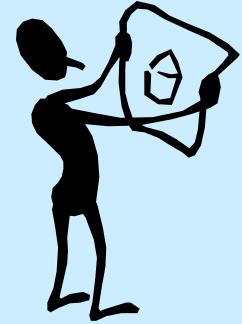


# 2008 Regent-Monroe St. Intersection Reconstruction Project Options for Bicycles, Pedestrians



# Meeting Agenda

---



1. Discuss Project Background & Interests
  2. Present Updated Options
  3. Get Your Feedback (in time available & comment sheets)
- 
4. **Let Alders, Board of Public Works & Common Council make their decision**

**Many Opportunities!**

---

A Brief Review

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## Madison's Pedestrian Vision

***Madison will be a community where...***

Walking is a major travel mode and where the City's development patterns and interconnected pedestrian circulation network 1) provide pedestrians convenient, safe and enjoyable access and mobility throughout the developed portions of the city and 2) link the City's neighborhoods and help to maintain them as sustainable and viable places to live.



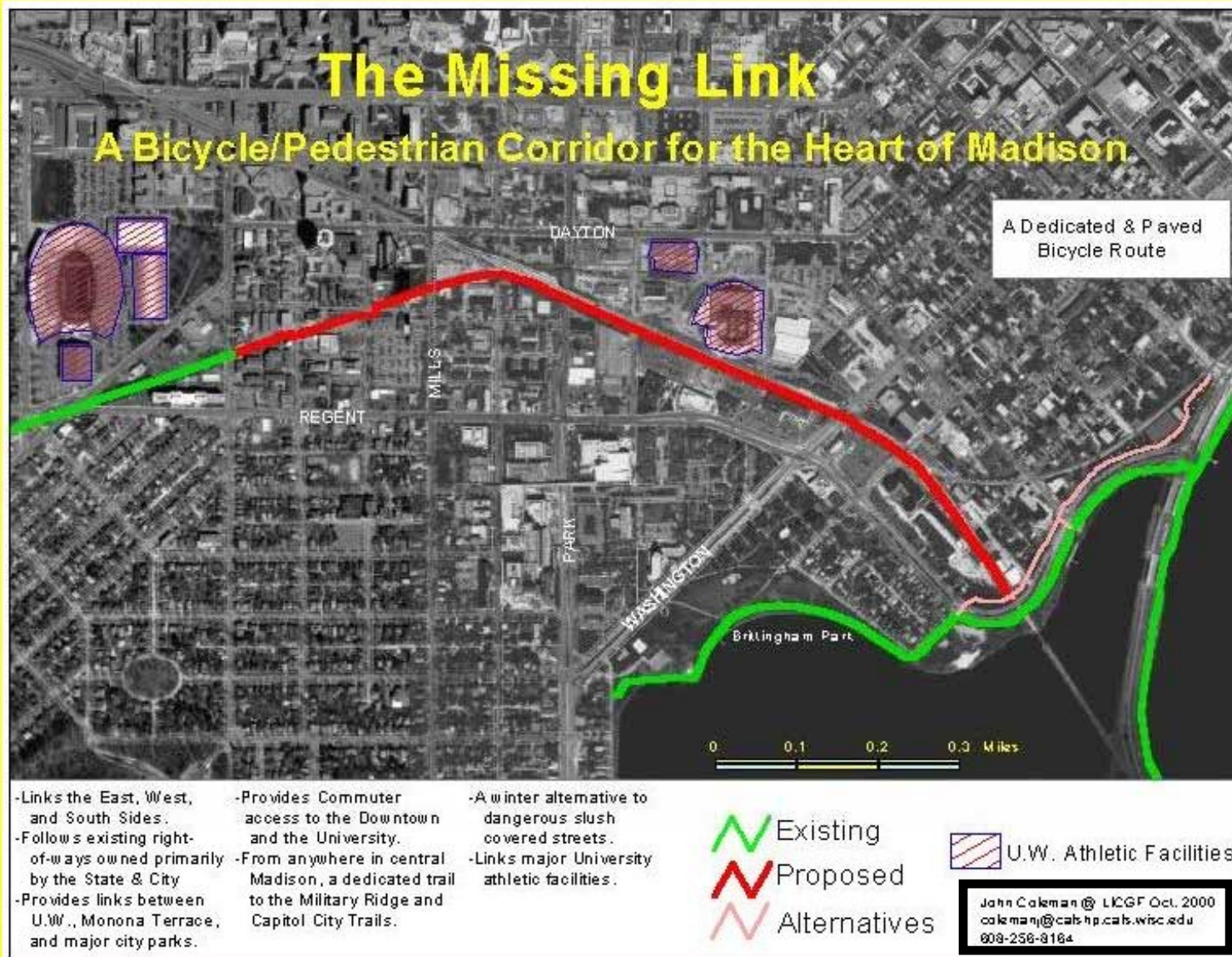
## Pedestrian Transportation Plan for Madison, Wisconsin

ADOPTED PLAN

September 1997



# Completed!



# Madison WISCONSIN



Level Awarded: Gold
Date Awarded: April 2006
Population: 221,551
Square Miles: 84.7



**Encouragement:** Bikes to Work Week in Madison includes a variety of activities and media promotions, including an Art Bike Parade during the Dane County Farmer's Market, press conferences, classes, rides, a workplace challenge contest with prizes, workplace mentoring and beer-wag lectures, Bikes to School promotions, Bikes to Shop promotions, a commuter race, an advocacy day, movies, and a Final Fiesta party. Each year about 2,000 people register for Bikes to Work Week, which is their pledge that they will bike to work at least once during the week. More than 400 people regularly attend the Final Fiesta. Other events include the Surtis Spoke Out Ride to Prevent Child Abuse, Ironman Competition, MS150 Ride, University of Wisconsin Children's Hospital Gear Up for Kids, Horribly Hilly Hundred Ride plus the Weight Staff Century, and the Badger State Games (a local Olympics), as well as many other rides and races.

**Enforcement:** Approximately 50 officers have been trained for bike patrol. More get trained each year. Bicycle-mounted officers are used primarily for efficient movement in congested urban areas and at special events. There are approximately 340 sworn police officers with the City of Madison. In addition, the University of Wisconsin police and the Dane County Sheriff's Deputies have officers trained for bike patrol.

**Engineering:** The Dane County Highway and Transportation Department has an unwritten, informal policy to provide paved shoulders three- to five-foot wide, depending upon the circumstances, on all county highways with an average daily traffic of 1,000 vehicles or more when they are resurfaced or reconstructed. The Objectives and Policies for Madison, a part of the Master Plan, supports providing a flexible transportation system, which provides alternative modes of travel to most destinations, minimizes conflicts among the different modes, and discourages single occupant motor vehicle commuting. The bicycle is recognized as a major mode of transportation and a vehicle for recreation. Specific bicycle policies include provision of all needed bicycle facilities when constructing or reconstructing city streets and including the requirements of bicycle traffic in the design of all traffic control devices.

**Evaluation:** Citizen review and comment on plans are important parts of ensuring that Madison continues to move in a positive direction for bicycling. The city is also fortunate to have support for bicycling by the Mayor's office and the County Executive's office, as well as many of the stakeholders and city staff.



All photos courtesy of Arthur Reis

For More Info: [www.bikeligues.org](http://www.bikeligues.org)

Key Information: Arthur Reis - [aris@cityofmadison.com](mailto:aris@cityofmadison.com) - 608.261.4123

## Bicycle Friendly Communities

- BICYCLE FRIENDLY COMMUNITIES**
- Map of BFC Communities
  - The Five Es
  - About BFC
  - Apply for Recognition
  - Technical Assistance
  - BFC FAQs



Click on any state on the map, and you will find: Bicycle Friendly Communities, with their designation level, areas of expertise, and year awarded. Click the city name to see pictures, learn processes, and much more.

This program is generously sponsored by: **Bikes Belong**

### WISCONSIN:

La Crosse	Bronze	★	★		
Madison	Gold	★	★	★	★
Milwaukee	Bronze	★	★		



### Steps

application and resources at [bicyclefriendlycommunity.org](http://bicyclefriendlycommunity.org).

advice and assistance of local staff in completing the application.

completed application for review. application is reviewed by a committee to provide both a local and national review.

award. Periodic announcements will be followed by award presentation.



The League of American Bicyclists promotes bicycling for fun, fitness and transportation, and works through advocacy and education for a bike-friendly America. The League represents the nation's 42.5 million cyclists. With a current membership of 300,000 affiliated cyclists, including 40,000 individuals and 600 organizations, the League works to bring better bicycling to communities around the country.



### Bicycle Friendly Community Campaign Partners



League of American Bicyclists  
1612 K St. NW, Suite 800  
Washington, DC 20006-2826  
Ph: (202) 822-1333  
Fax: (202) 822-1334  
<http://www.bikeligues.org>  
[bikeligues@bikeligues.org](mailto:bikeligues@bikeligues.org)  
[www.bicyclefriendlycommunity.org](http://www.bicyclefriendlycommunity.org)



## Your Guide to Becoming a Bicycle Friendly Community



The Bicycle Friendly Community Program provides incentive, technical assistance, and awards for municipalities that actively support bicycling.





**City of Madison, Wisconsin  
Mayor's Platinum Biking  
Committee Report**

**Full Report**

**Making  
Madison the  
Best Place  
in the Country  
to Bicycle**

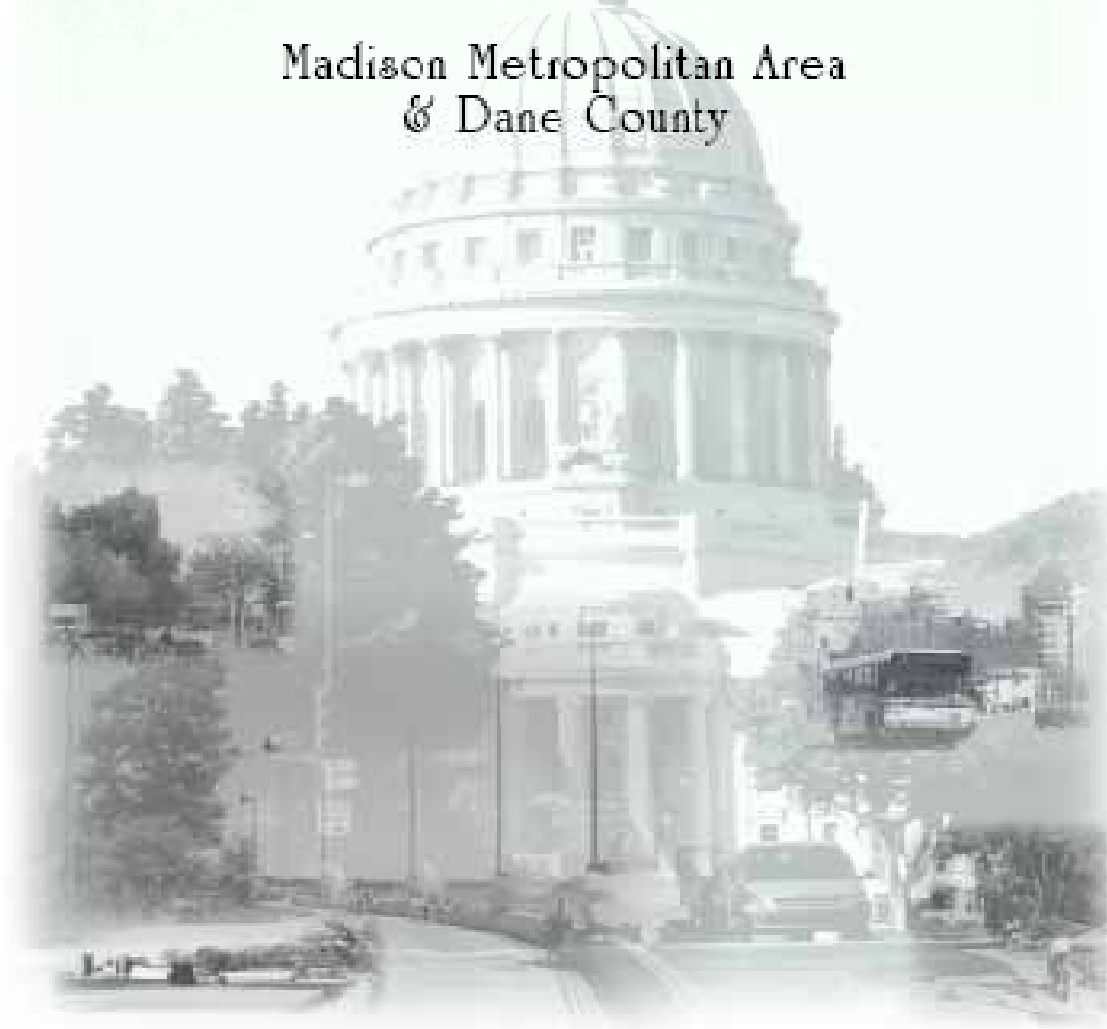
**Public Input  
DRAFT  
June 2007**





# Regional Transportation Plan 2030

Madison Metropolitan Area  
& Dane County



Prepared by the Madison Area Metropolitan Planning Organization

SAT., OCT 20, 2007 - 1:09 AM

# A new look for Regent Street

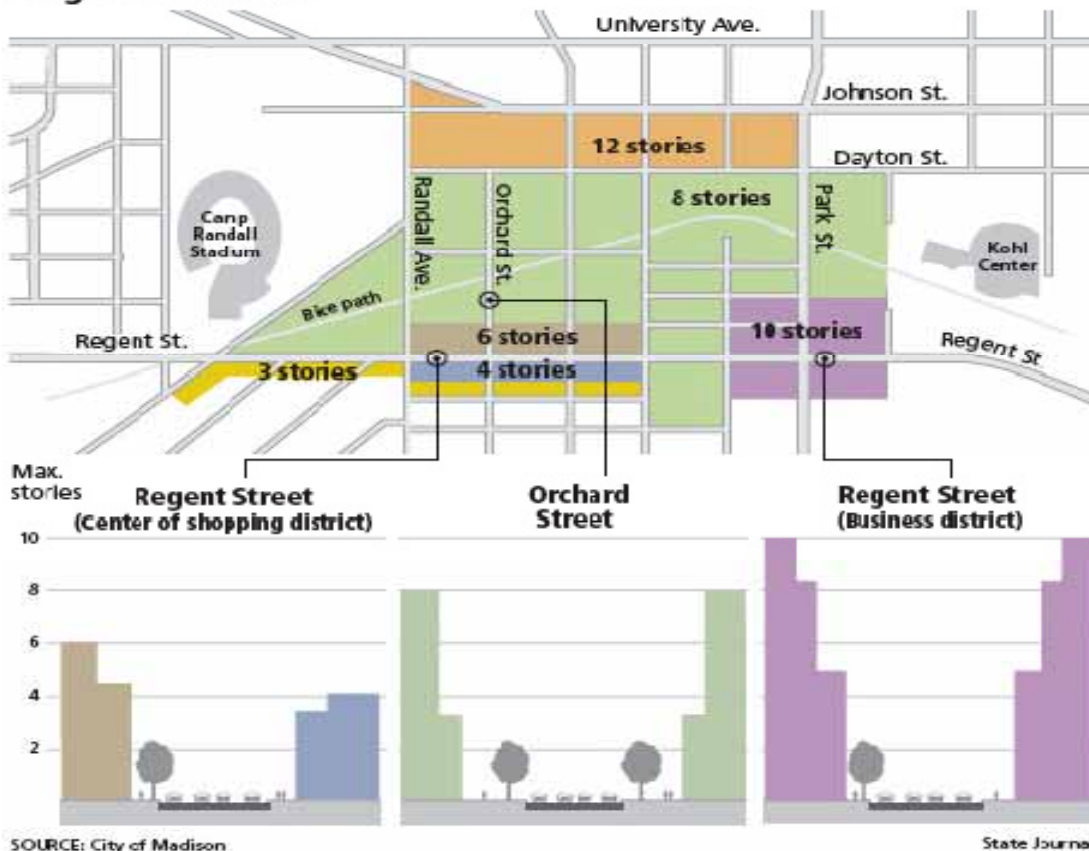
DEAN MOSIMAN

608-252-6141

[dmosiman@madison.com](mailto:dmosiman@madison.com)

*Draft recommendations from a special committee encourage smaller buildings in a neighborhood shopping district near Regent and Monroe streets, a more dense, urban feel for much of the Regent Street corridor, and taller structures near the existing offices and student housing around Regent and Park streets.*

