



Greenbush Neighborhood Safe Streets Madison Meeting

May 31, 2023

Zoom Meeting Protocols

- Turning off video will preserve bandwidth.
- Stay on mute during the presentation
- To ask questions during the presentation, type them into the Chat function
- At the end of the presentation, click Reactions and select Raise Hand to speak OR use the Chat function to type in your comments/questions.
- Lower your hand when you are done speaking.
- If you called into the meeting, use *9 to raise and lower your hand.

Welcome & Introductions

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Traffic Engineering
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Agenda

Let's
Talk
Streets

- Introductions
- What is Safe Streets Madison?
- Complete Green Streets
- Vision Zero
- Bike and Pedestrian Network
- Transit Network – Route O
- Review of Vilas Park Master Plan Impacts
- Proposed Improvement Areas
- Current Conditions & Data
- Additional Feedback Received
- Concepts for Discussion
- Next Steps
- Questions, Discussion, Feedback



What is Safe Streets Madison?

Let's
Talk
Streets

Funding program focused on safety and connectivity for walking/biking

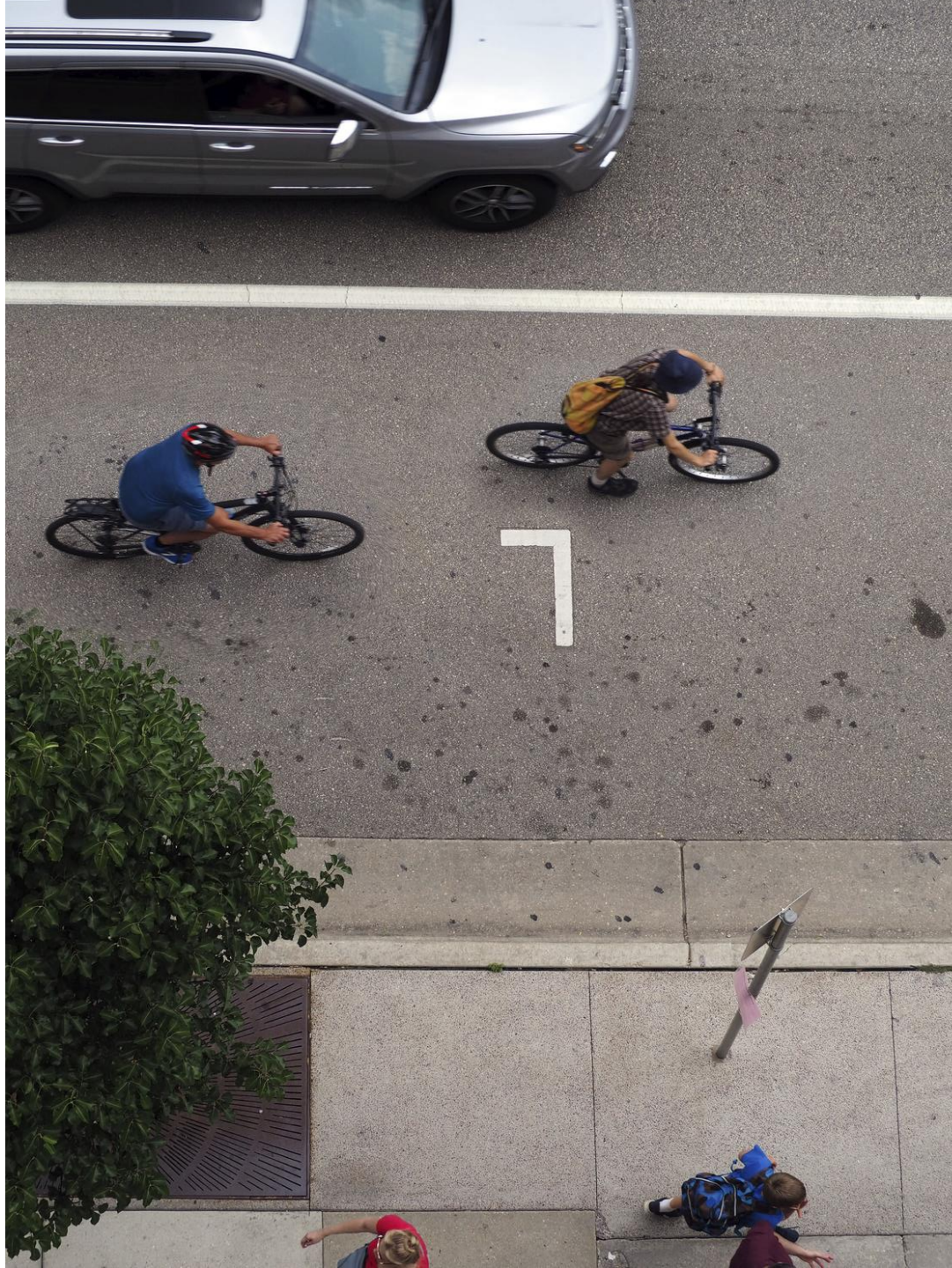
Program Priorities

- Implement traffic safety measures in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets
- Improve connectivity by closing gaps in the City's pedestrian and bicycle networks and ensure they are accessible for people of all ages and abilities
- Support goals of Vision Zero and Complete Green Streets



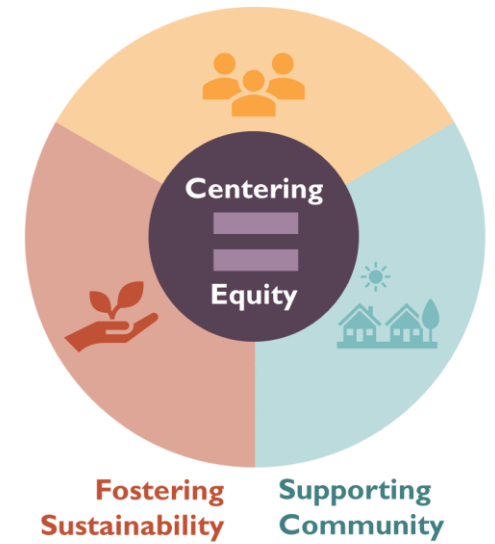
City of Madison Complete Green Streets Guide

Approved January 6, 2023

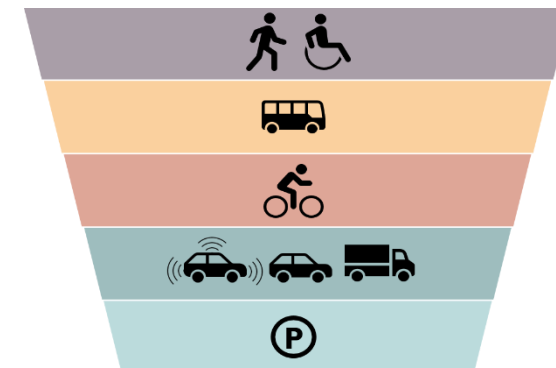


STREET VALUES

Putting People First



MODAL HIERARCHY





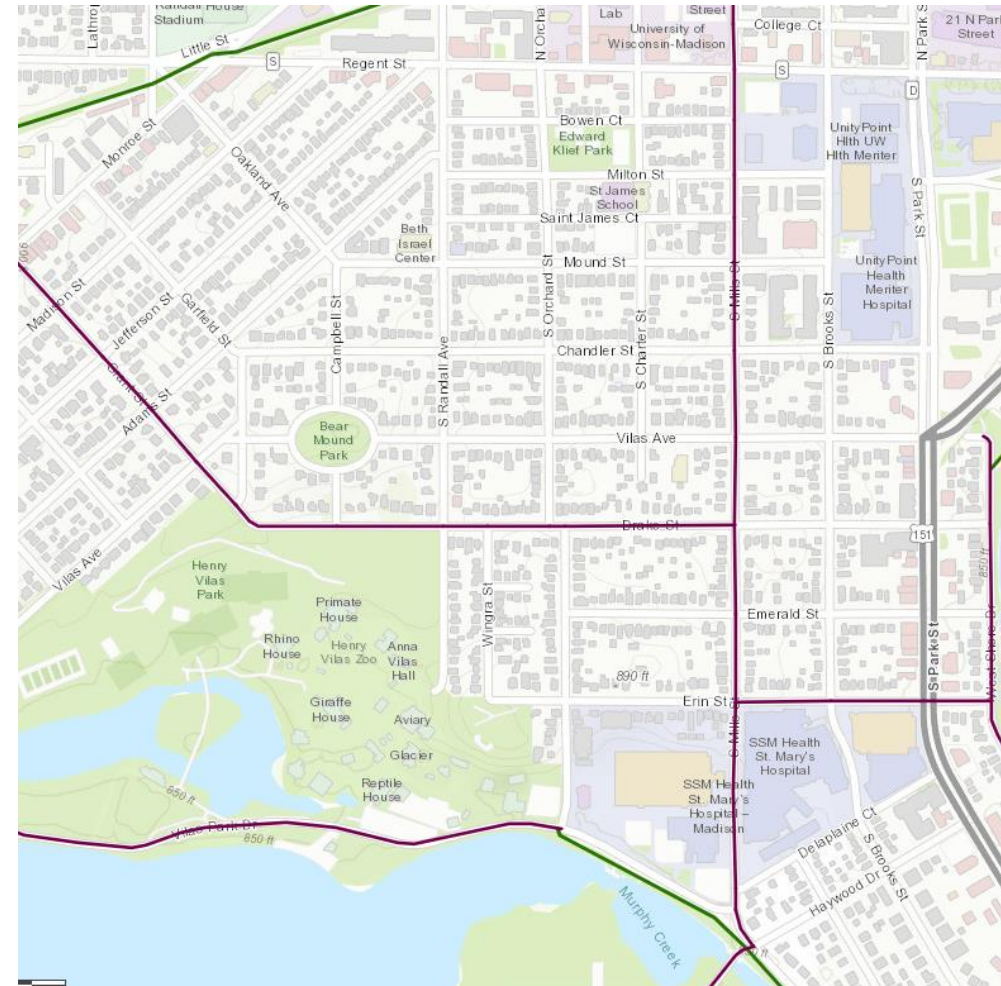
Principles of Complete Green Streets

- Streets are for everyone, no matter who they are or how they travel.
- There is no one design but instead each design considers the specific context of the neighborhood and street.
- Streets are designed and operated to prioritize safety, comfort and access for all users.
- Green infrastructure integrates sustainability in the right of way to help our City be more resilient and helps provide a welcoming public place.

Drake St & Mills St

Complete Green Streets Guide: All Ages & Ability Bike Network

- Streets and paths that are critical to have a complete bike network of safe, low stress bikeways.
- Provide connections between neighborhoods, important destinations in Madison and to adjacent communities.
- Provide facilities needed for increasing the number of people choosing to bike.



VISION ZERO MADISON

ACTION PLAN
2020 - 2035

VISION
ZERO
MADISON

Why Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proven successful across Europe and now it's gaining momentum in major American cities.

Pedestrians and Cyclists are Disproportionately Represented in Injuries and Fatalities

Pedestrians and cyclists are involved in 4% of reported crashes...



...but they represent 27% of those killed or injured in crashes.

Controlling Speed is a Key Factor in Vision Zero

When a person is driving at...



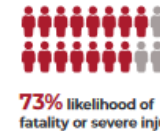
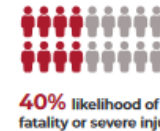
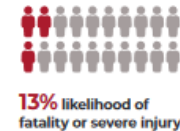
This is their field of vision:



This is their stopping distance:



And pedestrians hit at this speed have a...



