



Bay Creek Improvements

Public Information Meeting
City of Madison Engineering Division
June 28, 2022 @ 6pm

Thank you for attending. We will begin shortly...



Meeting Technical Housekeeping

- This meeting will be recorded and posted to the project page.
- All attendees should be muted to keep background noise to a minimum.
- Use the “chat” button for technical issues with meeting to troubleshoot with staff to assist.
- Use the “Q and A” button to type questions about presentation. Questions will be answered live after the presentation.
- Inappropriate questions may be dismissed.
- Use the “raise your hand” button to verbally ask your question. You will be prompted to unmute when it is your turn.

This meeting is being recorded.

It is a public record subject to disclosure.

By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.

How to Participate

The screenshot displays a Zoom webinar interface. At the top, a green banner reads "You are viewing City of Madison's screen" with a "View Options" dropdown. Below this is a shared Microsoft Excel spreadsheet. The spreadsheet has a header row for years 2019 and 2020, and a second row for months from May to August. The name "Sally" is in cell A1. A "City of Madison" logo is visible in the top right corner of the spreadsheet area. In the center of the screen, a dark grey panel contains two audio options: "Phone Call" and "Computer Audio". A blue button labeled "Join Audio by Computer" is positioned below these options, with a red arrow pointing to it. At the bottom of the screen, a dark grey toolbar contains icons for "Join Audio", "Q&A", "Chat", and "Raise Hand". A red arrow points to the "Join Audio" icon. In the bottom right corner of the toolbar, there is a "Leave Webinar" button.



Make sure to join audio



How to Participate

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Below the spreadsheet, there are two audio options: "Phone Call" and "Computer Audio". A blue button labeled "Join Audio by Computer" is centered below these options. At the bottom of the screen, there is a toolbar with icons for "Join Audio", "Q&A", "Chat", and "Raise Hand". A red arrow points to the "Raise Hand" icon. In the bottom right corner, there is a "Leave Webinar" button.

Raise your hand to be unmuted
For comments or ask additional questions.



How to Participate

The screenshot displays a Zoom meeting interface. At the top, a green banner reads "You are viewing City of Madison's screen" with a "View Options" dropdown. The main content is a shared Excel spreadsheet with a ribbon menu and a grid of data. A "City of Madison" watermark is visible in the top right. Below the spreadsheet, there are two audio options: "Phone Call" and "Computer Audio". A prominent blue button in the center says "Join Audio by Computer". At the bottom, a toolbar includes "Join Audio", "Q&A", "Chat", "Raise Hand", and "Leave Webinar".

Use chat if you have technical issues or a question for the panelists



CITY OF MADISON



How to Participate

The screenshot displays a Zoom webinar interface. At the top, a green banner reads "You are viewing City of Madison's screen" with a "View Options" dropdown. Below this is a Microsoft Excel spreadsheet showing a calendar for 2019 and 2020. The Zoom interface includes a "Recording" indicator in the top left, a "City of Madison" name tag on the right, and a central area with "Phone Call" and "Computer Audio" options. A blue button labeled "Join Audio by Computer" is prominently displayed. At the bottom, a toolbar contains icons for "Join Audio", "Q&A", "Chat", and "Raise Hand". A red arrow points to the "Q&A" icon. The "Leave Webinar" button is visible in the bottom right corner.

Use Q/A if you have questions.
We will answer after the presentation



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Meeting controls are visible at the bottom of the screen:

- Phone Call (with a call icon)
- Computer Audio (with a computer icon)
- Join Audio by Computer (a prominent blue button)
- Join Audio (with a headset icon)
- Q&A (with a question mark icon)
- Chat (with a speech bubble icon)
- Raise Hand (with a hand icon)
- Leave Webinar (in red text)

To leave the meeting
click here

CITY OF MADISON



Presentation Outline

- South/West Shore Drive Bike Boulevard
 - Review Survey Results
 - Traffic Data
 - Potential Infrastructure Tests
- Bike Boulevard Extension
 - Van Deusen
 - Rowell
 - Lakeside Cycletrack Option & Impacts
- Lakeside Traffic Calming Review
- Q&A



South Shore & West Shore

- No longer have seasonal Shared Streets signs
- Ensure streets continues to be a safe bicycle route for all ages & abilities
 - The City is making improvements to our older bike boulevards as they are key links in the bike network
- Continue to build a well connected network for biking
 - W Main St Bike Boulevard will be connected across Proudfit to Brittingham Park Path
 - Proposed Lakeside to Rowell to Van Deusen Bike Boulevard connection to JND underpasses
 - Planned South Madison bike connections



Selecting an All Ages, Abilities Bike Facility

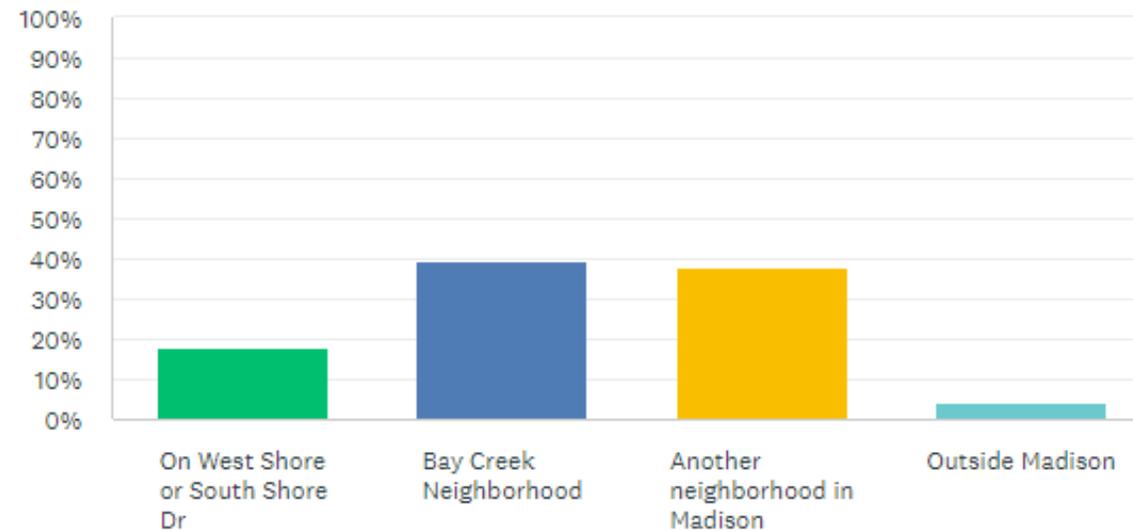
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [‡]	Protected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



West Shore/South Shore Drive Survey

Where do you live? Please choose one.