## Height limitations:



Steve Apps photo

Source: Wisc.State Journal

# Monroe Street Commercial District Plan



Figure C-2: Monroe Street and Area Commercial Districts

# All Geared Toward Transportation Choices & Healthy City



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# **Past Activity 2003-2005**

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# 2003-2005 Camp Randall Stadium -- Intersection Recon Existing Conditions



# 2003-2005 Camp Randall Stadium -- Intersection Recon & Potential Plaza





## Past Activity -- 2003-2005

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- **2003-2005** Potential Project with Stadium Renovation:

1. City, UW & Neighborhoods Working Since 2003

2. Main Goals:

- \* Realign & Lower Intersection.
  - \* Create UW Field House Plaza
- 

3. Alternative Designs did not achieve consensus—  
**PROJECT TABLED** in 2005

---

# **Current Situation 2007-2008**

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## **Current Situation 2007-2008**

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Continued Need for Reconstruction

UW No Longer Interested in Plaza

Little St. Available for Redesign Options

---

City Interest in Improving Conditions for  
Pedestrians & Bicycles

## Current Situation 2007-2008

---

- **2007-2008** City Reconstruction w/out UW Renovation:
  1. City and RR Working to lower grade
  2. Main Goals:
    - \* Reconstruct Infrastructure
    - \* Enhance Ped – Bike Features
  3. Not a Motor Vehicle Capacity Project

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  4. Alternative Designs re-examined & updated with ped-bike treatments

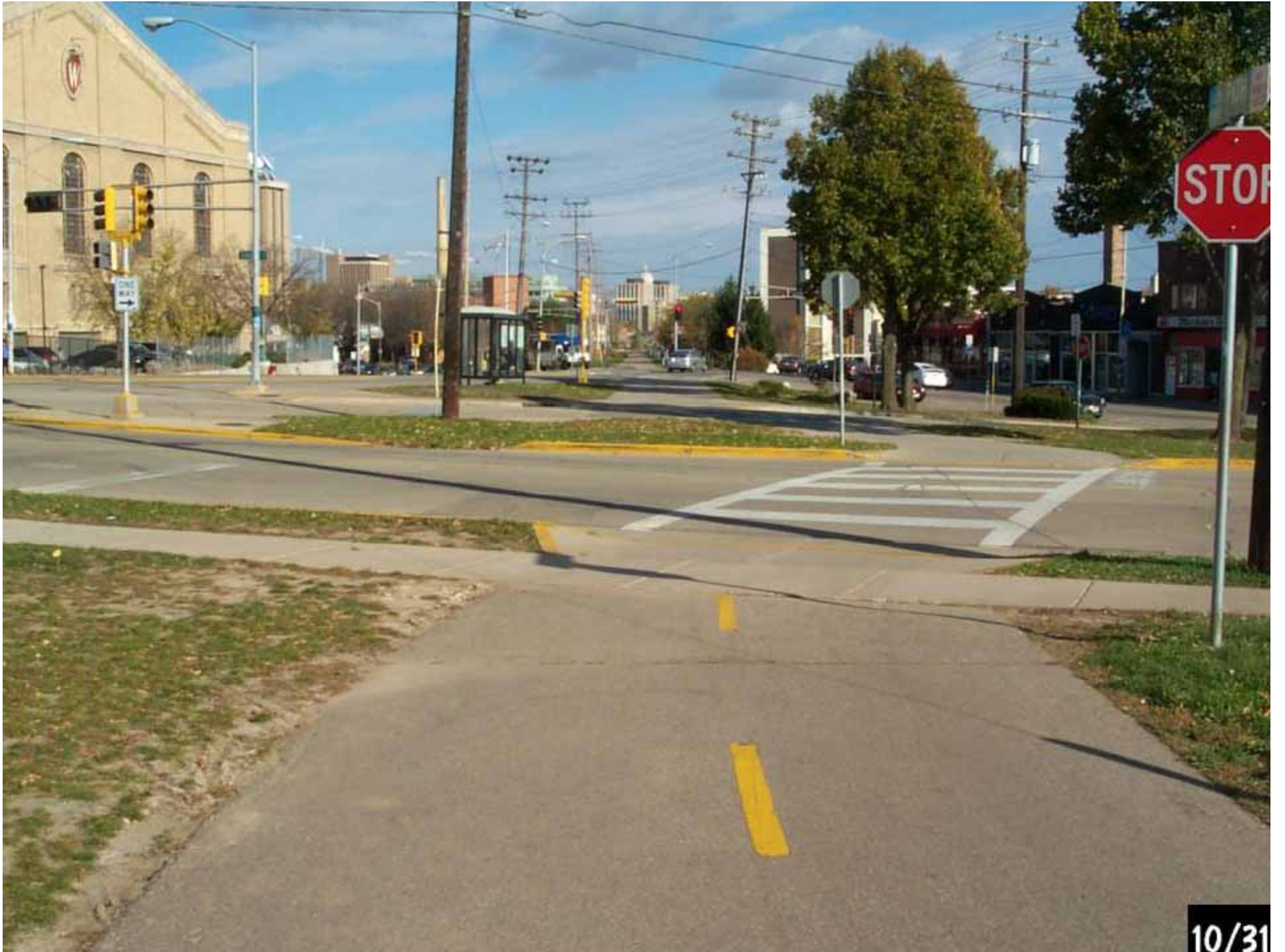




10/31



10/31













3/12/2002



12/7/2001

# **Current Situation 2007-2008**

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Re-Examination of Design Options &  
Interests, Plans, & Goals

Enhance Pedestrian & Bicycle Elements

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# What are the Five Es?

Applicant communities are judged in five categories often referred to as the Five Es. These are Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Communities with more significant achievements in these areas receive superior awards. Filling out the BFC application is an education in itself, as communities see where they are lacking in each of these categories.

**ENGINEERING** Communities are asked about what is on the ground; what has been built to promote cycling in the community. For example, questions in this category inquire about the existence and content of a bicycle master plan, the accommodation of cyclists on public roads, and the existence of both well-designed bike lanes and multi-use paths in the community. Reviewers also look at the availability of secure bike parking and the condition and connectivity of both the off-road and on-road network.

**EDUCATION** The questions in this category are designed to determine the amount of education there is available for both cyclists and motorists. Education includes teaching cyclists of all ages how to ride safely in any area for multi-use paths to congested city streets as well as teaching motorists how to share the road safely with cyclists. Some things that reviewers look at are the availability of cycling education for adults and children, the number of

League Cycling Instructors in the community, and other ways that safety information is distributed to both cyclists and motorists in the community including bike maps, tip sheets, and as a part of driver's education manuals and courses.

**ENCOURAGEMENT** This category concentrates on how the community promotes and encourages bicycling. This can be done through Bike Month and Bike to Work Week events as well as producing community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program. In addition, some questions focus on other things that have been built to promote cycling or a cycling culture such as off-road facilities, BMX parks, velodromes, and the existence of both road and mountain bicycling clubs.

**ENFORCEMENT** The enforcement category contains questions that measure the connections between the cycling and

law enforcement communities. Questions address whether or not the law enforcement community has a liaison with the cycling community, if there are bicycle divisions of the law enforcement or public safety communities, if the community uses targeted enforcement to encourage cyclists and motorists to share the road safely, and the existence of bicycling related laws such as those requiring helmet or the use of sidepaths.

**EVALUATION & PLANNING** Here the community is judged on the systems that they have in place to evaluate current programs and plan for the future. Questions are focused on measuring the amount of cycling taking place in the community, the crash and fatality rates, and ways that the community works to improve these numbers. Communities are asked about whether or not they have a bike plan, how much of it has been implemented and what the next steps for improvement are.



