

East Madison Bikeway Enhancement Conceptual Plan



East Madison Bikeway Enhancement

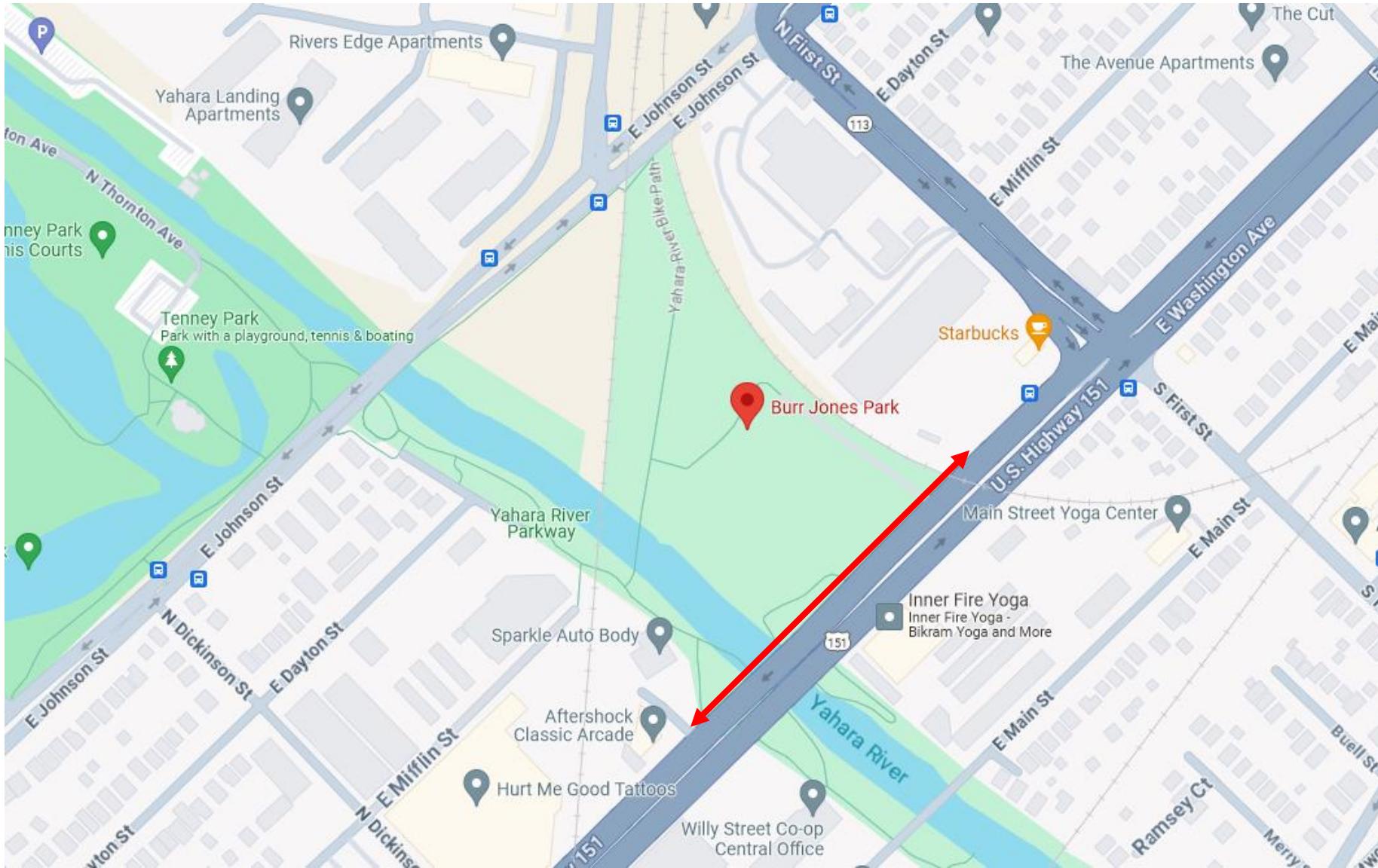
1. E Washington Sidewalk Widening Near Burr Jones Park
2. Proposed connection from E Main to Union Corners Path
3. Hoard Street Bike Boulevard Improvements
4. Connection from East Washington to Hoard St
5. E Mifflin Bike Boulevard improvements
6. E Main St Bike Boulevard

Upcoming Changes to East Washington

- Inbound/westbound: peak hour lane starts just after Hwy 30 to Livingston St
 - 7-9am
- Outbound/eastbound: peak hour lane starts at Livingston St to Milwaukee Street.
 - 3pm-6pm



