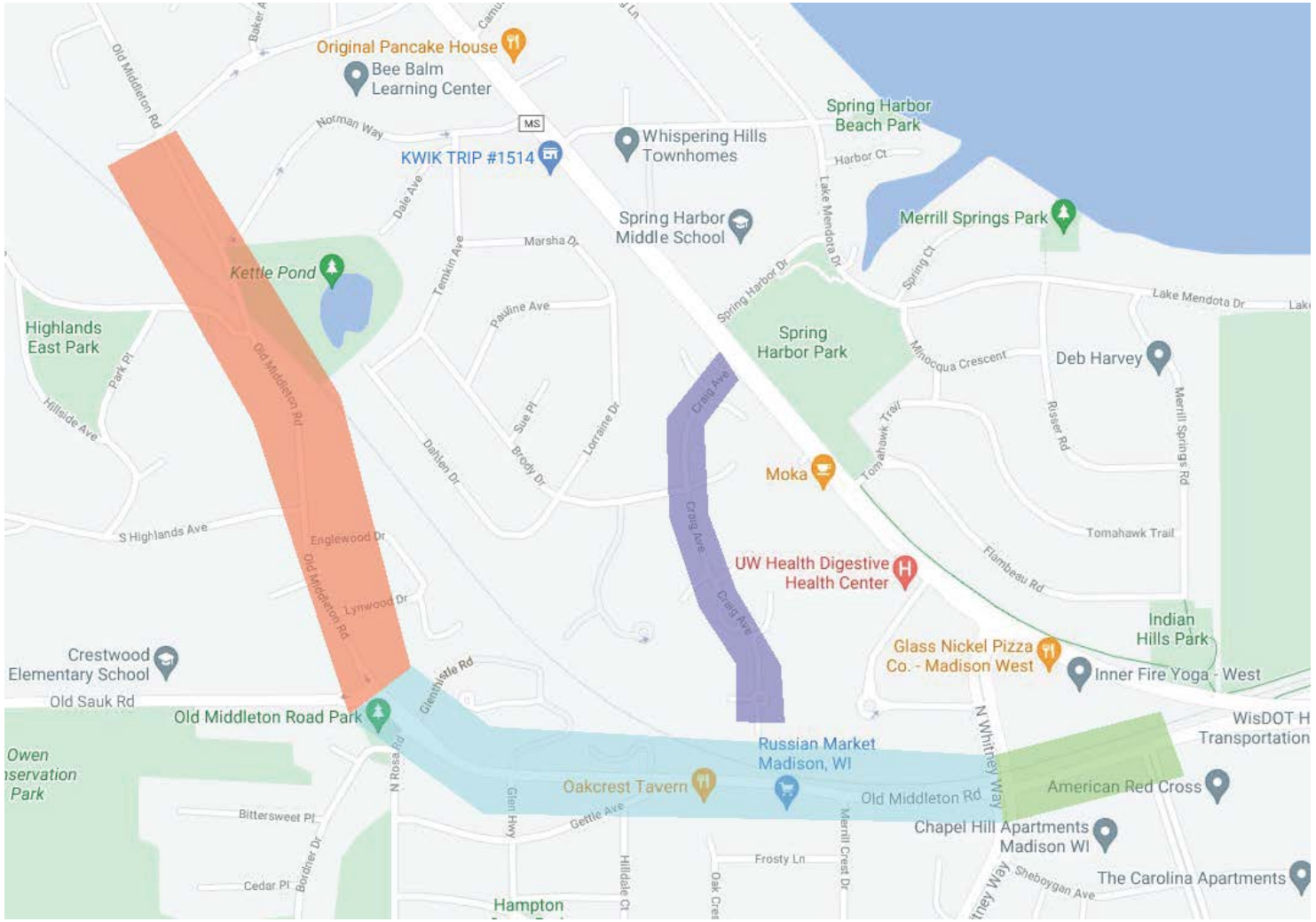