# Safety & Crashes



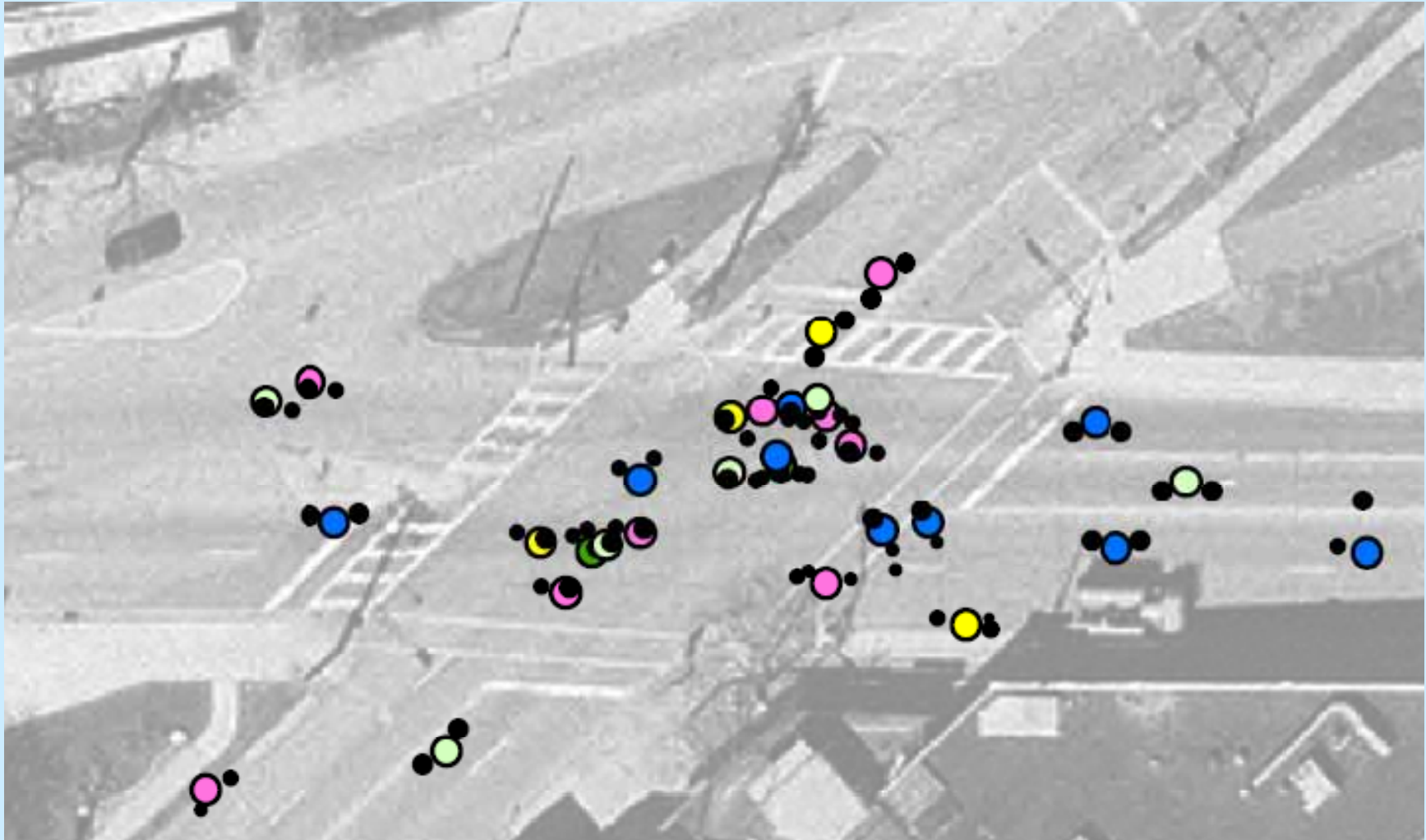
Source: IIHS

Division of Traffic Engineering  
Madison, Wisconsin  
Accident Summary Sheet

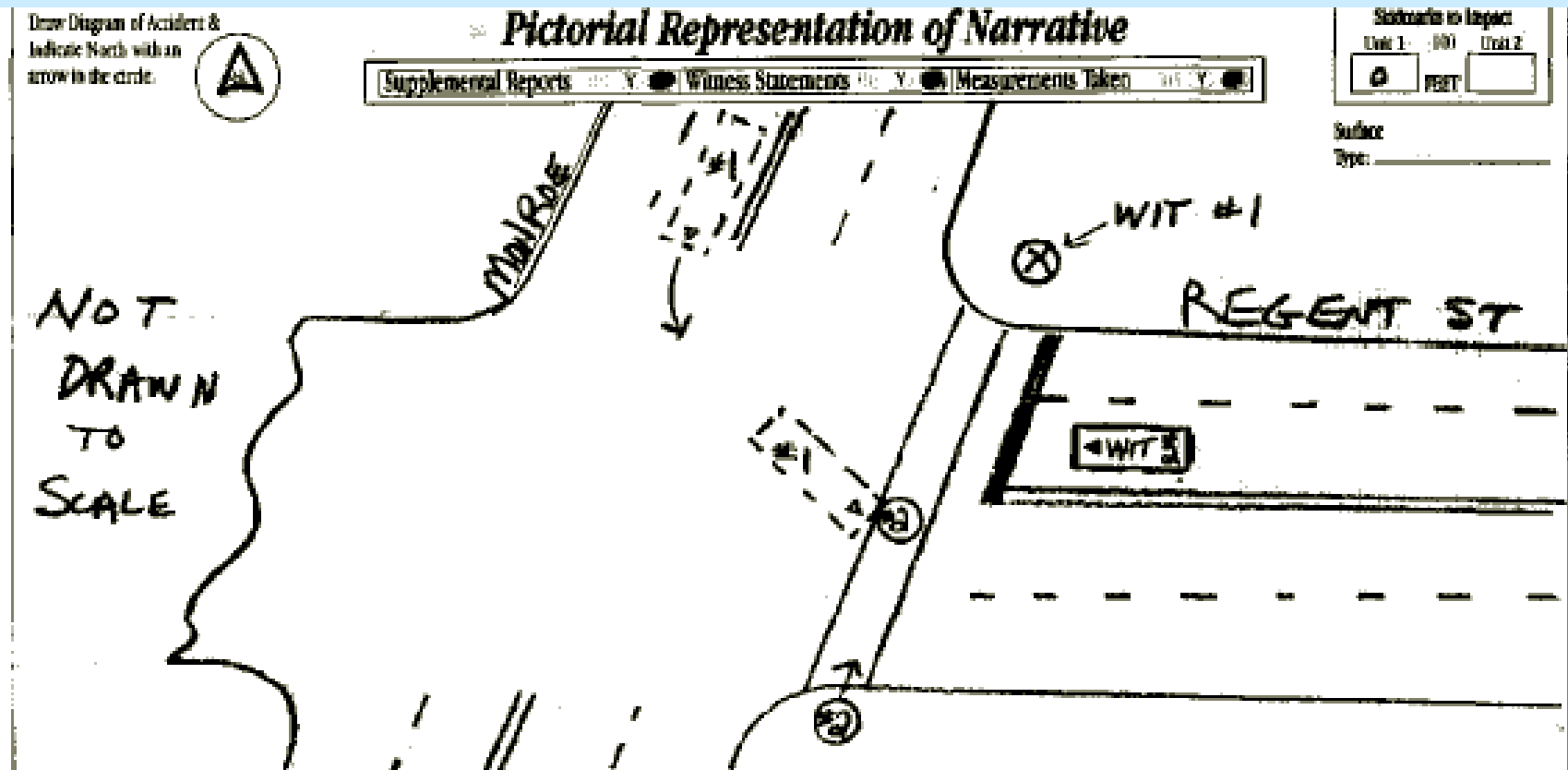
Location: Monroe St & Regent St



# Close-up of Crashes Monroe & Regent Sts



# Recent Ped-Bike Crash on 12/23/04 1:00 p.m

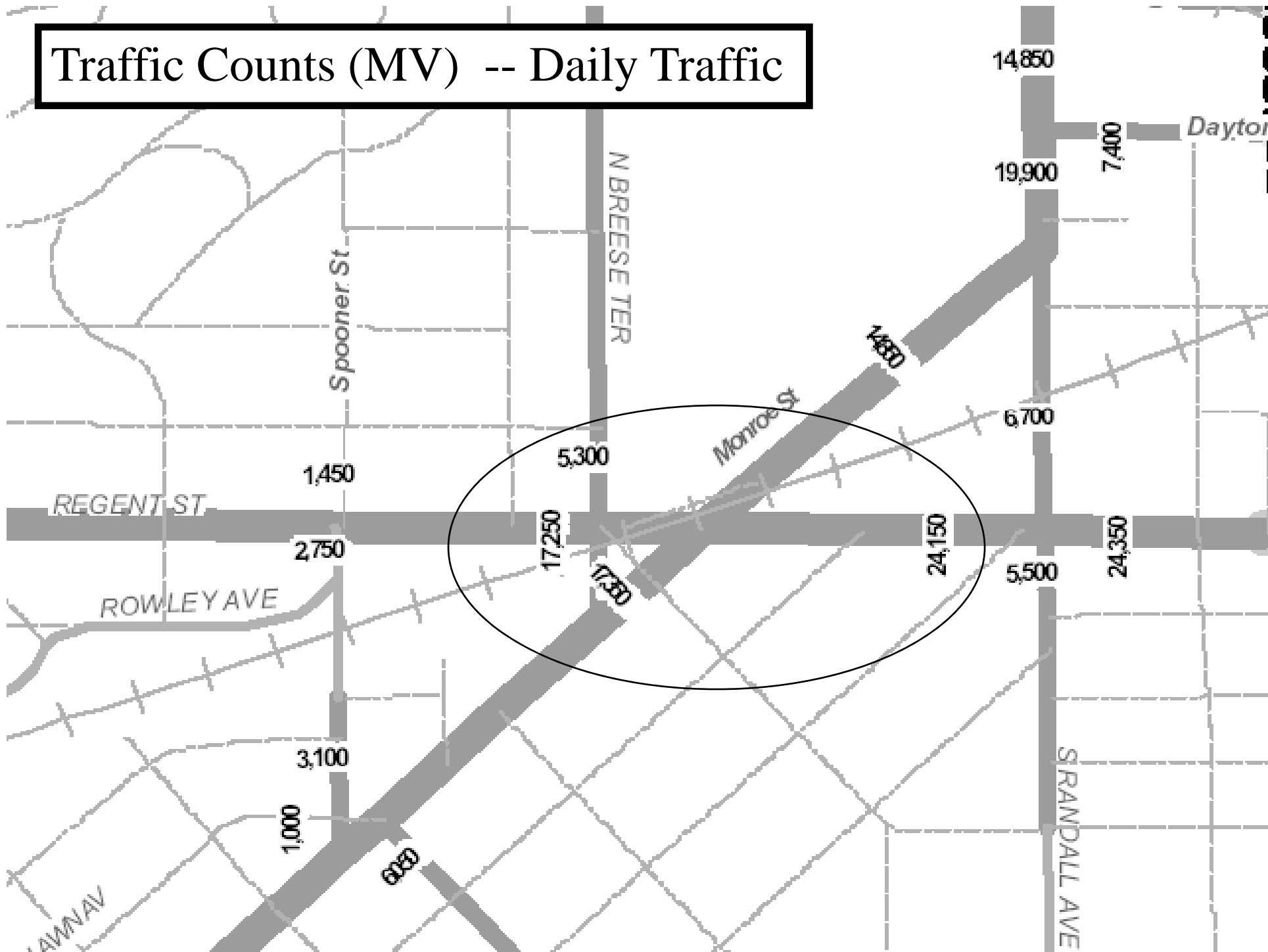


N #1 WAS SOUTH ON MONROE AND TURNED LEFT ONTO REGENT AND STRUCK #2, A PEDESTRIAN CROSSING REGENT IN THE CROSSWALK. #1 SAID HIS LIGHT TURNED GREEN AND HE WAITED FOR A COUPLE OF COMING CARS TO GO THROUGH THE INTERSECTION BEFORE TURNING AND THAT HE NEVER SAW #2 UNTIL HE HIT HER. #2 WAS A PULLING A YELLOW BIKE TYPE TRAILER. SHE SAID SHE WAS AT THE SOUTH EAST CORNER AND WAITED BRIEFLY FOR THE LIGHT AND CROSSED WHEN SHE WAS FACING A "WALK" LIGHT.

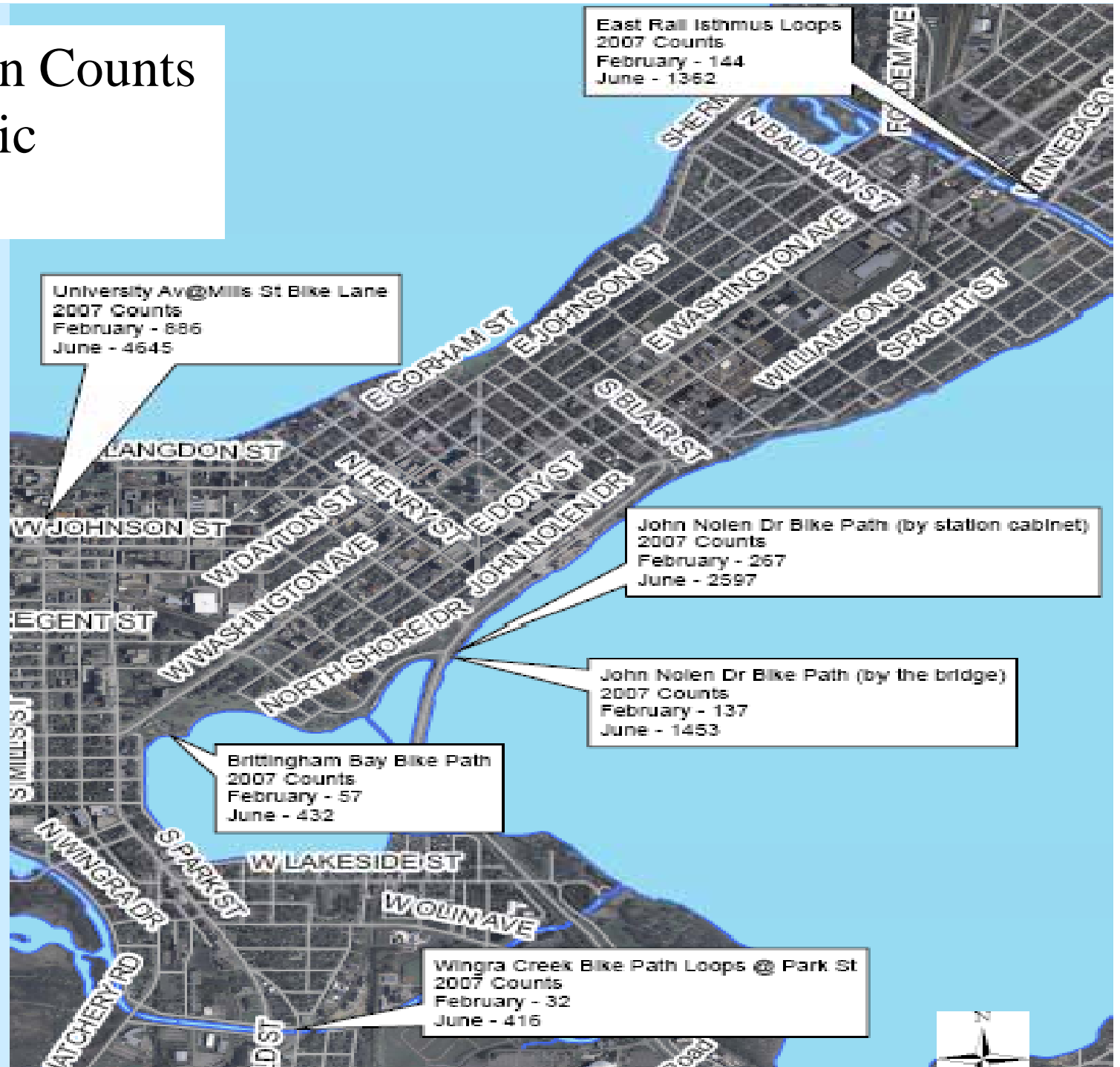
Photos By: 105

What Drivers Were Doing	
Unit Number	Unit Number
<input checked="" type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5 <input type="radio"/> 6 <input type="radio"/> 7 <input type="radio"/> 8 <input type="radio"/> 9 <input type="radio"/> 10	<input type="radio"/> 1 <input checked="" type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5 <input type="radio"/> 6 <input type="radio"/> 7 <input type="radio"/> 8 <input type="radio"/> 9 <input type="radio"/> 10
<input type="radio"/> 1: Going Straight <input checked="" type="radio"/> 2: Making Left Turn <input type="radio"/> 3: Making Right Turn <input type="radio"/> 4: Cleared or Stopped	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4

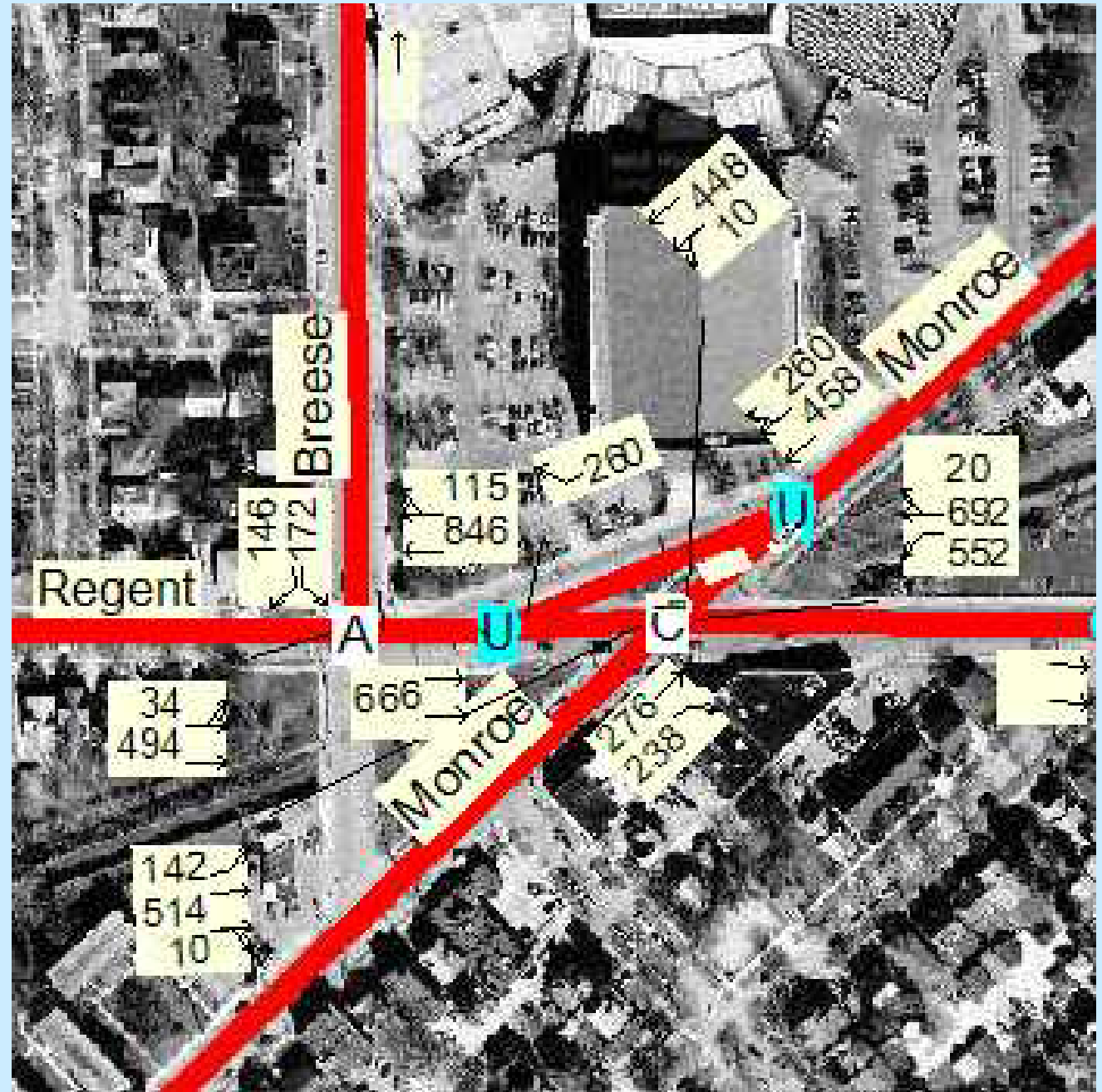
# Traffic Counts (MV) -- Daily Traffic




# Bike Station Counts Daily Traffic



# Traffic Counts -- P.M. Peak Hour





Improving Conditions for  
Bicycling and Walking

A Best Practices Report

January 1998

Prepared for the Federal Highway Administration

by Rails to Trails Conservancy  
and the Association of Pedestrian  
and Bicycle Professionals

January 1998  
by Rails to Trails  
Conservancy and the  
Association of  
Pedestrian and Bicycle  
Professionals



# Innovative Bicycle Treatments

Student Supplement



 Institute of Transportation Engineers

May 2002  
by Jumana Nabti,  
Matthew Ridgway and  
the ITE Pedestrian and  
Bicycle Council