Answered: 139 Skipped: 0



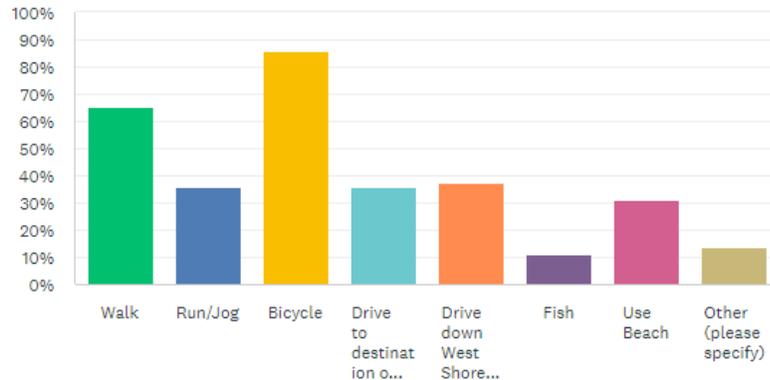
Full survey responses online at www.cityofmadison.com/trafficEngineering/SlowStreets.cfm



West Shore/South Shore Survey

How have you used West Shore and South Shore Dr in the last 2 years?

Answered: 139 Skipped: 0



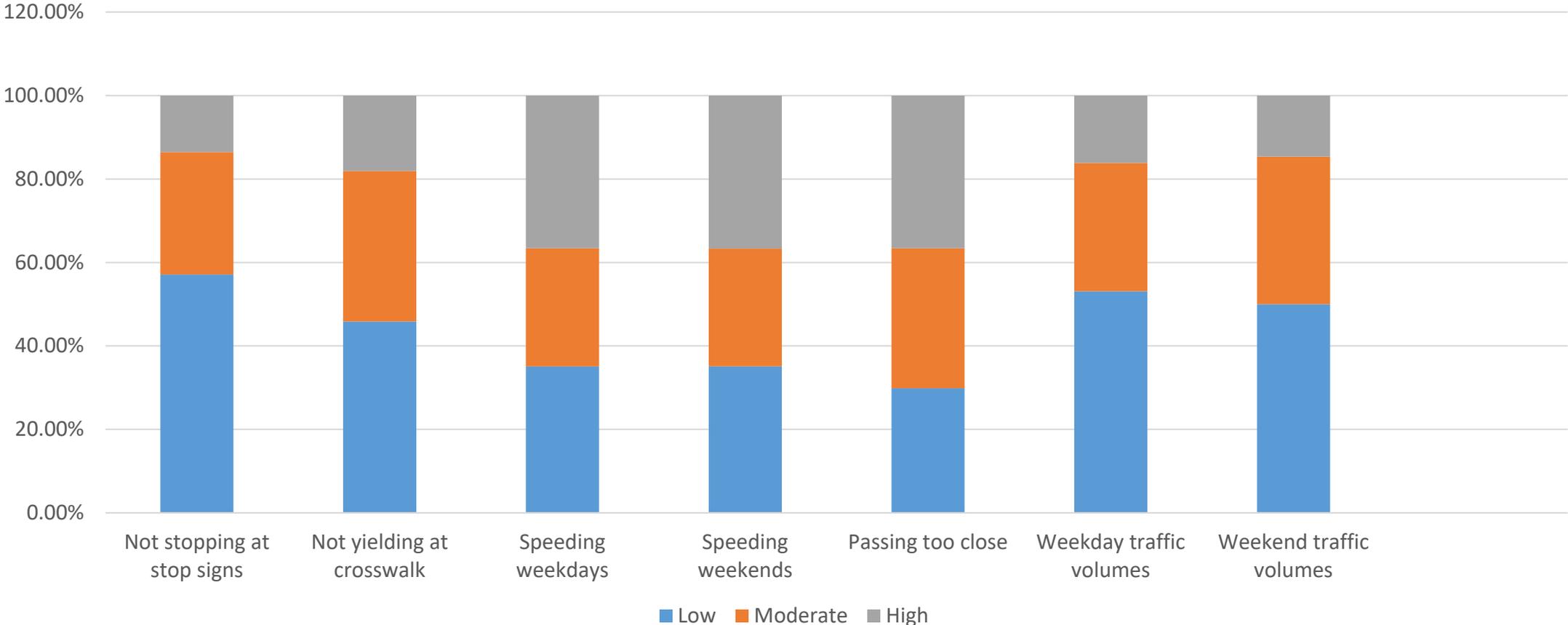
ANSWER CHOICES	RESPONSES	
Walk	65.47%	91
Run/Jog	35.97%	50
Bicycle	85.61%	119
Drive to destination on West Shore or South Shore Blvd	35.97%	50
Drive down West Shore and South Shore without stopping	37.41%	52
Fish	10.79%	15
Use Beach	30.94%	43
Other (please specify)	13.67%	19
Total Respondents: 139		

Other

- Ice Skate
- Watersports
- Sit on benches
- For reaching Park St businesses
- Passenger in car
- Bird watching
- Enjoy the bay
- Live along bay



Traffic Safety Concerns



Additional Traffic Concerns

- Commuter traffic turning on via Hickory/Whittier to avoid Park St signals
- Parked cars can obscure oncoming bikes, make pulling out of driveways challenging
- Parked cars make road narrow/easier for bikes to be hit by people opening car door
- Concerns with traffic coming off Drake, Emerald, Erin
- People driving too often ignore signs/diverter on Gilson
- Closing road is an equity issue
- Reduced the number of people coming to fish & made street exclusionary
- Attention to W/S Shore is misplaced; other streets with bigger safety issues
- People don't understand how traffic calming works