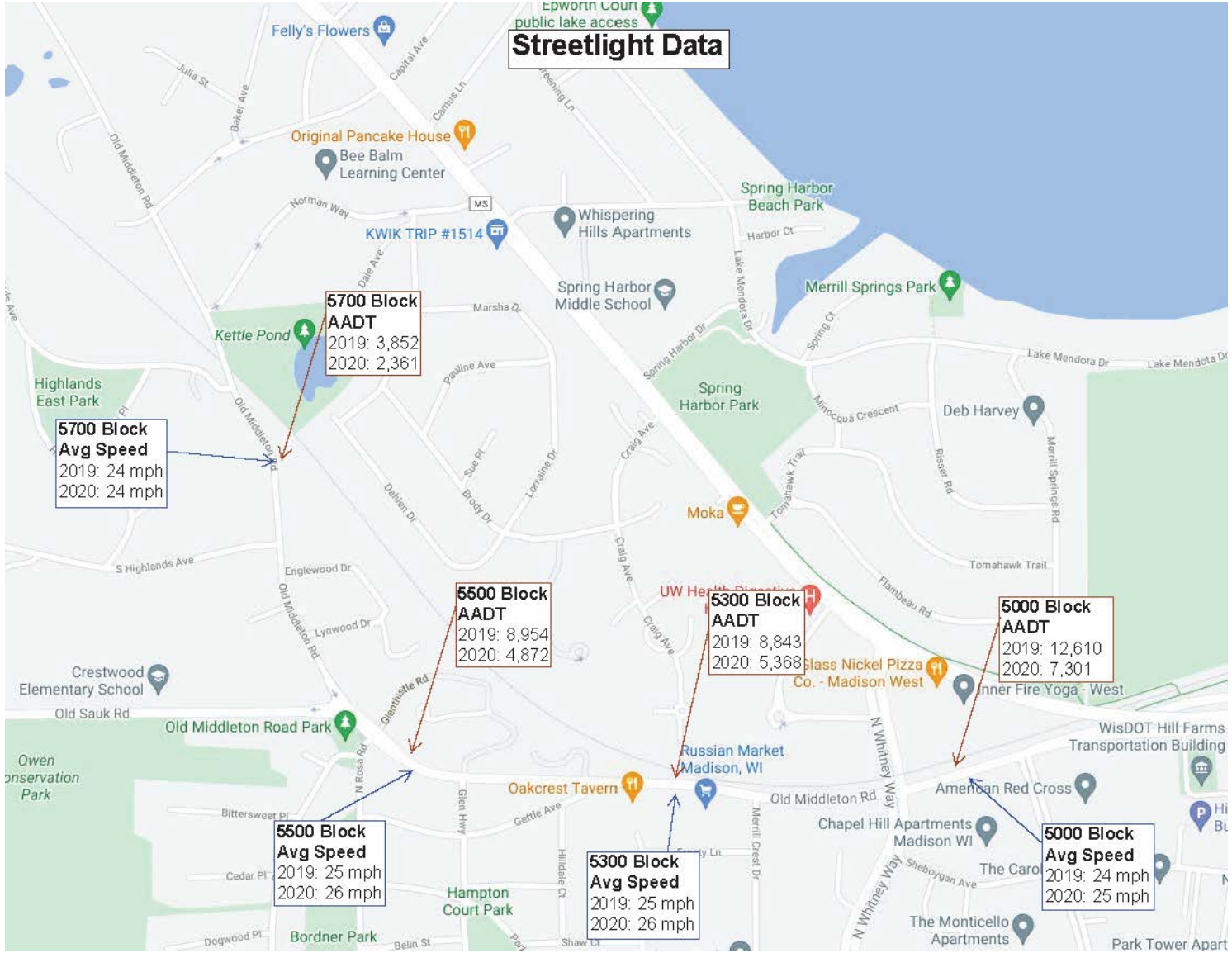
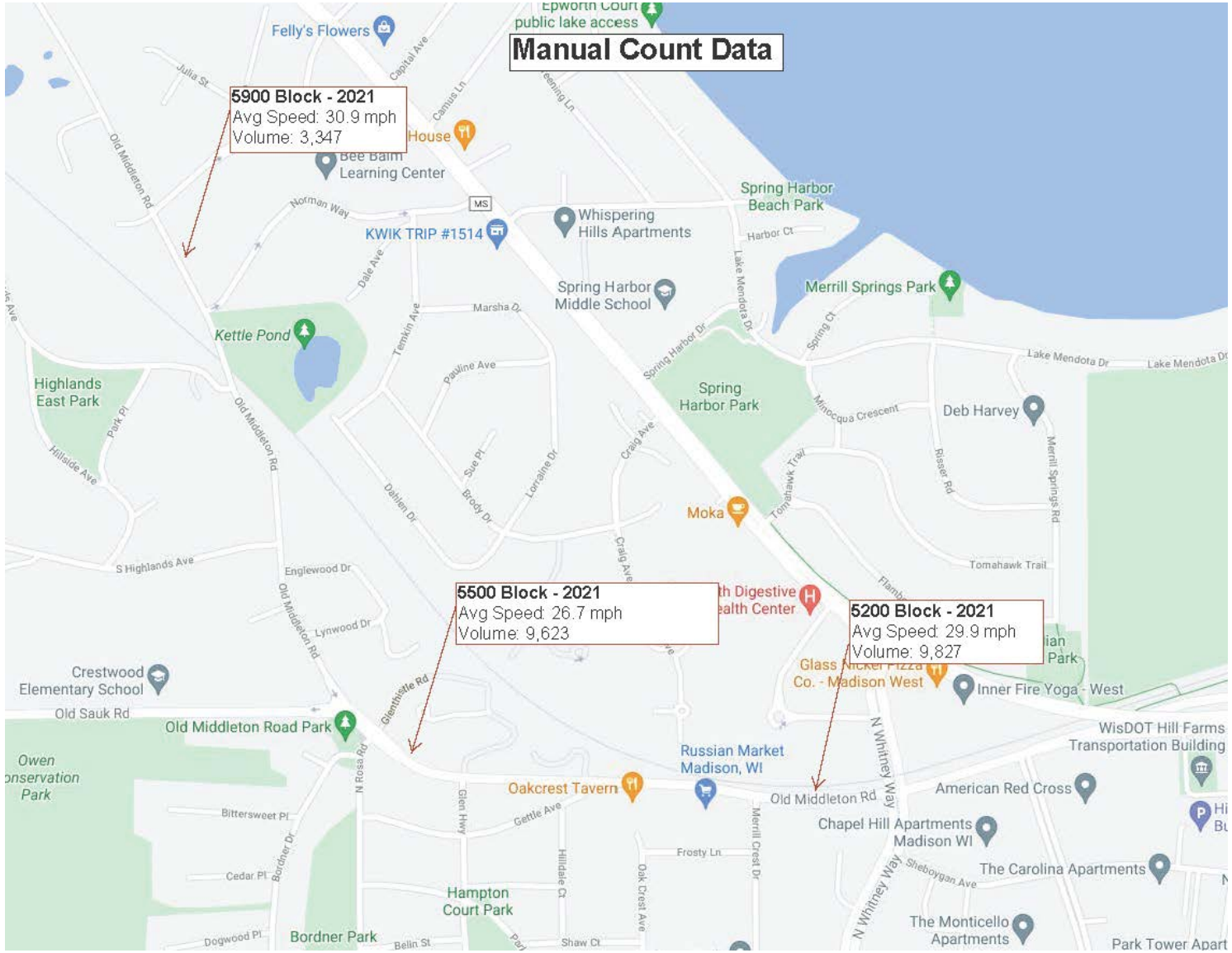
Old Middleton Rd Resurfacing