Project 1: E Washington Sidewalk Widening



East
Washington:
Looking East



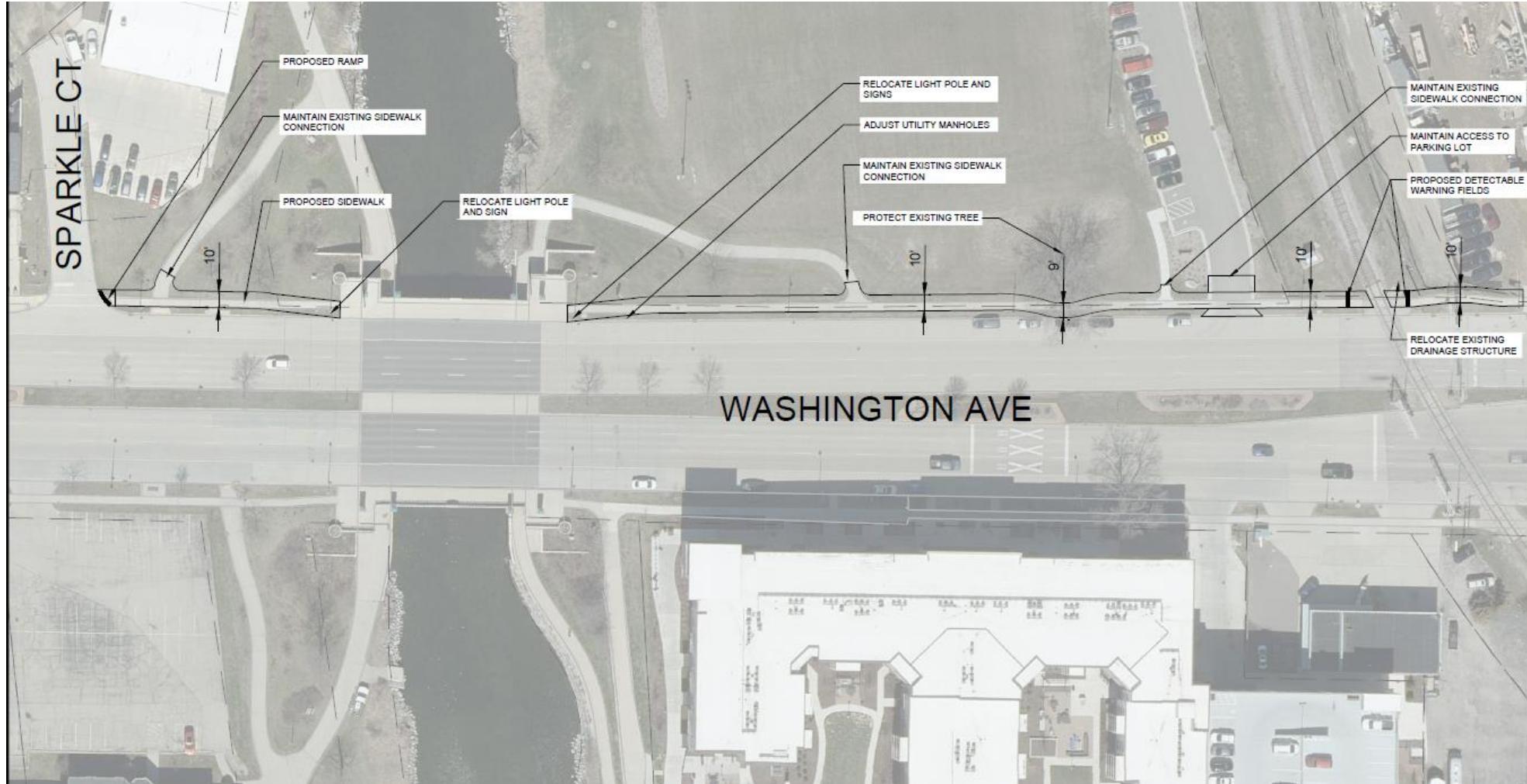
East Washington: Near Railroad



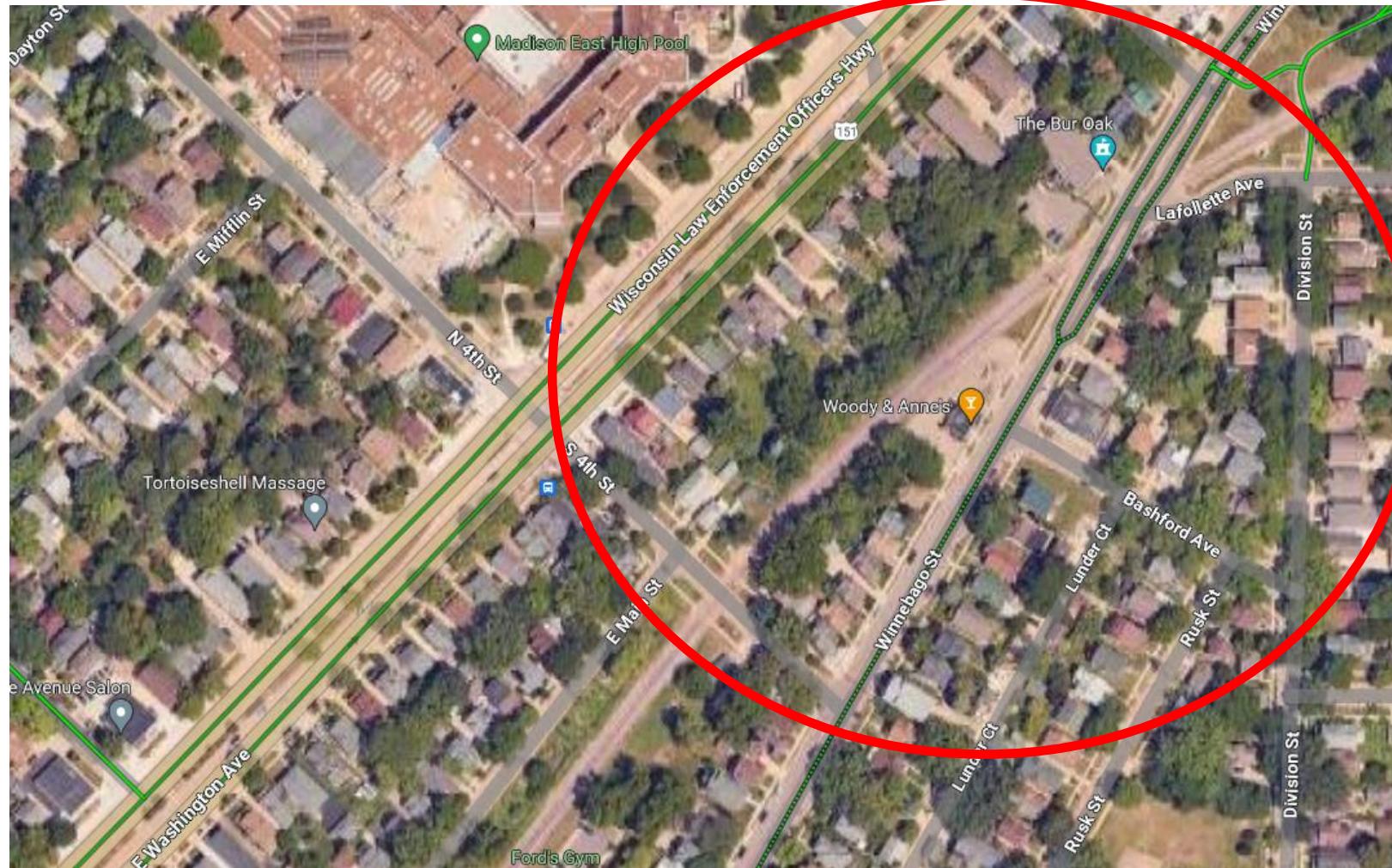
East
Washington:
Looking
West



Proposed Widened Sidewalk Near Burr Jones Park



E Main Connection to Union Corners Paths



City Property
Looking West
Railroad property is
flat but City
property is not



City Owned
Property
More trees,