# **2007-2008 Updated Design Options**

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**A. Overview of Options**

**B. Details of Ped-Bike Features  
Being Considered**

---

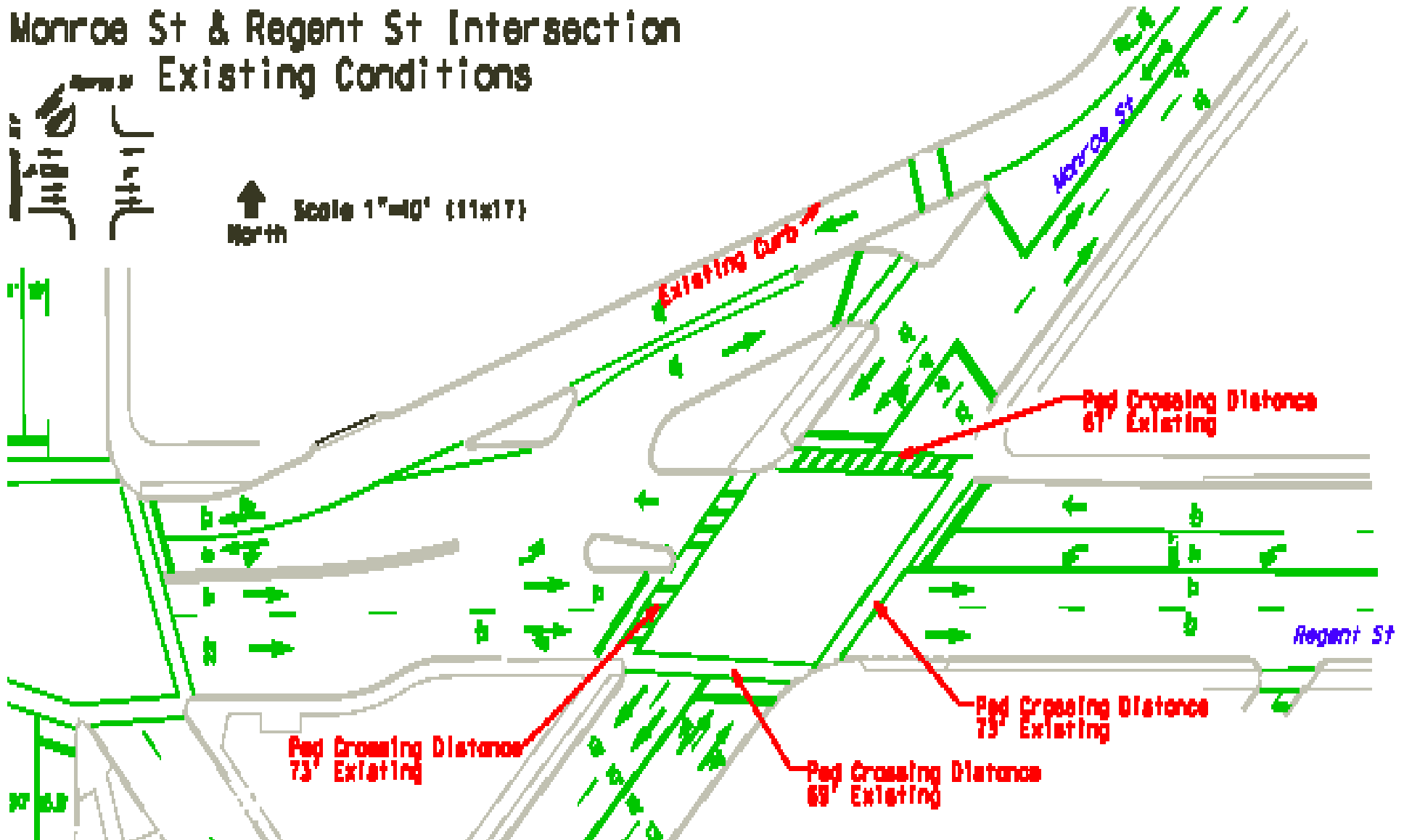
**C. Questions & Comments after**

# Existing Conditions



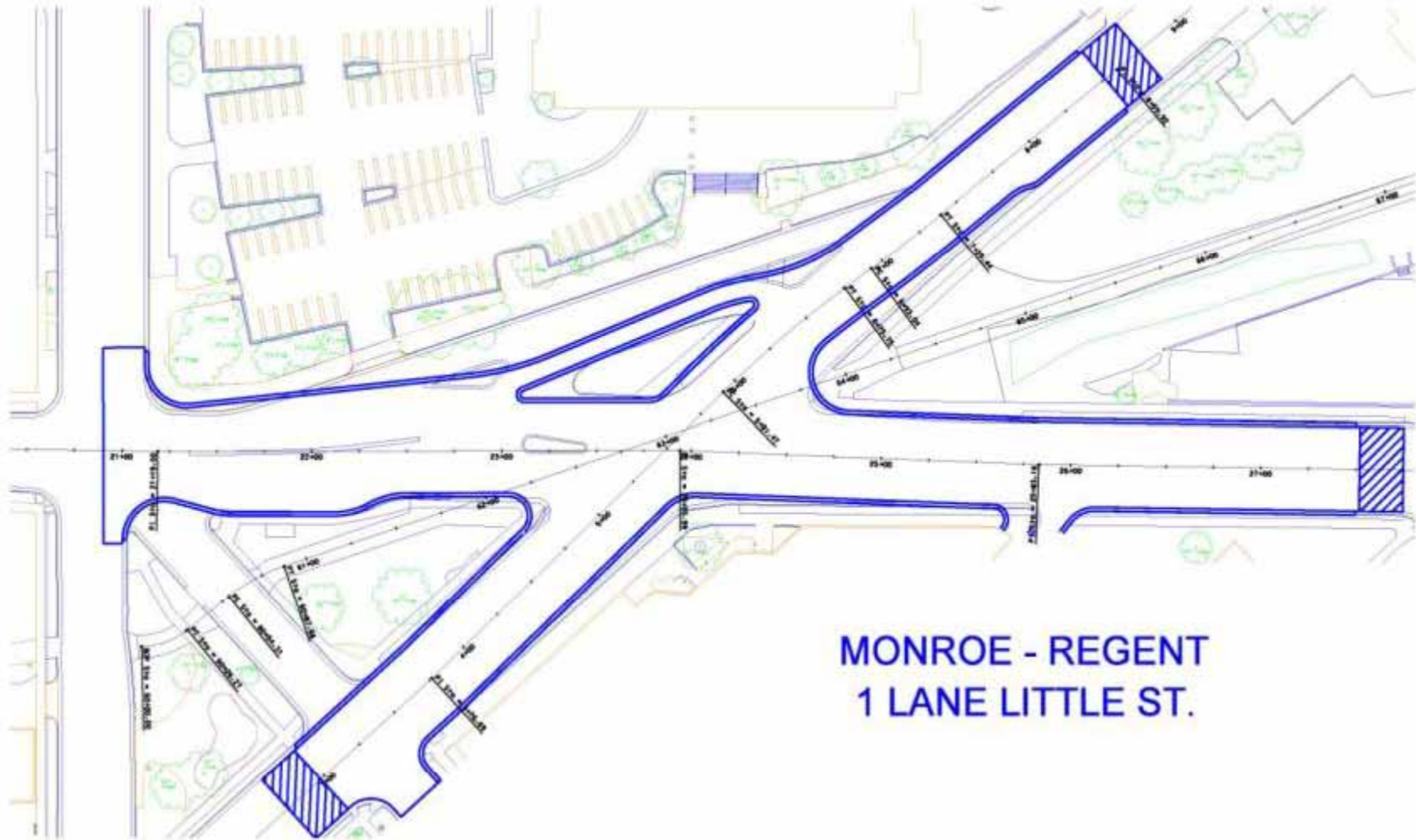
# Do Nothing - Existing Conditions

## Monroe St & Regent St Intersection Existing Conditions

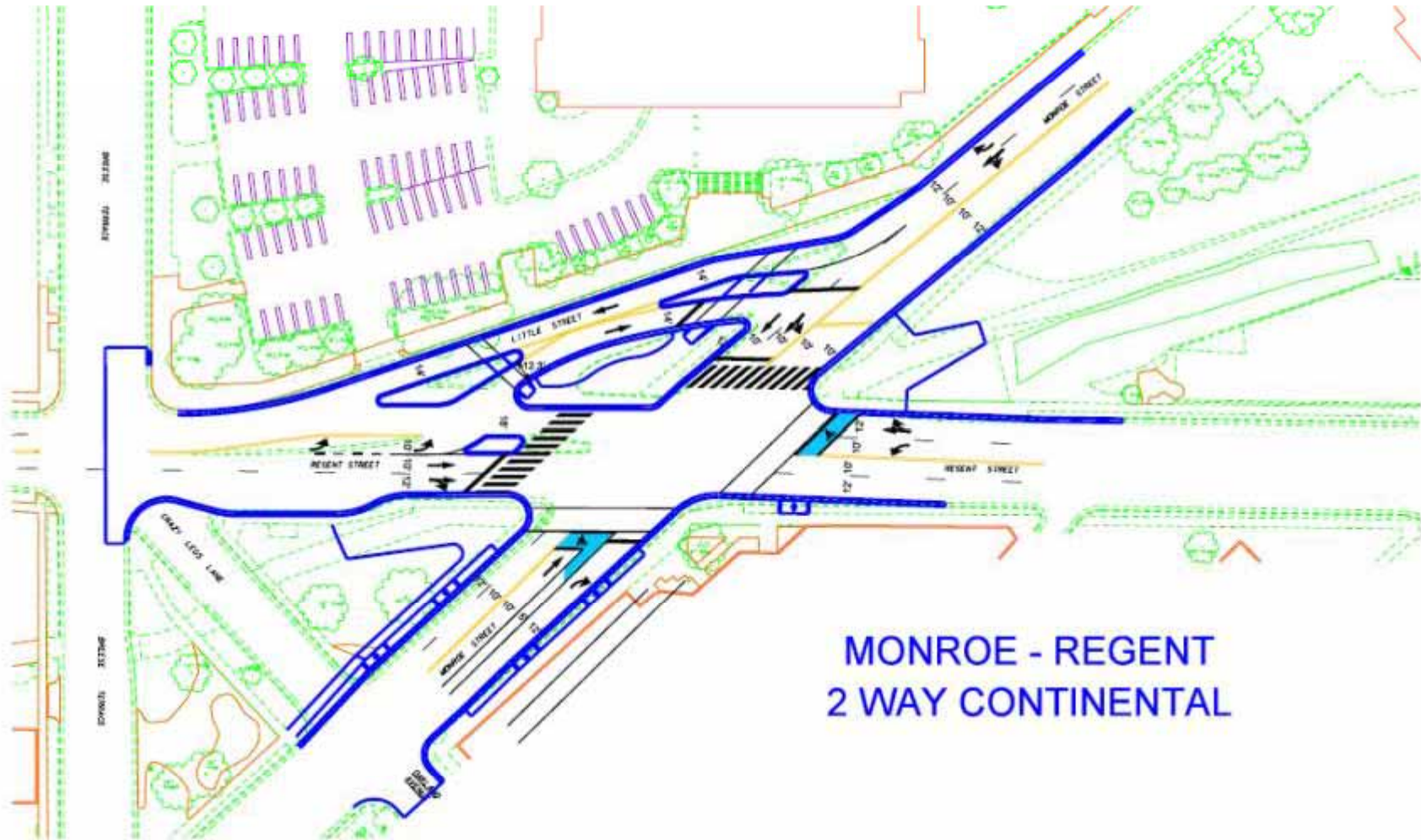




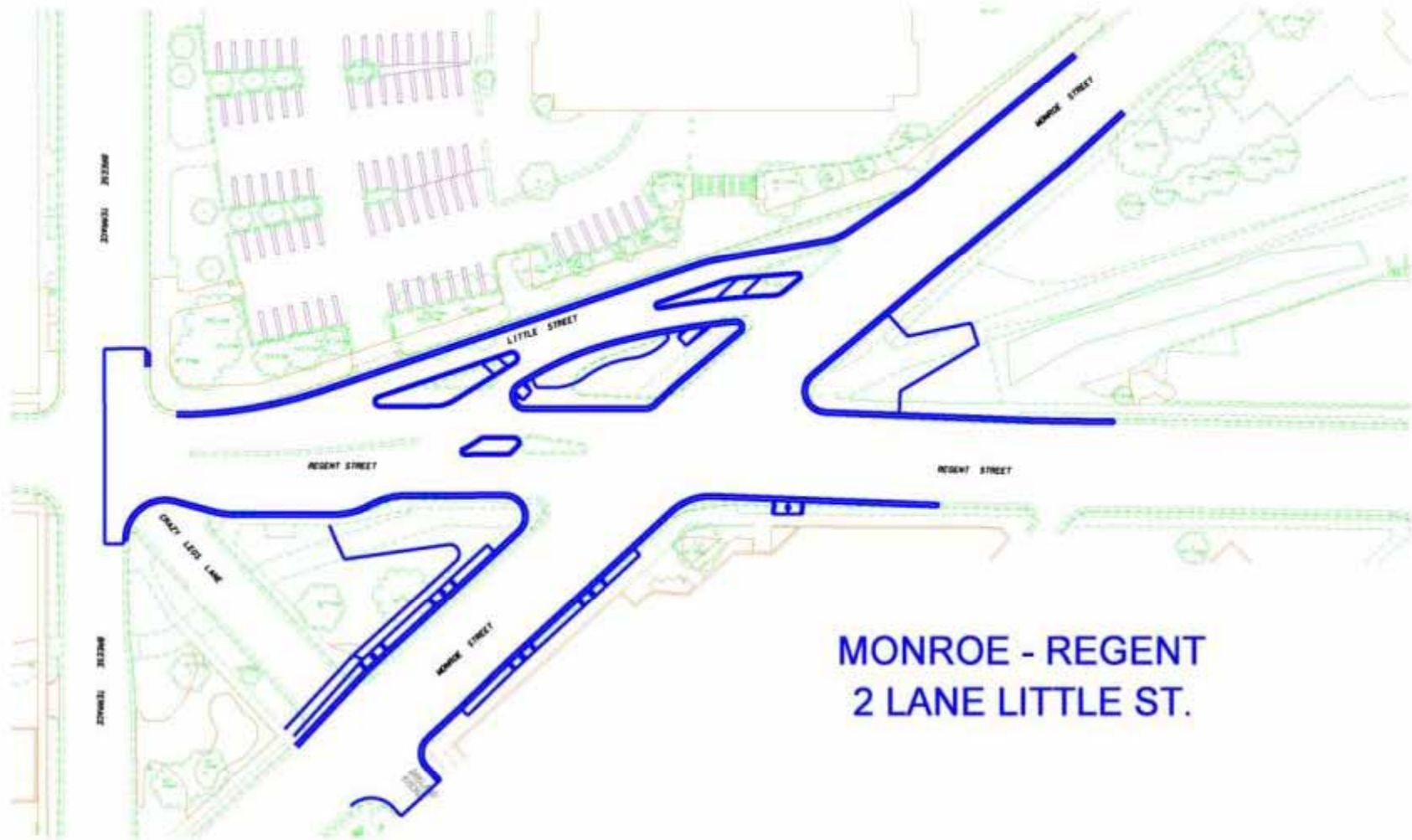
# Little Street 1-Lane



# Little Street 2-Lane - Setback Continental Cross-Walk Markings

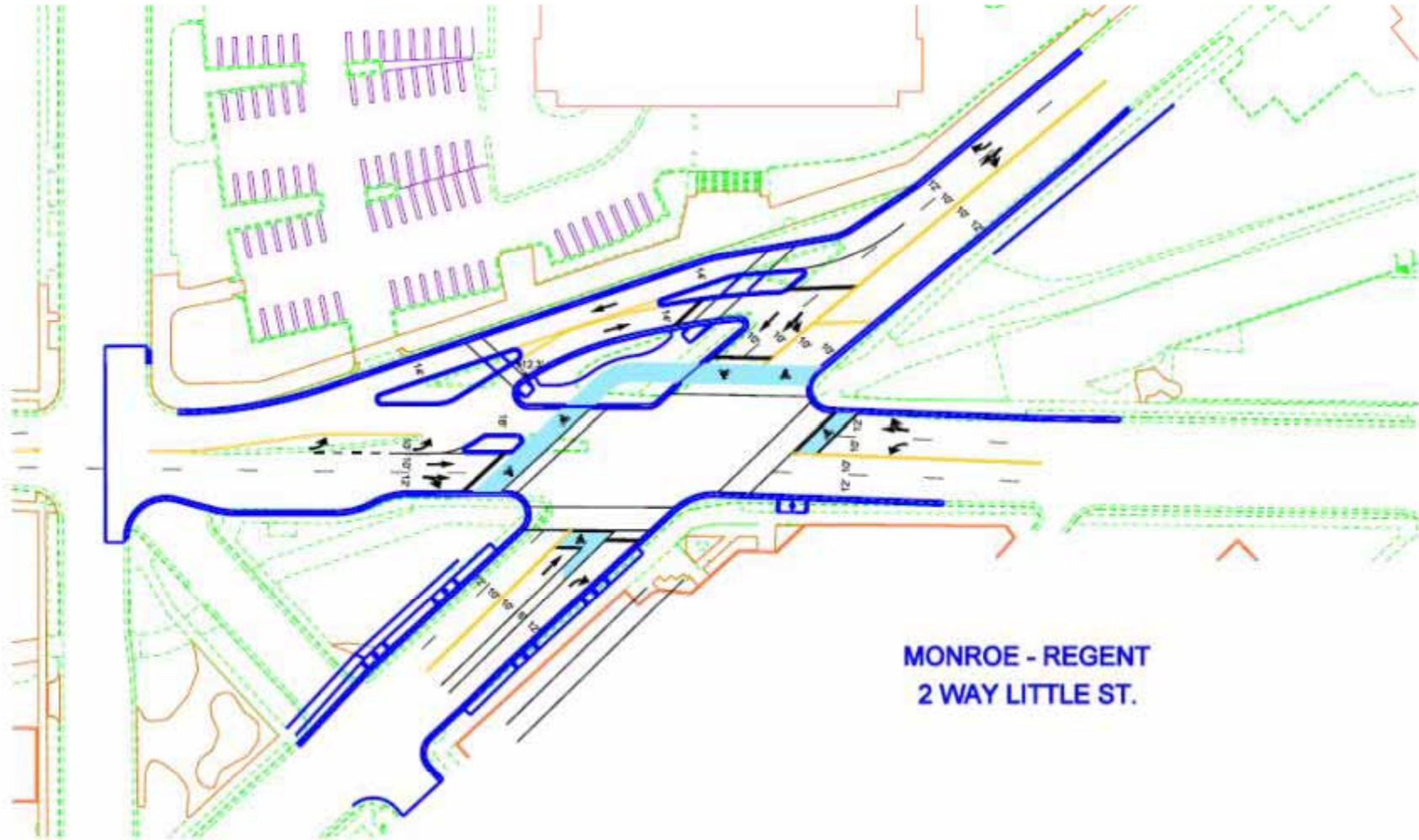


