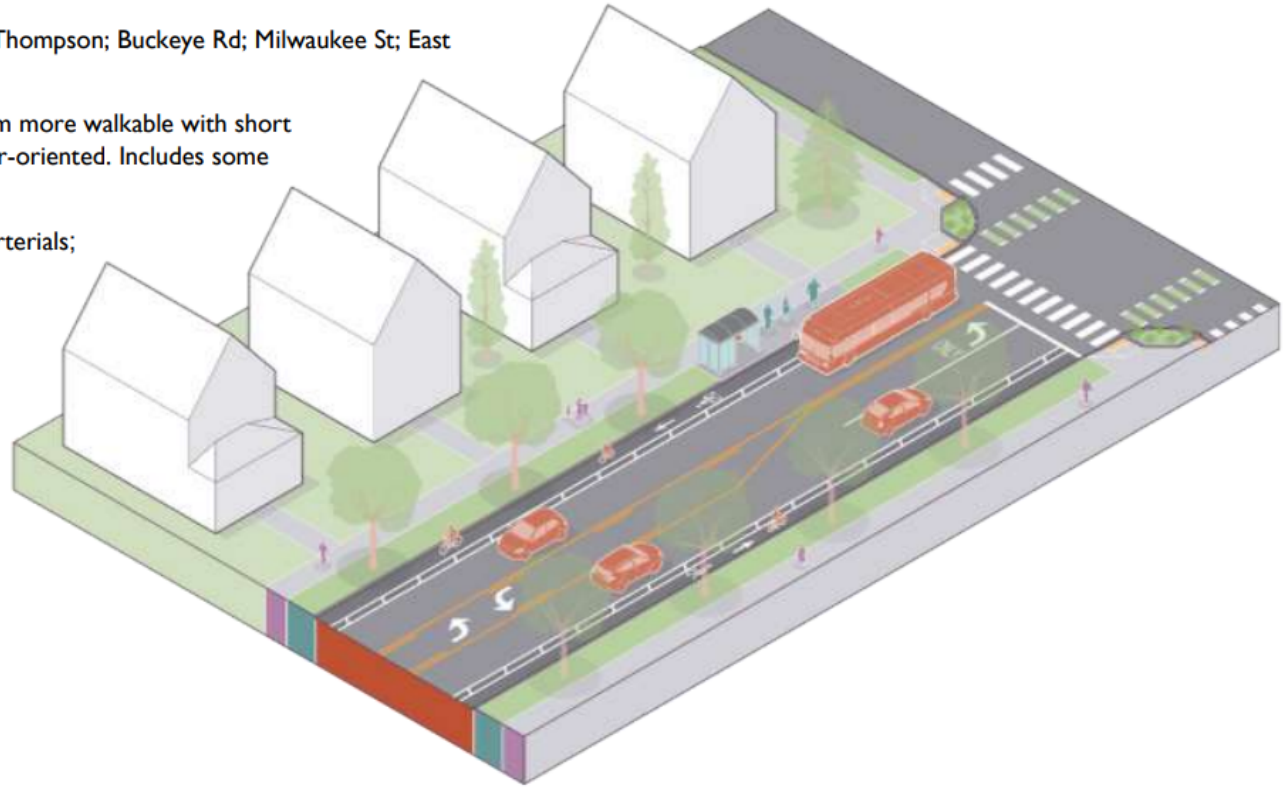
Streets that provide access and convey moderate numbers of people via multiple modes. Often includes transit.

Example Streets: Watts Rd; North Thompson; Buckeye Rd; Milwaukee St; East Gorham; Schroeder

Context: Neighborhoods, ranging from more walkable with short blocks and many driveways to more car-oriented. Includes some commercial and light industrial.

Functional Classifications: Minor Arterials; Collectors

Target Speed: 25 mph or less



Zone Priorities and Preferred Elements for Each Zone

Walkway High Priority	**Flex Zone** Low Priority	**Travelway** Medium Priority	**Additional Considerations**
Standard or wider sidewalks with buildings offset from the sidewalk by landscaping (or parking in some already-developed areas). Sidepath (optional) minimum 8', 12' pref.	Landscaped terrace with street trees. On-street parking may be provided in some locations.	1 travel lane per direction, often with medians or center turn lane; on-street bike facilities	Garbage cart storage space, raised crossings, speed management.