grade than
anticipated



City Property
Looking East



City Property Near Winnebago

Some challenges as
transition back to street



Winnebago Near Union Corners Path



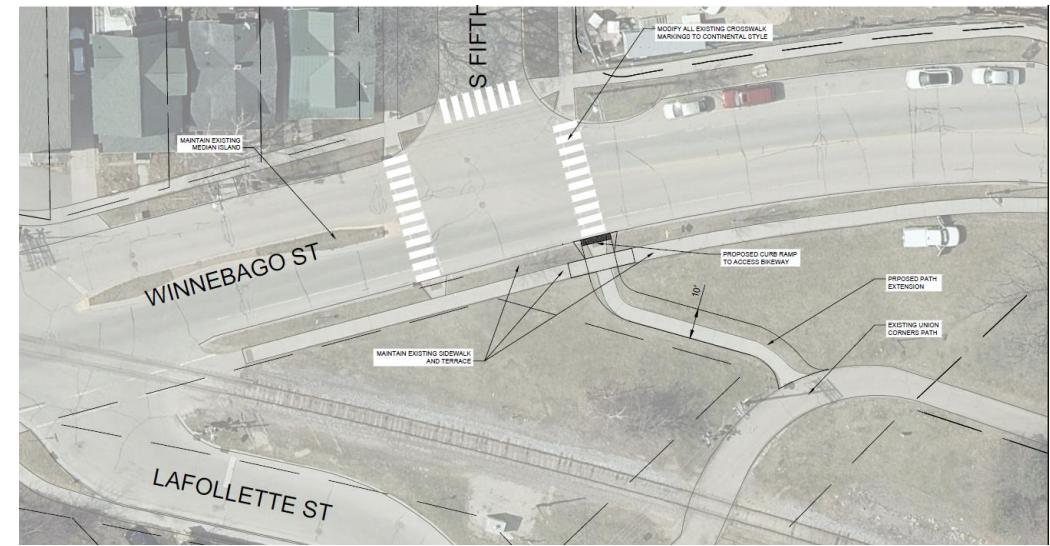
Winnebago Crosswalk to Union Corners Connection



E Main St – Winnebago Concept

Current Proposal:

- Simple widening of existing sidewalk and curb ramp to reach Union Corners Path
- High visibility crosswalks