Concept and data:
Toole Design Group, LLC

TOOLE
DESIGN

Fatal and Injury Crashes

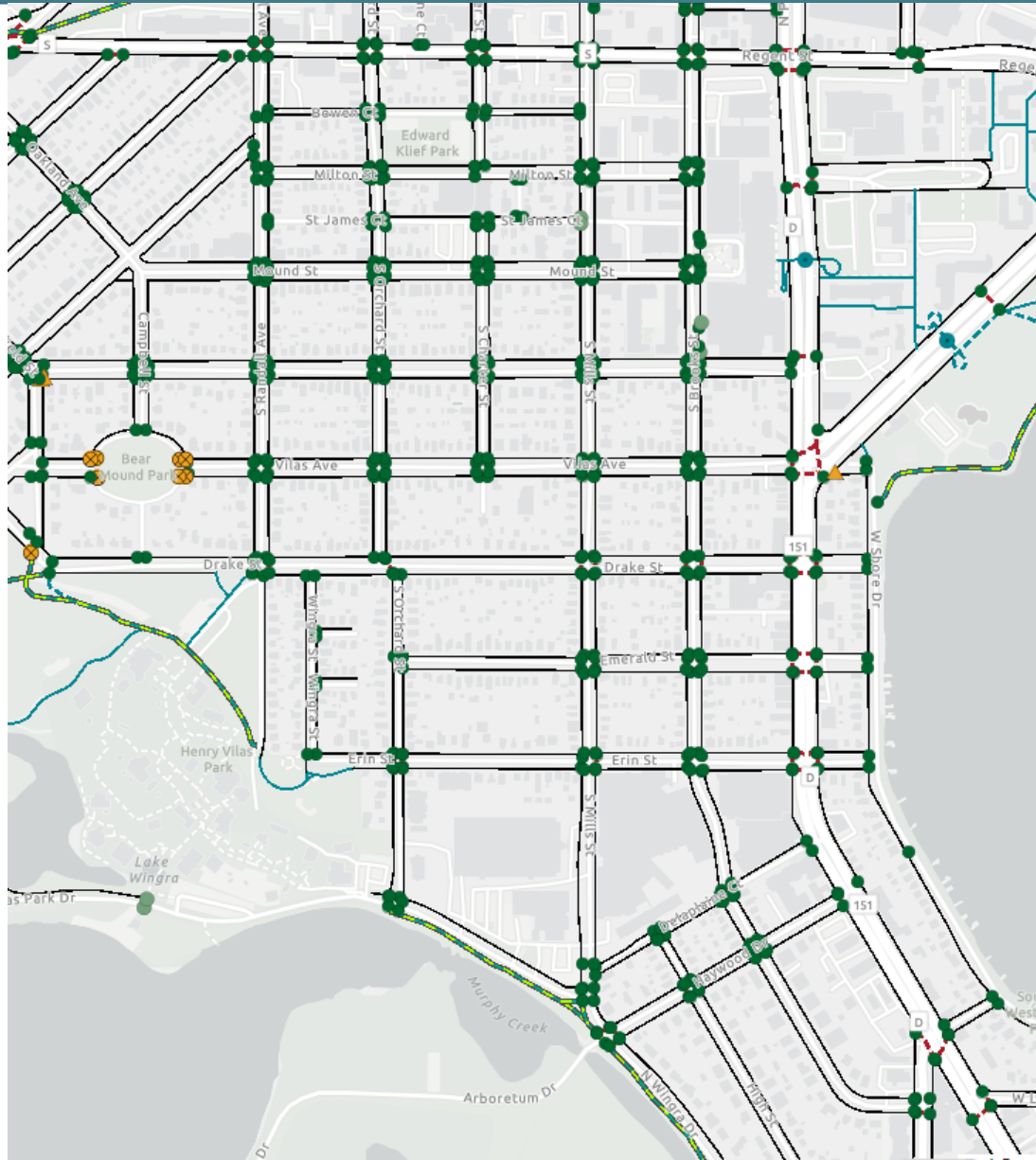
All Fatal/Serious Injury Crashes



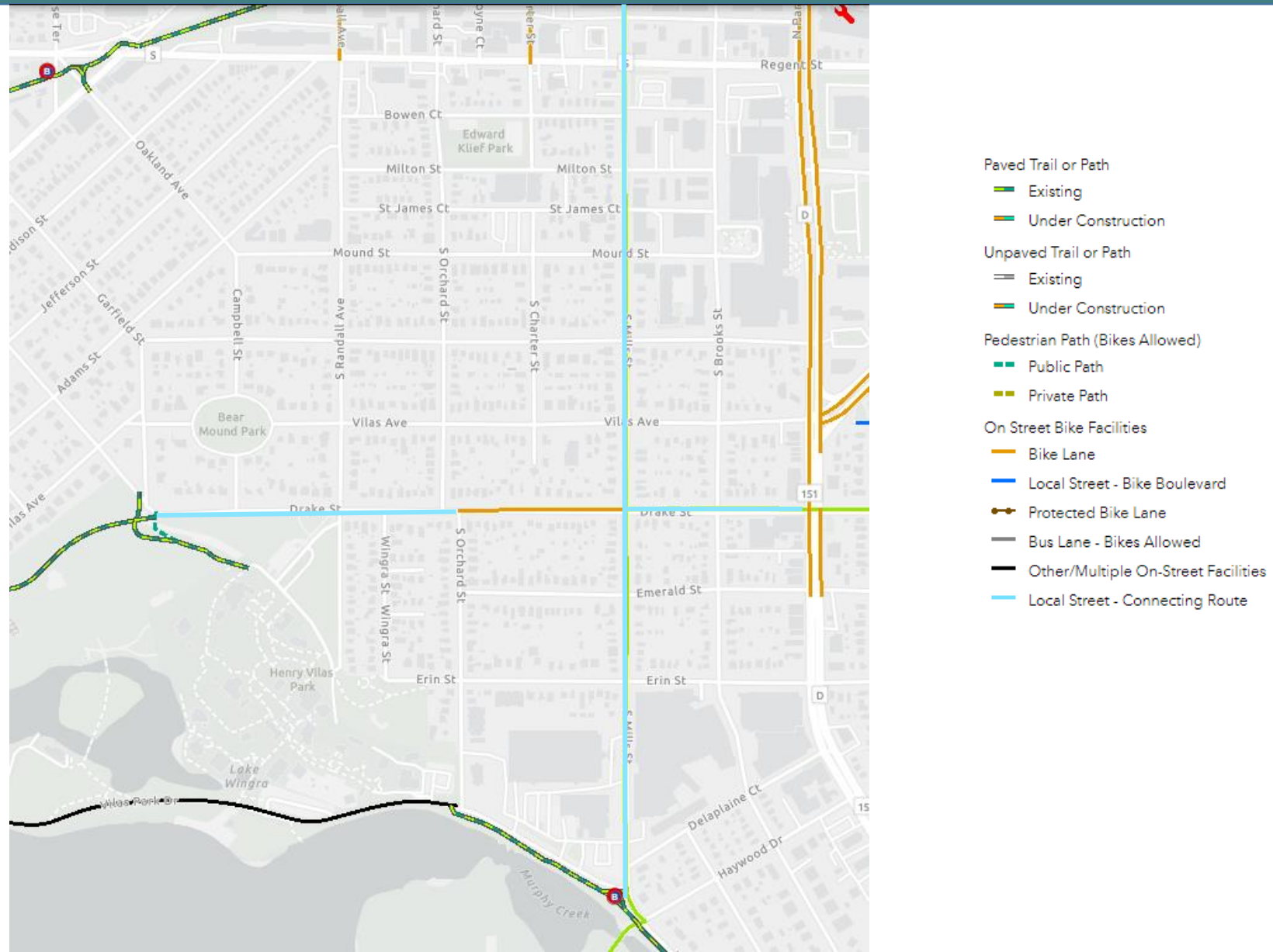
Fatal & Serious Crashes

- 2 pedestrian, 1 bike along Regent St (Failure to Yield by MV)
- 2 pedestrian at/near Park, W Washington, Vilas (1 impaired/speed, 1 red light violation)
- 1 pedestrian at Park/Erin (Ped movement - health concerns)
- 1 ped (skateboard) at Randall/Vilas (skateboard unable to stop)
- 1 MV at Regent/Mills -red light violation
- 1 MV at Regent/Brooks – MV turning left from Brooks onto Regent
- 1 MV at Regent/Park – MV red light violation/impaired
- 1 MV Park/Braxton – MV red light violation
- 1 MV Chandler/Park – MV turning left onto Chandler hit scooter operating in bike lane
- 1 MV Mills near Erin – hit tree; medical emergency
- 1 MV Drake at Orchard – motorcycle lost control attempting to cross Drake on Orchard

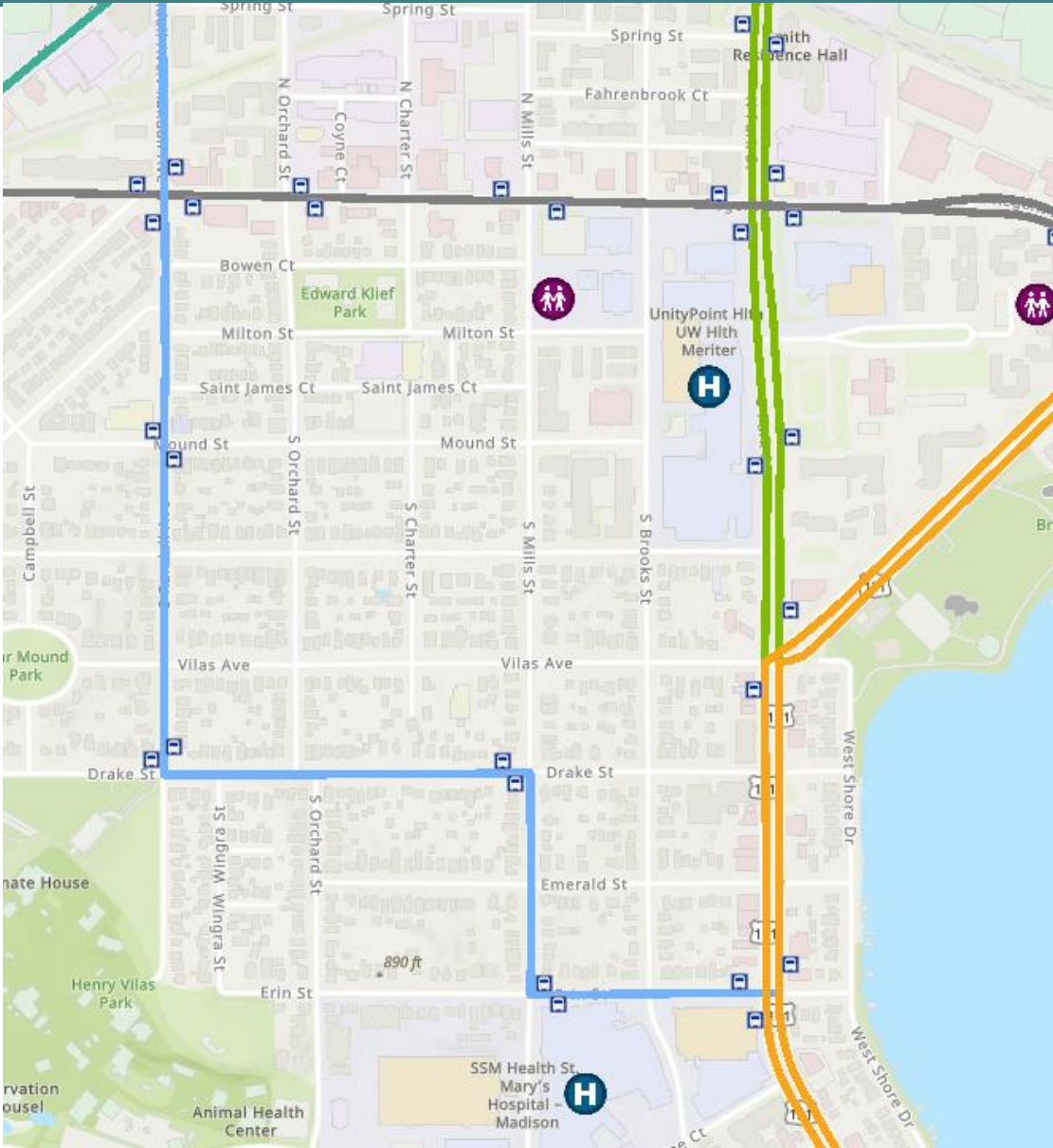
Greenbush Neighborhood Pedestrian Connections



Greenbush Neighborhood Bike Facilities



Transit Network Redesign



- **New Metro Route O**
- **Serves:** Brooks, University/Johnson, Randall, Drake, Erin, Park, Olin, John Nolen, Rimrock, Rusk, Koster, Fisher, Badger, and Fish Hatchery.
- Other Service on Regent St, Park St, W Washington Ave
- More route information at mymetrobus.com

Vilas Park Master Plan



Vilas Park Master Plan

Proposed park entrance drive at Drake Street and Campbell Street

The vehicular entrance is moved to a new intersection on Drake Street aligning with Campbell Street. Islands and crosswalks are shown as possible pedestrian safety improvements. The final design of the intersection and traffic controls will be guided by City of Madison Traffic Engineering.