Suggestions

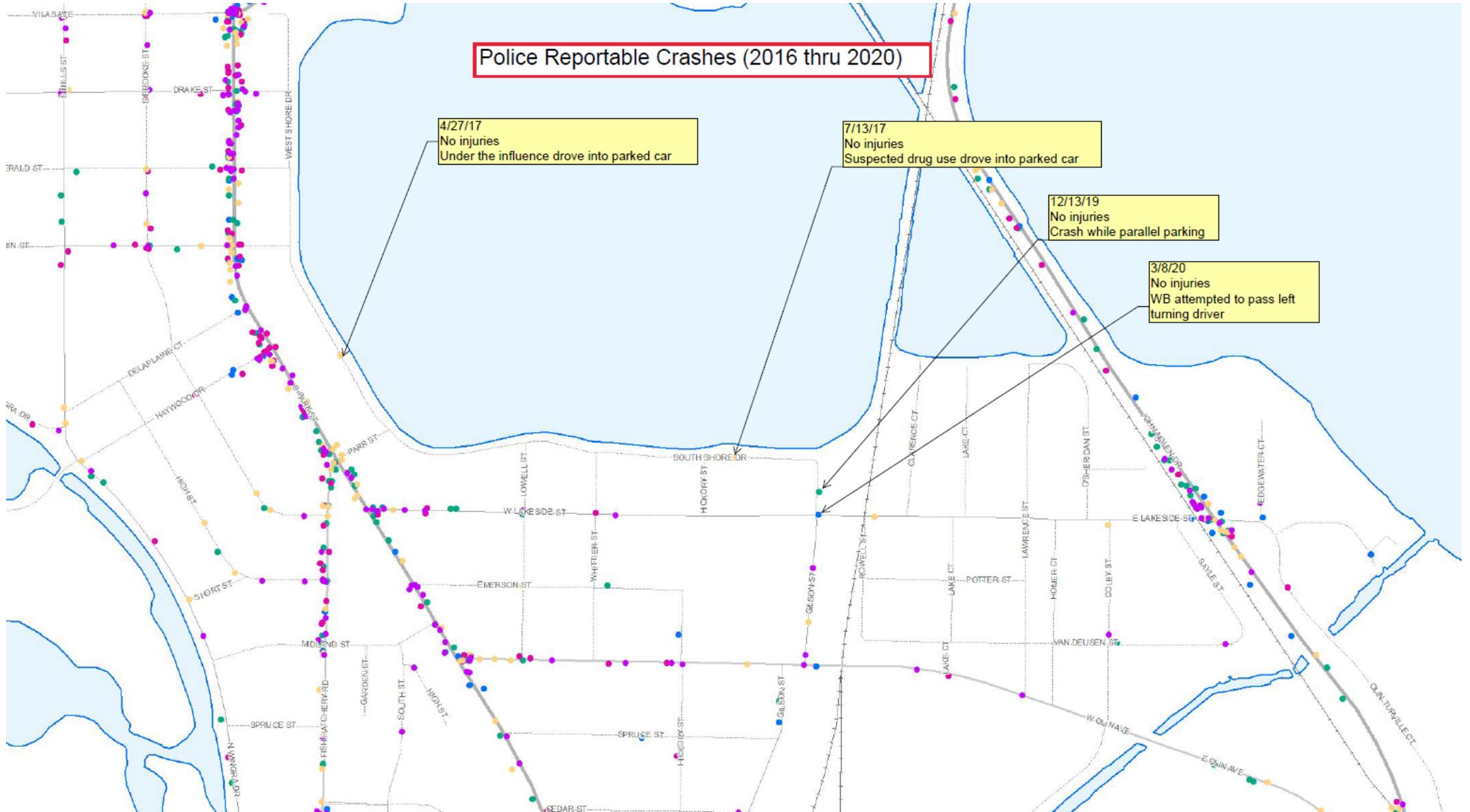
- Restrict turns from 7-9 am on some streets
- Add a traffic diverter so can't drive entire length of street
- Remove parking restrictions
- Remove some parking to improve intersection/driveway visibility
- Seasonal curb bumpouts at intersections to slow traffic
- Improve connection to Park & W Washington
- Add sidewalk or path
- Add bike parking so easier to stop & enjoy area
- More traffic calming such as speed humps, traffic circles or narrow one lane sections
- Improvements needed to Parr St as intersection is too busy– remove signal for Parr St and make it right turns only onto Park
- Improve crossing of Park at Haywood for walking/biking
- More stop signs
- Make street one-way for motor vehicles
- Have permanent Shared Street signs year round
- No Shared Streets signs
- Ask people to minimize walking in street
- No changes needed

Brittingham Park @ Monona Bay Bike Count Data

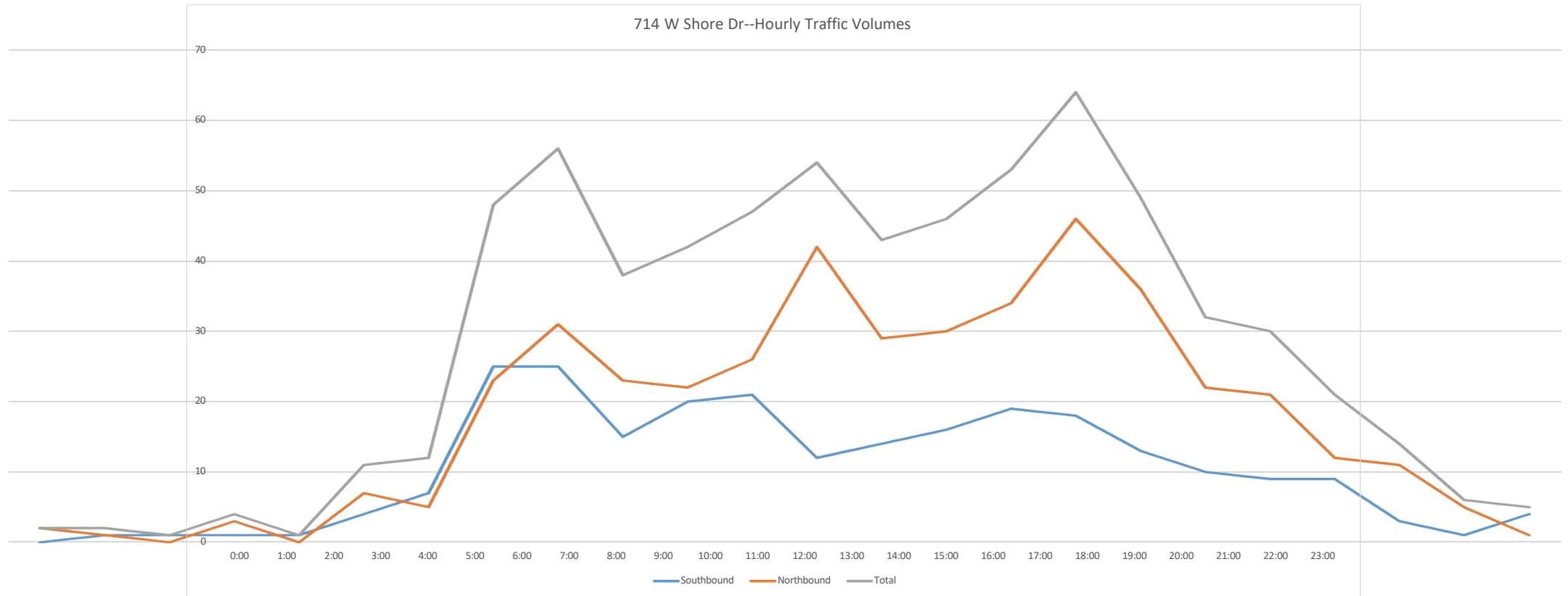
	Highest Ridership Day	Total Ridership for Week
April 5-11, 2021	677	2,654
May 3-9, 2021	531	2,621
June 21-27, 2021	804	3,750
July 12-18, 2021	862	4,626
Aug 9-15, 2021	865	4,115
Sept 6-12, 2021	988	5,060
Oct 4-10, 2021	761	3,378
Nov 1-6, 2021	443	2,174
Dec 6-12, 2021	146	738
Jan 10-16, 2022	100	422
Feb 7-13, 2022	106	518
March 14-20, 2022	613	1,923



