

Greenbush Neighborhood

Safe Streets Madison Meeting Feedback

May 31, 2023



Randall Ave

- Concerns over traffic circle being scaled down & increasing driver speeding, delivery trucks, etc.
- People parking cars in area signed no parking now
- Support for adding additional traffic calming since traffic circle will be smaller

Drake St

- Interest in idea of protected bike lanes or a cycletrack
- Drake and Orchard crosswalk continues to be an issue due to visibility because of hill
 - Request for overhead signage &/or RRFB that would be more visible
- Interest in building small sidewalk segment at Drake/Wingra
 - Currently sidewalk only goes to Zoo lot
- Need to repaint yellow curbs



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Vilas Ave

- Support for speed humps on neighborhood streets
 - Requested for 1200, 1300 & 1400 blocks of Vilas - Safety for day care, families walking to zoo, narrow street with parking on both sides with drivers that go very fast
 - Concerns on Vilas from Park to Mills which has many people biking into neighborhood and many pedestrians

Grant St

- Why improve Drake St for biking when Grant St is more congested and less safe
- Support for moving parking to opposite side of street to have more space for biking uphill when no is parked
- Another option to have uphill bike lane



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Other

- Support for BCycle station at zoo
 - Currently the Mills St bus stop at Mount St is slated for a station after route moves to Randall
- Desire for additional parking studies during UW term, football days, prime zoo season
 - Studies presented are not representative
 - 2020 Drake St parking studies added to presentation
- More data desired on speeds over 40 mph desired
 - Added more details on speeds over 35 mph
 - Also days other than April
 - Speed data south of Drake on Mills needed as speeds seem higher there

Other

- Discussion of whether there are too many crosswalks
 - The legal requirements for drivers are the same regardless of whether a crosswalk is marked or not
 - Support for current spacing of crosswalks
 - Support for neighborhood walkability
 - Support for continuing to design for safety of pedestrians
- Discussion of the Vilas Park Master Plan
- Concern raised over the safety of the current street configuration at the Zoo parking lot area as wait for the Master Plan to be adopted



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Safe Streets Madison Program

- Discussion of changes in the project prioritization process
 - Based on High Injury Network & fatal injury crashes and gaps in the walking/biking network
 - [More Program Information](#)
- Over 500 locations on Safe Streets Madison list currently
 - 2nd year of program
 - Very high demand across the City for safety improvements
 - New requests can be sent to safestreets@cityofmadison.com
 - Projects approved by City's Transportation Commission

Safe Streets Madison Program

- City should include more kinds of data such as speeding as part of the priority setting
 - Feels like you have to wait for a crash to happen so an approach that looks at crashes and speeds would be better
 - Feels too reactive
 - Empower residents to collect data
- More input from residents needed
- More data needed at different times of year



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Let's
Talk
Streets

Transit Route Discussion

- Signage on Mills has been confusing
 - Metro will be (or has) updated the information to reflect that Mills St will continue to be used for the bus route until the Randall/Vilas traffic circle is narrowed
- New bus stop discussion
 - Concerns over bus blocking driveway
- Concerns over bus route on Randall working on UW Football game days
 - Traffic is already horrendous

Transit Route Discussion

- Concerns over parking loss for ZuZu Café, zoo patrons
- Discussion of why the route is moving to Randall
 - Improving access to the Zoo
 - Many patrons from across City and region in area with limited parking and desire to maintain greenspace
 - Recommendation from Vilas Park Master Plan and public input



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- 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



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- 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



Greenbush Neighborhood Safe Streets Madison Online Feedback May 31, 2023



- 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