South Parking Lot, Zoo Entrance, and Lagoon



- 
- Let's
Talk
Streets**



Current Conditions - Drake Street

Current Conditions – Biking & Walking

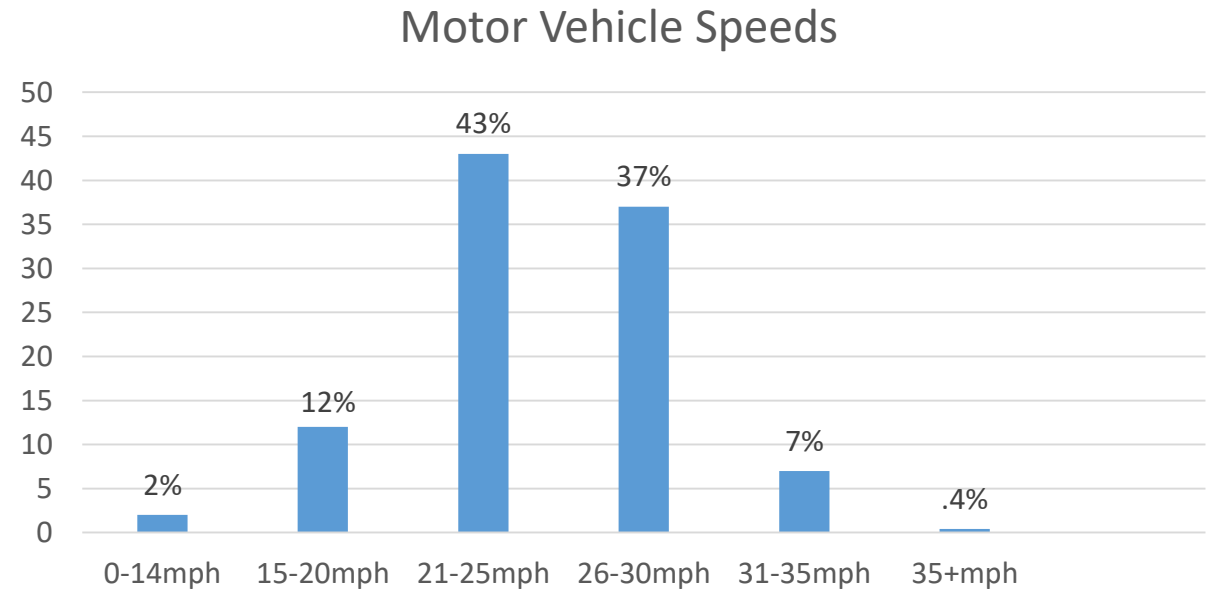
Bicycle Network	Bike lane marked between Orchard and Mills St
Pedestrian Network	Sidewalk along all segments except at corner of Drake/Randall (goes to Zoo) High visibility crosswalks on Drake at Grant and Orchard and on Park St at Drake Flashing beacon on Park at Drake – 2023 installation
Speed Management	Traffic islands at Grant and Randall
Pavement & Curb	Pavement Rated 7-8 out of 10; Curb Rated 8 out of 10

UPDATED: Drake St (Campbell-Randall)

Motor Vehicle Volumes

- 4,643 Daily

Speed Study April 2023

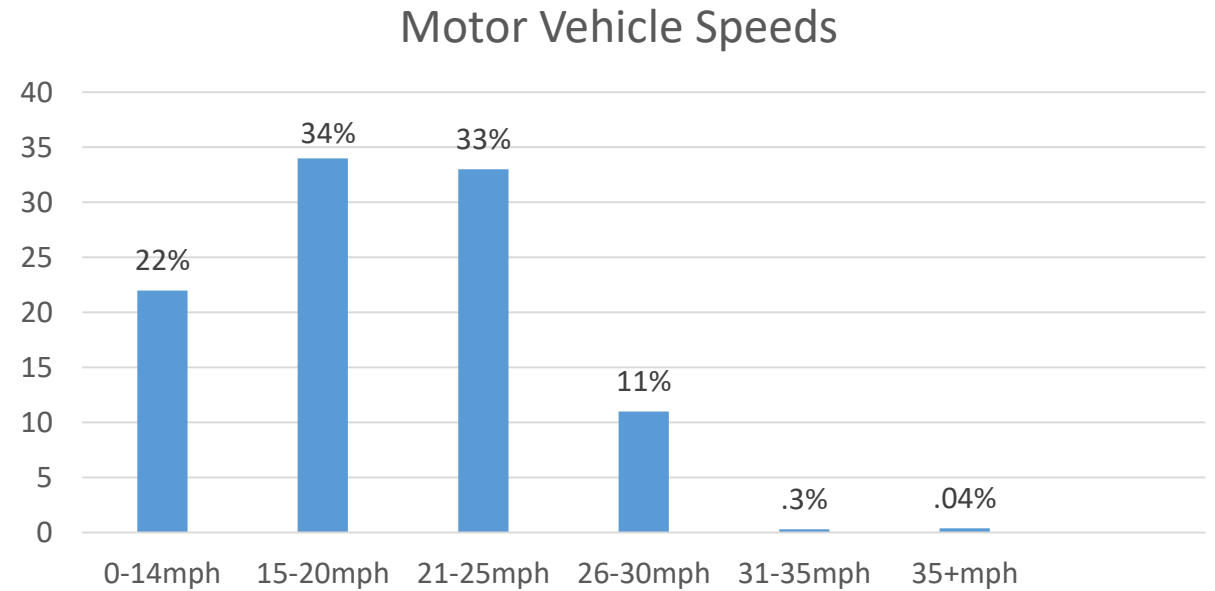


UPDATED: Drake St (Campbell-Randall)

Motor Vehicle Volumes

- 4,655 Daily

Speed Study September 2019

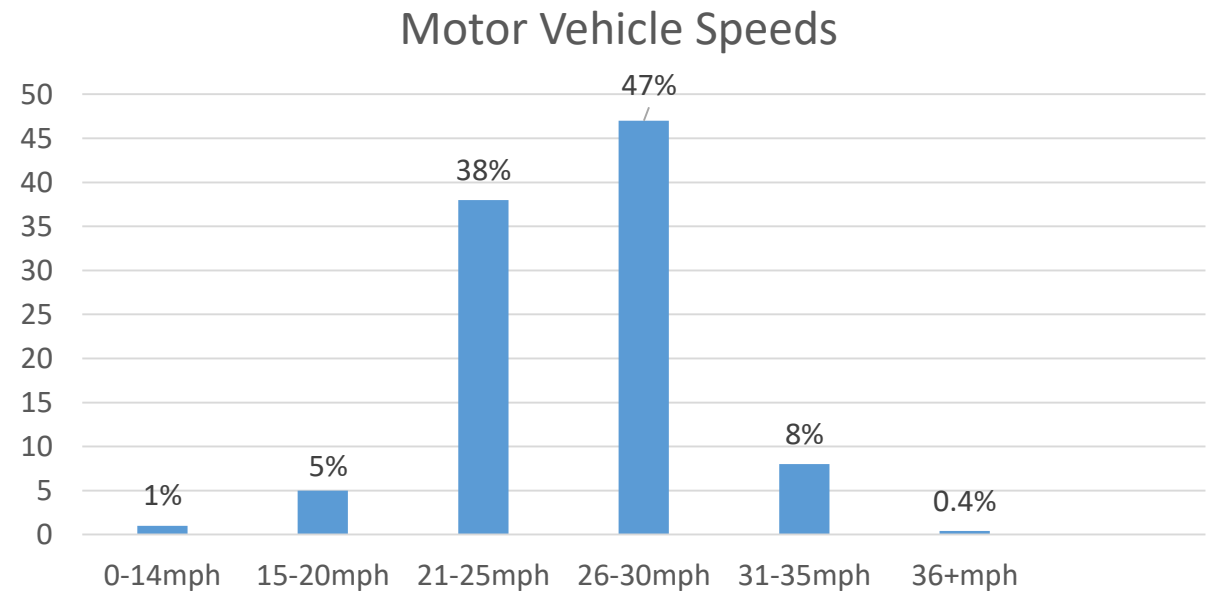


UPDATED: Drake St (Orchard-Mills)

Motor Vehicle Volumes

- 5,385 Daily

Speed Study April 2023

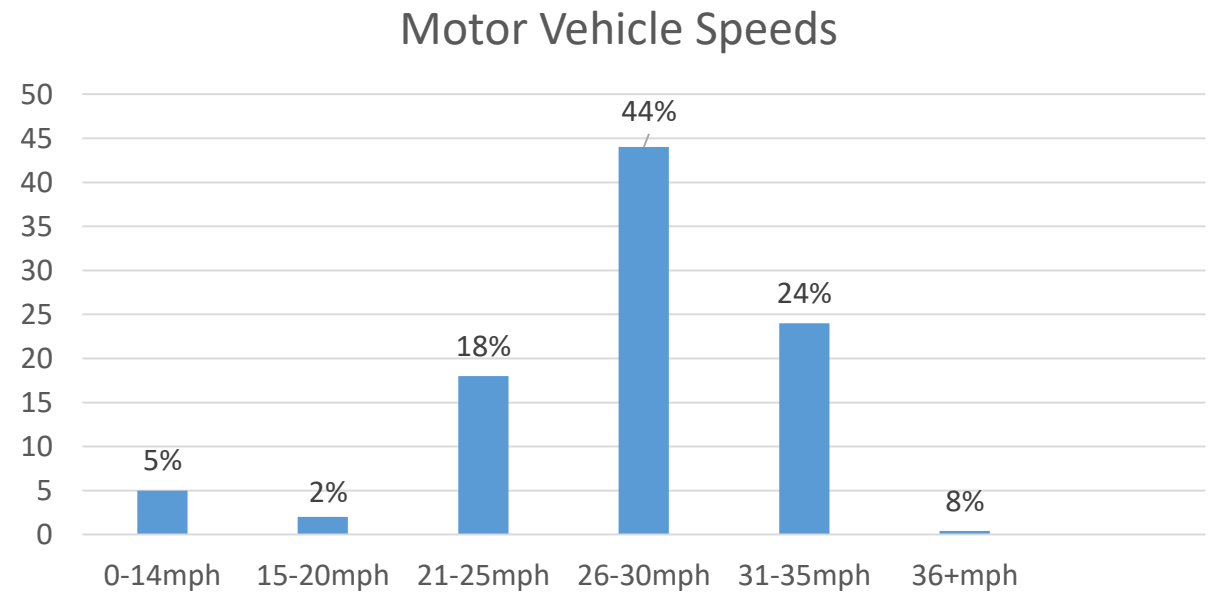


UPDATED: Drake St (Orchard-Mills)

Motor Vehicle Volumes

- 5,570 Daily

Speed Study July 2019

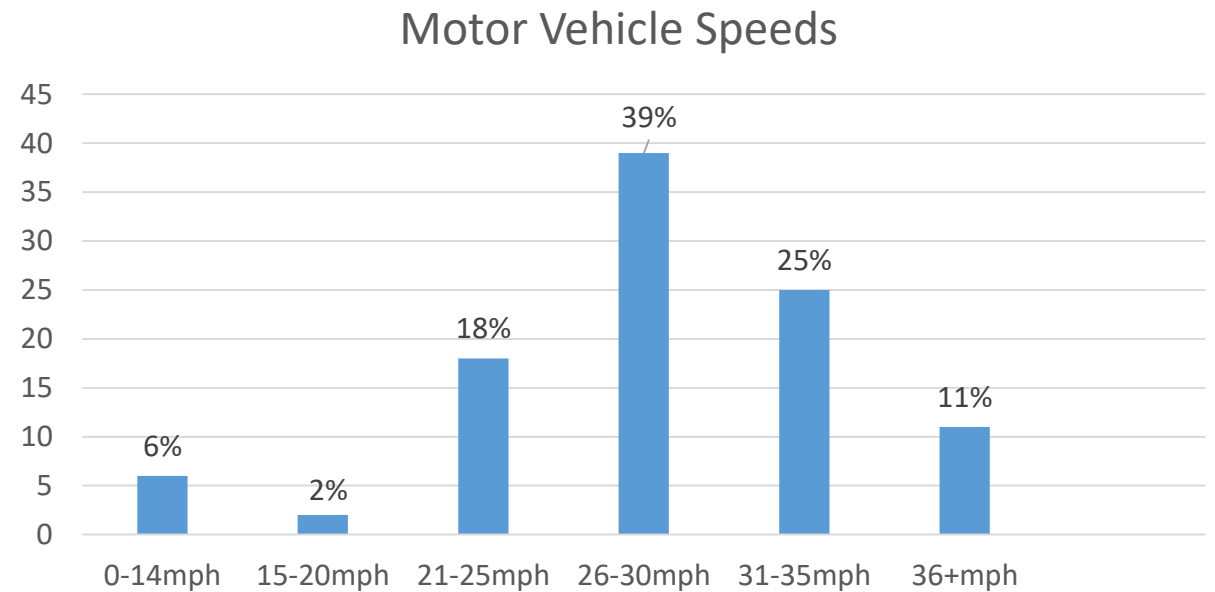


UPDATED: Drake St (Orchard-Mills)