- Provides connection to path from on-street bike lanes with wide curb ramp
- Add Wayfinding signage
- Continue to pursue path on City property as future project



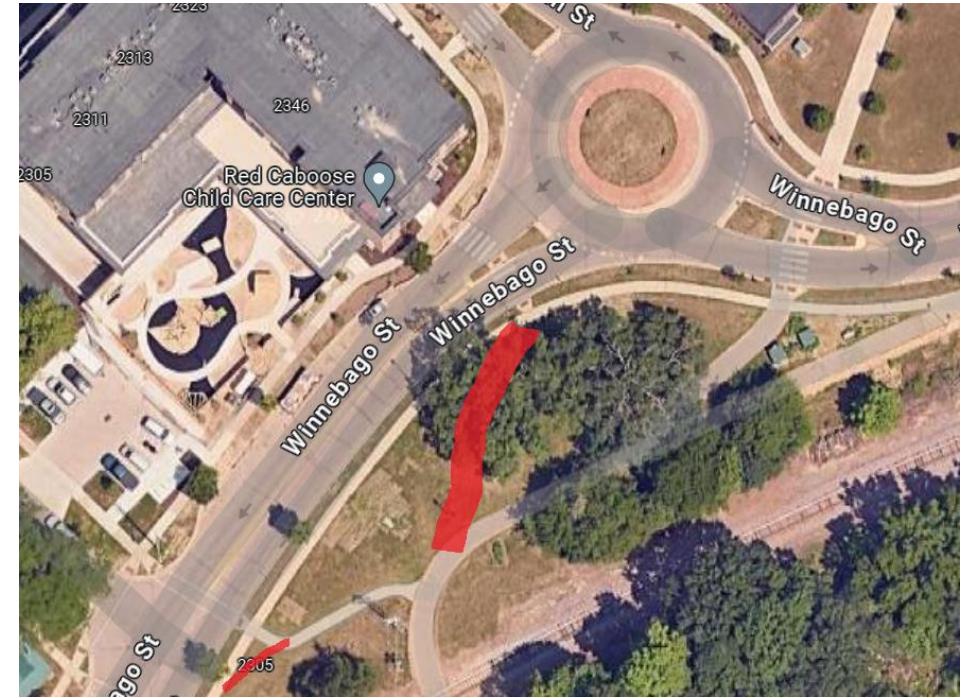
E Main St – Winnebago Concept

Other Movements:

- Well worn path along the thick red line below from people walking and biking
- Thin red line from Winnebago also has a worn path where people enter more directly

Discussion Items:

