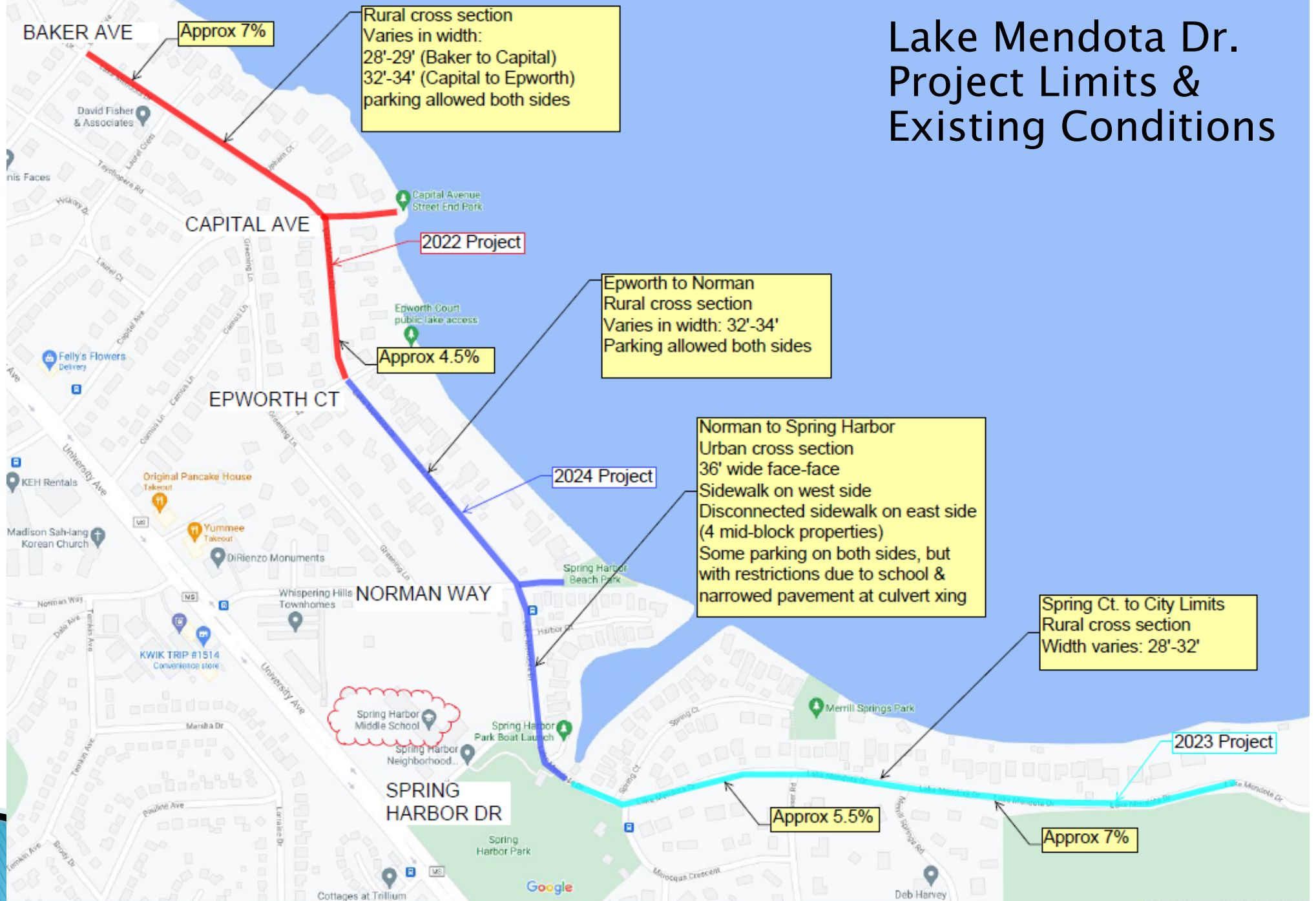


Lake Mendota Dr. Project Limits & Existing Conditions



- ▶ Between Baker & Laurel Crest



- ▶ Between Laurel Crest & Capital Ave