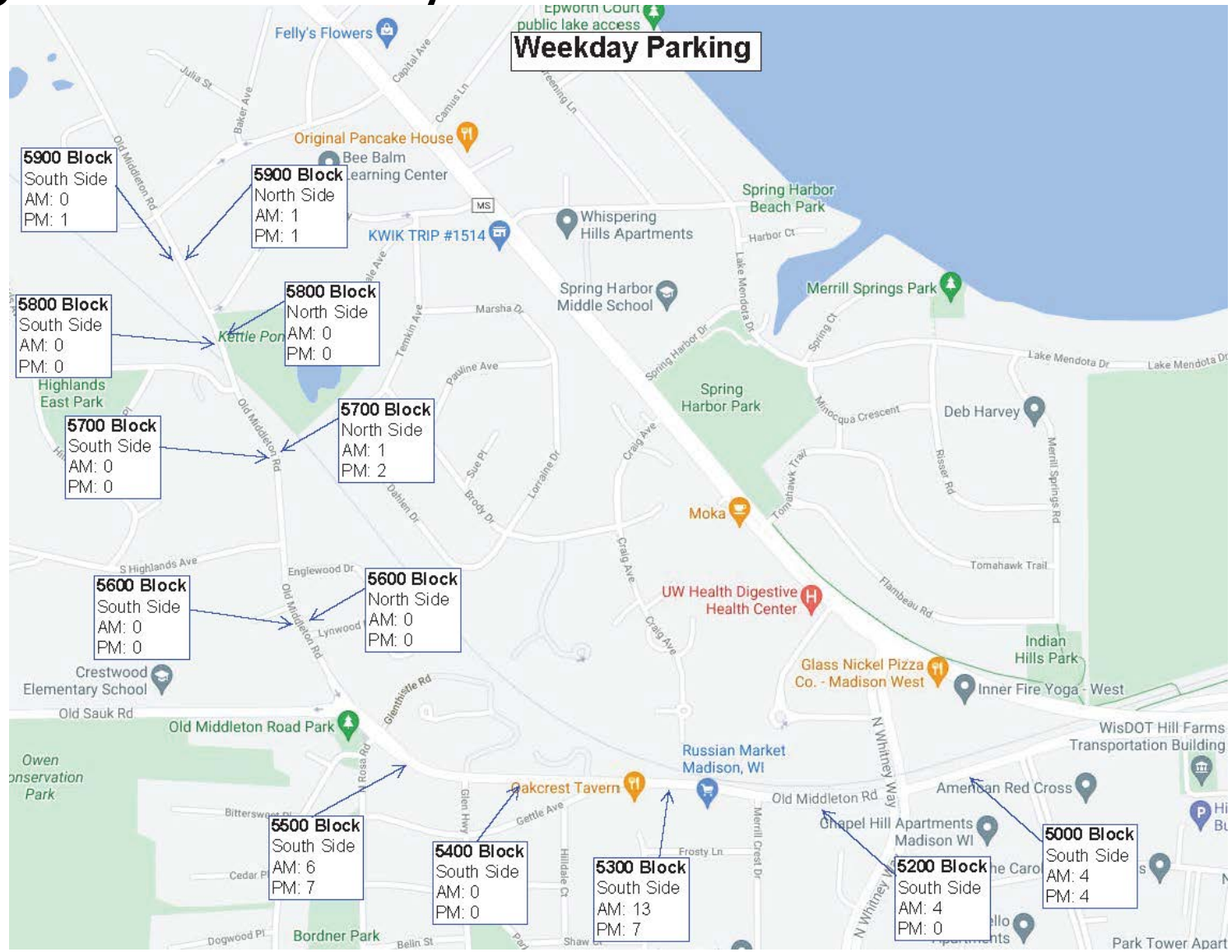
Streetlight Data



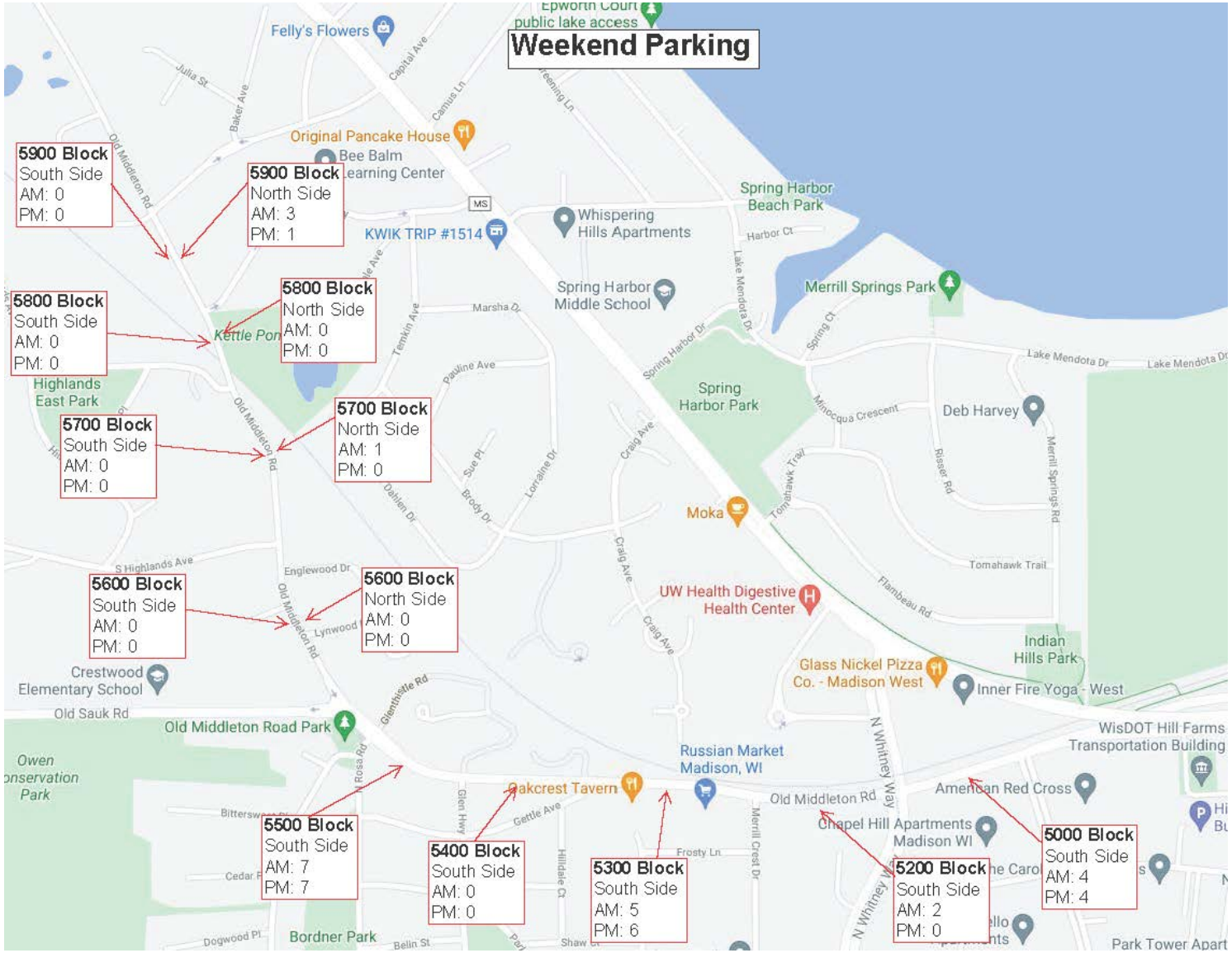
Tube Count Data



Parking – Weekday Current Conditions

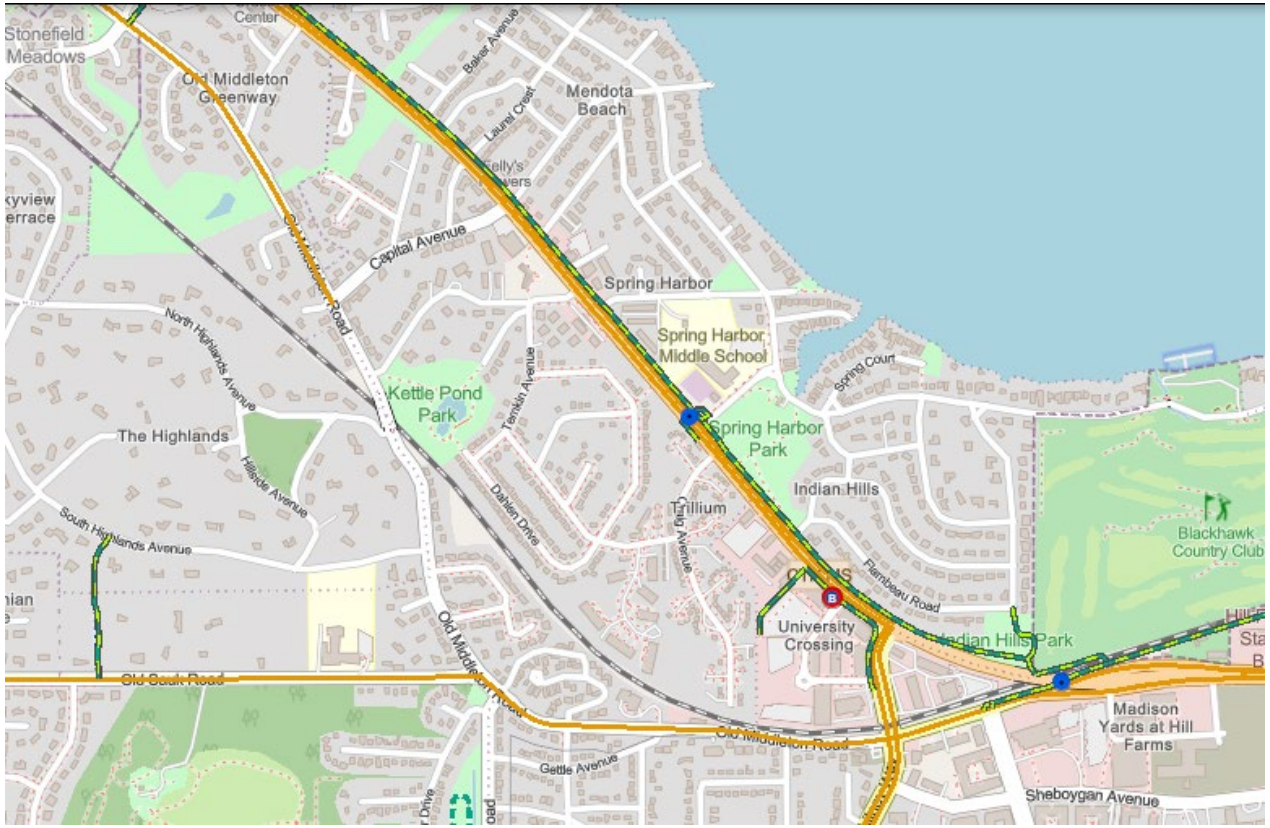


Parking – Weekend Current Conditions



Bike Route – Current Conditions

- Eau Claire to Rosa Rd
  - Bike lane (shared bike/parking lane on south side)
- Rosa Rd to Old Sauk Rd