Motor Vehicle Volumes

- 5,480 Daily

Speed Study September 2019

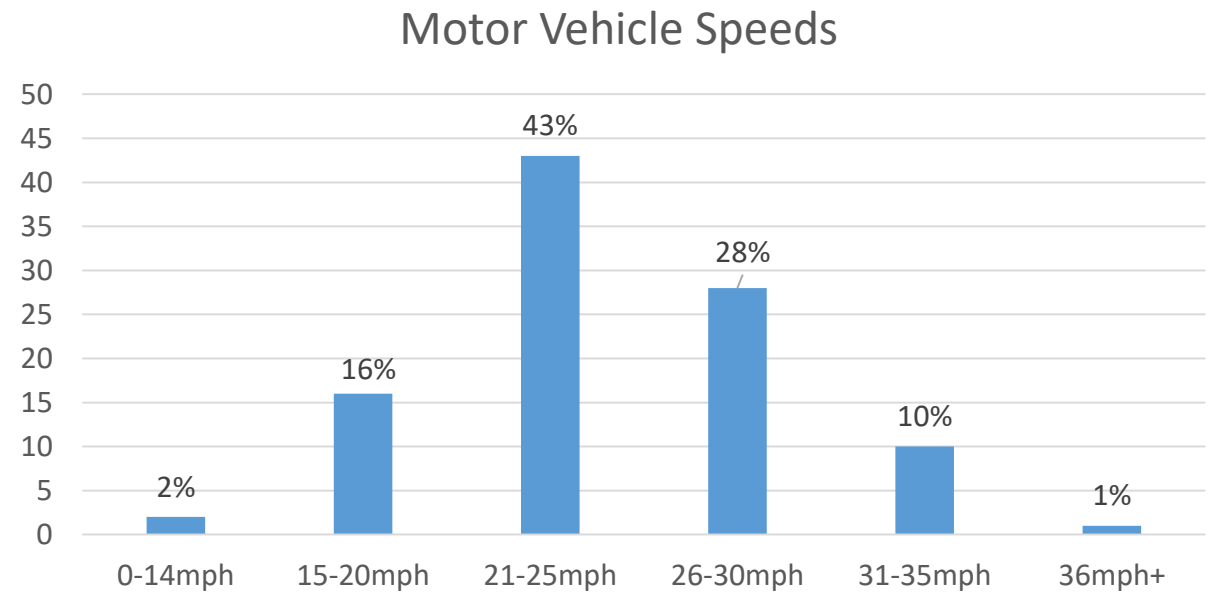


UPDATED: Drake St (Mills-Brooks)

Motor Vehicle Volumes

- 3,129 Daily

Speed Study April 2023

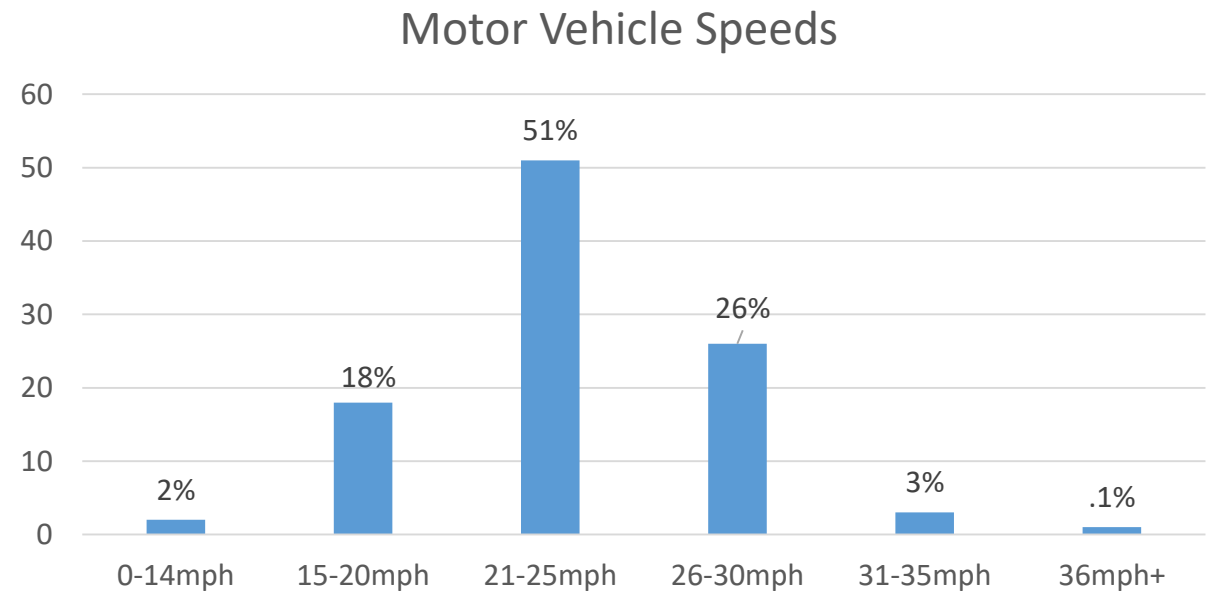


UPDATED: Drake St (Brooks-Park)

