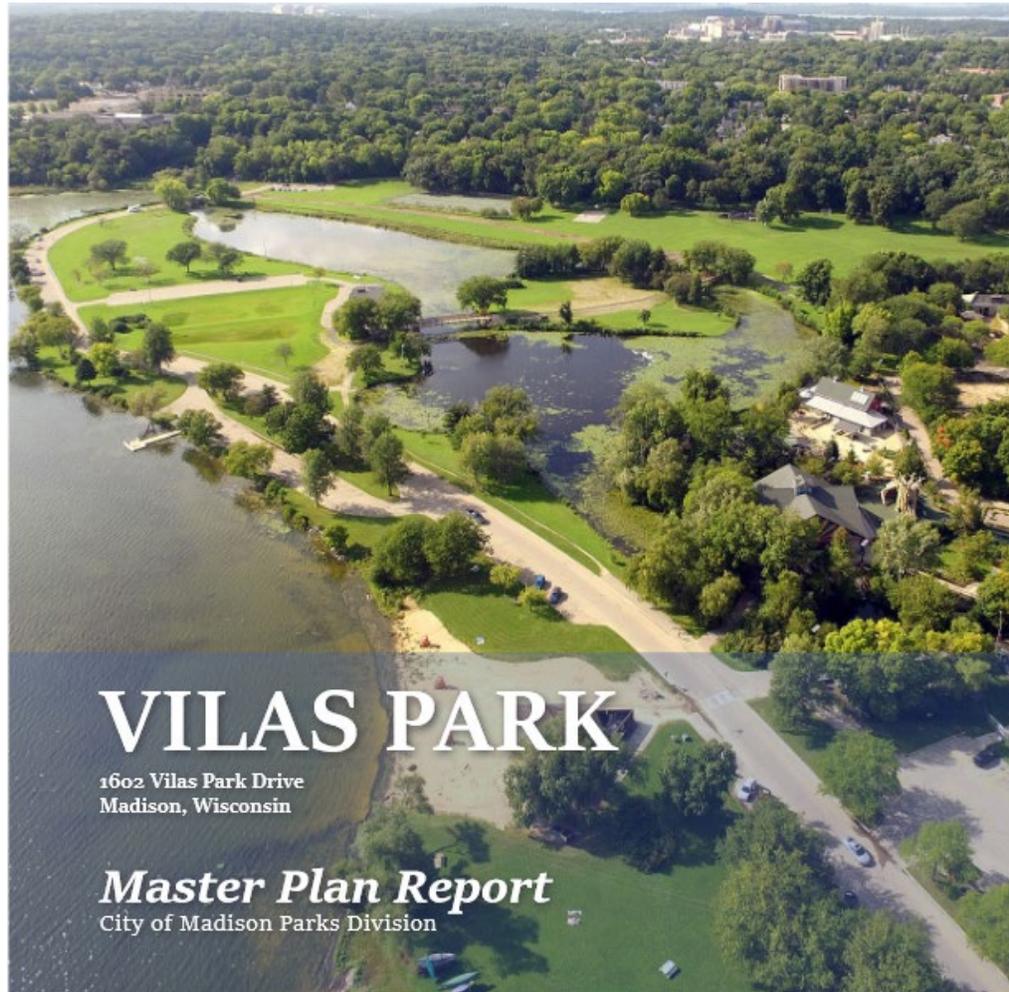


Review of Vilas Park Drive Interim Configuration



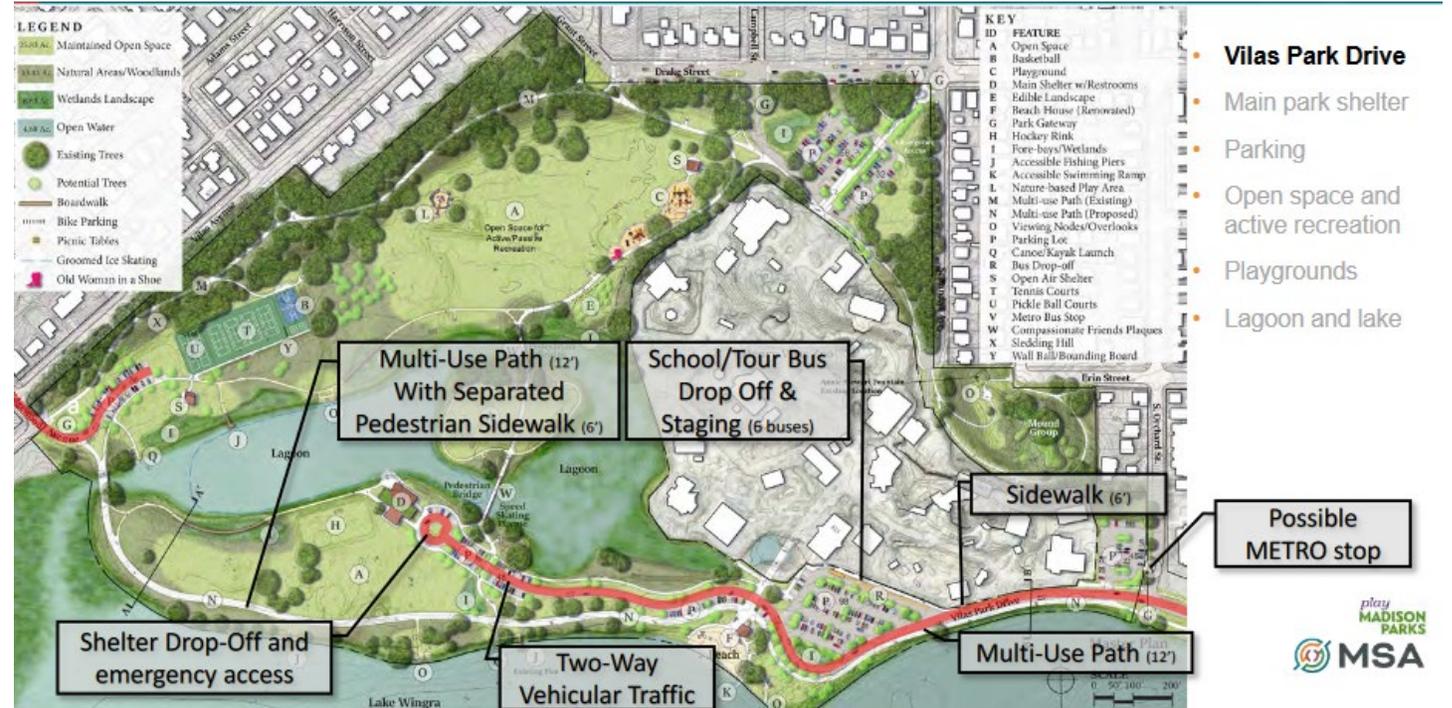
- Interim configuration until Master Plan recommendations implemented
- Vilas Park Drive Work Group formed in early 2021 to work on recommendation
 - Alder Evers
 - Madison Parks staff
 - Traffic Engineering staff
 - Residents

Vilas Park Drive - Shared Street Program 2020

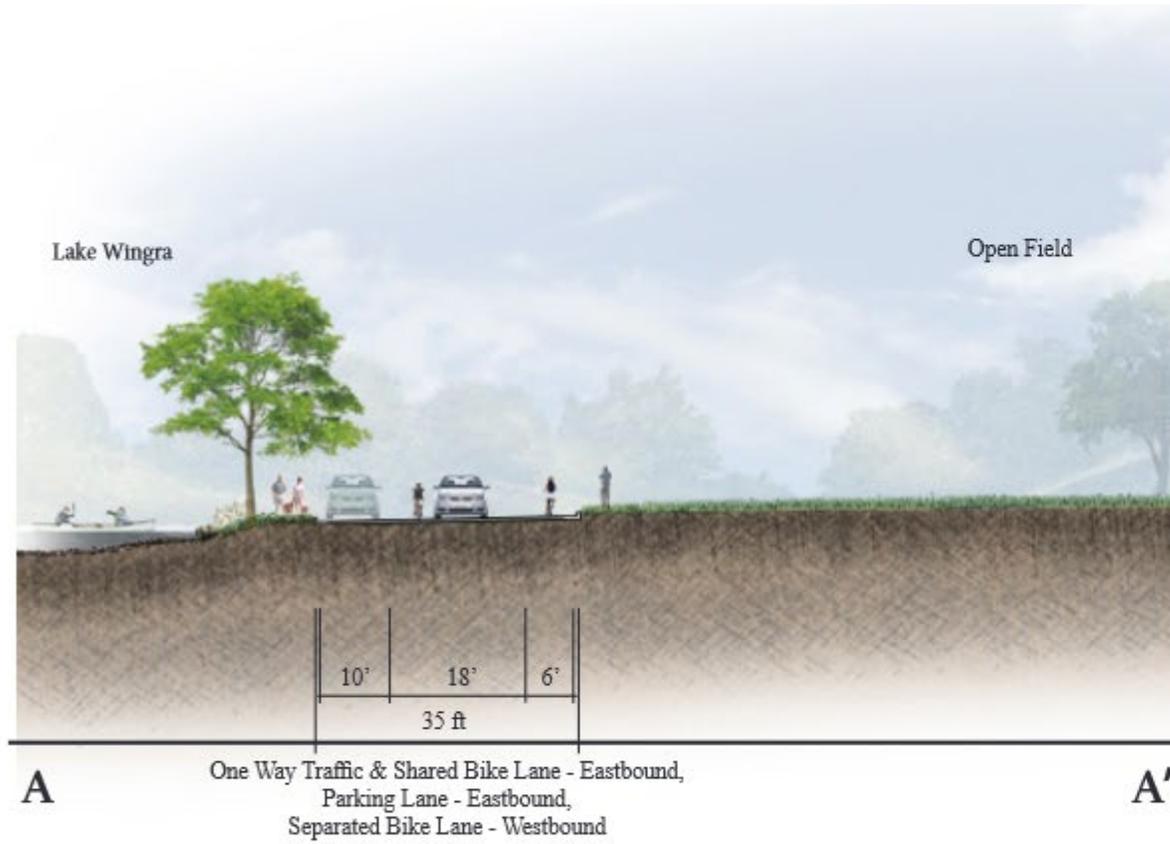
- Vilas Park Drive was part of the Shared Streets program in 2020
 - Drive was closed to motor vehicles from the western bridge (near Edgewood Dr) to the beach area on the east end
 - Allowed people walking and biking more space for distancing
 - Shared Streets Program was paused for winter
 - Vilas Park Drive went to the Board of Park Commissioners for review before removal of barricades
- Board of Park Commissioners December 2020
 - Approved removal of the Shared Street barricades on Vilas Park Drive with a return to the prior street configuration until a proposal returns to the BPC for consideration.
 - Approved Madison Parks working with Traffic Engineering to reduce the speed limit to 15mph and post “Park User Only” signs