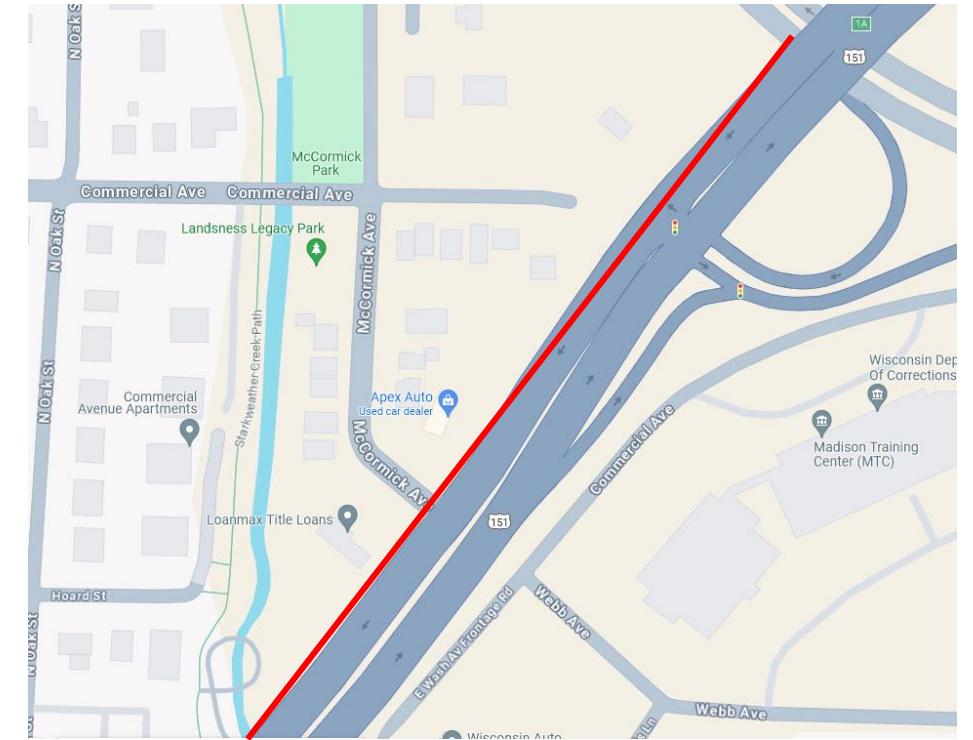
- Should the ramp act more as a slip lane up from the NB bike lane?
- Should there be an RRFB or green marking for the main crossing?
- Should the alignment be different?
- Are there other priority improvements in this area?