MADISON

Is a Road Diet feasible on Mineral Point Road?

- Traffic Volumes (daily)
  - ~18,000 veh/day is the cutoff
    - N Thompson Drive: 13,000 veh/day
    - “Old” University Avenue: 11,000 veh/day
    - N Sherman Avenue: 15,600 veh/day
    - Odana Road: 16,800 veh/day
  - Around 18,000 veh/day results in Level of Service D/E

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Is a Road Diet feasible on Mineral Point Road?

- Peak-hour volumes at signalized intersections are the limiting factor
- Morning, Eastbound Volumes

Morning eastbound Mineral Point Rd queue (camera is looking SW)

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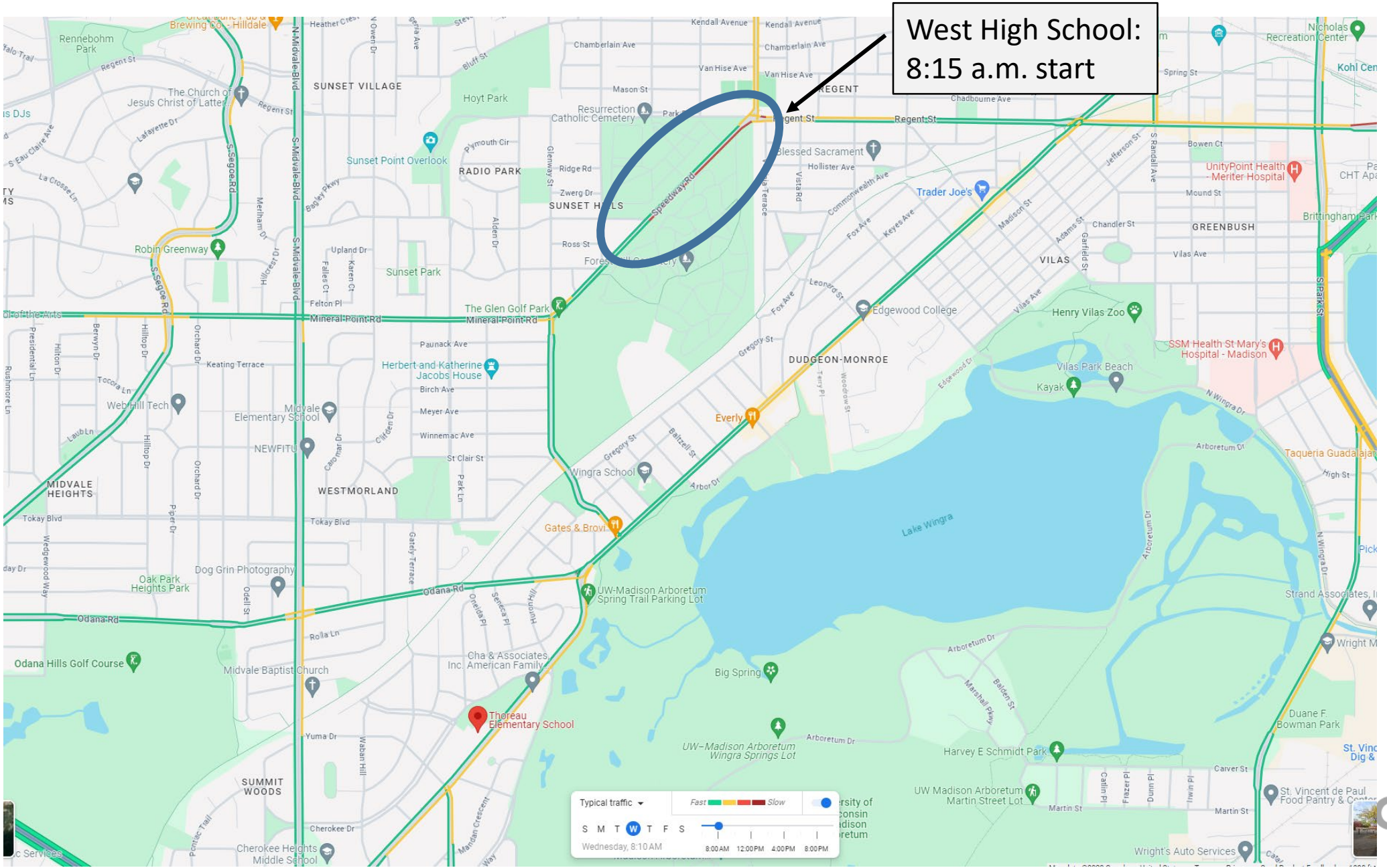
Is a Road Diet feasible on Mineral Point Road?