- ▶ Between Epworth Ct. & Norman Way



- ▶ Between Norman Way & Spring Harbor



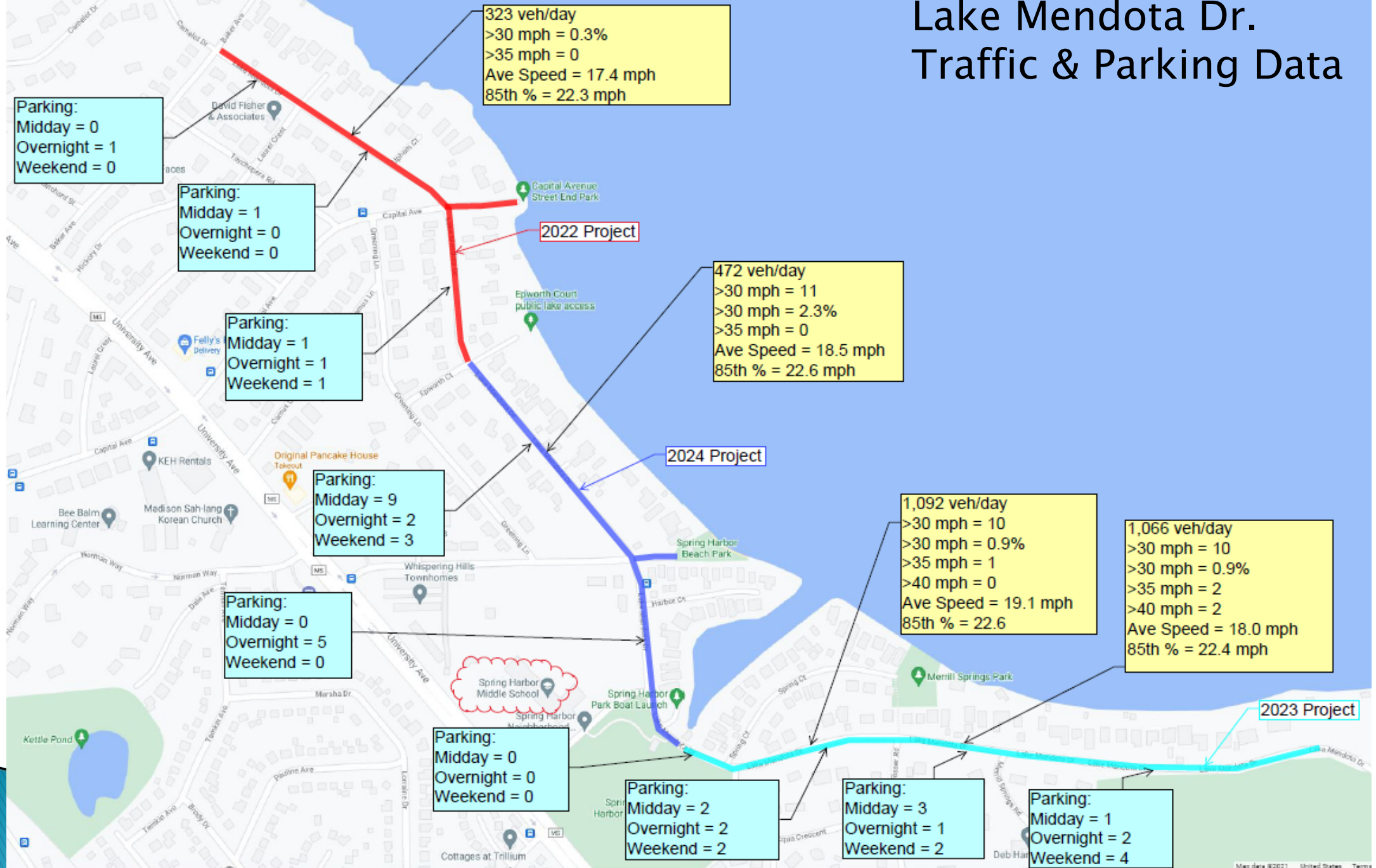
- ▶ Between Spring Ct. & Merrill Springs Rd.