Motor Vehicle Volumes

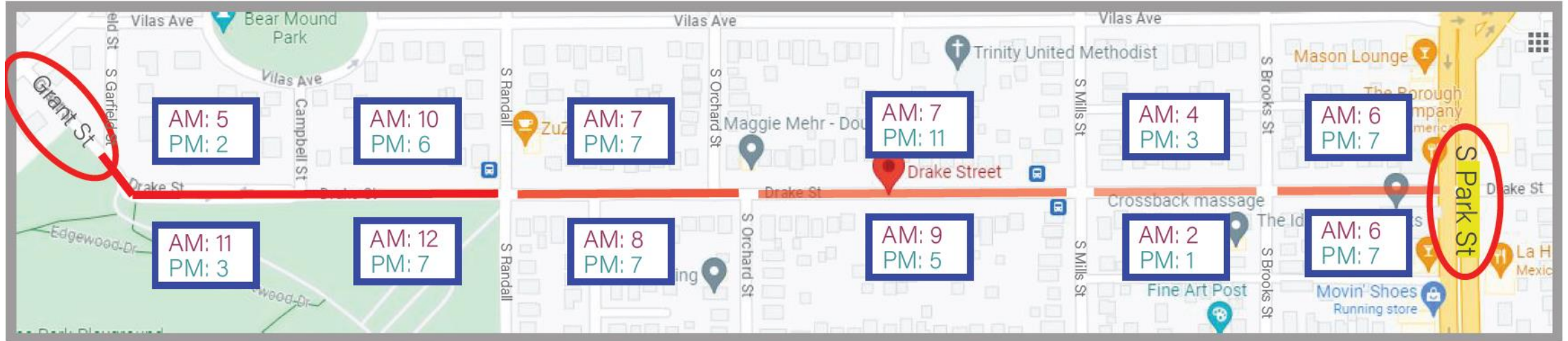
- 2,111 Daily

Speed Study April 2021



Parking Info - 2023

Drake St Parking Study



Date: 5/10/2023

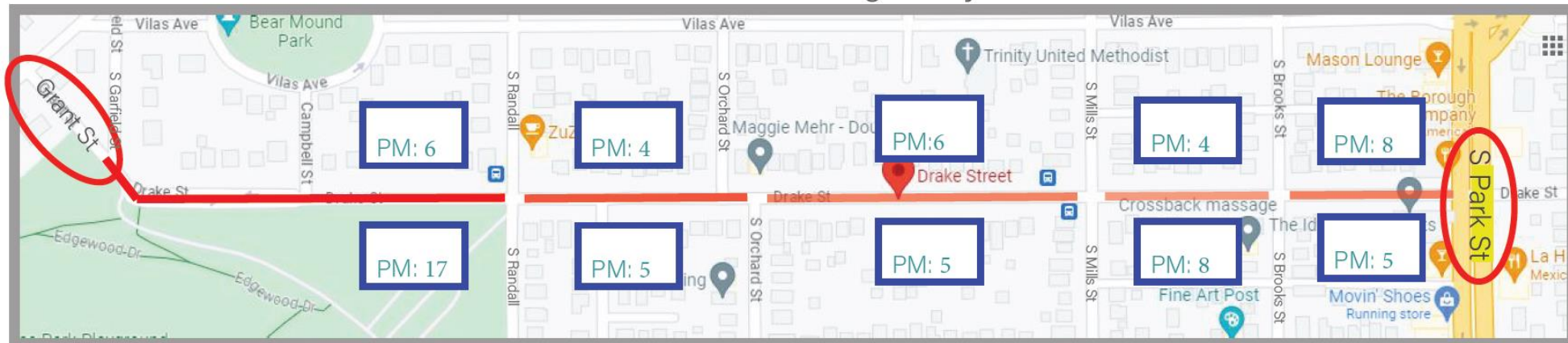
Parking Info - 2020

Drake St Parking Study



Date: 1/30/2020
6:15pm

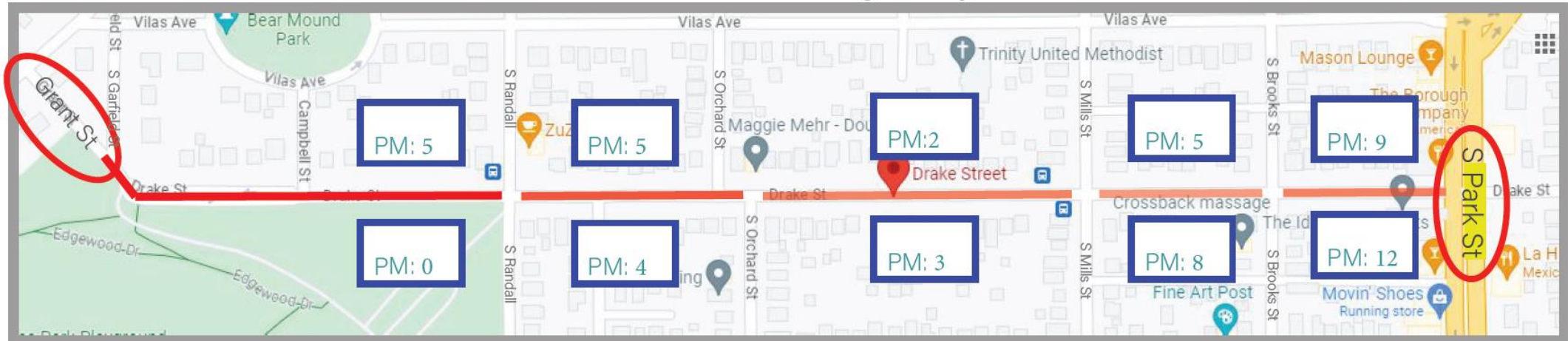
Drake St Parking Study



Date: 2/2/2020
Sunday at 2:30 pm
Sunny, 45 F

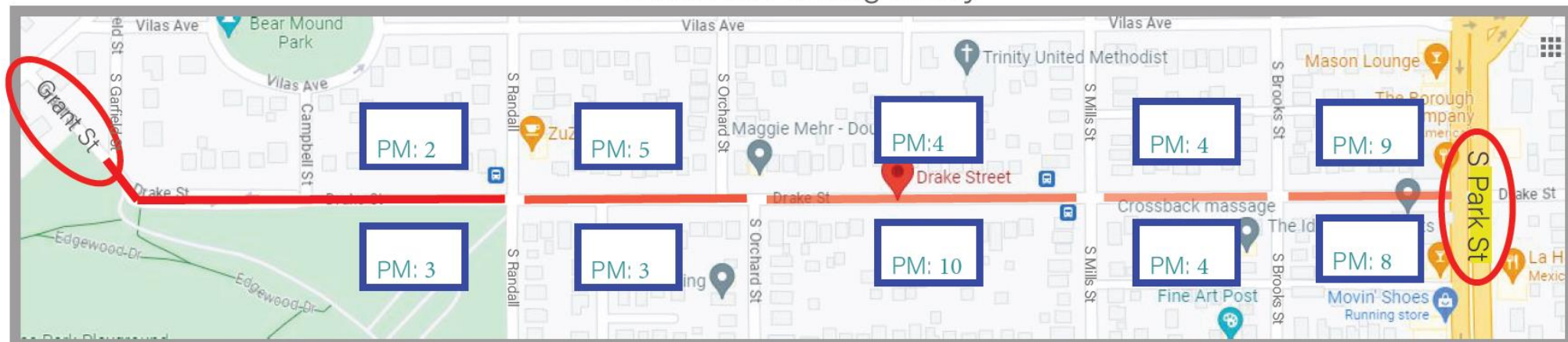
Parking Info - 2020

Drake St Parking Study



Date: 2/4/2020
Tuesday at 6:30pm

Drake St Parking Study



Date: 2/1/2020
Saturday at Noon
Basketball at Kohl Center

Current Conditions - Mills Street

Current Conditions – Biking & Walking

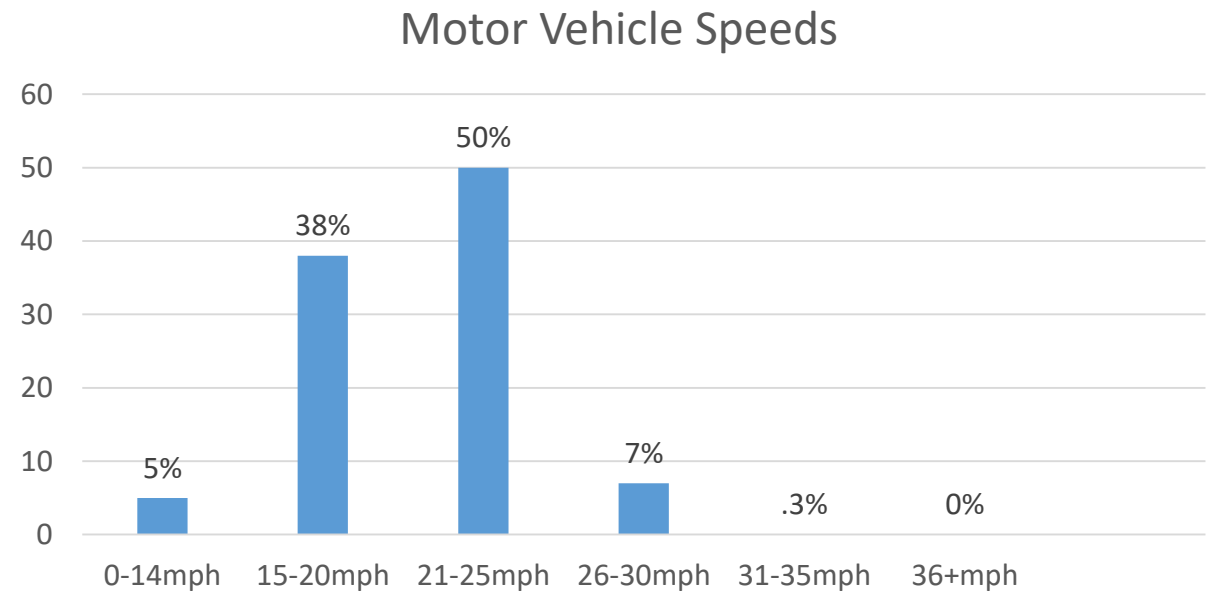
Bicycle Network	No marked bike lane
Pedestrian Network	Sidewalk along all segments Flashing beacon on Mills at SSM Health
Speed Management	Traffic islands at SSM Health
Pavement & Curb	Pavement Rated 7-8 out of 10; Curb Rated 8 out of 10 except near SSM Health Pavement is 5 and Curb is 7

UPDATED: Mills St (Vilas-Drake)

Motor Vehicle Volumes

- 2,962 Daily

Speed Study April 2023

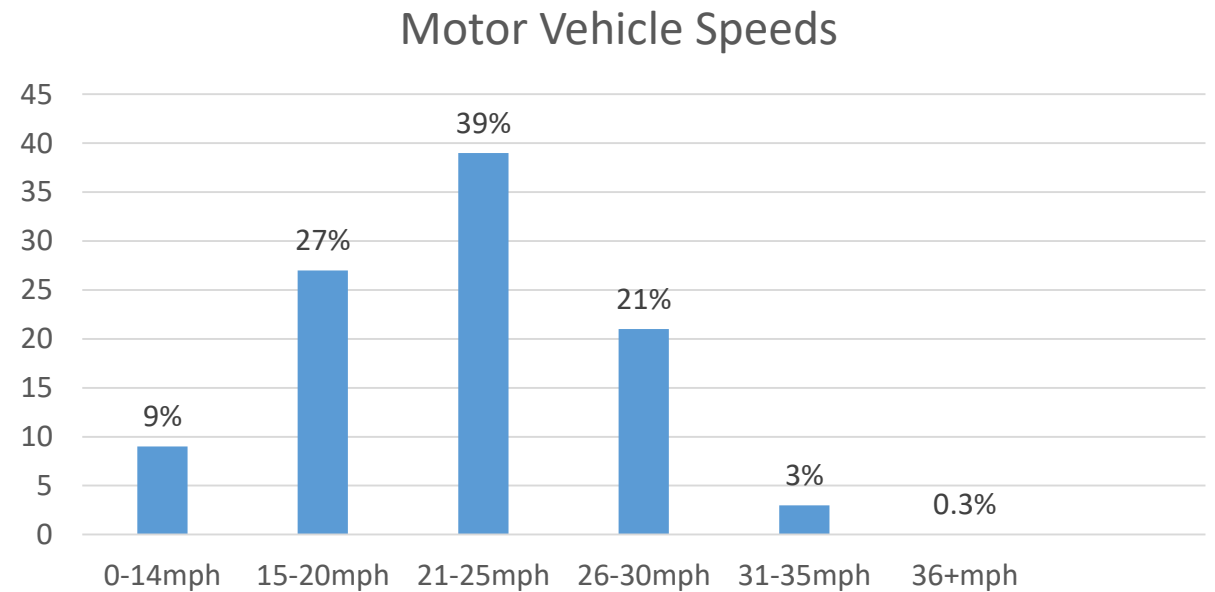


UPDATED: Mills St (Vilas-Drake)

Motor Vehicle Volumes

- 3,741 Daily

Speed Study September 2019

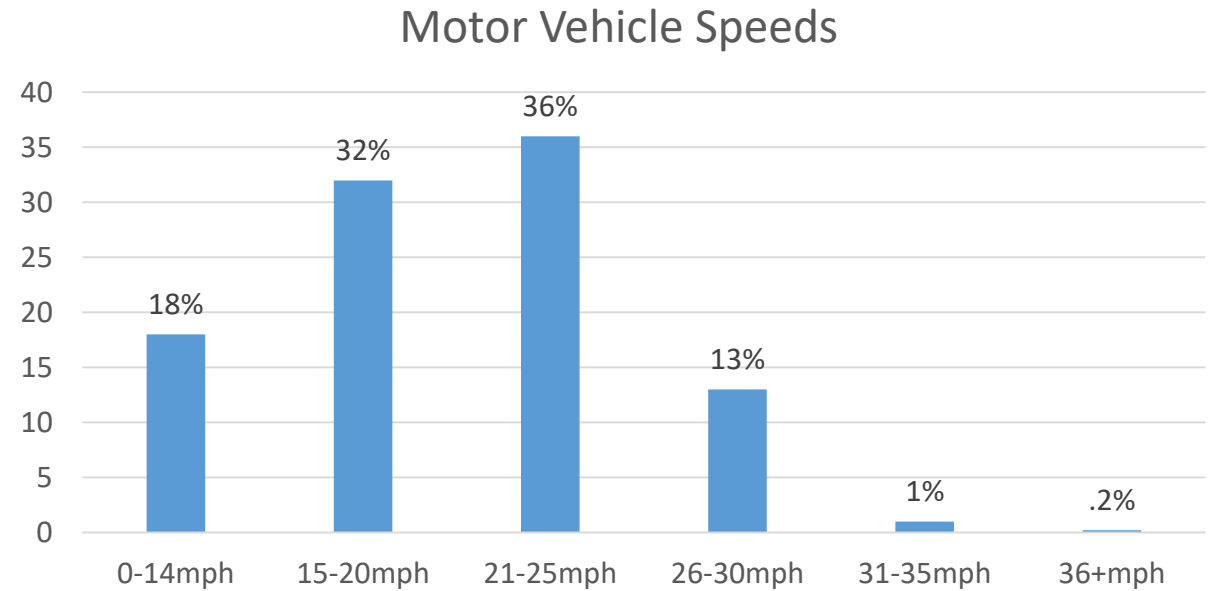


UPDATED: Mills St (Regent-Bowen)

Motor Vehicle Volumes

- 3,352 Daily

Speed Study April 2023

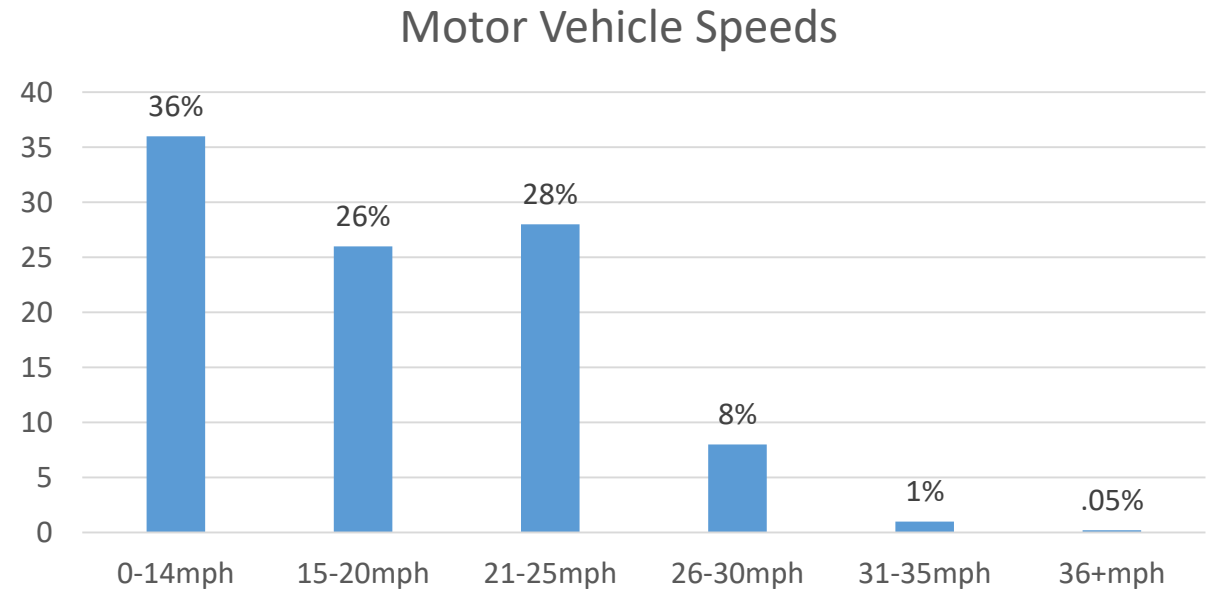


UPDATED: Mills St (Regent-Bowen)