West & South Shore Drive Crash Data



Hourly Traffic Volumes – 714 W Shore Dr



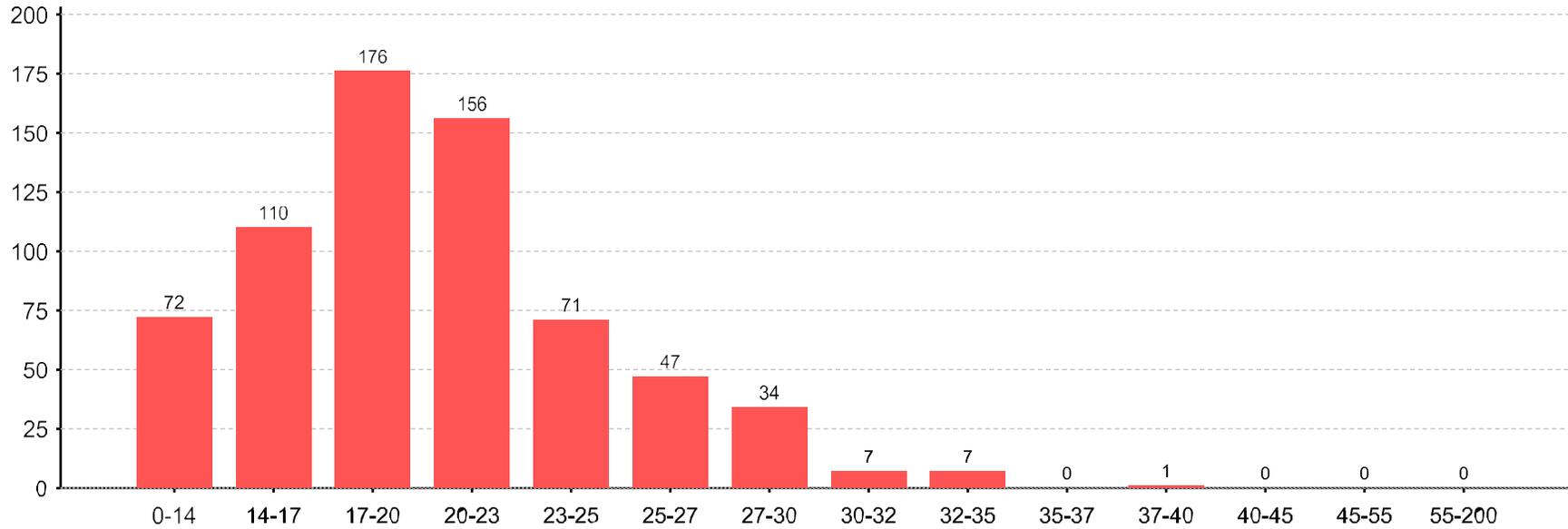
City of Madison/MPO

Speed Study Summary

Site names: 9430
 County:
 Funct Class: Urban
 Location: WEST SHORE DR (ERIN ST & PARR ST)

Seasonal Factor Grp:
 Daily Factor Grp:
 Axle Factor Grp:
 Growth Factor Grp:

Start Time Wednesday 22 June 2022
 End Time Thursday 23 June 2022
 Direction Road



Percentile Speed				Percent Above		
15th	15	MPH	Posted Speed	25	MPH	25 MPH 14.1
50th	20	MPH	Average Speed	19	MPH	30 MPH 2.2
85th	25	MPH	Pace		MPH	35 MPH 0.15
95th	28	MPH				40 MPH 0

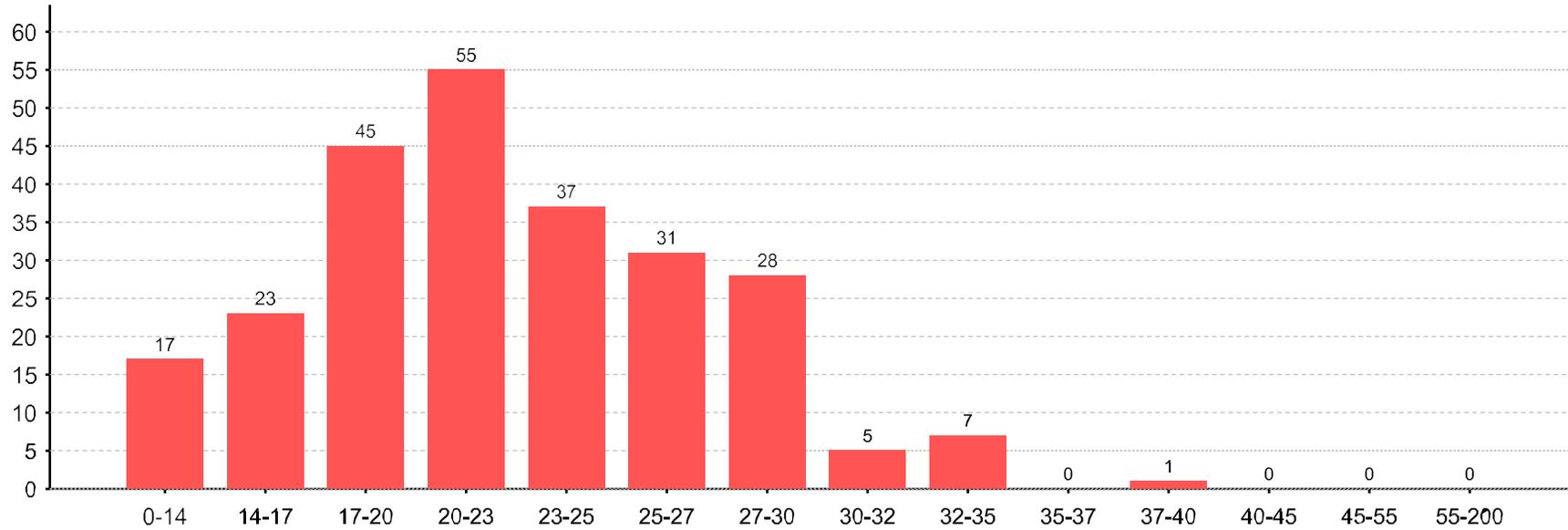
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 Growth Factor Grp:

Start Time Wednesday 22 June 2022
 End Time Thursday 23 June 2022
 Direction East



Percentile Speed			Percent Above				
15th	17	MPH	Posted Speed	25	MPH	25 MPH	28.92
50th	22	MPH	Average Speed	22	MPH	30 MPH	5.22
85th	27	MPH	Pace		MPH	35 MPH	0.4
95th	30	MPH				40 MPH	0