Vilas Park Drive – Master Plan

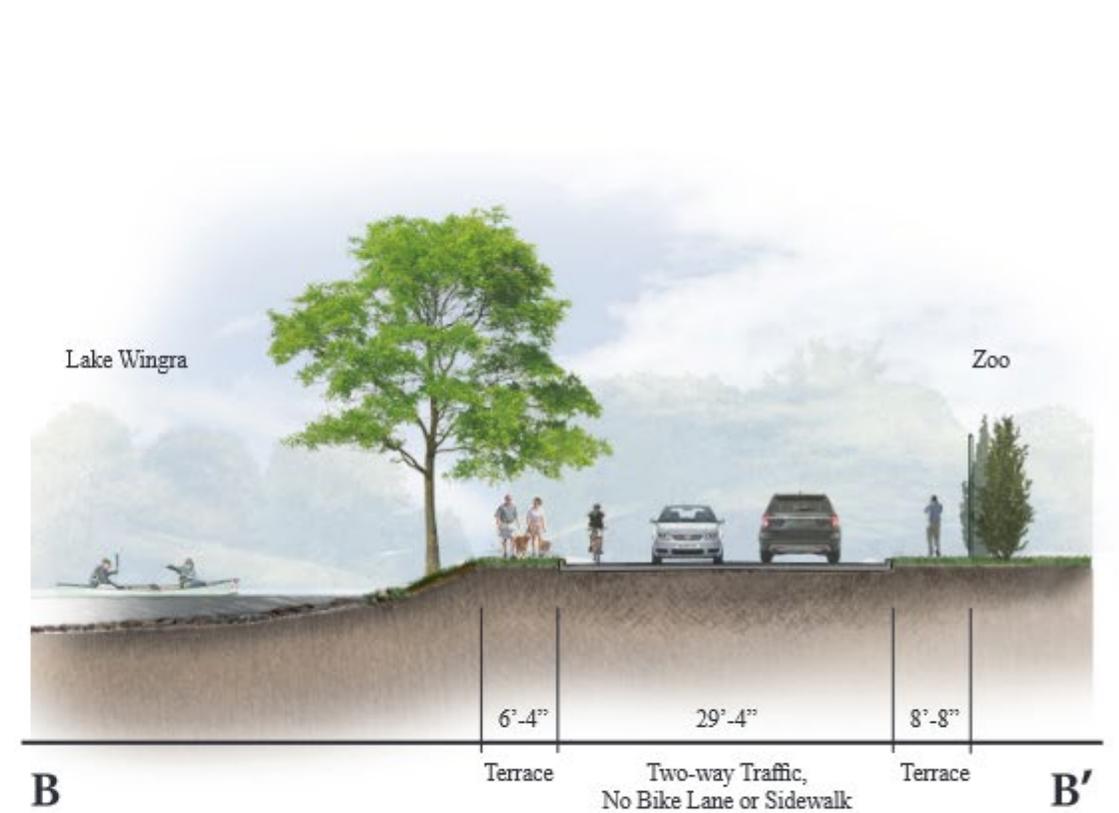
- Updated Vilas Park Master Plan
 - Approved March 2021
 - Street, path, sidewalk network redesigned
 - Implementation 5+ years



Vilas Park Drive - Current Cross Section



CROSS-SECTION - WEST



CROSS-SECTION - EAST

Vilas Park Drive – Current Conditions

- Road surface quality poor
- Motor vehicle traffic one way east bound from western bridge to zoo parking lot; two way from zoo parking lot to Mills St
- Bike traffic two-way entire length
- Gaps in pedestrian network require walking in road or in grass/dirt paths



Vilas Park Drive – Current Conditions

- Peak hours for people driving
 - Peak hours for people driving in to park pre-pandemic were 7:30-8:30am and 4-5pm on weekdays and 9-10am and 2-3pm on weekends
 - Concerns raised during Master Plan with cut through motor vehicle traffic on weekday mornings/afternoons.
 - One day study on April 24, 2019 showed high % of pass through traffic at peak hours
- Motor vehicle speed and volume studies in 2019 near shelter parking lot
 - August 2019: ADT 1,700, Avg speed 20mph, 85th percentile 24mph, .5% over 30mph
 - November 2019: ADT 1,450, Avg speed 25mph, 85th percentile 30mph, 10% over 30mph
- Motor vehicle speed and volume studies in 2019 near zoo
 - August 2019: ADT 2,200, Avg speed 21mph, 85th percentile 26mph, 4% over 30mph
 - November 2019: ADT 1,700, Avg speed 24mph, 85th percentile 27mph, 3% over 30mph
- Peak time for walking and biking
 - Weekends