Motor Vehicle Volumes

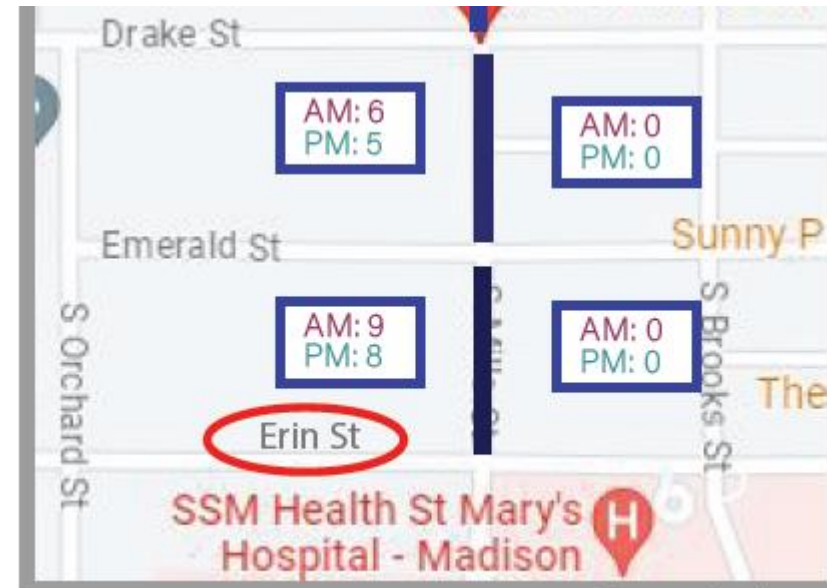
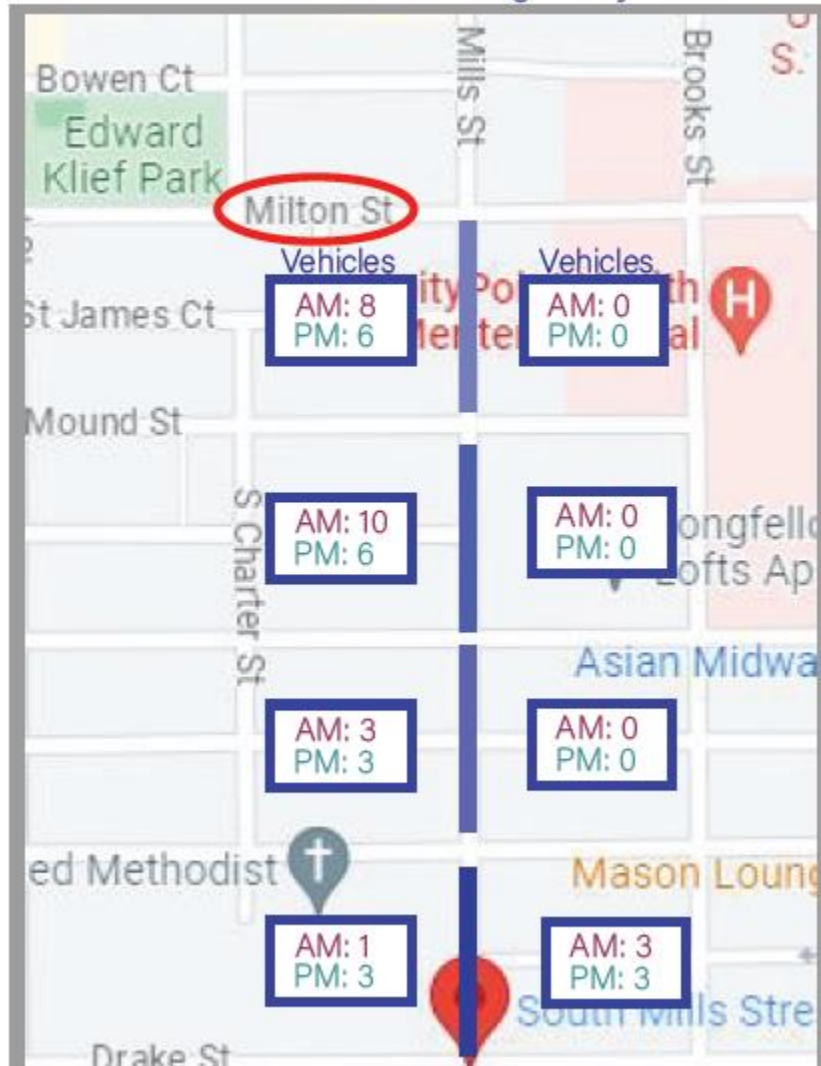
- 4,304 Daily

Speed Study September 2019



Parking Info

S.Mills St Parking Study



Date: 5/15/2023

Current Conditions – Other Streets

Current Conditions – Biking & Walking

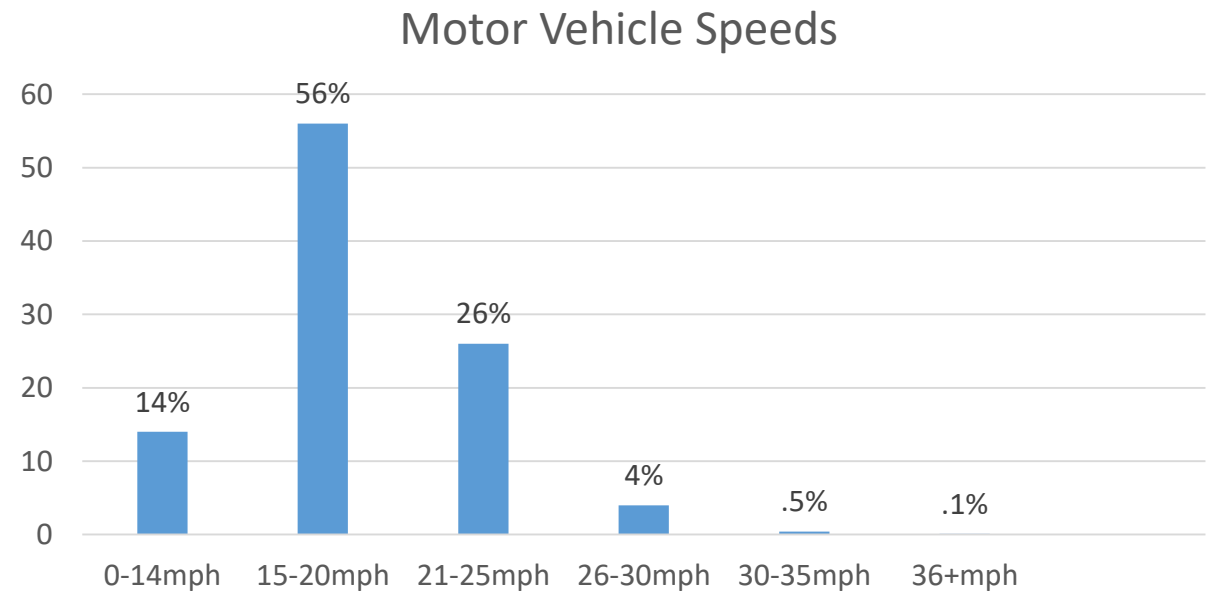
Bicycle Network	Bike lane to sharrows marked on 900 block of Vilas to transition from bike lanes on W Washington & Park
Pedestrian Network	Sidewalk along all segments Flashing beacon on Brooks at Meriter/UnityPoint High visibility crosswalks on Brooks at Mound, on Milton at Charter and on Haywood at High & Brooks
Speed Management	Traffic circle on Randall at Vilas Speed Humps & curb bump outs on Haywood
Pavement & Curb	Varies

UPDATED: Randall Ave (Vilas-Drake)

Motor Vehicle Volumes

- 1,466 Daily

Speed Study April 2023

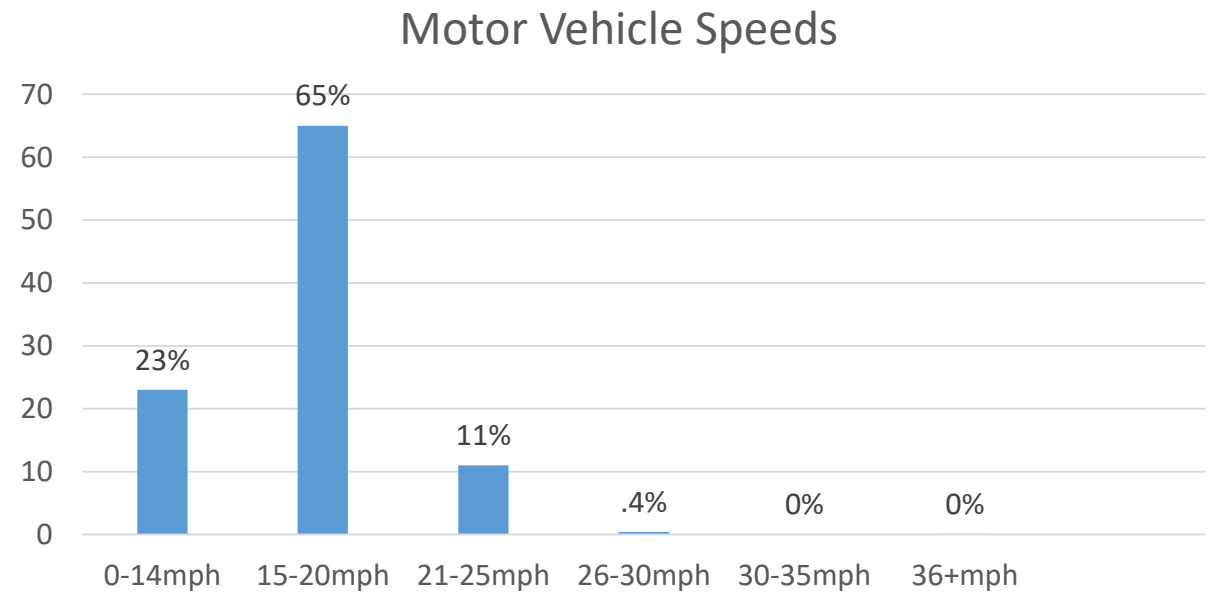


UPDATED: Randall Ave (Vilas-Drake)

Motor Vehicle Volumes

- 1,768 Daily

Speed Study September 2019

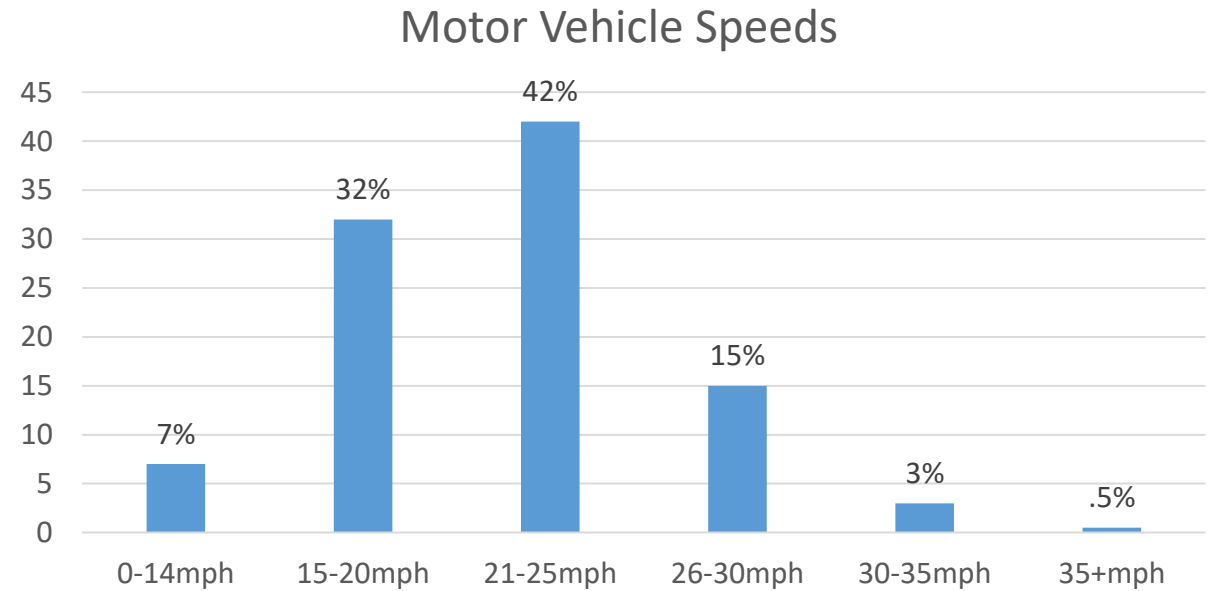


UPDATED: Randall Ave (Regent-Bowen)

Motor Vehicle Volumes

- 3,059 Daily

Speed Study April 2023

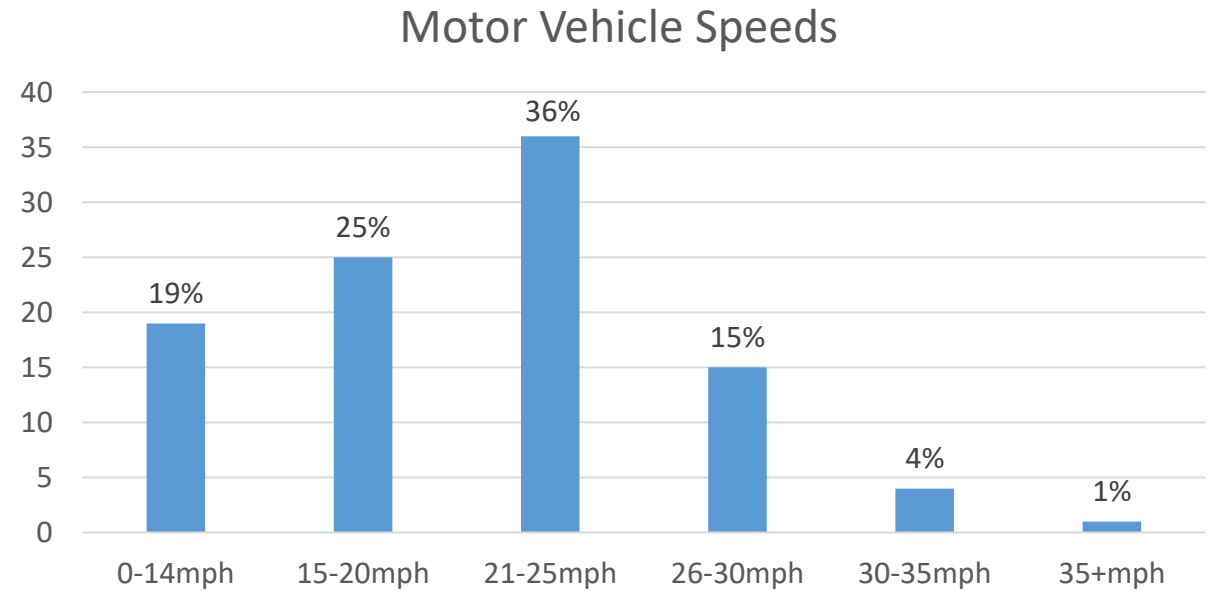


UPDATED: Randall Ave (Regent-Bowen)