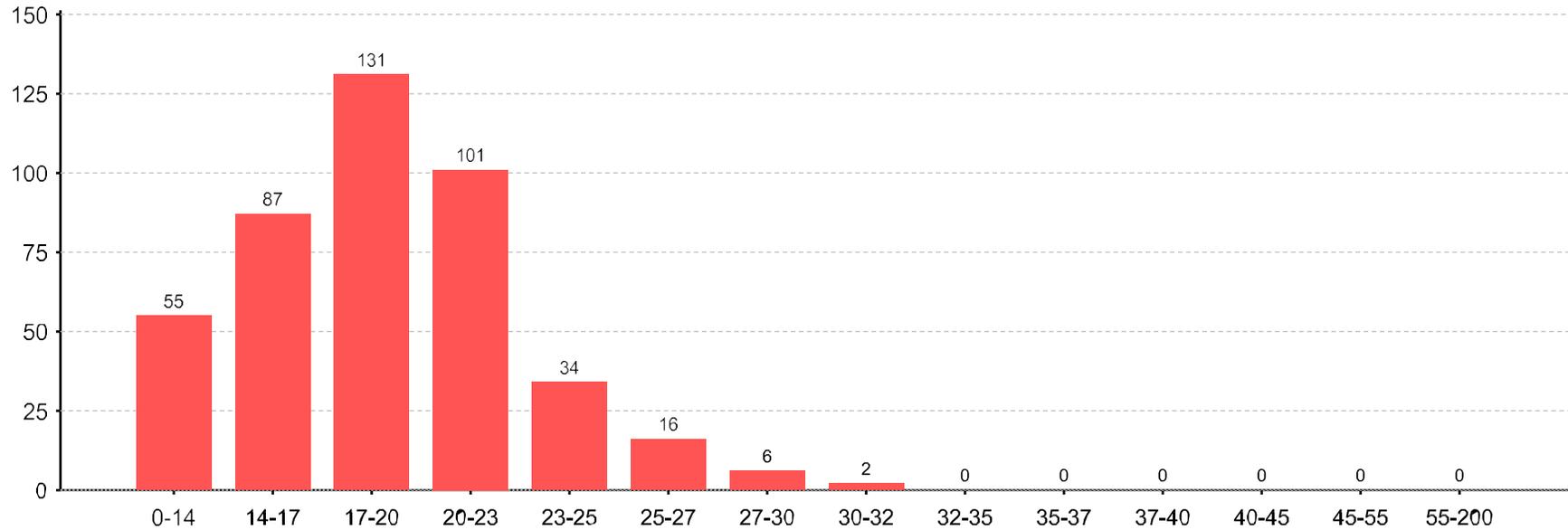
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 Growth Factor Grp:

Start Time Wednesday 22 June 2022
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 Direction West



Percentile Speed				Percent Above			
15th	14	MPH	Posted Speed	25	MPH	25 MPH	5.56
50th	19	MPH	Average Speed	18	MPH	30 MPH	0.46
85th	23	MPH	Pace		MPH	35 MPH	0
95th	25	MPH				40 MPH	0

Selecting an All Ages, Abilities Bike Facility

Roadway Context				All Ages & Abilities Bicycle Facility
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≤ 20 mph	≤ 1,000 – 2,000	No centerline, or single lane one-way	< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
	≤ 500 – 1,500			
≤ 25 mph	≤ 1,500 – 3,000	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
	≤ 3,000 – 6,000			Buffered or Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
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	Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
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Current Traffic Calming

Traffic Circle

- Emerald St

Speed Hump

- S of Erin St
- W of Lowell St
- Near Gilson St

Diverter

- Gilson St at W Lakeside St



S Shore & W Shore Drive – Items for Discussion

- Mark 20 mph speed limit (coming soon)
- Other Options for Discussion
 - Restrict parking further back from intersections to improve visibility
 - Additional Traffic Calming to support 20mph speed limit
 - Erin St and/or Parr St to slow traffic entering from signalized intersections
 - Diverter at Parr: Continue to monitor traffic changes & revisit testing a diverter at Parr St if traffic increases above the 50 cars per hour in one direction

Van Deusen St – Recommendation/Discussion

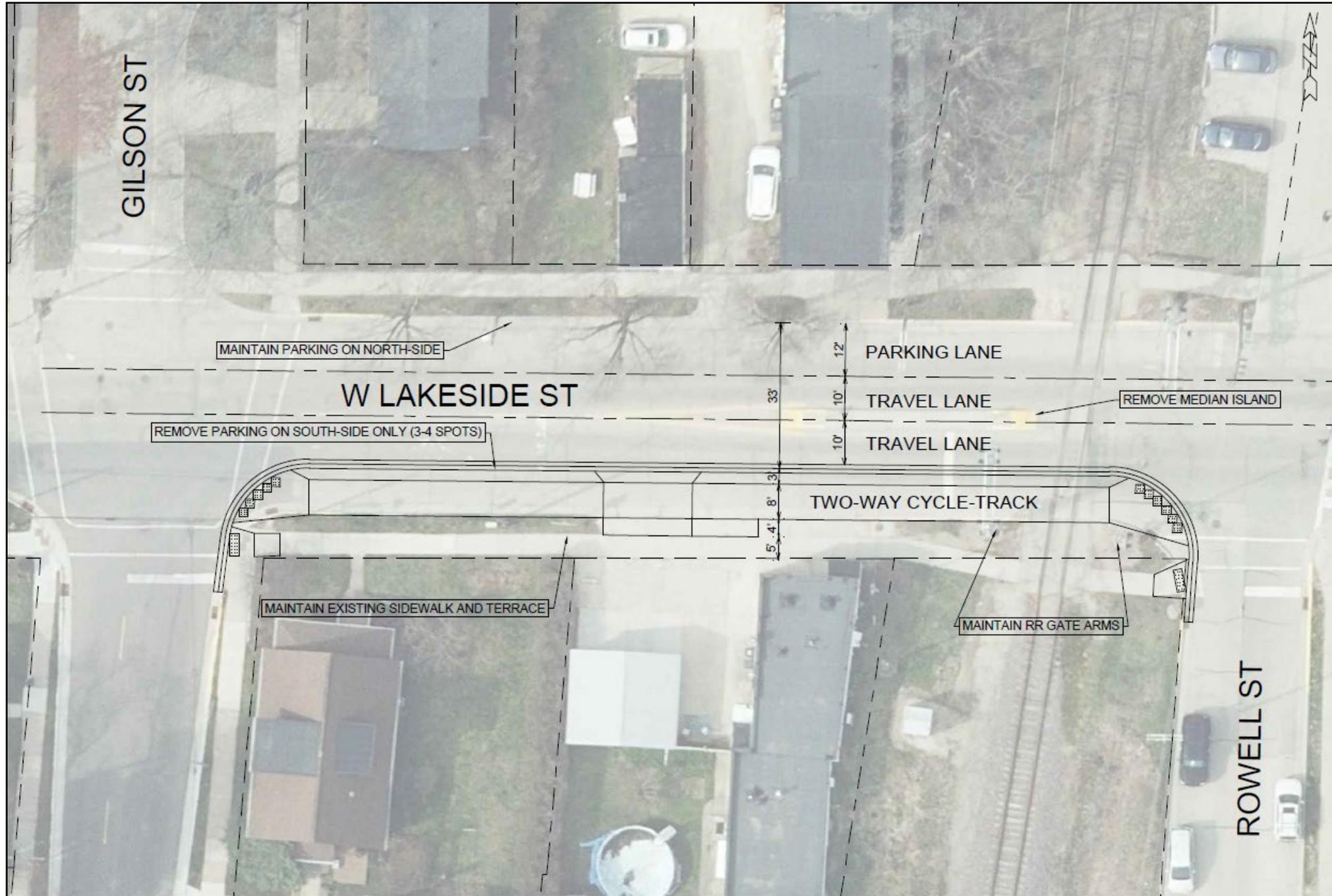
- Change Stop Sign at Van Deusen & Colby to stop traffic on Colby
- Move signs at Sayle & Van Deusen to improve visibility of people exiting path
- Add crosswalk from path to sidewalk at Sayle & Van Deusen
- Potential to extend No Parking area near path
- Add typical bike boulevard signing and marking