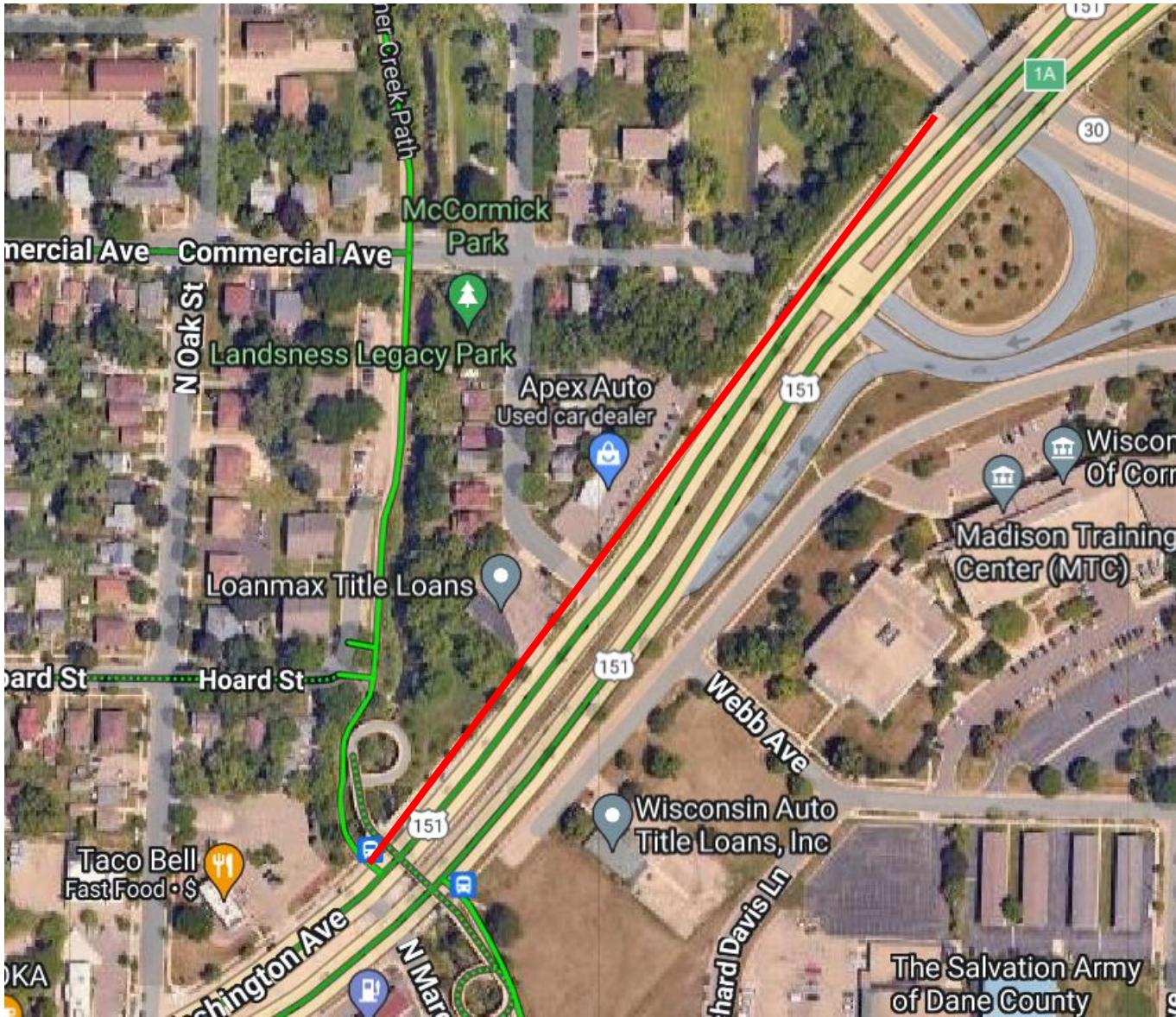
Hoard Street Connection

Connection from E Washington near Aberg Ave to Hoard St

- Original plan to widen sidewalk on E Washington
- Many trees, right of way constraints
- Surveying to see if can make connection at Commercial Ave - steep grades in this area



Hoard St Connection along E Washington



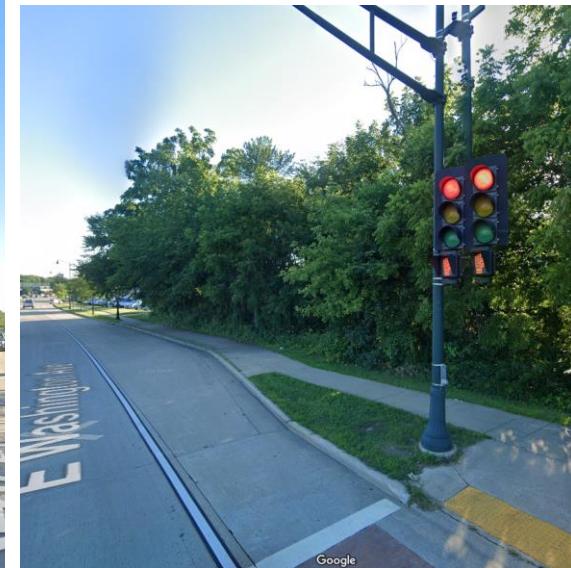
Hoard St Connection along E Washington



Commercial Ave cul-de-sac – worn path to East Washington
Steep Grades

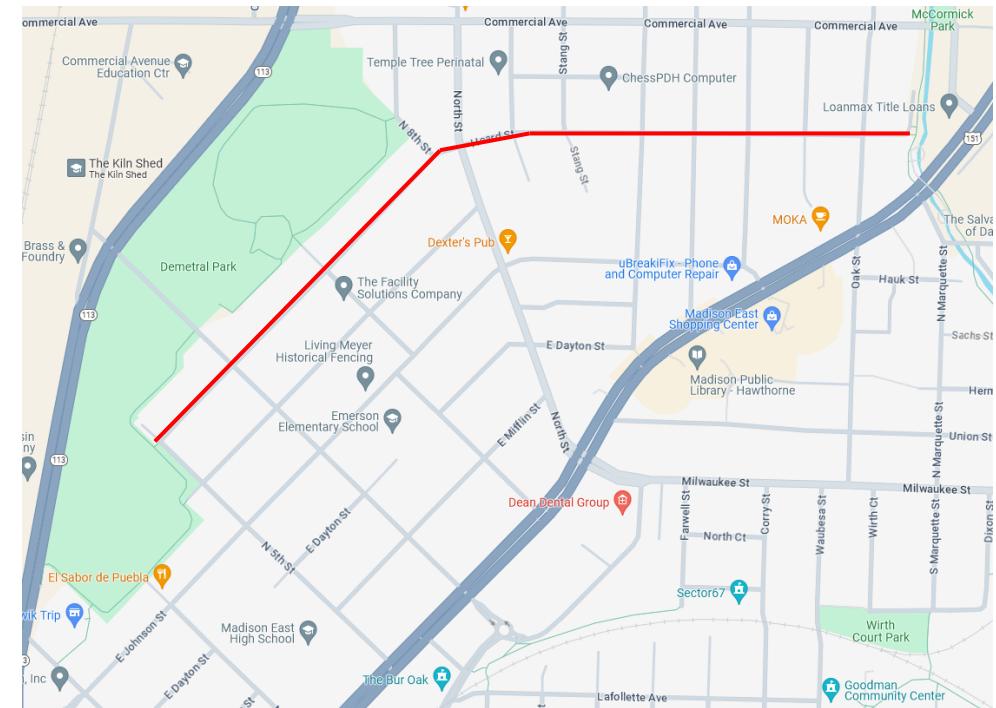
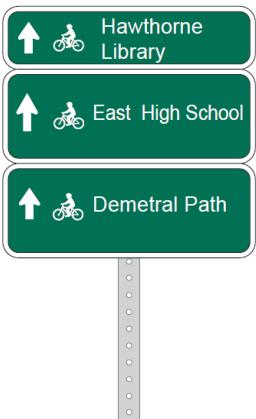