Motor Vehicle Volumes

- 3,544 Daily

Speed Study September 2019

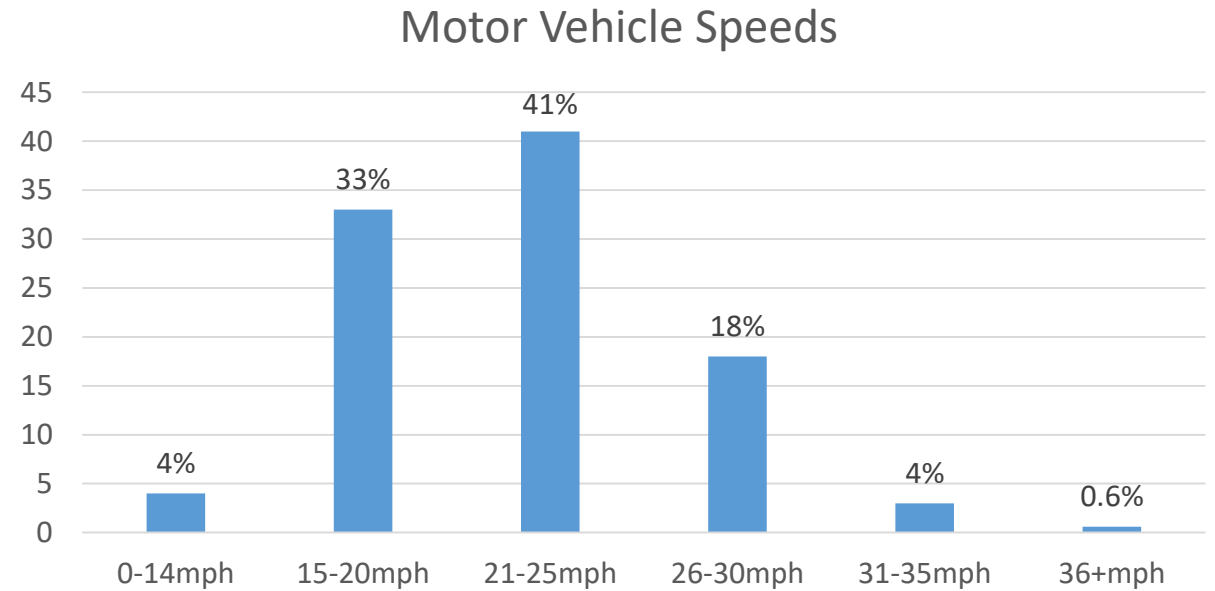


UPDATED: Vilas Ave (Brooks-Park)

Motor Vehicle Volumes

- 2,609 Daily

Speed Study April 2023

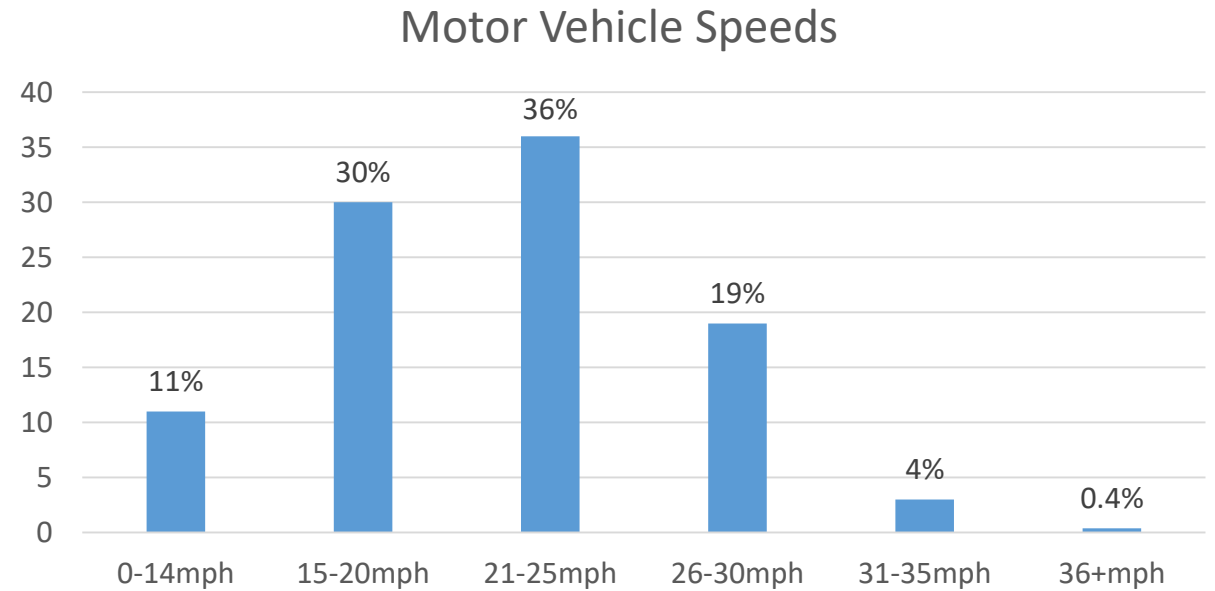


UPDATED: Vilas Ave (Brooks-Park)

Motor Vehicle Volumes

- 1,995 Daily

Speed Study September 2019



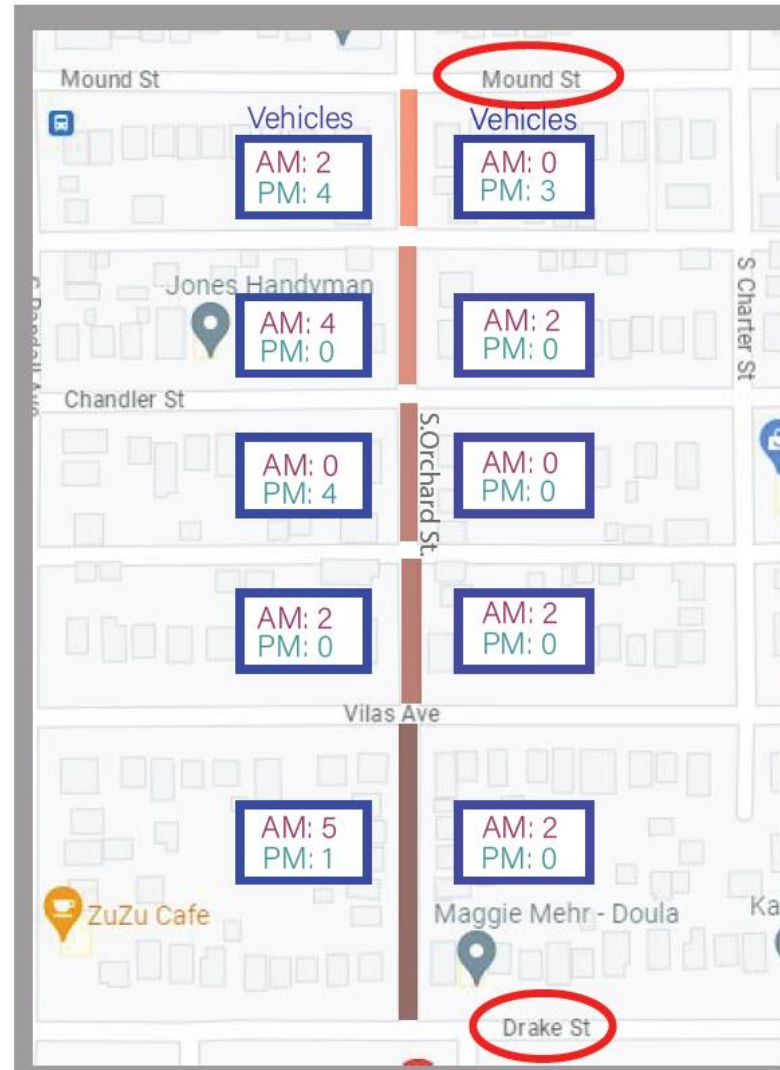
Parking Info

S Randall Ave Parking Study



Date: 5/15/2023

S.Orchard St. Parking Study



Date: 5/15/2023

Vilas Ave Parking Study



Date: 5/24/2023

Neighborhood Concerns & Comments

- Since the closing of Vilas Park Dr traffic on Drake St has increased
 - Hard to find a gap to pullout of driveway
 - Suggestion to limit turns toward the Zoo from 9am-5pm including no right at Monroe/Grant and no left from Park/Drake
 - Semi trailers are increasingly using Grant and Drake St
 - Buses park on Drake now
- Drake at Randall at 4-way stop cars try to pass people biking but because of the island there is not enough room for that to be safe
- Drake at Grant people also try to pass people on bikes but not safe as there isn't room because of the island
- Mills St has too many stop signs and it doesn't calm traffic but instead makes bikes stop for no reason which is especially challenging on the uphill section
- Drake and Mills should both have protected bike lanes

Neighborhood Concerns & Comments

- Traffic circle at Randall/Vilas does not make street safer – other ways of slowing traffic would be better
- Section of Drake St with bike lane is in the door zone and doesn't feel safe but section with no bike lane is too wide and drivers go too fast
- Biking on Drake St is better with a dedicated bike lane although drivers still go too fast
- Speeding on Drake is concern for pedestrian and bike safety
- People drive too fast on Randall; concern that changes to traffic circle will make speeding worse
- Concerns that people drive too fast making it unsafe for pedestrians/families on Vilas west of Mills St
- Concerns over speeding on Vilas east of Mills St with cars traveling very fast off W Washington – bikes need to merge into lane where street narrows; many pedestrians in area

Neighborhood Concerns & Comments

- Can traffic calming be added on Randall north of Vilas to help slow traffic to make up for making traffic circle smaller?
- People roll through stop sign on Vilas at Randall which makes it unsafe for people biking/walking.
- Concerns over safety/speeds with changes to traffic circle
- Concerns over placement of bus stop on Randall at Drake
 - Other locations would be better & less disruptive to residents in that area
 - Move bus stop to Drake/Wingra or use park/zoo parking lot

Metro Transit Route Changes – Randall Ave

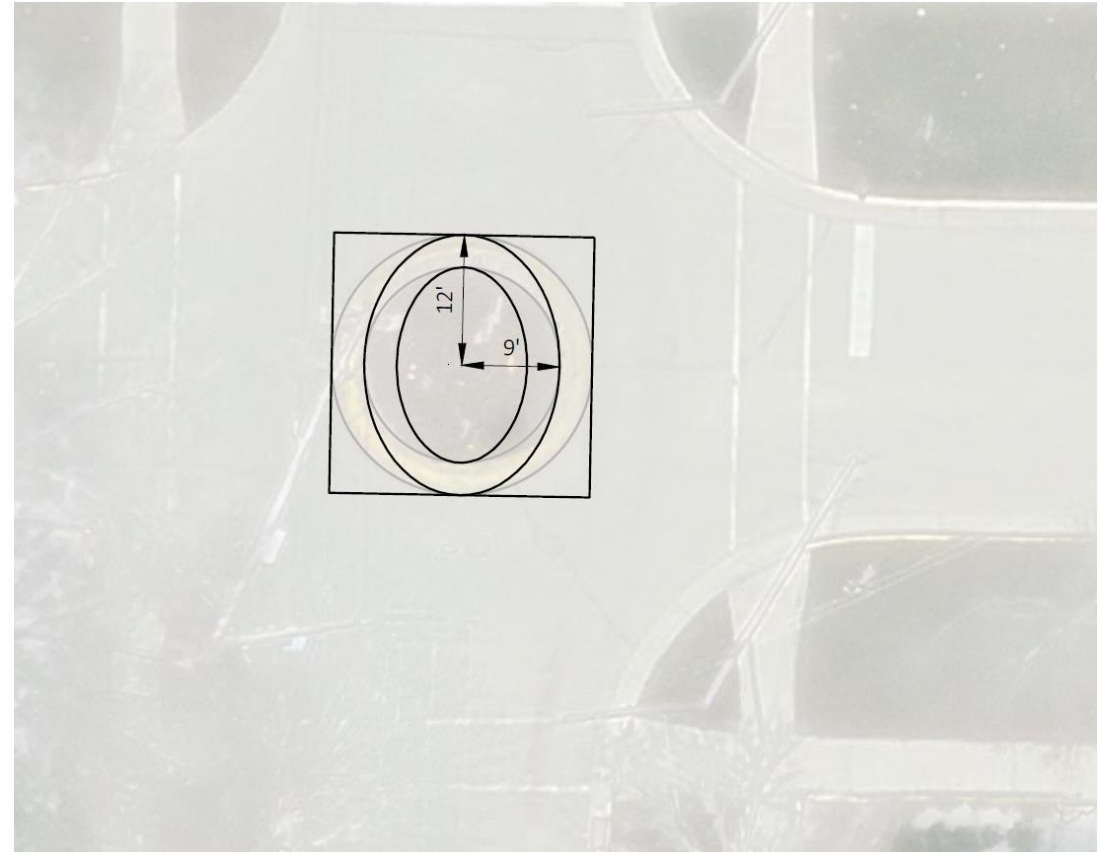
Route Change Timeline:

- Based on contractor availability – Fall 2023
- Routes will start June 11, Route O will go NB on Mills, left Regent, right Randall to start

Parking Changes:

- Northbound No Parking Any Time (Drake to Mound)
- Alternate Side Parking Removed
- Southbound stays the same
- Wednesday restriction remains as is

Traffic Circle Changes



More Information:
mymetrobus@cityofmadison.com

Discussion – Bike Facilities



*To determine whether to provide a shared-use path or separated bike lane, consider pedestrian and bicycle volumes or, in the absence of volume, consider land use.