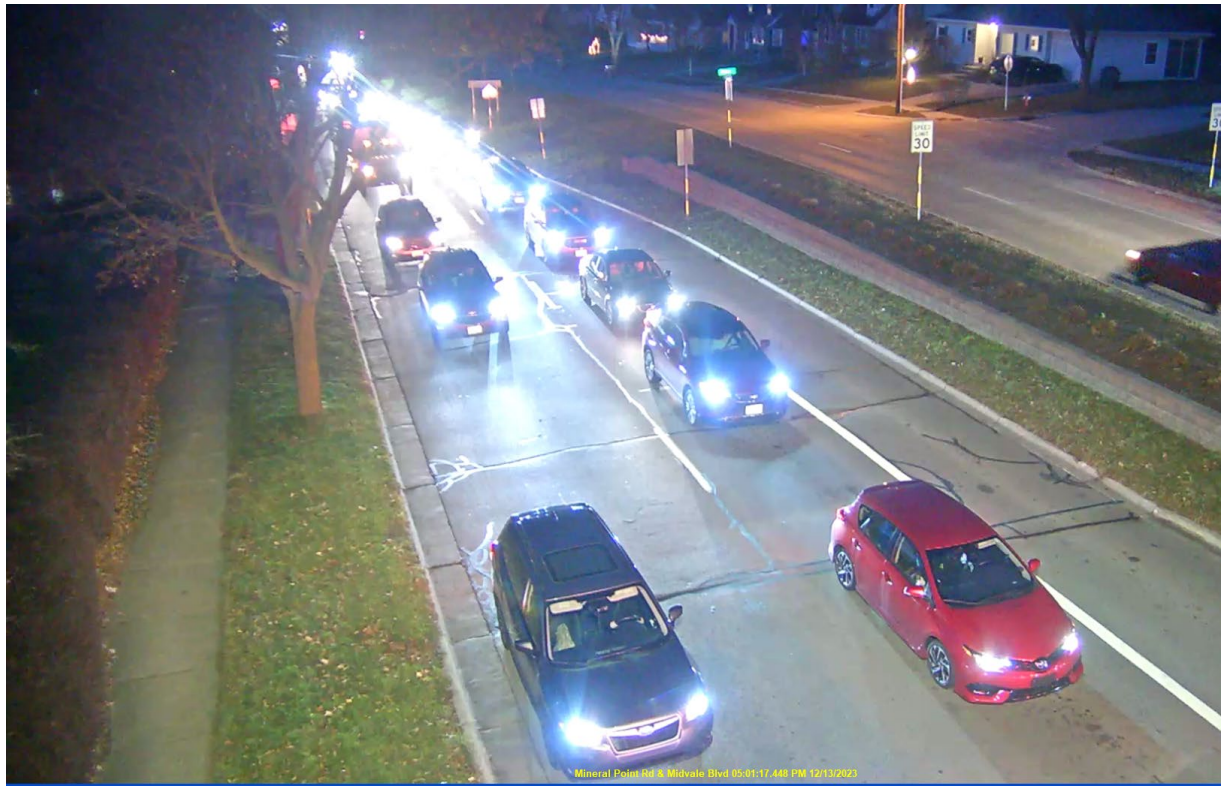
- Eastbound, morning at Glenway:

Is a Road Diet feasible on Mineral Point Road?