  - Bike lane
- Old Sauk Rd to Capital Ave
  - No bike lane
- Capital Ave to Middleton border
  - Bike lane



Old Middleton Rd - Bicycle Usage

- In the top 10% of primary/secondary bike routes based on usage
- East/west bike routes (west of Midvale & north of Mineral Point Rd) ranked by relative usage
  1. Blackhawk Path to Old Middleton Rd
  2. Regent St to Whitney Way
  3. Blackhawk Path to University Ave Path
  4. Lake Mendota Dr
  5. South Hill Dr

*Based on Streetlight Data from March-September 2019

Eau Claire to Old Sauk Rd

- 30 mph (reduce to 25 mph)
- 10,000 ADT
- Single lane each direction

Old Sauk Rd to Capital Ave

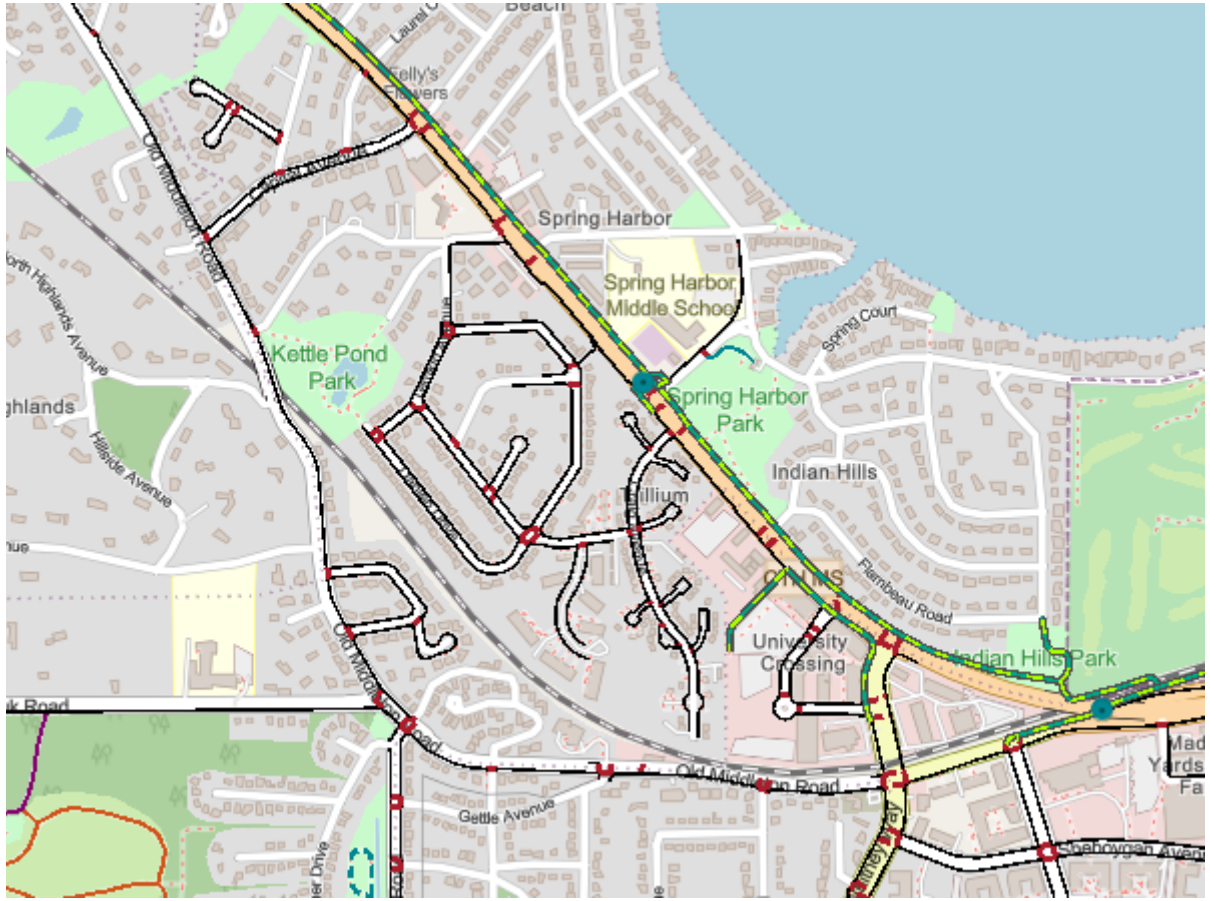
- 30 mph (reduce to 25mph)
- 3,500 ADT
- Single Lane each direction