Transportation Commission Meeting on April 28, 2021

- Transportation Commission had Two Main Concerns
 1. Access for people with mobility devices and people with visual impairments.
 2. Reduced parking stall numbers
- Parks was asked to be creative with the signage for the new facility
- Two specific recommendations were mentioned during the meeting:
 1. Remove the center line from the design, so there would be no delineation between the traffic lanes. The shared use arrows would still be installed
 2. Narrow the traffic lanes from the called for 9 to 10 feet wide, to allow for additional pedestrian space
 3. Widen ped zones on the bridge by narrowing the bike lanes by one foot each. (6-4-4-6)

Motion: Kliems moved to recommend to the Board of Park Commissioners to accept option 1 along with some of the recommendations discussed with staff, seconded by McCahill. With no further discussion, the motion passed by voice vote/other.”

Vilas Park Drive Options

Option One: Two-way traffic from the east to the shelter lot



TE recommends that Parks accommodate pedestrians off of Vilas Park Drive, if possible.

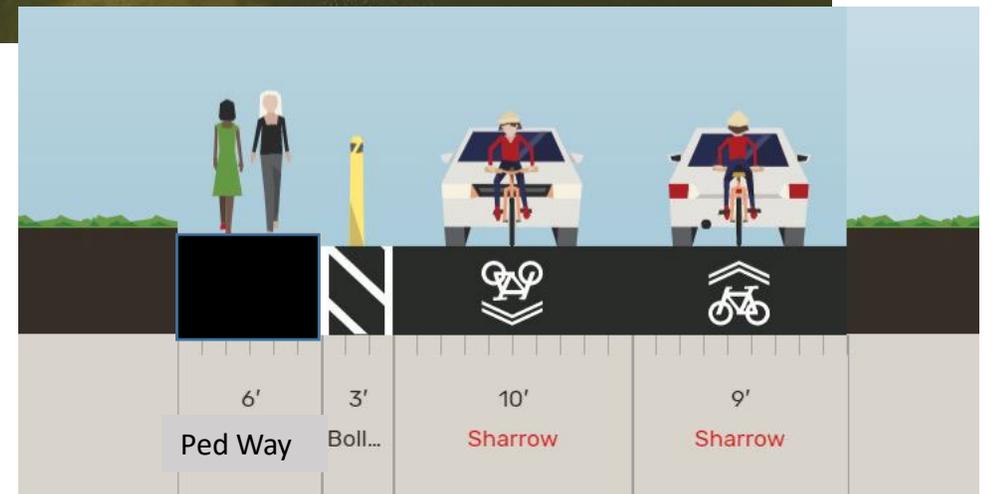
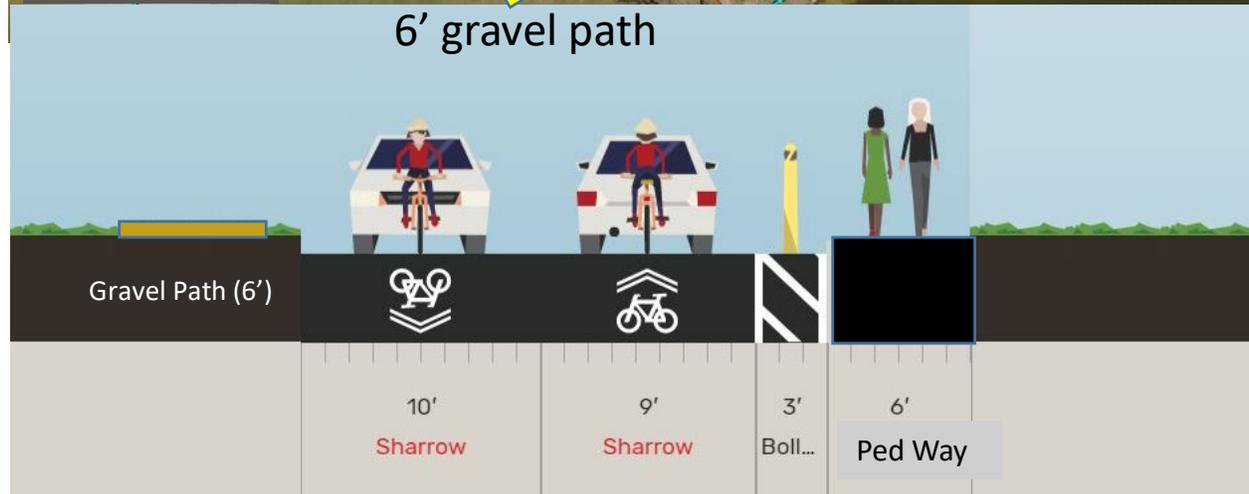
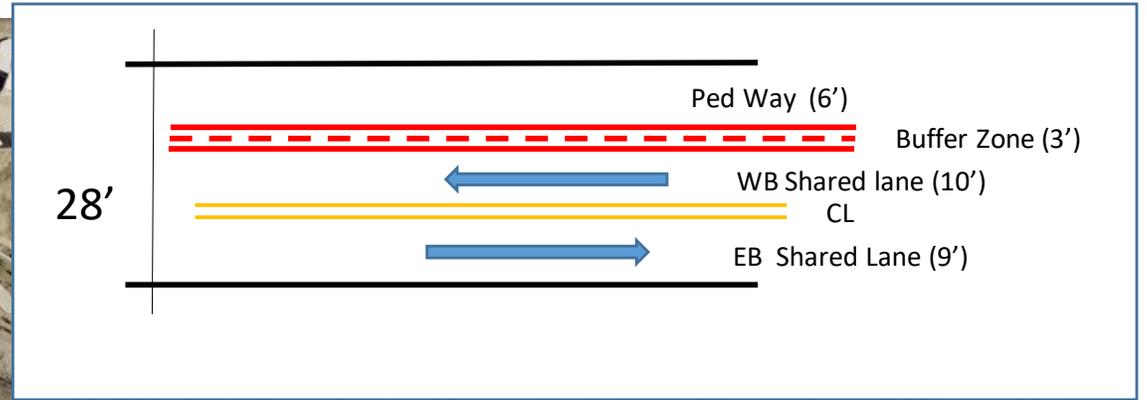
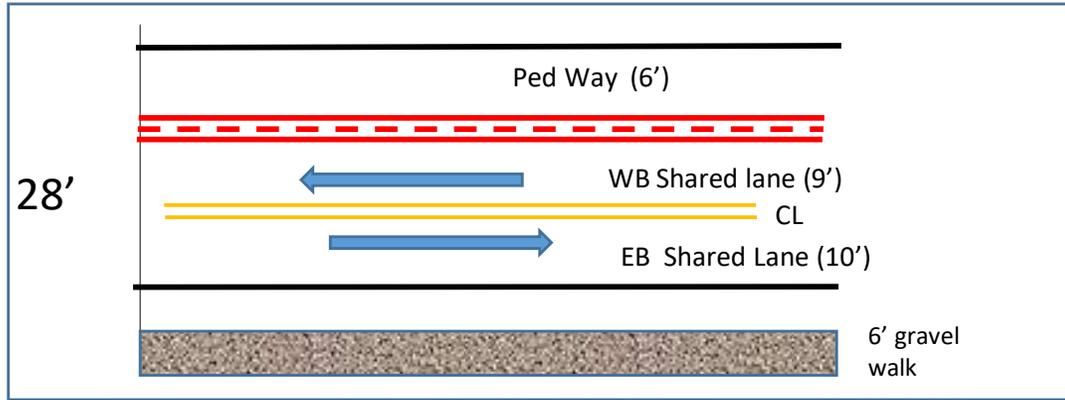
Option Two: One-way traffic from the west, VPD continues as a throughway