Narrow ROW with trees, poles, lights in right of way



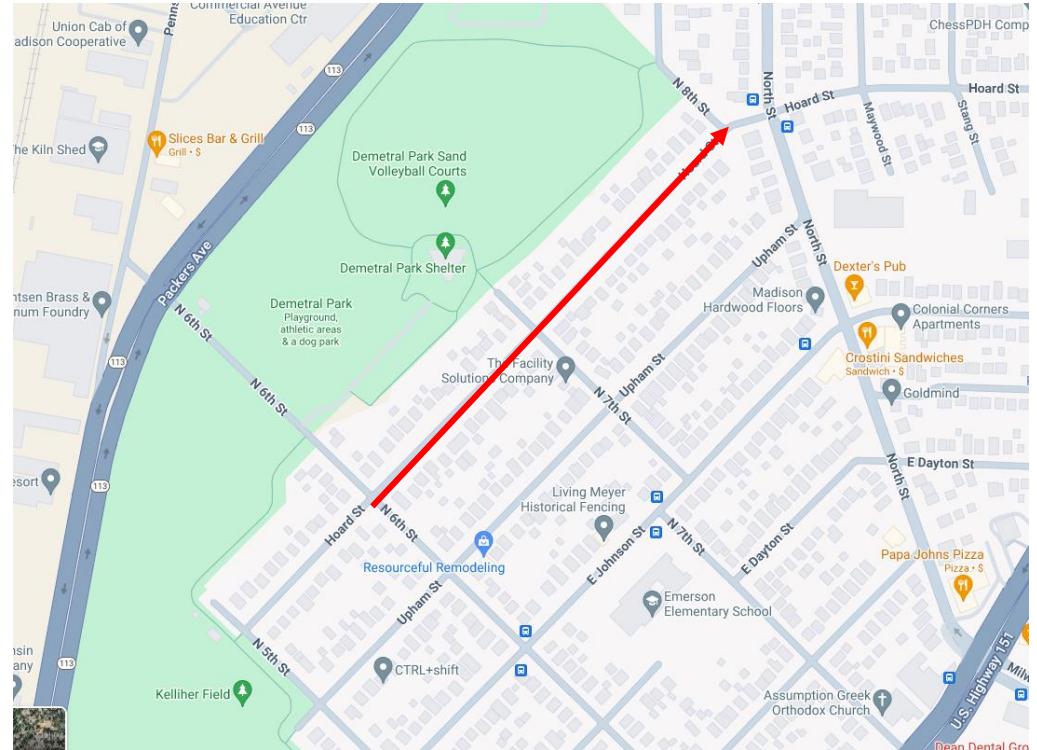
Hoard Street Bike Boulevard

- Add Bike Boulevard signing and marking
- Add Wayfinding signage
- 20 mph speed limit
- Potential: Speed humps



Hoard St Bike Boulevard

- Highest Traffic Count -357
 - Between North Lawn Ave-Algoma
- Speeds
 - 10% over 25 between 6th-7th St
 - 2% over 30 mph
 - 14% over 25 between 7th-8th St
 - 3.5% over 30 mph
- Current Traffic Calming
 - Traffic circle at Sixth St



Hoard St Bike Boulevard

- Discussion:
 - Should speed humps be added? There are some higher speeds, but the relative number of drivers is quite small.
 - Would other traffic calming be preferable?
 - Should there be wayfinding that says: “East Washington Alternative: Hoard St Bike Boulevard”?
 - Addition of “Bike Lane Ends 7am-9am M-F” sign on E Washington? How can that be made easy to understand?