- ▶ Between Merrill Springs Rd. & east end

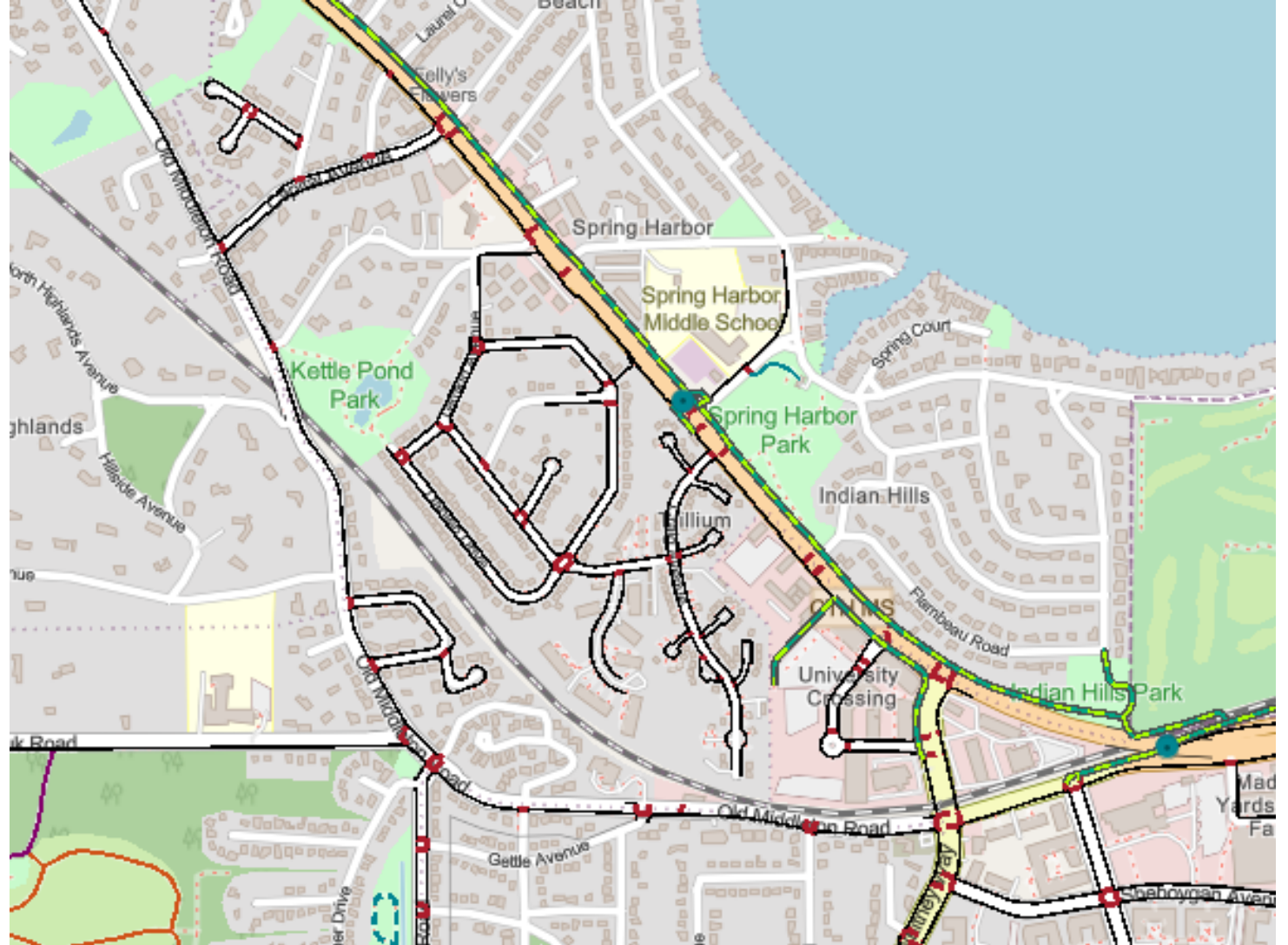


Lake Mendota Dr. Traffic & Parking Data



Pedestrians on Lake Mendota Dr.

- ▶ Popular route for walking
- ▶ Very limited sidewalks in the area
 - Some near school only
 - Otherwise only option is to walk in the street



Biking on Lake Mendota Dr.



- ▶ Current street meets NACTO criteria for all ages & abilities criteria as a bike boulevard
 - Maintain or reduce vehicle speeds
 - Include additional markings, such as sharrows
- ▶ Already considered a low-stress biking street
 - Level of Traffic Stress = 1 (per Greater Madison MPO map)

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
< 20 mph	< 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
< 25 mph	< 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	< 1,500 – 3,000			Buffered or Protected Bicycle Lane
	< 3,000 – 6,000			Protected Bicycle Lane
Greater than 26 mph [†]	Greater than 6,000	Multiple lanes per direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
	Any	Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	< 6,000	Any		Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane



Initial Design Concepts

- ▶ **Narrow the street**
 - Reduce parking to one side? If so, alternate sides?
 - Will help provide space for sidewalks and preserve trees
- ▶ **Possibly install additional traffic calming measures**
 - Traffic circles and/or islands?
 - Speed humps?
 - Bumpouts, depending on street width?
- ▶ **Install/extend sidewalks to the extent possible, improving walkability & connections**
 - Parks and School
 - Path along University Ave.
 - Underpass of University Ave. at Spring Harbor Dr.
 - Future RR underpass at Craig to Old Middleton