**The preferred traffic volume for bike boulevards and shared lanes is 2,000 vehicles per day or less. Above this volume, additional considerations should be made to reduce speeds and/or limit the possibility for potential future increases in vehicle volumes.

Bike facility selection thresholds for All Ages and Abilities.

- Review traffic volumes to determine appropriate facility
- Consider both posted and actual speeds
- Consider context of land use

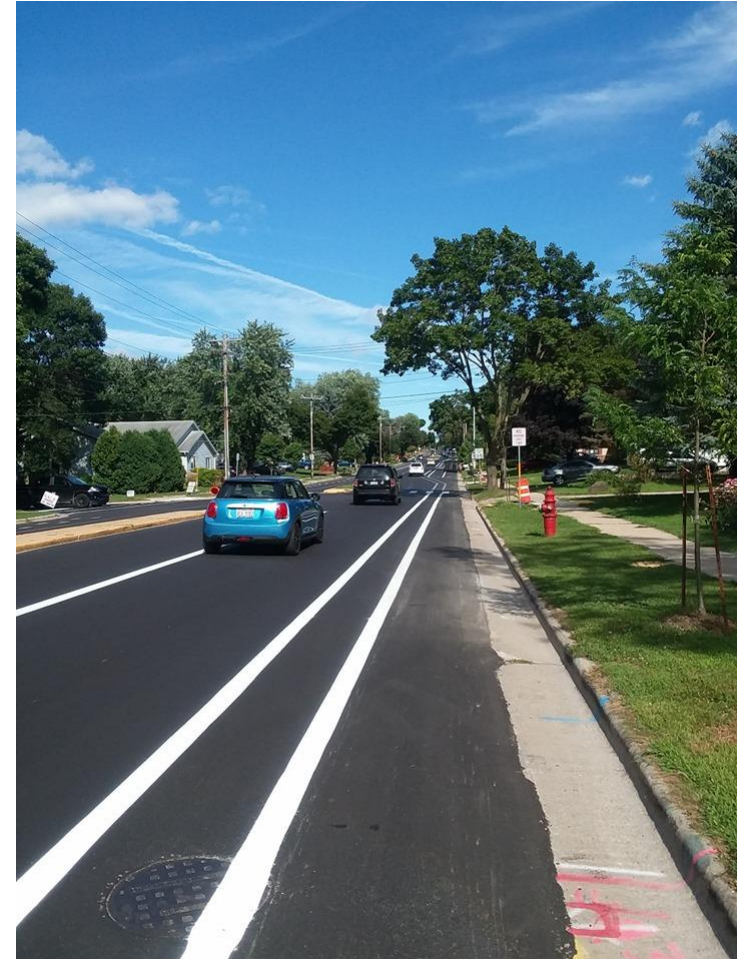
Concept for Discussion - Adding Bike Lane



- Provides dedicated space for biking
- Bike lane would be close to car doors
- Any intersection bump out would be smaller
- Could be just for some segments

Concept for Discussion: Buffered Bike Lane

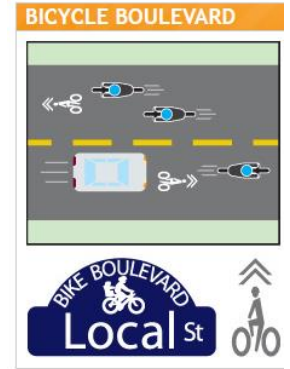
- Provides dedicated space for biking with more room for motorist or bike to adjust
- Easier for driver to give 3 feet required space when passing a person on bike
- Requires parking removal
- Could also include intersection improvements and traffic calming
- Our review shows that bike lanes alone do not slow vehicle speeds



Concept for Discussion: Bike Boulevard

What is a Bike Boulevard?

- Streets with lower traffic volumes and speeds that are shared by people biking and driving
- Signs, pavement markings and speed/volume management to discourage through trips by motor vehicles
- 2,000 vehicles per day preferred; up to 3,000 with other improvements to reduce speed and limit future traffic volume increases



Concept for Discussion Protected Bike Lane or Cycletrack

**Semi-Permanent Examples:
One-Way Example**

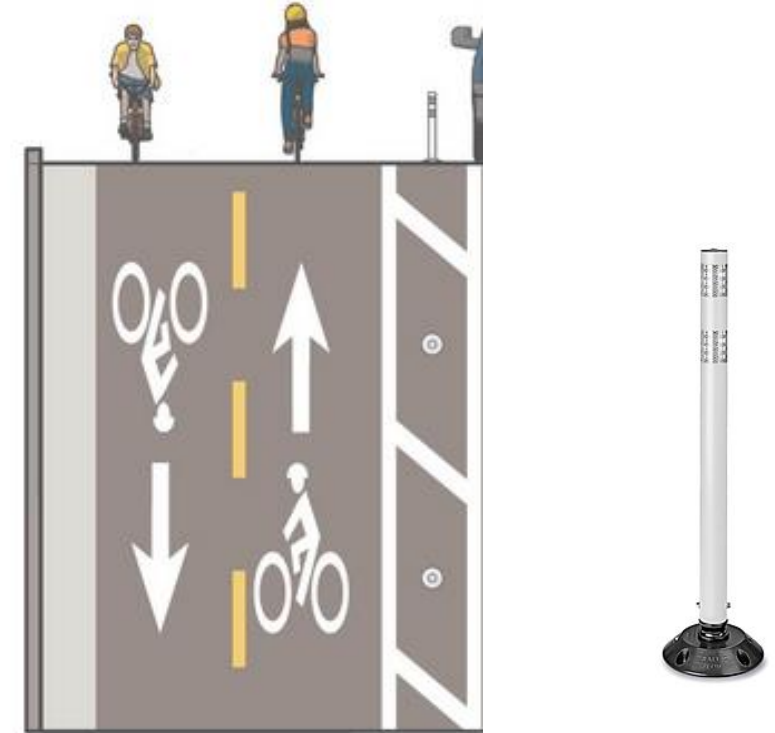


Two -Way Example



Concept for Discussion: Protected Bike Lane or Cycletrack

- Provides a more comfortable option for biking than painted only bike lanes
- Semi-permanent option
 - Create by adding delineators & marking on street
- Would need to put trash/recycling carts in buffer area instead of terrace
- Would not currently be able to be cleared when snows
 - Winter clearing could be added if more staff & budget increases
 - Two-way cycletrack could be cleared with current City equipment
 - Bus stops would be cleared
 - Snow windrow impacts at driveways & street



Future Bike Facility – Capital Project

Build a permanent bike facility

- Redo curb line to build a permanent bike facility
 - Could be built at street or sidewalk level
- Build with better snow storage space
- Cost of \$750,000+
- Total Safe Streets Madison Budget is \$1.5 million



Concept for Discussion: Curb Bump Out



Credit: NACTO

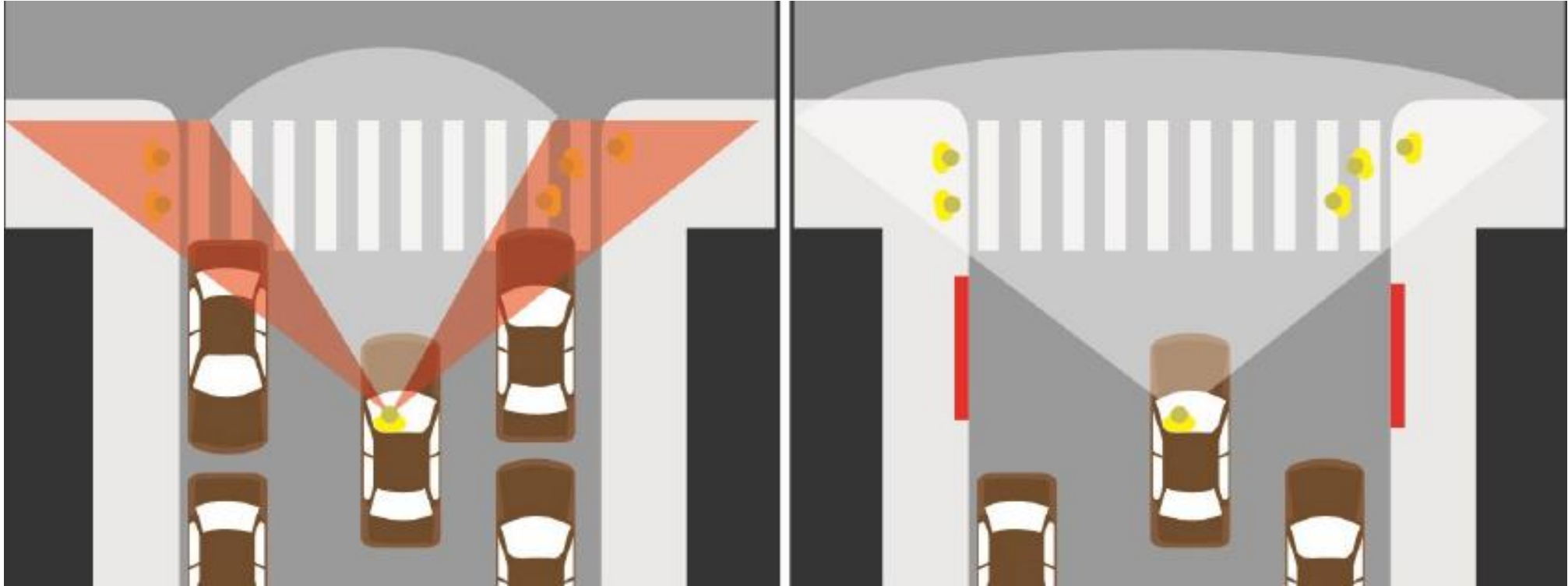
- Will shorten crossing distance & narrow intersection
- Does reduce width at intersection for people biking

Concept for Discussion – Speed Hump



- Areas without a Metro Transit route
- Work with emergency services to determine locations

Concept for Discussion: “Daylighting”



Credit: SFMTA

- Improve visibility at intersection by removing parking right at crosswalk
- Can be done with added curb bump outs
- Parking removed 15-20 feet from intersection (state law is 15 feet from intersection)

NEXT STEPS



REVIEW

- Staff will compile and analyze all feedback received

REFINE DESIGNS

- Work on designs and post on the project website
- Determine timeline for additional public input opportunities

PROJECT APPROVAL

- Improvements presented for approval by Transportation Commission in 2023
- Implementation in 2024

Submit additional comments to safestreets@cityofmadison.com

Discussion



Safe Street Madison Priorities:

- Implement traffic safety measures in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets
- Improve connectivity by closing gaps in the City's pedestrian and bicycle networks and ensure they are accessible for people of all ages and ability
- Support Vision Zero (eliminate serious and fatal crashes)
- Support Complete Green Streets (designing & operating streets to prioritize safety, comfort and access for people regardless of how they travel)

Submit additional comments to safestreets@cityofmadison.com