E Mifflin St Bike Boulevard



- Virtual public meeting held on Mon, June 3 at 6:30 PM
- Public meeting presentation online at [Let's Talk Streets website](#)

Next Steps:

- Transportation Commission feedback
- Review all feedback & develop improvement proposal
- Share proposal with community – Summer 2024
- Finalize priority improvements – 2024
 - Some may be trial projects first

E Mifflin St Bike Boulevard

Meeting Feedback - Polling

June 3, 2024



Please select the speed management options you would support adding near Lapham Elementary School (multiple choice).

- Midblock Raised Crossing – 71%
- Curb Bump Outs – 68%
- Speed Humps – 55%
- Traffic Circle – 53%
- Median Island – 37%
- Other – 29%
- None – 3%

Please select the speed management options you would support adding near Reynolds Park (multiple choice).

- Midblock Raised Crossing – 67%
- Curb Bump Outs – 62%
- Chicane – 54%
- Speed Humps – 44%
- Traffic Circle – 41%
- Median Island – 26%
- Other – 23%
- None – 3%

E Mifflin St Bike Boulevard

Meeting Feedback - Polling

June 3, 2024



Do you think that an additional motor vehicle diverter should be added on E Mifflin St on the west side of N Paterson St? (single choice).

- I support – 80%
- I would support in a different location – 7%
- I could live with it – 7%
- I do not support – 7%

Would you support adding asphalt art along E Mifflin St? (single choice).

- I support – 65%
- I would support and would help develop a project – 11%
- I could live with it – 22%
- I do not support – 3%



E Mifflin St Bike Boulevard

Meeting Feedback - Polling

June 3, 2024



What would be your **top bike priority** along E Mifflin St? (single choice).

- Speed management/traffic calming near Lapham Elementary – 39%
- Volume management near Reynolds Park – 29%
- Intersection improvements – 26%
- Volume management in other location – 3%
- None – 3%
- Overall road surface quality improvement – 0%
- Other -0%



E Mifflin St Bike Boulevard

Meeting Feedback - Polling

June 3, 2024



What would be your **second bike priority** along E Mifflin St? (single choice).

- Speed management/traffic calming near Lapham Elementary – 28%
- Speed management/traffic calming near Reynolds Park – 25%
- Intersection improvements – 17%
- Volume management near Reynolds Park – 11%
- Volume management in other location – 8%
- Overall road surface quality improvement – 6%
- Other -3%
- None – 3%



E Mifflin St Bike Boulevard

Meeting Feedback - Polling

June 3, 2024



What would be your **top pedestrian priority** along E Mifflin St? (single choice).

- Curb bump outs at Mifflin/Ingersoll – 24%
- Speed management/traffic calming – 24%
- Raised midblock crossing – 18%
- Volume reduction – 11%
- Continental crosswalk markings – 8%
- Curb bump outs at other locations – 5%
- Pedestrian island – 5%
- None – 3%
- Other -3%



E Mifflin St Bike Boulevard

Meeting Feedback - Polling

June 3, 2024



What would be your **second pedestrian priority** along E Mifflin St? (single choice).

- Curb bump outs at Mifflin/Ingersoll – 24%
- Speed management/traffic calming – 24%
- Volume reduction – 21%
- Raised midblock crossing – 11%
- Continental crosswalk markings – 8%
- Pedestrian island – 8%
- Curb bump outs at other locations – 3%
- None – 3%
- Other -0%



E Mifflin St Bike Boulevard

Meeting Discussion Highlights

June 3, 2024



- Support for Baldwin St 4-way stop
 - Concern that 4-way stop has increased traffic on Dickinson
- Islands in some locations make biking more stressful
- Suggestion to make some blocks one-way to reduce volume
- Curb bump outs would also be good on Dayton St
- Some people preferred speed bumps to diverters
- Some people thought diverters would have the best impact
- Some people prefer options other than speed bumps
- Important to also make improvements on the uphill section after Blair into downtown



E Mifflin St Bike Boulevard

Meeting Discussion Highlights

June 3, 2024



- More trucks are on the bike boulevard with the new developments & that should be considered
- Suggestion to continue to improve the Blair diverter
- Diverters are also positive for speeding reduction
- Diverter at Ingersoll/Mifflin suggested
- Preference for physical barriers not paint
- Road surface quality needs improved on E Mifflin
- Open to out of the box ideas



E Main Bike Boulevard

E Main Bike Boulevard

- Wayfinding plan being finalized
- 1st/E Main– design not started
- Other improvements with resurfacing in 2025 & 2026
 - Capitol Square to Ingersoll