Rowell St – Recommendations/Discussion

- Improve crosswalk marking at Lakeside
- Add typical bike boulevard signing and marking
- Received suggestion to make changes to parking from Lakeside to Potter
 - Wednesdays has No Parking for part of day currently
 - Allow more room for cars passing people biking uphill
 - This segment has higher speeds already
 - Would need to review in Fall 2022 & work with school

Lakeside St Cycle-Track Connection



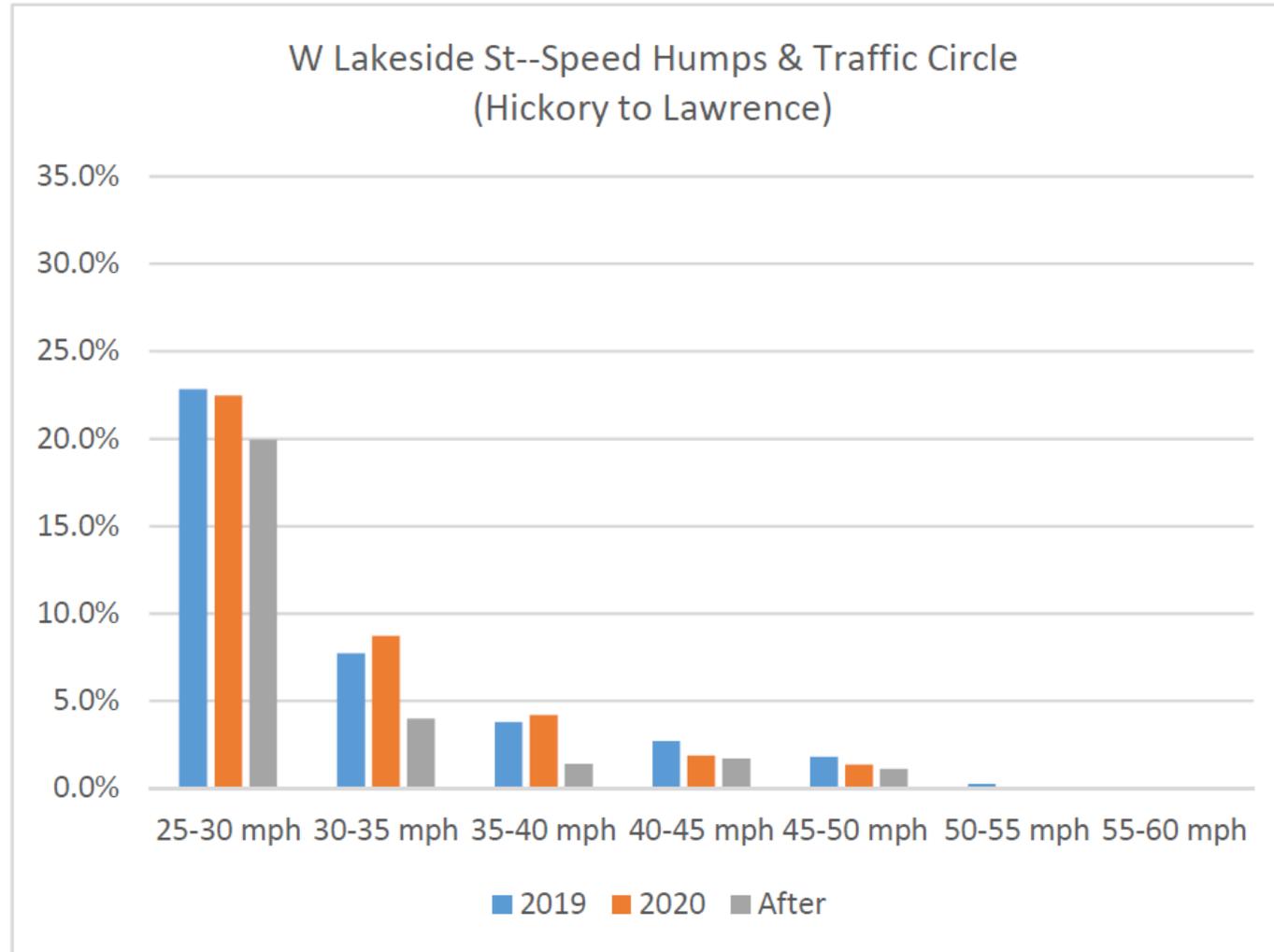
Lakeside Data - Before Traffic Calming project

Rank	Street		Study Location	Points Criteria				
				Average Weekday Traffic	# over 30 mph	% over 30mph	# over 35 mph	# over 40 mph
1	Wheeler Rd	2020	Sherman to Comanche	3,843	1,802	47%	1258	514
2	Schroeder Rd	2020	Laurie to Rayovac	3,114	2,363	76%	1015	174
3	N Sherman Ave	2020	Delaware to Mayfield	5,206	2,418	46%	1014	119
4	Wheeler Rd	2020	School to Delaware	2,557	1,348	53%	883	437
5	Williamsburg Way	2020	Danville	2,152	1,098	51%	660	269
6	Troy Dr (E of 113)	2020	Gina Ct to Susan Ln	1,873	637	34%	406	178
7	Swanton Rd	2019	Easley Ln to Hamlet Pl	6,532	2,200	34%	378	59
8	Old Middleton Rd	2020	N Highlands to S Highlands	3,444	1,515	44%	269	35
9	Hayes Rd	2020	4733 Hayes Rd (near Dawn Rd)	2,338	863	37%	265	69
10	Forster Dr	2020	Novick Dr to Becker Dr	1,237	458	37%	257	100
11	Piping Rock Rd	2020	Sunridge Park	844	320	38%	232	142
12	Barton Rd	2020	Rae to Whitney	621	326	52%	204	125
13	Rieder Rd	2020	Old Gate to Portage Rd	1,713	831	49%	172	27
14	Walter St	2019	Dawes St to Richard St	4,325	1,026	24%	159	16
15	Hammersley Rd	2020	Whitcomb to Reetz	2,218	909	41%	157	33
16	W Lakeside St	2020	Hickory St to Gilson St	2,270	552	24%	140	32