# Little Street 2-Lanes

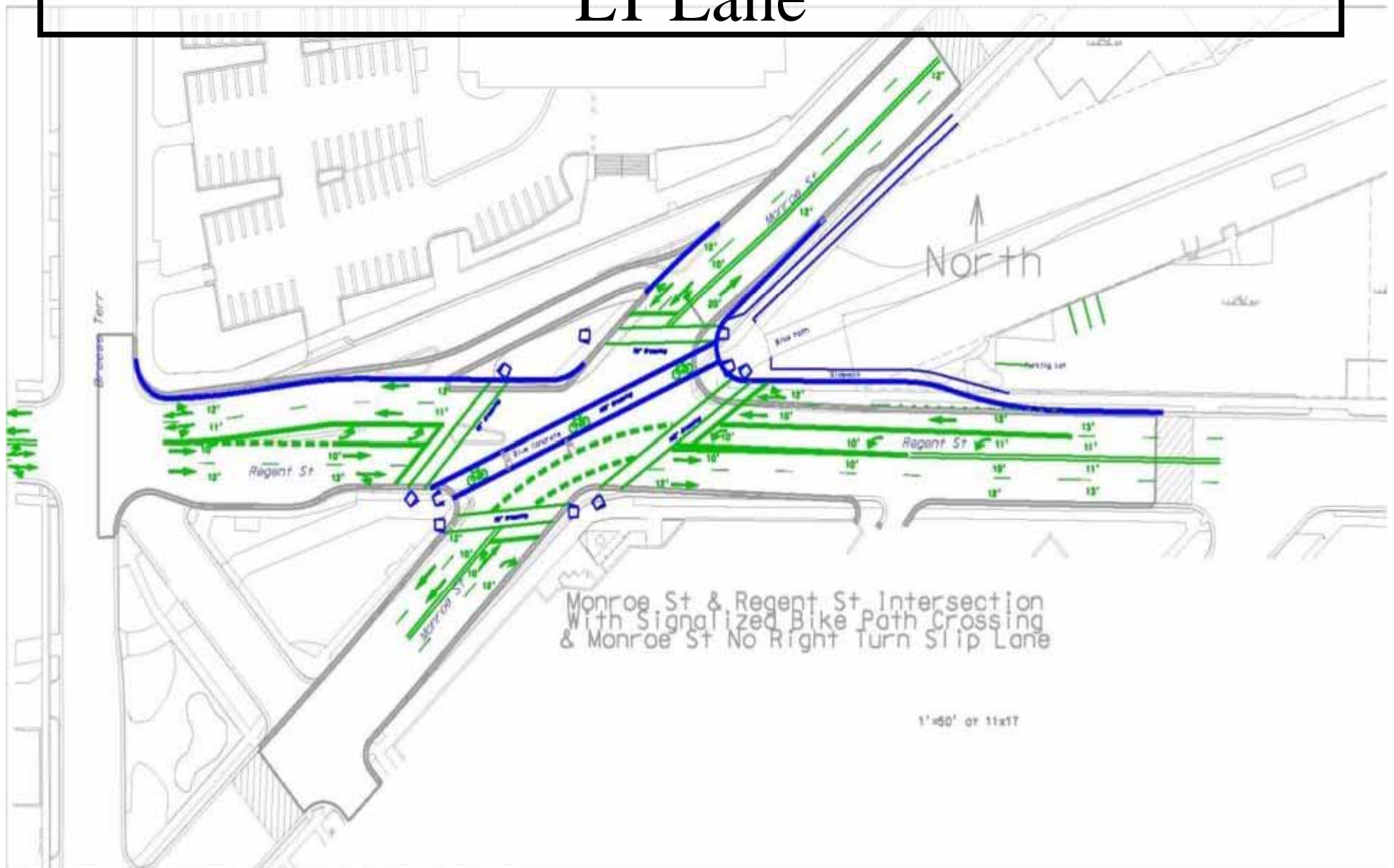




# Little Street 1-Lane – Blue Markings Thru Conflict Zones



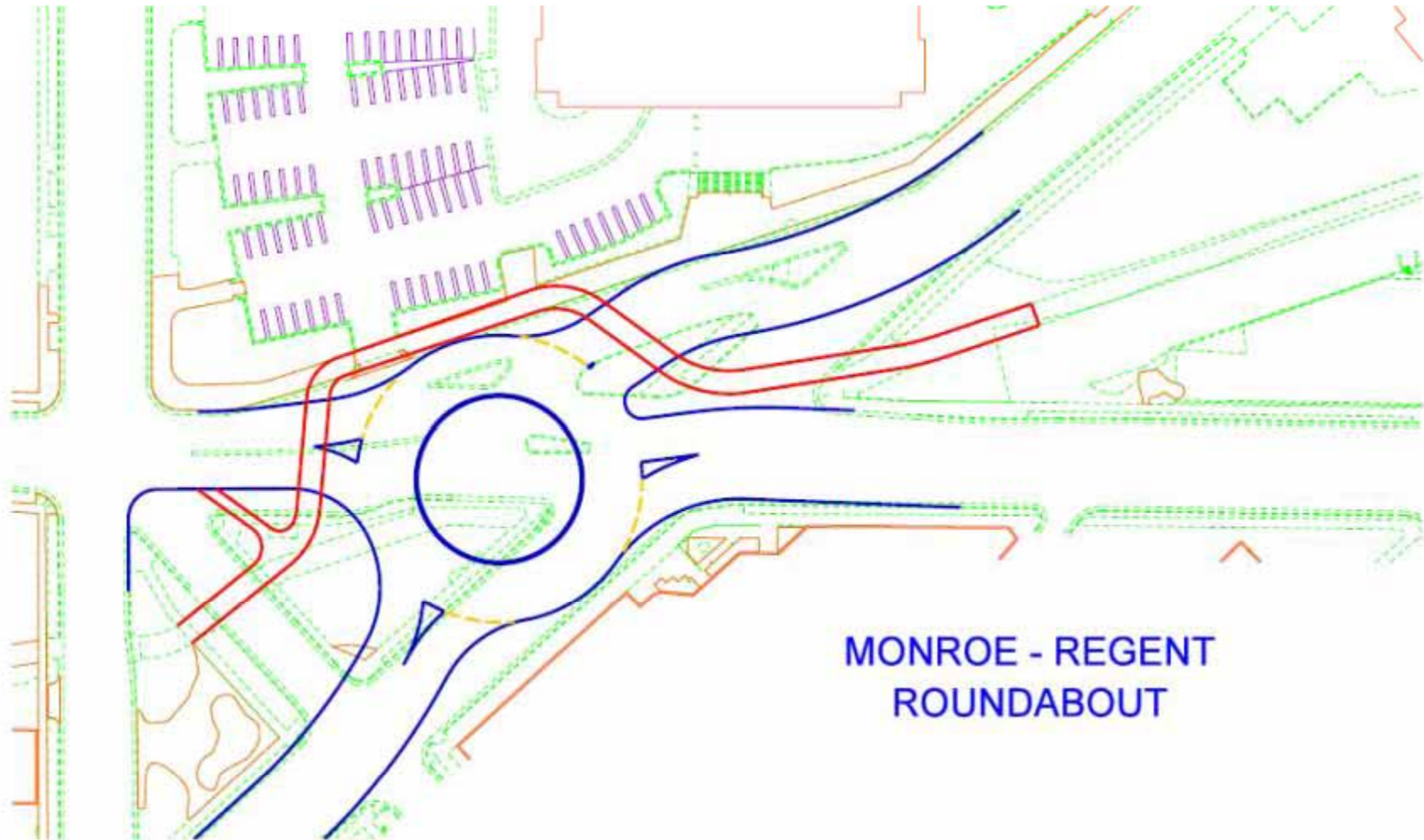
# Bicycle Signal w/ Regent St Overlapping LT Lane



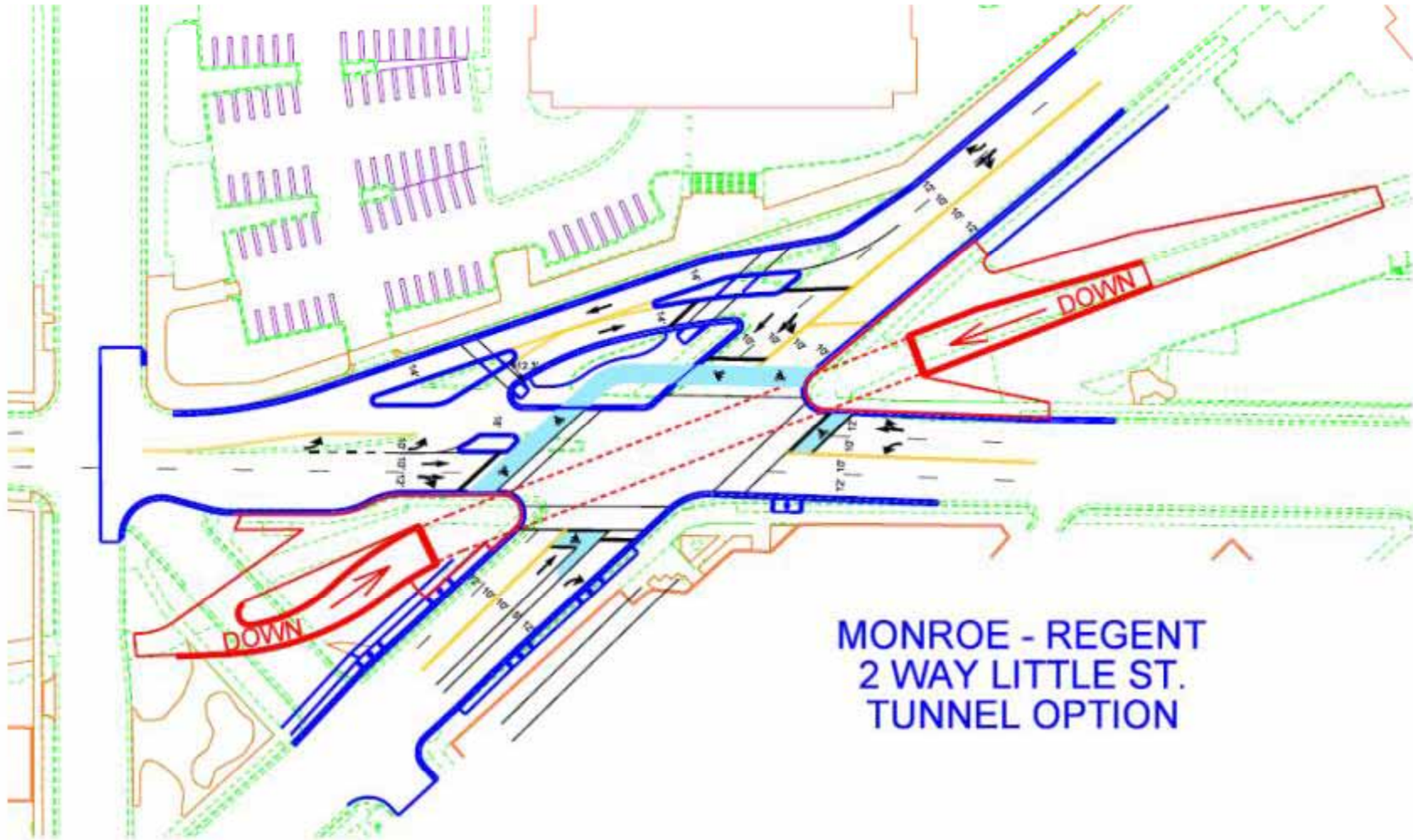
Monroe St & Regent St Intersection  
With Signalized Bike Path Crossing  
& Monroe St No Right Turn Slip Lane

1"=50' or 11x17

# Modern Roundabout w/ Relocated Path



# Little St 2-Way w/ Bike Underpass & Path Off-Ramps



---

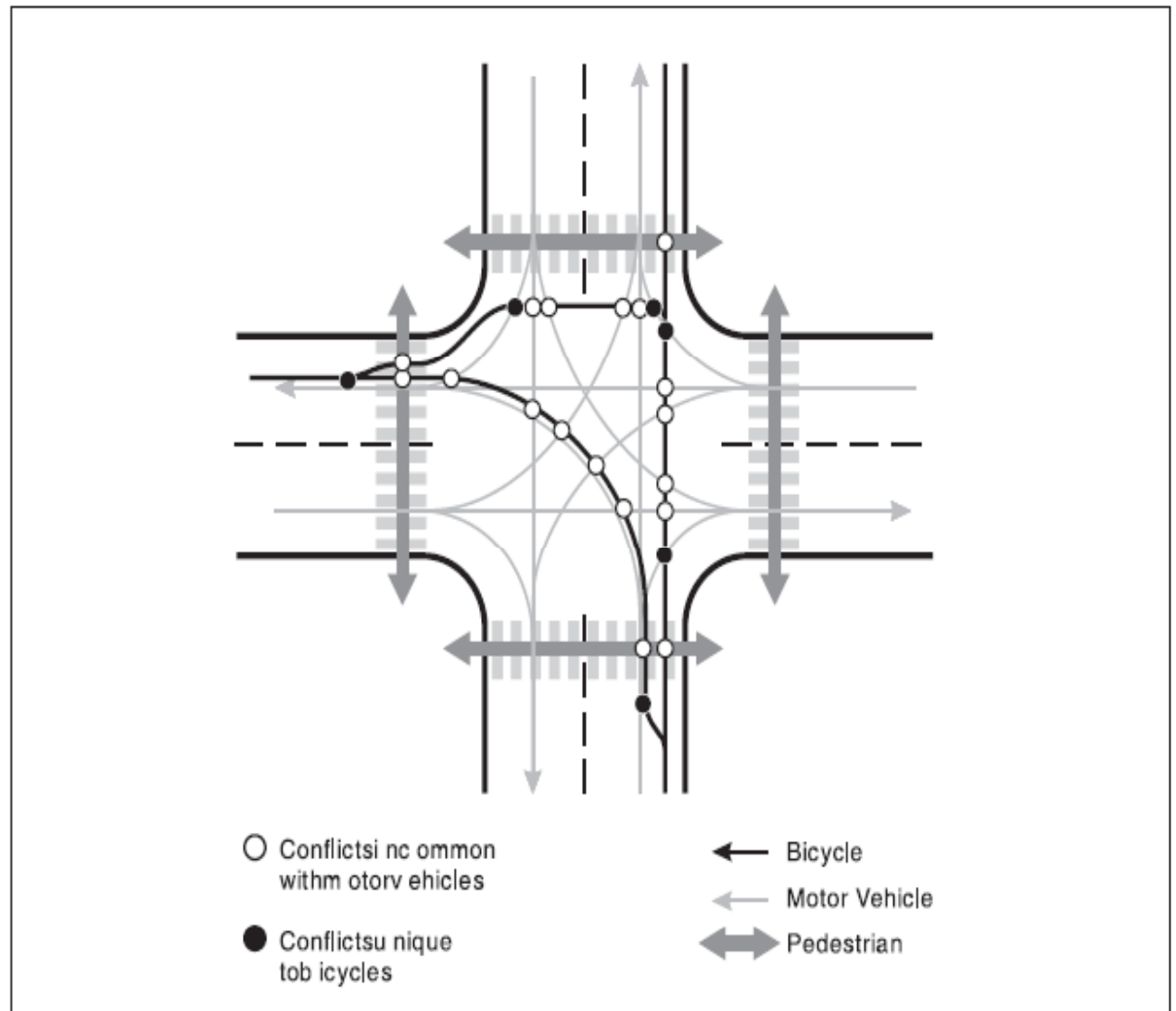
**Details of Options  
&  
Ped-Bike Features  
Being Considered**