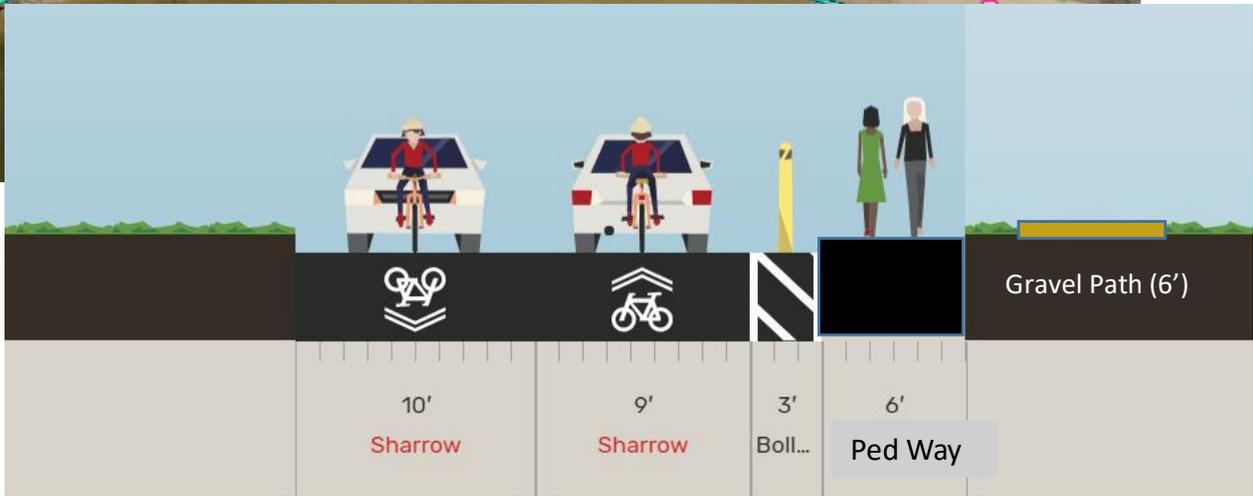
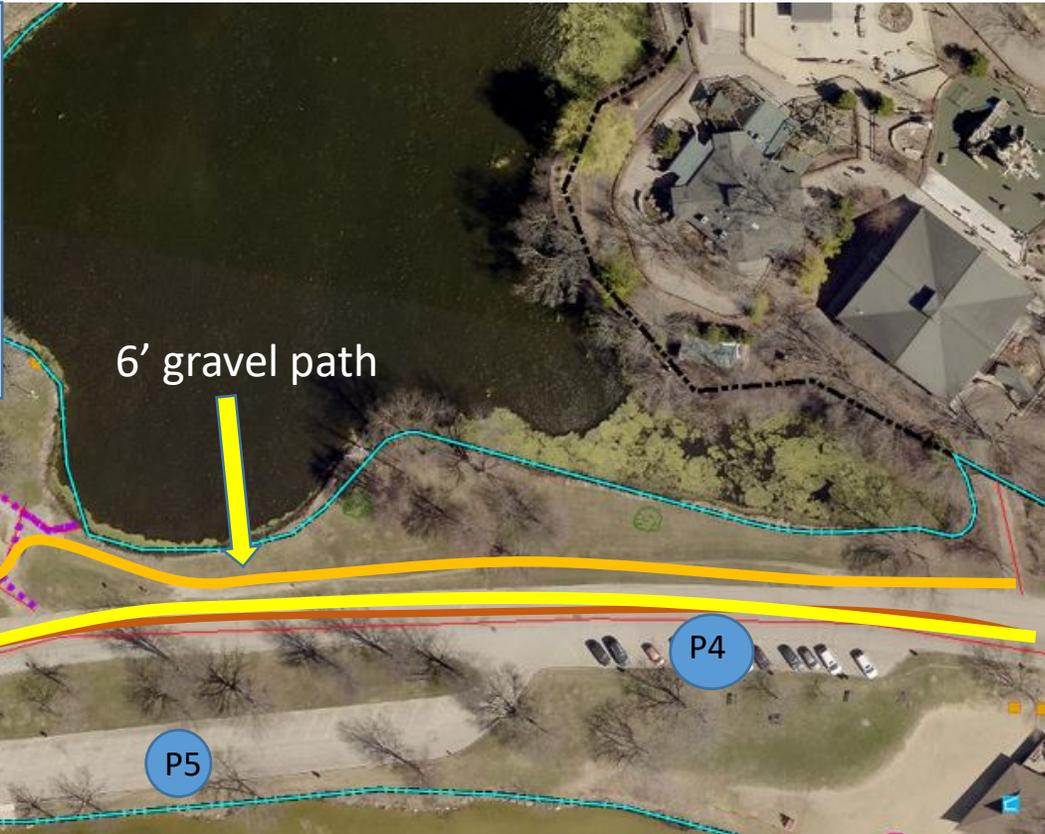
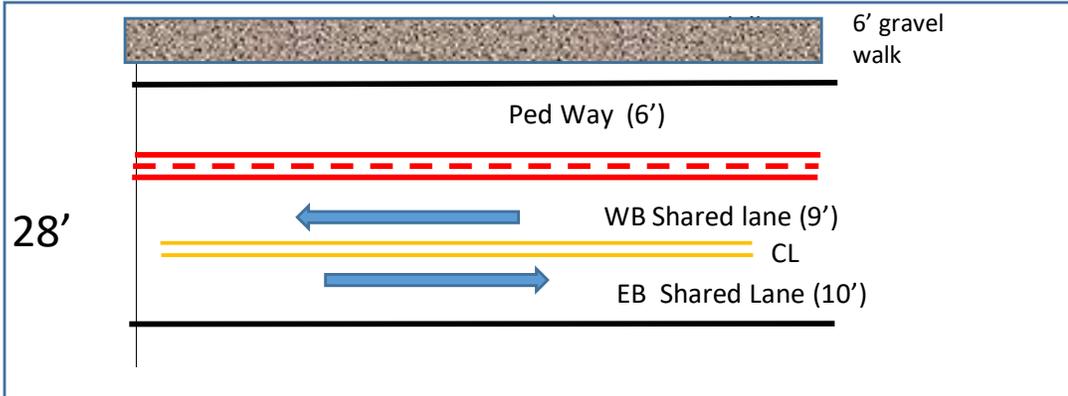