Contextual Guidance for Selecting All Ages & Abilities Bikeways

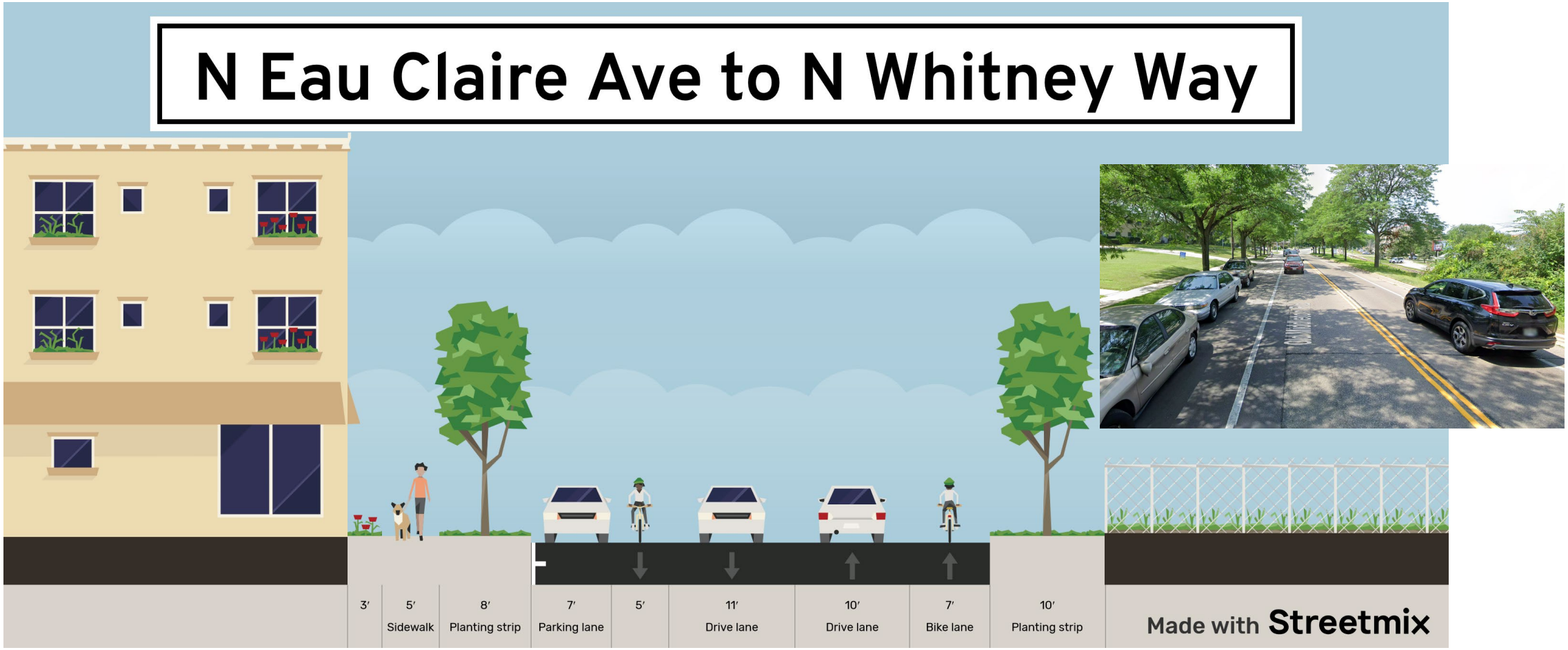
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected 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			
	≤ 1,500 – 3,000	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**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**