---

# Conflict Points

**Exhibit 5-7.** Bicycle conflicts at conventional intersections (showing two left-turn options).

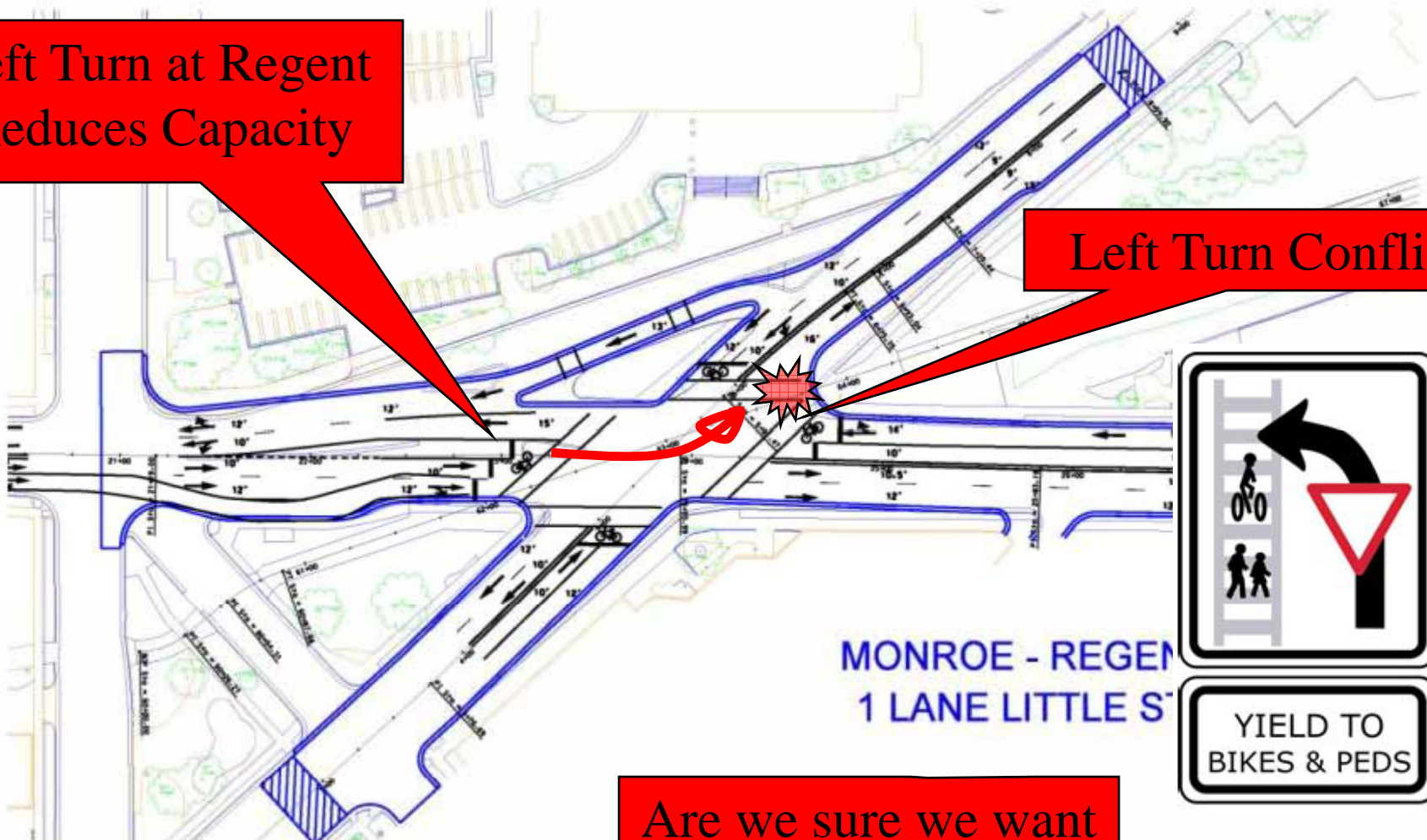
Source: FHWA Roundabout Guidelines



# Little Street 1-Lane

Left Turn at Regent  
Reduces Capacity

Left Turn Conflict



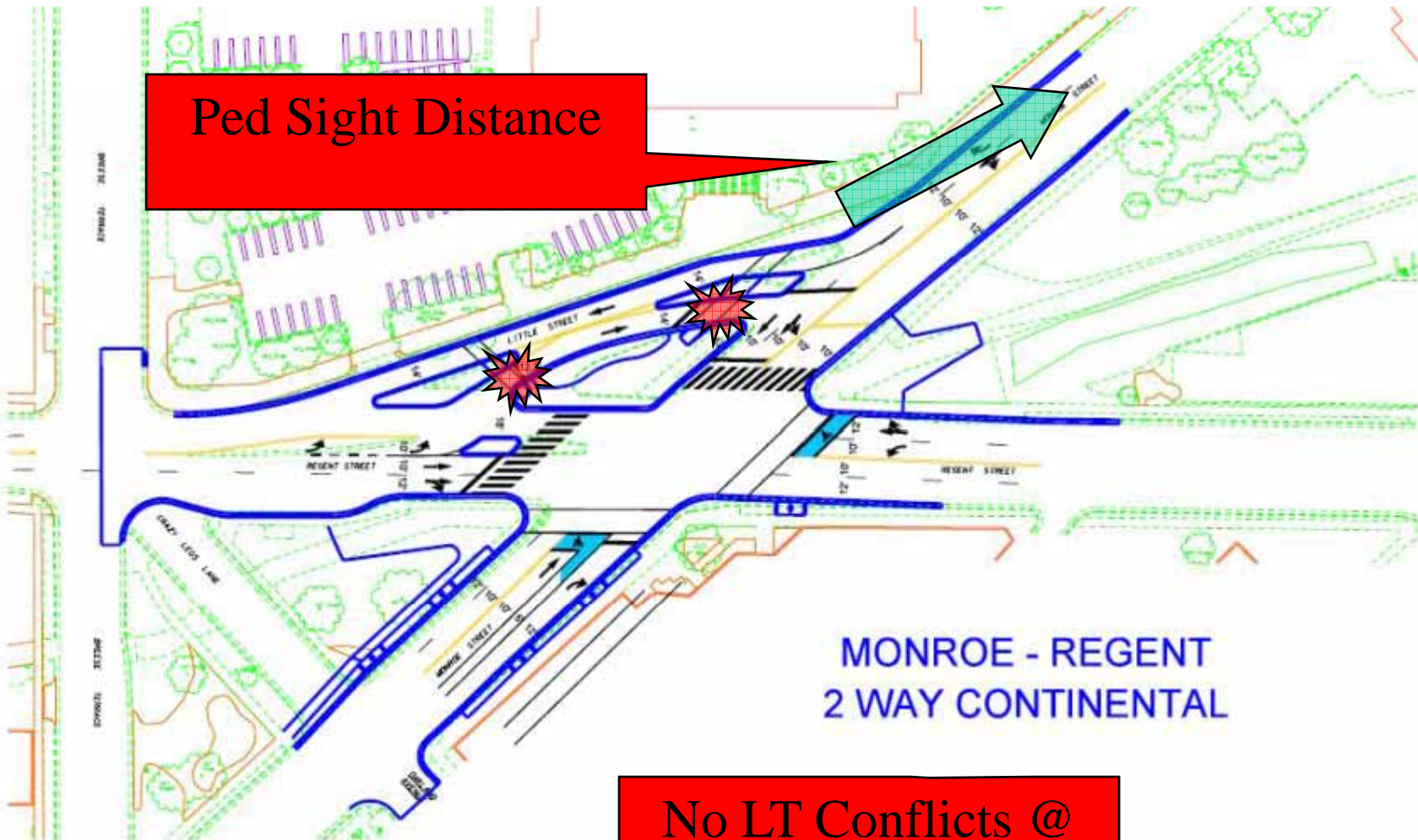
Are we sure we want  
this conflict?

Pedestrian  
Signal  
Countdown  
Timers  
&  
Yield Signs





# Little Street 2-Lane - Setback Continental Cross-Walk Markings

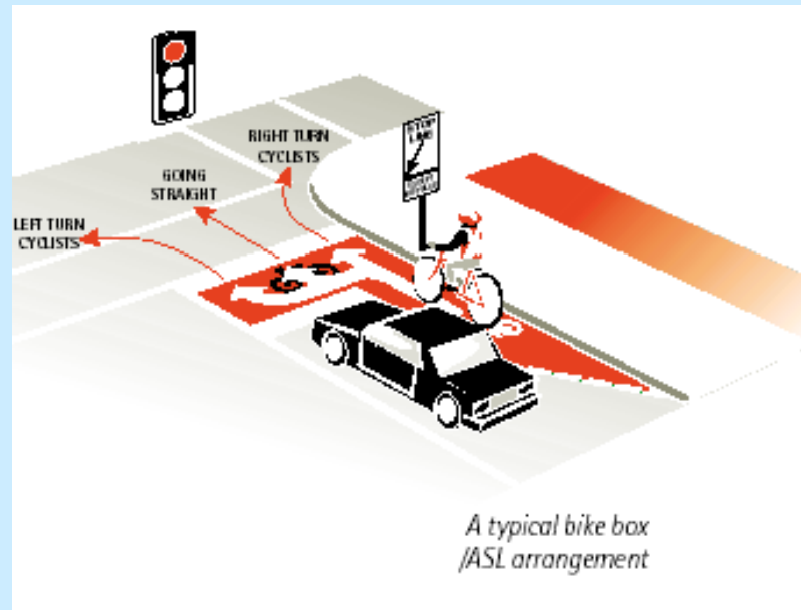
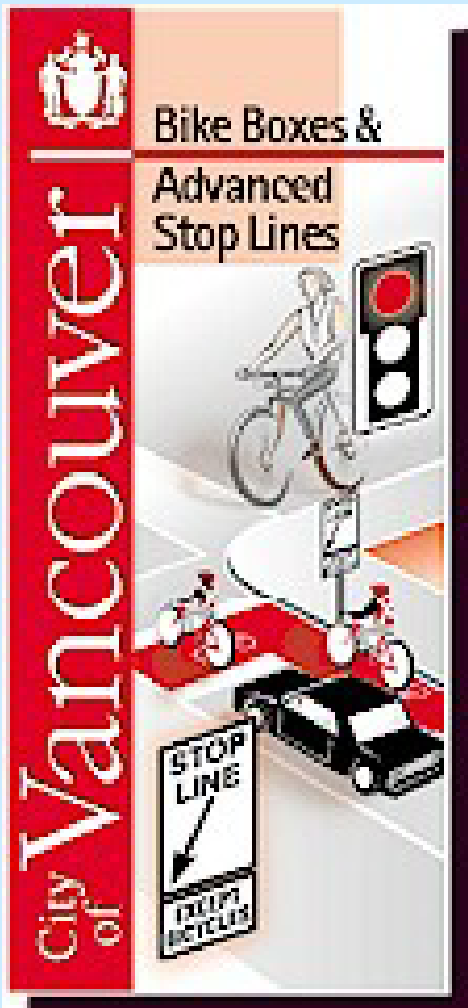


**Ped Sight Distance**

**MONROE - REGENT  
2 WAY CONTINENTAL**

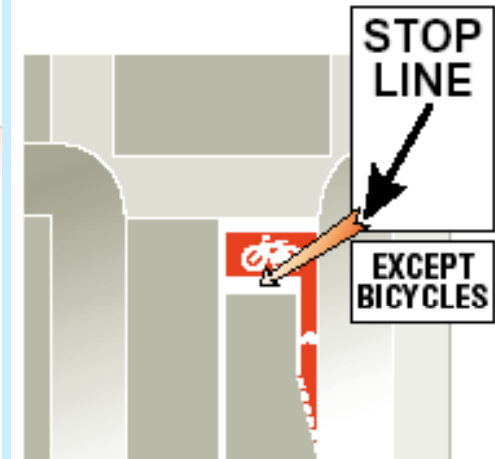
**No LT Conflicts @  
Bike Path Xing**

# Info on Bike Boxes & Advanced Stop Lines



## ■ A Motorist

When the signal is red, you should stop at the ASL marked on the road. The ASL may be accompanied by a sign, as shown below.



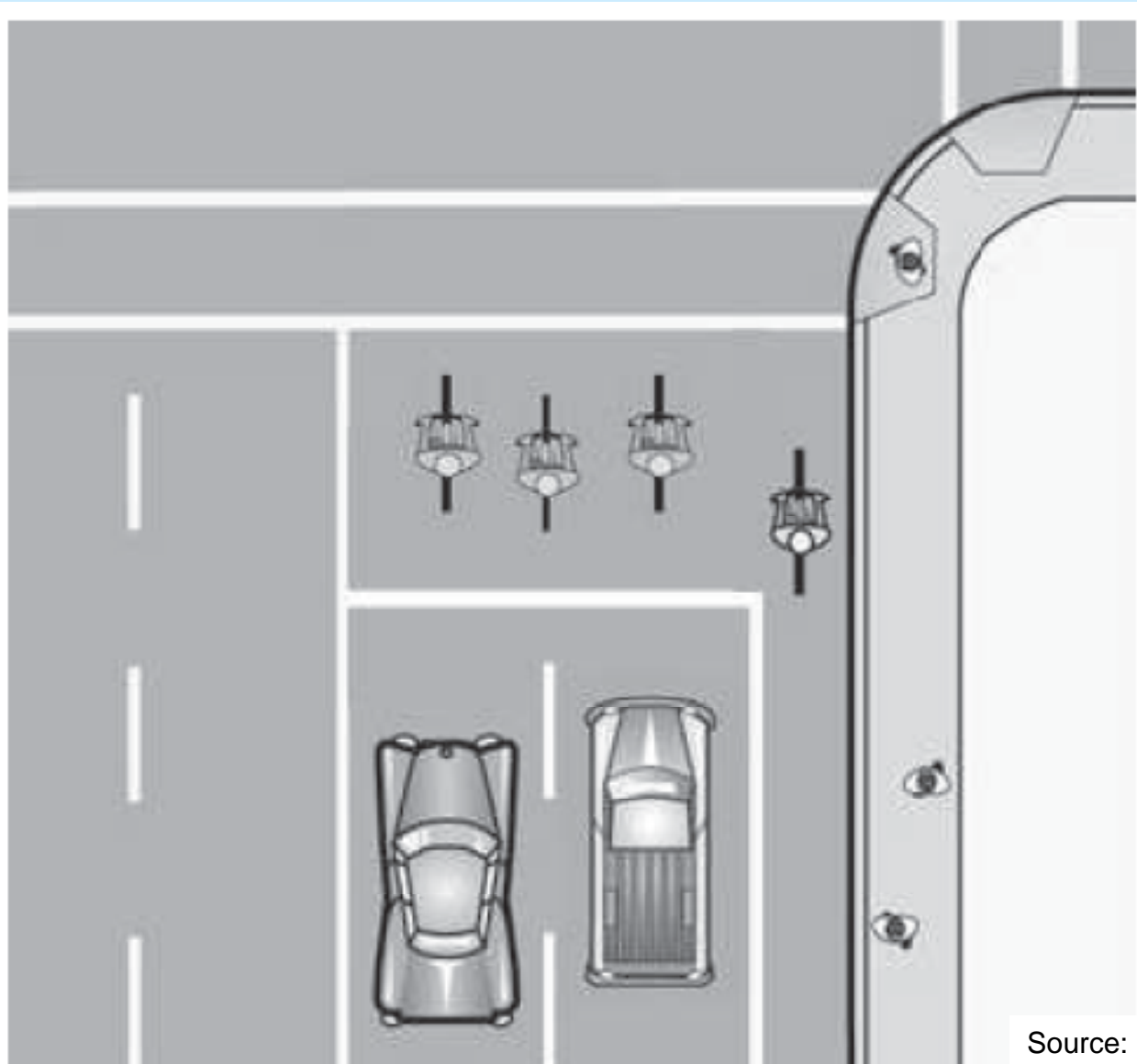
- Better Visibility of Bikes
- Advanced Position for Bikes



Example of Bike Box  
(Victoria, BC)