Before Traffic Calming



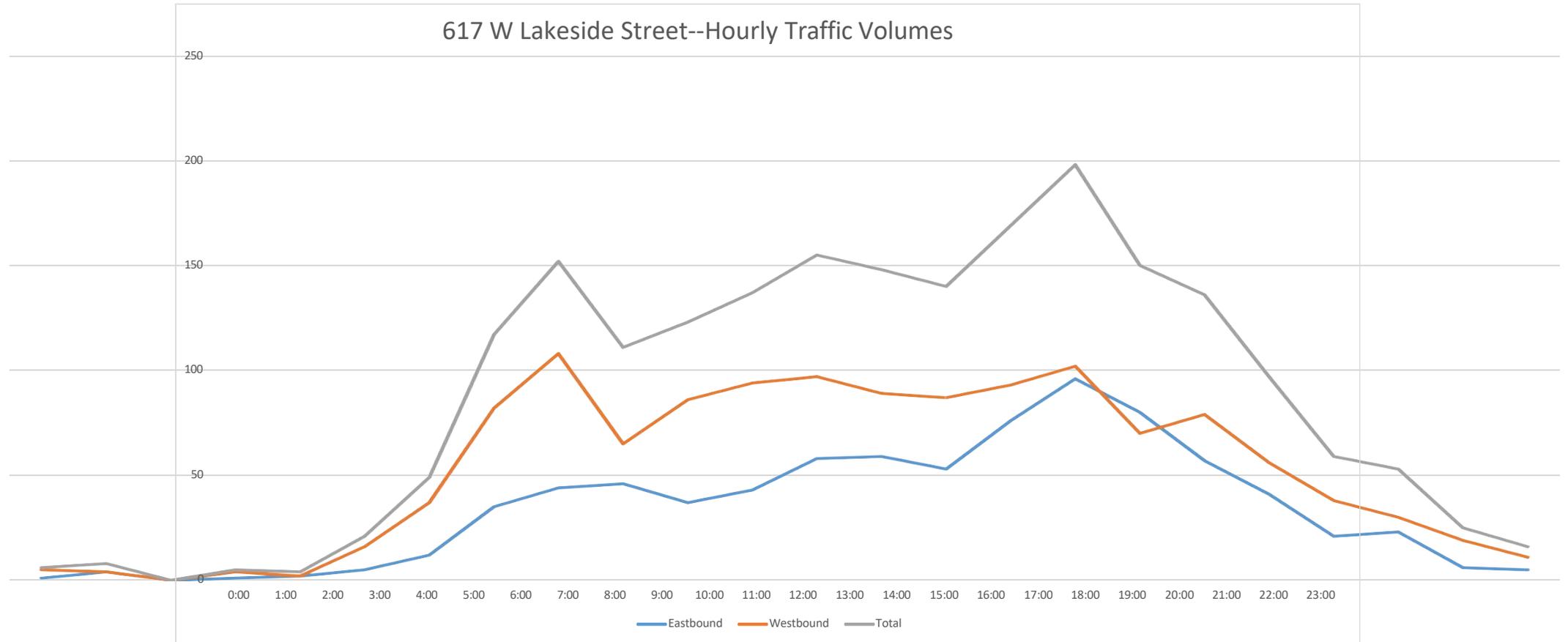
Lakeside St - Traffic Calming Review



Data obtained from "StreetLight Data"



Lakeside St – Hourly Traffic Volumes



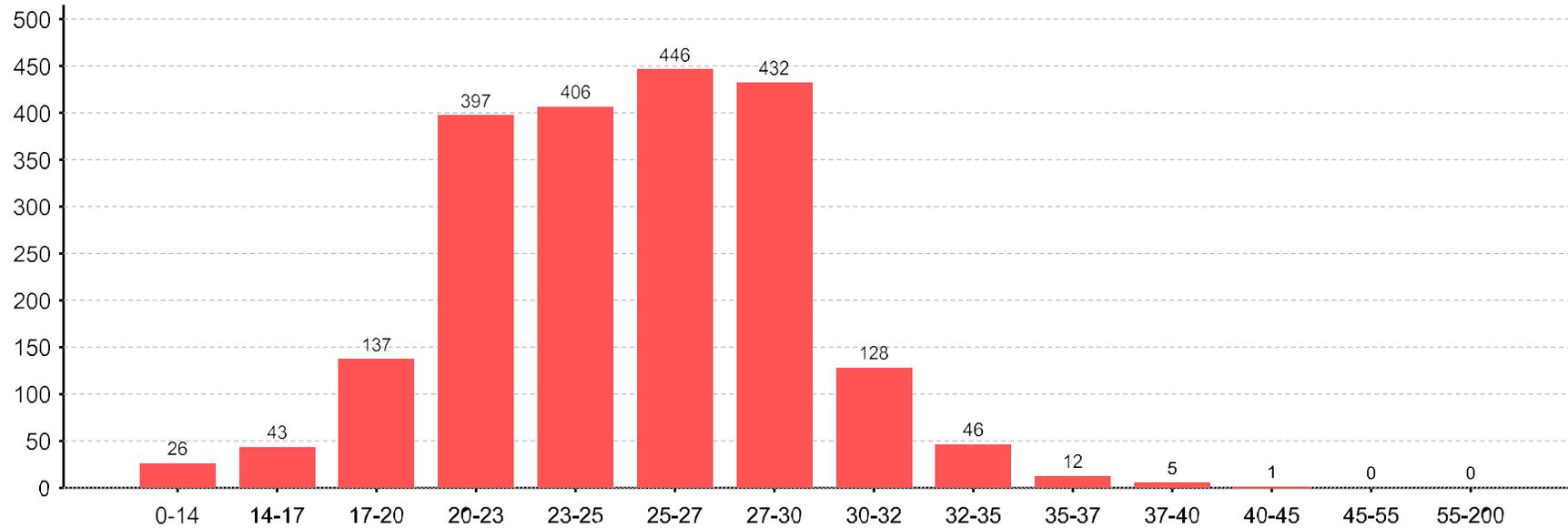
City of Madison/MPO

Speed Study Summary

Site names: 9431
 County:
 Funct Class: Urban
 Location: W. LAKESIDE ST (WHITTIER ST & HICKORY ST)

Seasonal Factor Grp:
 Daily Factor Grp:
 Axle Factor Grp:
 Growth Factor Grp:

Start Time Wednesday 22 June 2022
 End Time Thursday 23 June 2022
 Direction Road



Percentile Speed			Percent Above			
15th	21 MPH	Posted Speed	25 MPH	25 MPH	51.47	
50th	25 MPH	Average Speed	25 MPH	30 MPH	9.24	
85th	29 MPH	Pace	MPH	35 MPH	0.87	
95th	31 MPH			40 MPH	0.05	