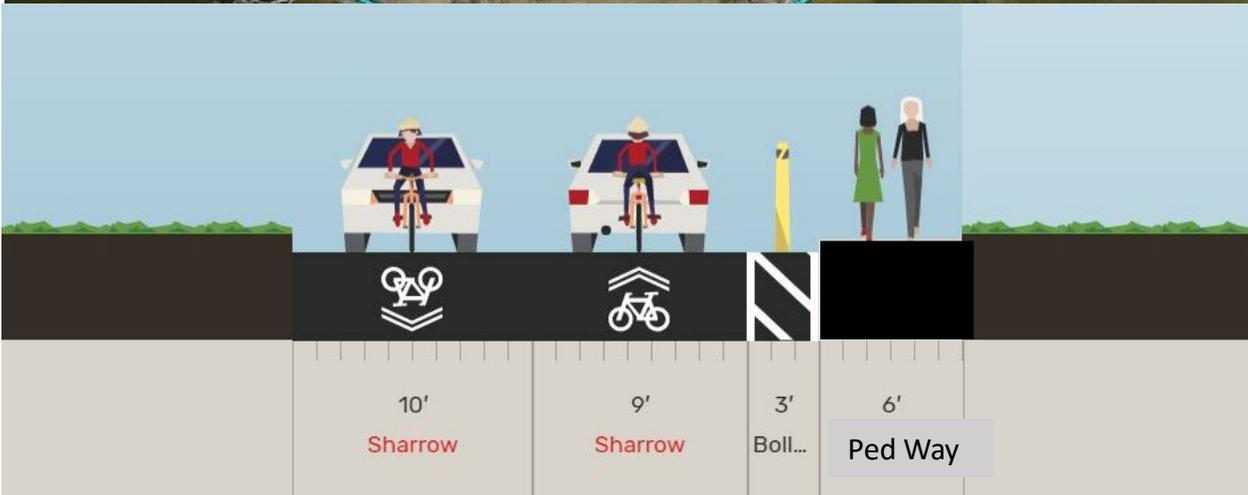
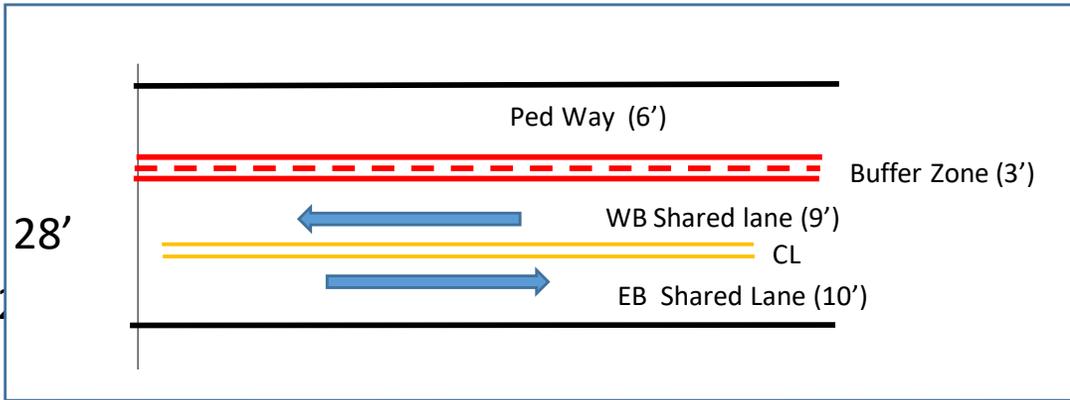
If maintaining angle parking, should consider widening path to 12-14'.