## Info on Bike Boxes



**Fig 31: Bike box**

Source: Draft Oregon Bike  
Pedestrian Plan 2007

# Example of Bike Box

## Bike Box with Turn Lanes

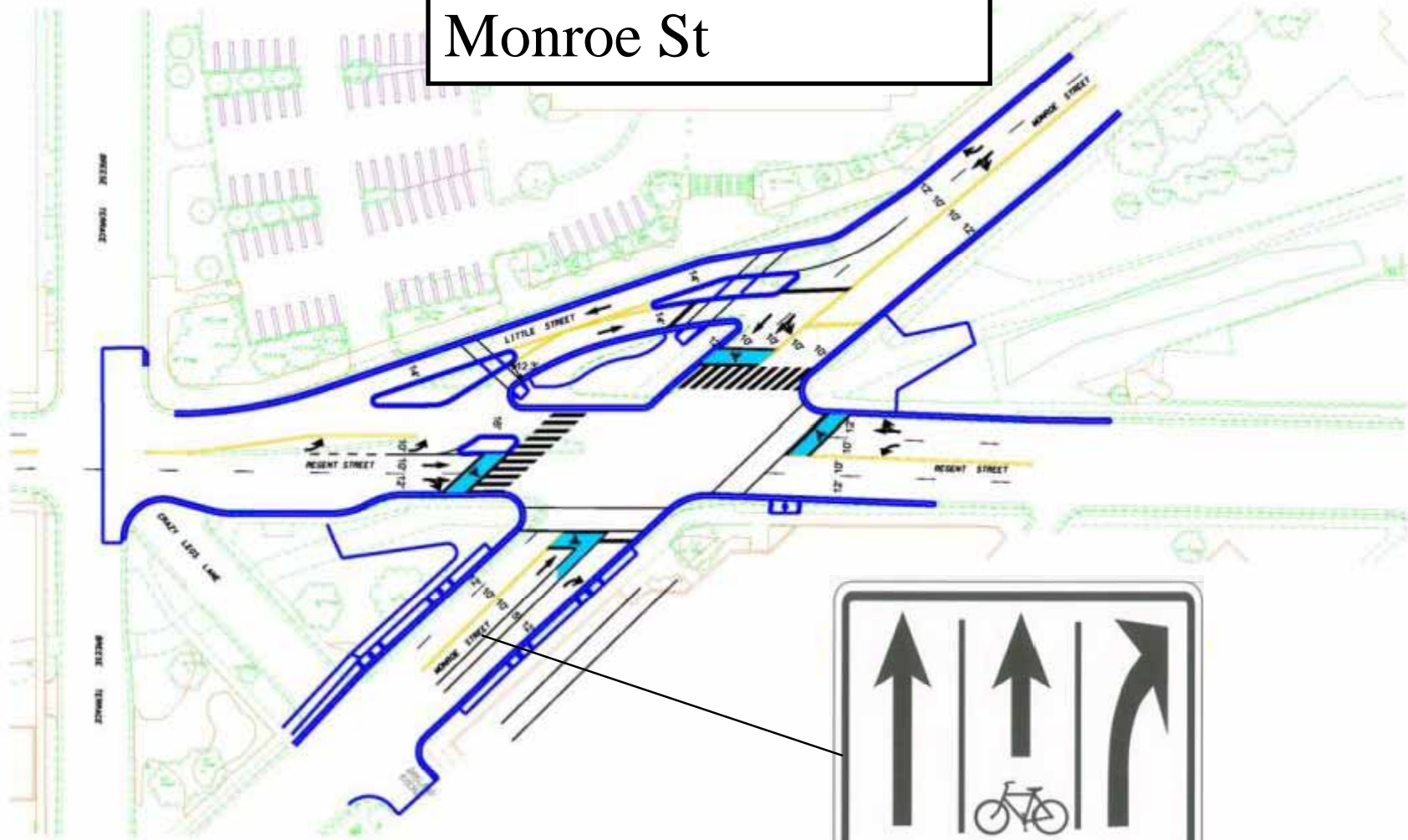


The Netherlands

Source: Matthew Ridgway,  
ITE

# Little Street 2-Lanes

Bike Lane Added --  
Monroe St



## Example of Blue Bike Lane in a Conflict Zone

*Figure 18*



Source: Mid-Ohio Regional  
Planning Commission

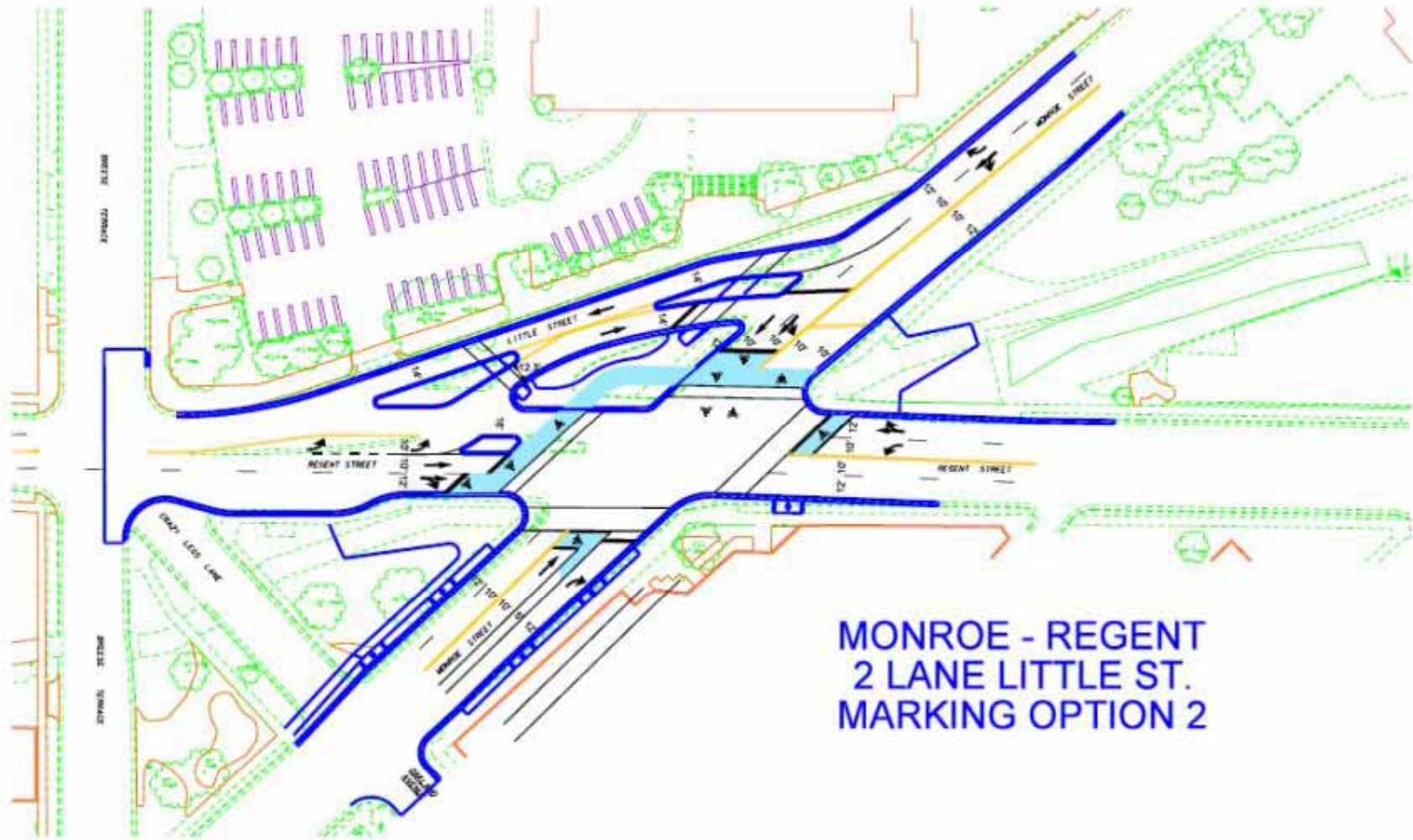
# Colored Bike Lanes in High Conflict Zones (Montreal, Canada)



Source: Matthew Ridgway,  
ITE

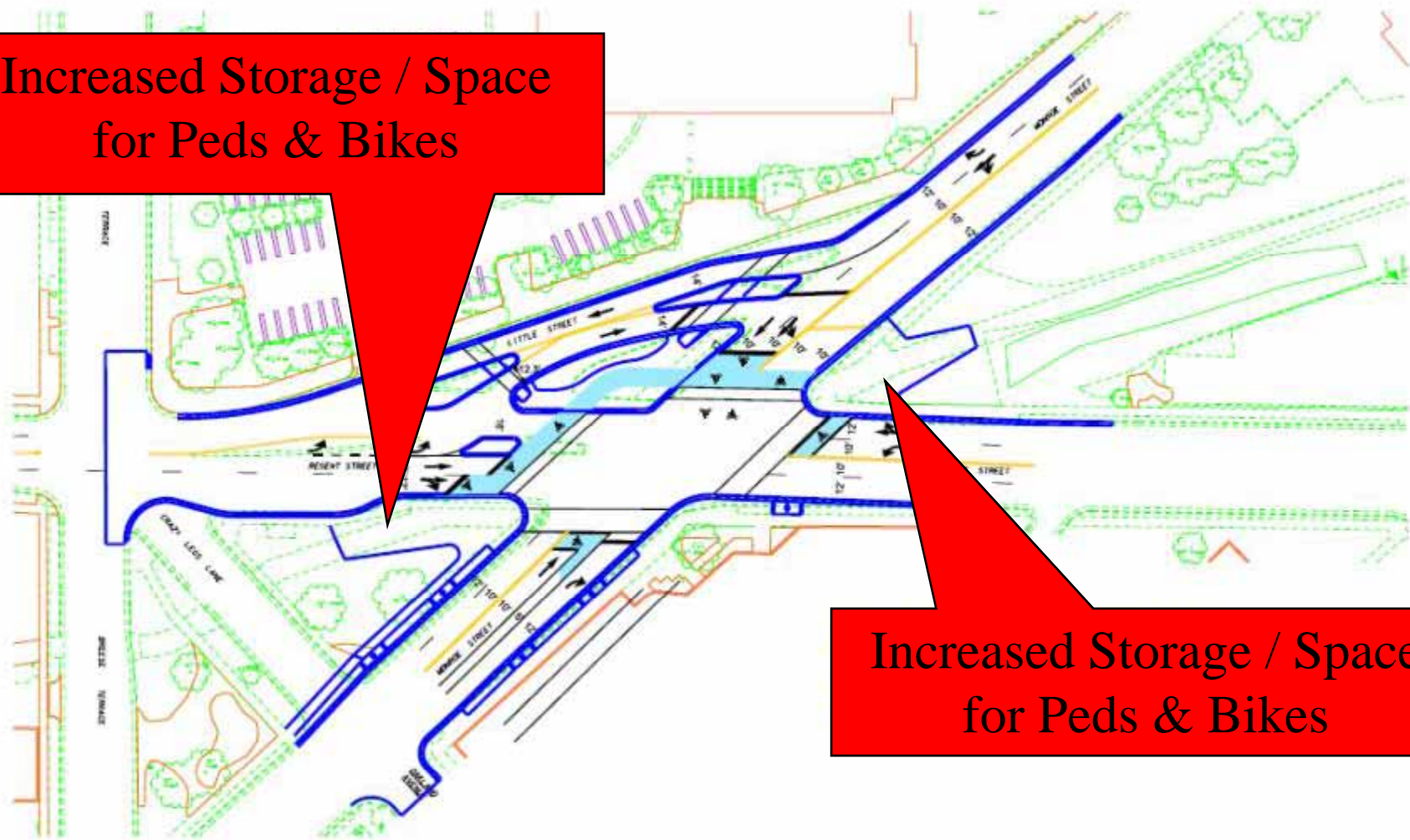


# Little Street 2-Lanes – Blue Marking Option



# Little Street 2-Lanes – Blue Marking Option

Increased Storage / Space  
for Peds & Bikes



Increased Storage / Space  
for Peds & Bikes

# Bicycle Signal w/ Regent St Overlapping LT Lane




# City of Portland – Intersection of Interstate Av & Oregon St (Steel Bridge) (2004)

## How to Use the New Bicycle Signal


**1 TO GET A GREEN LIGHT**

Place your bicycle on the marking on the sidewalk, with your wheels directly on the lines.

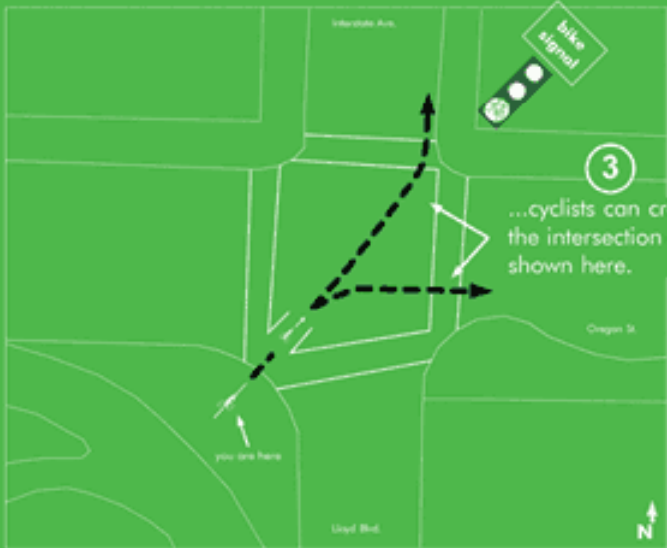
PLACE WHEELS ON LINES



**2** When the bicycle signal here is green...



**3** ...cyclists can cross the intersection as shown here.



The map shows the intersection of Interstate Av, Oregon St, and Lloyd Blvd. A dashed line indicates the path for cyclists, starting from the sidewalk, crossing the intersection, and continuing down the street. A north arrow is located in the bottom right corner of the map.

**Portland TRANSPORTATION**

Questions? Comment! Call City of Portland Bicycle Programs at (503) 823-CYCL, or submit a comment via the City of Portland's bicycle transportation website at [www.pdxtrams.org](http://www.pdxtrams.org).

# **Bike Signal Option**

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Significant Analysis & Review

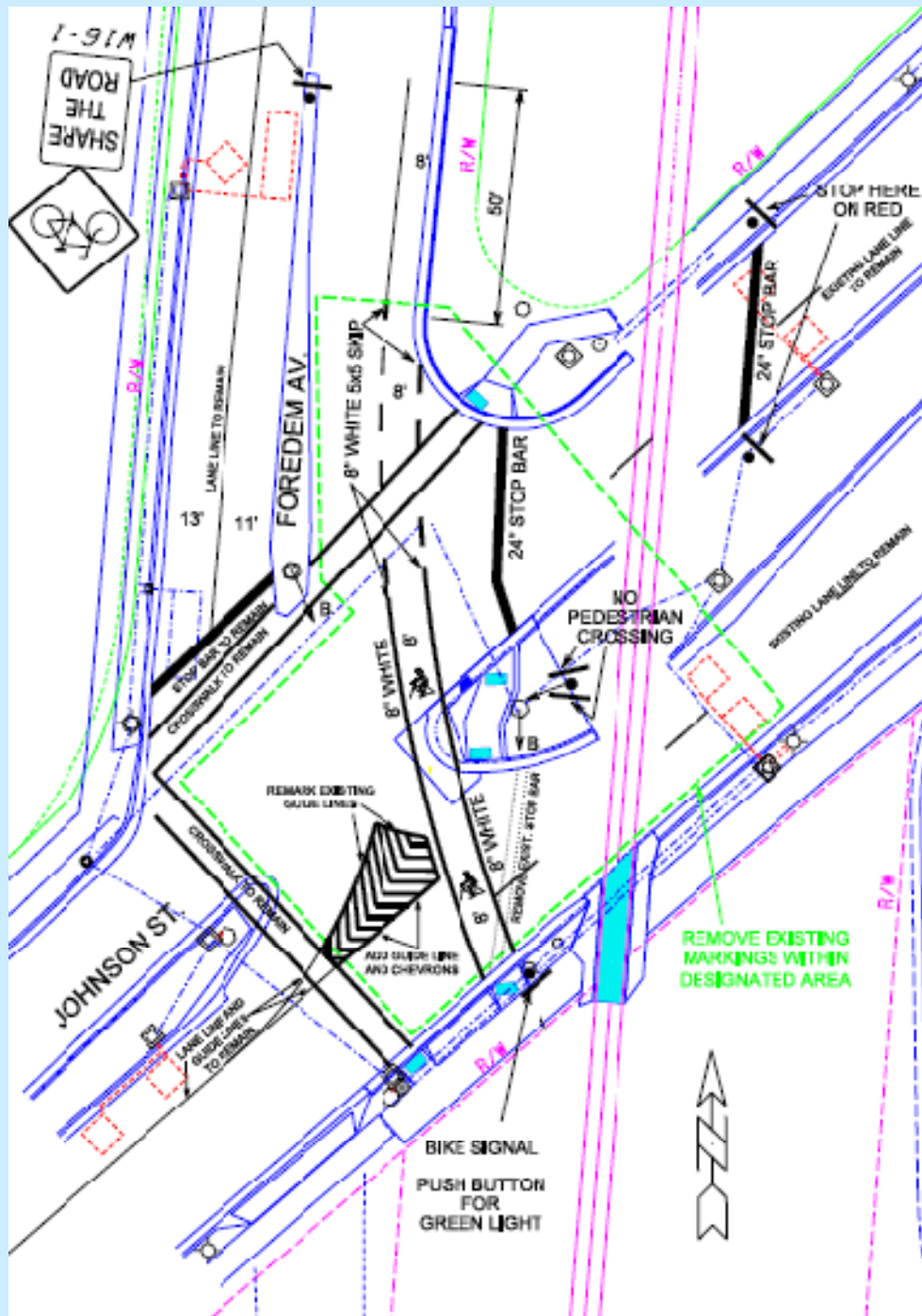
Some Examples in Madison already

Actually may be worse for bikes & peds

More delay and congestion for all users

---

Impact on other users & streets (Drake Randall, Grant) needs to be considered



Bike Signal Example  
 City of Madison –  
 Intersection of E.  
 Johnson St & Foreдем  
 Av (2007)

Other Madison  
 Examples:

Riverside & Willy  
 Atwood & Dunning

# Bicycle Signal w/ Regent St Overlapping LT Lane

180 ft requires: New 20" Phase  
(15" clearance; 5" green)