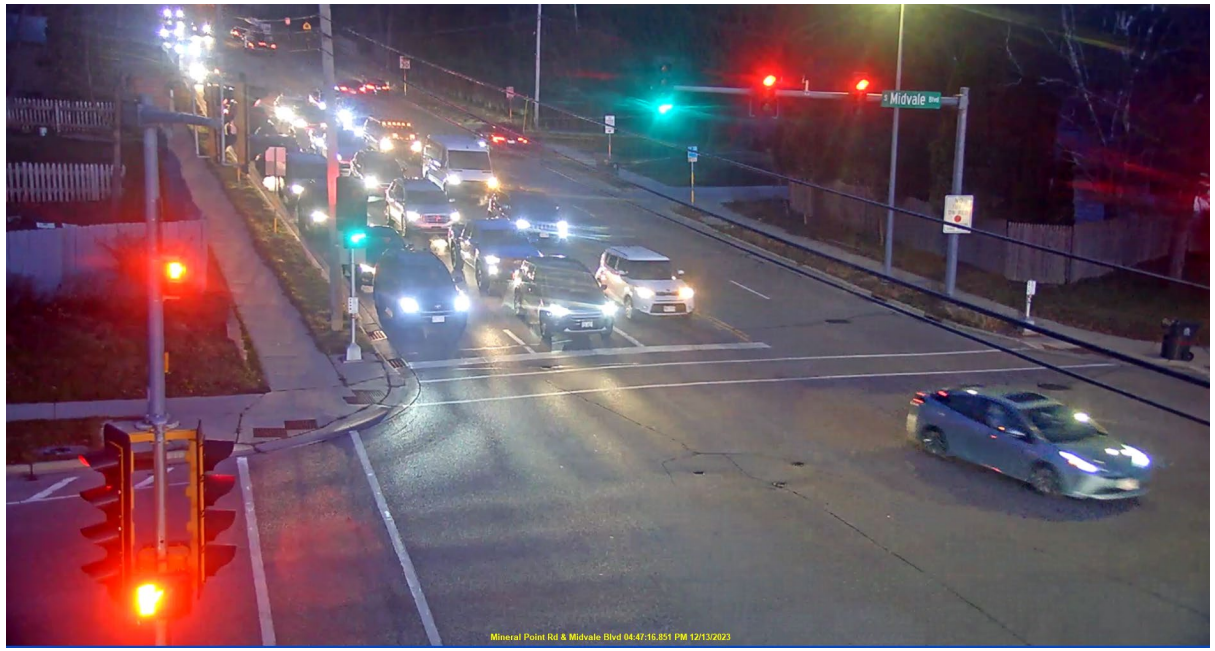


Is a Road Diet feasible on Mineral Point Road?

- Westbound, afternoon peak-hour



Southbound Midvale Blvd queue
(camera is looking North)



Westbound Mineral Point Rd queue
(camera is looking SE)