If removing angle parking, then can continue with cross section.

Two Way Option Slides



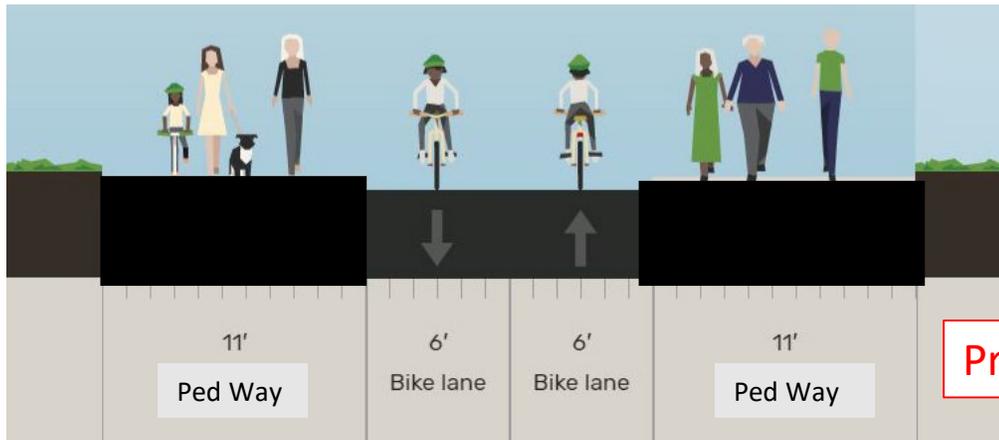




Bike/Ped Segment

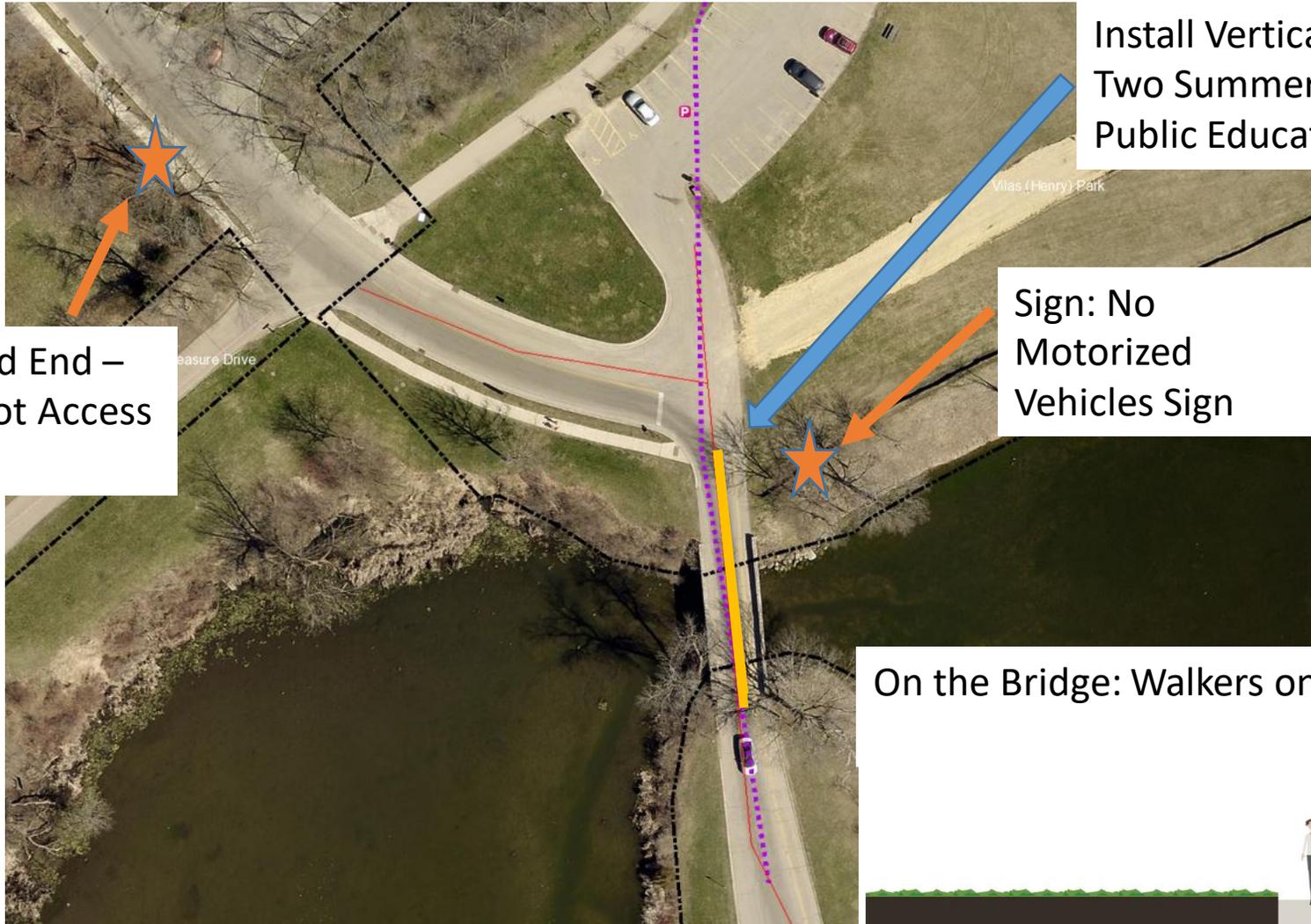


Walkers on both sides, bikes in the center.
Standard size bike lanes.



Preferred Option

Bridge Options: Bridge is 20 Feet Wide Inside Wall to Inside Wall



Install Vertical Elements for First Two Summers to Help with Public Education

Sign: No Motorized Vehicles Sign

Sign: Dead End - Parking Lot Access Lot Only

On the Bridge: Walkers on both



Preferred Option

More about the Shared Lane

- Cars and bikes will share the two-way, 9 to 10' wide traffic lanes.

Pavement markings:



Sign options for the shared lanes:



More about the Ped Zone



Buffer Zone will consist of pavement marking .
The pavement marking will be in place year round and will likely need to be refreshed every few years.



Walk Your Bike signs will help keep the ped zone safe for peds.

Parking Implications

Total of 76 stalls removed from the park.

P=Parking Lot
DP= Parallel Parking along Drive

Parking Lot	Existing Number of Stalls	Proposed Number of Stall	Difference
P1	34	34	No Effect
DP1	20	0	-20
P2	55 (3 HC)	55 (3 HC)	No Effect*
P3	15	7	-8
P4	17	7	-10
P5	21	21	No Effect
P6	22	9	-13
P7	56 (2 HC)	56 (2 HC)	No Effect
DP2	25	0	-25



* I have received conflicting info about lot P2, if cars park in the middle lane, then those stalls will be lost to bus traffic. If cars do not park in the center lane, then no stalls will be lost.

Discussion of Potential Future Data Collection

- Parks Division plans to collect data and conduct an evaluation of the change. This will outcome will be reported to the BPC within a set period of time. This will allow the BPC and the Parks Division to better gauge and evaluate prioritization of future master plan implementation.
 - Data collection on traffic/parking issues?
 - Tube counts
 - Parking inventory
 - Spot interviews by staff of visitors?
 - Survey of reservation and event holders? Maybe beach goers as well?