Additional THRU  
Lane Req'd

2x traffic volumes of  
Portland

2.5x distance of  
Portland

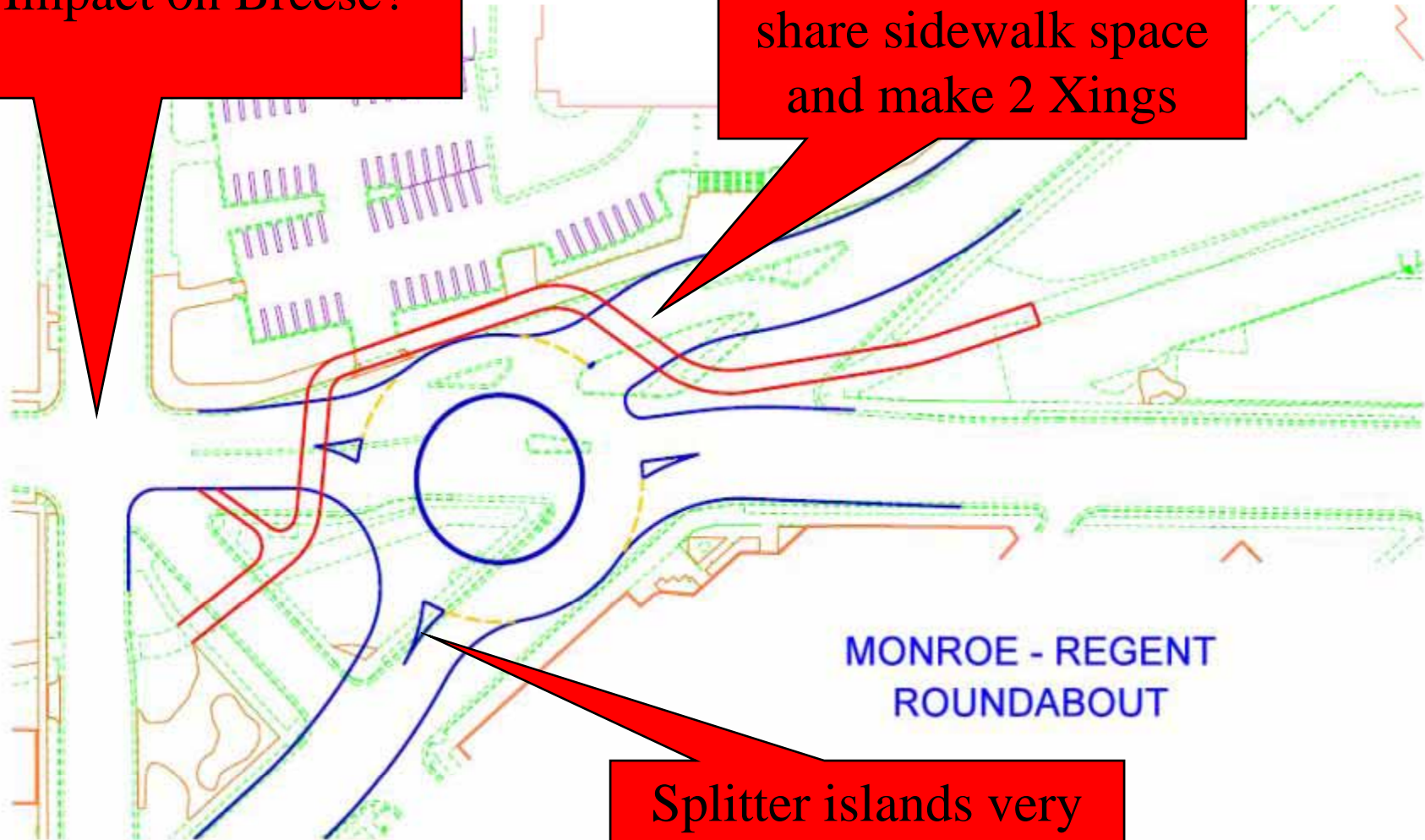
Overlapping LT  
Req'd

Monroe St & Regent St Intersection  
With Signalized Path Crossing  
& Monroe St No Right Turn Slip Lane

# Modern Roundabout w/ Relocated Path

Impact on Breese?

Bike Path –has to share sidewalk space and make 2 Xings



MONROE - REGENT  
ROUNDABOUT

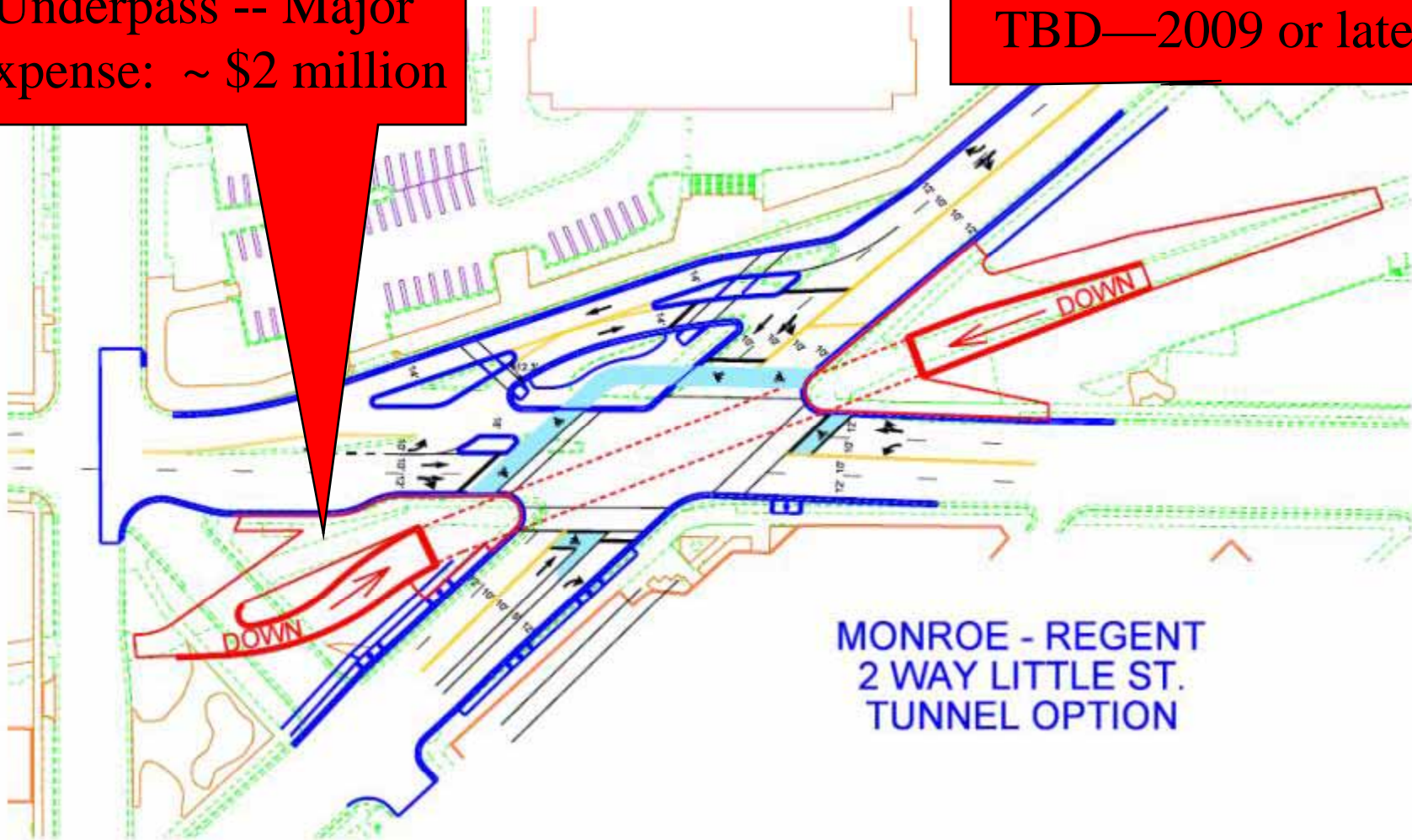
Splitter islands very  
small



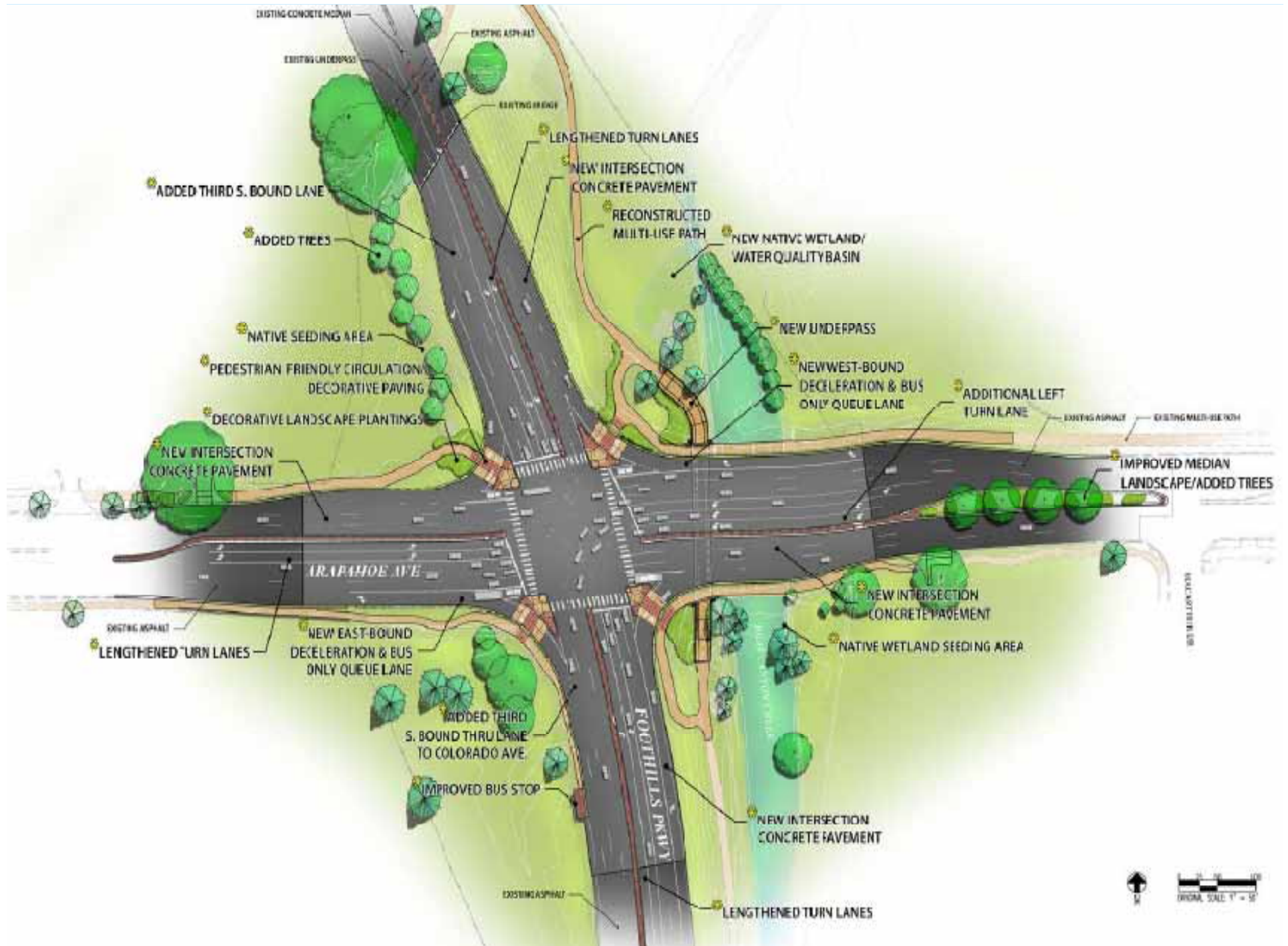
# Little St 2-Way w/ Bike Underpass & Path Off-Ramps

Underpass -- Major  
Expense: ~ \$2 million

Schedule & Funding  
TBD—2009 or later







ADDED THIRD S. BOUND LANE

ADDED TREES

NATIVE SEEDING AREA

PEDESTRIAN FRIENDLY CIRCULATION/ DECORATIVE PAVING

DECORATIVE LANDSCAPE PLANTINGS

NEW INTERSECTION CONCRETE PAVEMENT

ARAPAHOE AVE

EXISTING ASPHALT

LENGTHENED TURN LANES

NEW EAST-BOUND DECELERATION & BUS ONLY QUEUE LANE

ADDED THIRD S. BOUND THRU LANE TO COLORADO AVE

IMPROVED BUS STOP

EXISTING ASPHALT

LENGTHENED TURN LANES

LENGTHENED TURN LANES

NEW INTERSECTION CONCRETE PAVEMENT

RECONSTRUCTED MULTI-USE PATH

NEW NATIVE WETLAND/ WATER QUALITY BASIN

NEW UNDERPASS

NEW WEST-BOUND DECELERATION & BUS ONLY QUEUE LANE

ADDITIONAL LEFT TURN LANE

EXISTING ASPHALT

EXISTING MEDIAN SIDE ROW

IMPROVED MEDIAN LANDSCAPE/ADDED TREES

NEW INTERSECTION CONCRETE PAVEMENT

NATIVE WETLAND SEEDING AREA

NEW INTERSECTION CONCRETE PAVEMENT









1/30/200



8/8/2006

# Schedule & Construction

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Decision Makers: Alders, BPW & CC

Construction Staging Plan

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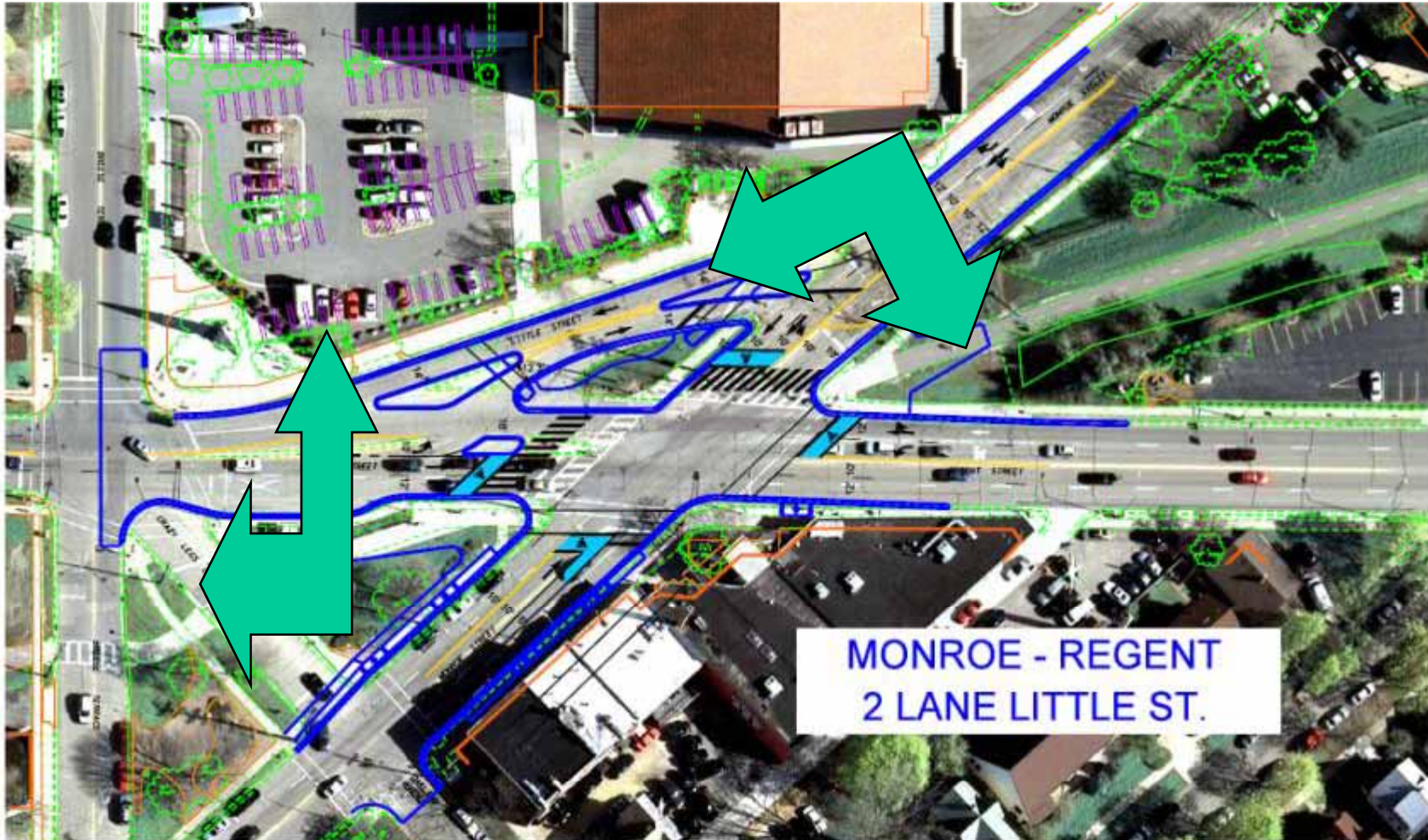


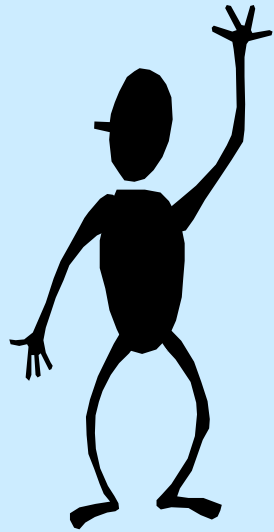
# Construction Staging Plan





# Construction Staging Plan (Concept Only)





# Questions & Comments



What do you think?