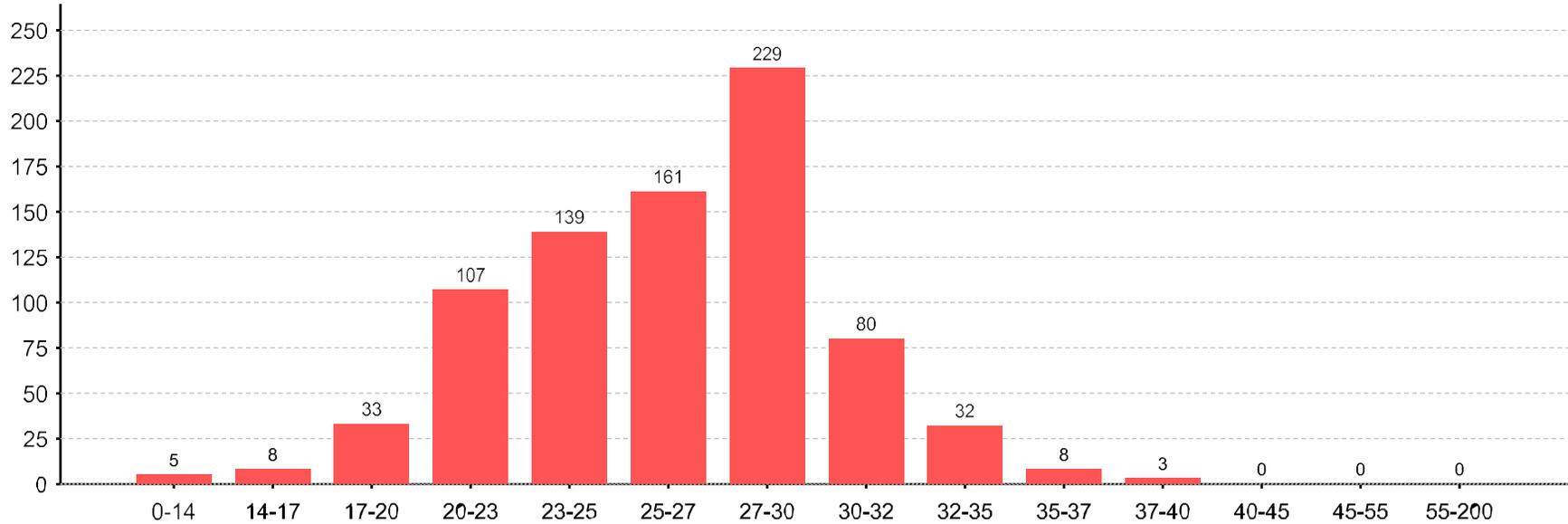
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 Growth Factor Grp:

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 Direction East



Percentile Speed			Percent Above				
15th	22	MPH	Posted Speed	25	MPH	25 MPH	63.73
50th	26	MPH	Average Speed	26	MPH	30 MPH	15.28
85th	30	MPH	Pace		MPH	35 MPH	1.37
95th	32	MPH				40 MPH	0

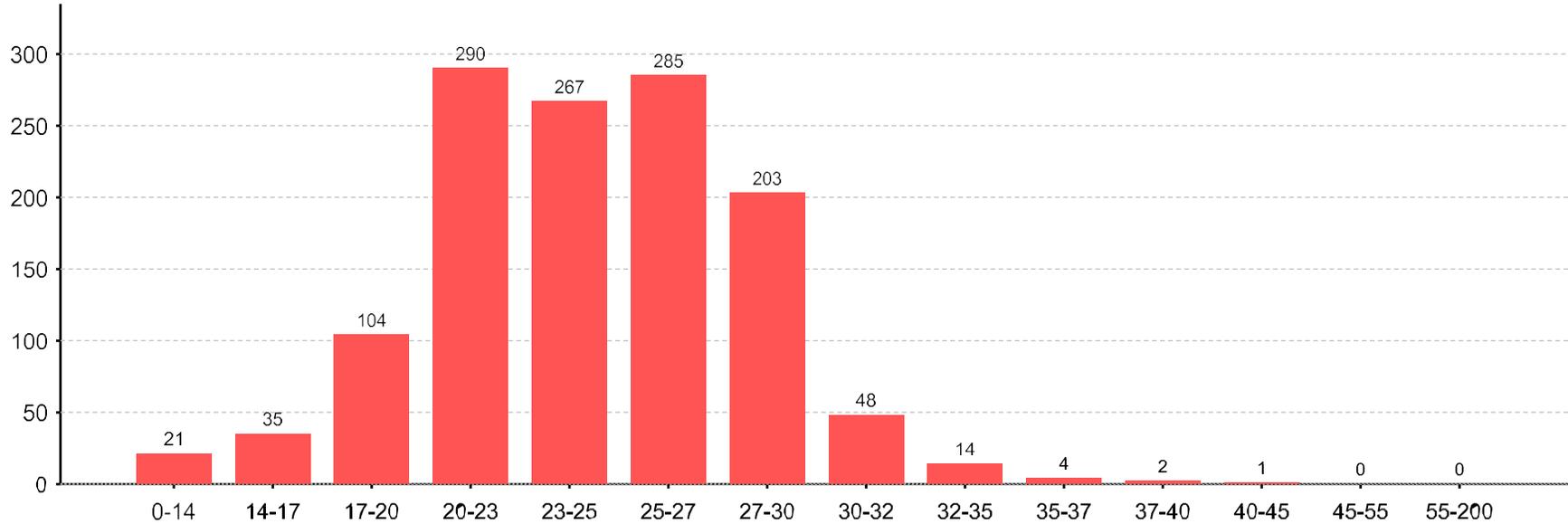
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 Direction West



Percentile Speed			Percent Above				
15th	20	MPH	Posted Speed	25	MPH	25 MPH	43.72
50th	24	MPH	Average Speed	24	MPH	30 MPH	5.42
85th	28	MPH	Pace		MPH	35 MPH	0.55
95th	30	MPH				40 MPH	0.08

Project Schedule

- Van Deusen, Rowell, Lakeside
 - Tentatively planned for 2023
- West and South Shore
 - Speed limit reduction – late 2023
 - Other – To be determined based on input

Contact Information & Resources

- Engineering
 - Streets/Path Designer, Aaron Canton, 608-242-4763, acanton@cityofmadison.com
- Traffic Engineering
 - Pedestrian Bicycle Administrator, Renee Callaway, 608-266-6225, recallaway@cityofmadison.com
 - Traffic Engineer, Tom Mohr, 608-267-8725. tmohr@cityofmadison.com
- Project Website: <https://www.cityofmadison.com/engineering/projects/bikeways-2022-path-resurfacings-bay-creek-bike-improvements>
 - Sign-up for project email updates on the website
 - Updates on closures & work progress will be posted to the project website
 - Recording for this meeting will be posted on project webpage
- Facebook – City of Madison Engineering
- Twitter – @MadisonEngr
- Engineering Podcast: Everyday Engineering on iTunes, GooglePlay