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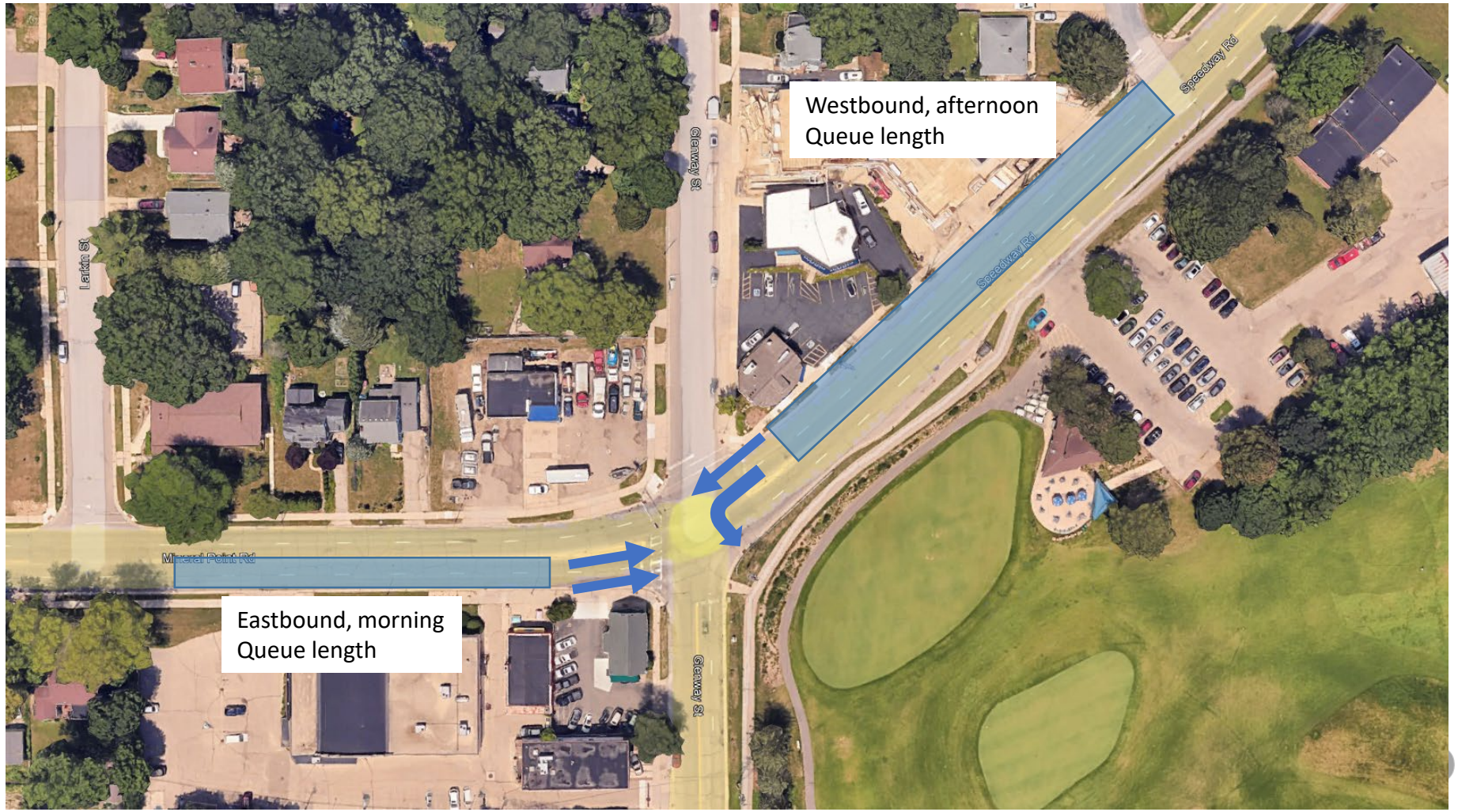
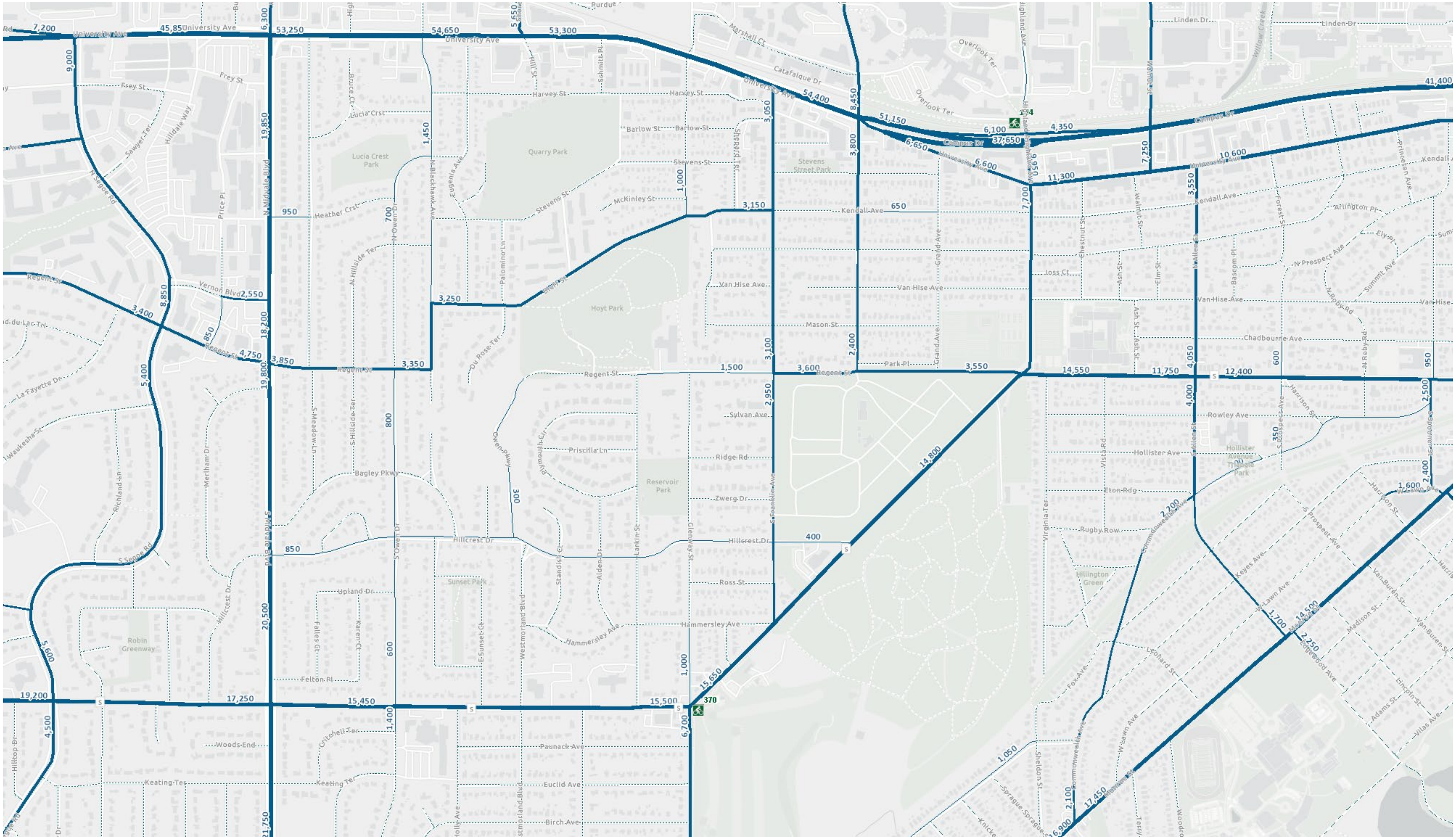
Is a Road Diet feasible on Mineral Point Road?

- Westbound Speedway Rd already acts as one thru lane and one left turn lane to Glenway St.



Is a Road Diet feasible on Mineral Point Road?



Is a Road Diet feasible on Mineral Point Road?

- Questions to answer:
  - Main questions revolve around peak-hour traffic volumes. A road diet would work during ~21 of 24 hours, but could it work during peak hours?:
    - Can signal-timing adjustments make up for the potential lane reduction?
    - Will traffic volumes adjust with University Ave fully reopened?
    - Will Thoreau Elementary start time change?
      - 21 Elementary schools start at 7:35 a.m.
      - 11 Elementary schools start at 8:30 a.m.
    - Will future traffic patterns allow for some diversion to alternate routes if we implement a road diet?
  - Other things to consider:
    - Crossing guard location at Owen Drive for Queen of Peace
    - Gaps in traffic for pedestrian crossings and turns to/from side streets

Next Steps

- Delay Mineral Point Road resurfacing to 2025
- Allow traffic patterns to adjust following the completion of University Avenue (~May 15, 2024 completion)
- Reevaluate in fall 2024 during school days
- Possible test

Q & A