Sidewalks – Current Conditions

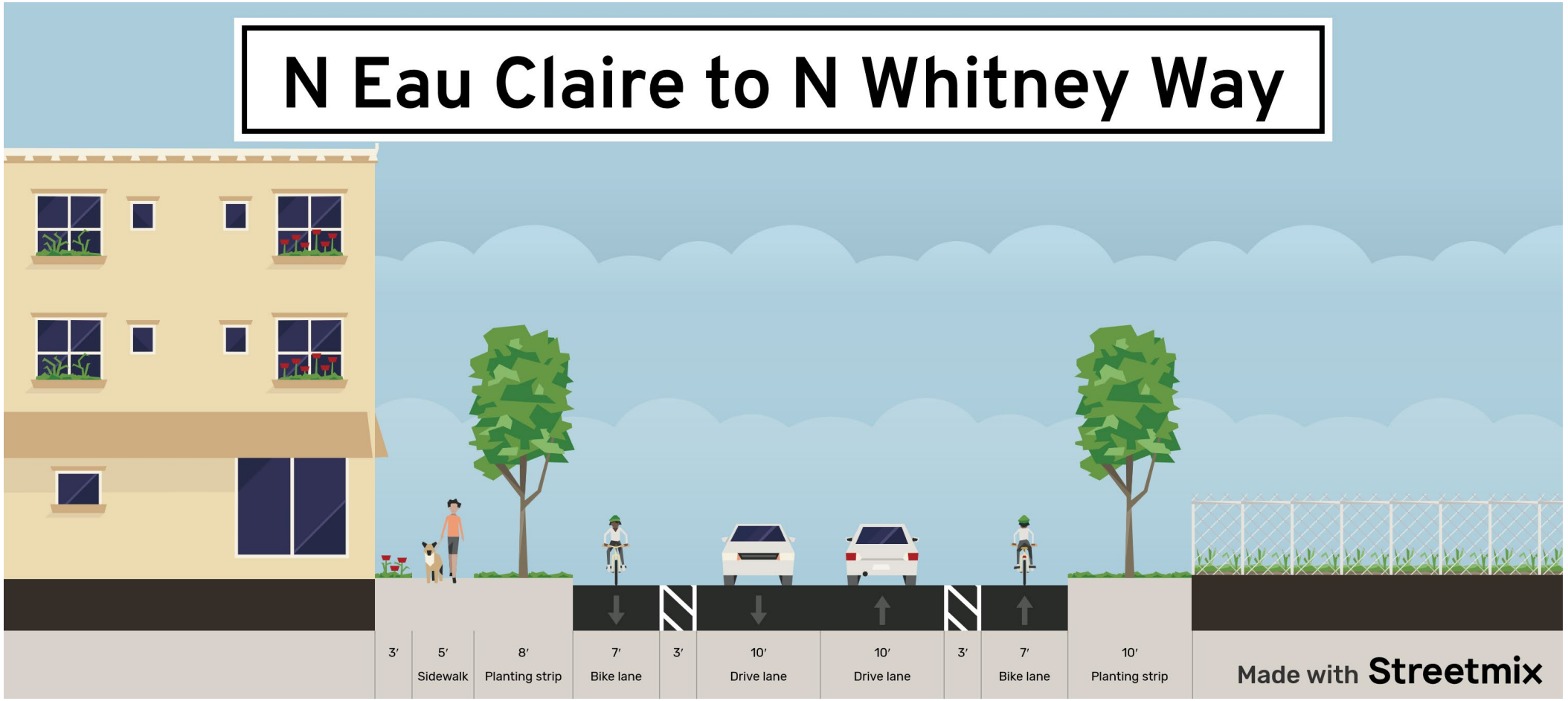
- Eau Claire to Rosa Rd
  - Sidewalk along south side only
- Rosa Rd to Old Sauk Rd
  - Sidewalk on both sides
  - Rapid Flash Beacon at Rosa Rd (crossing guard location)
- Old Sauk Rd to Capital
  - Sidewalk along north side only
- Capital Ave to Middleton border
  - Sidewalk along one side only



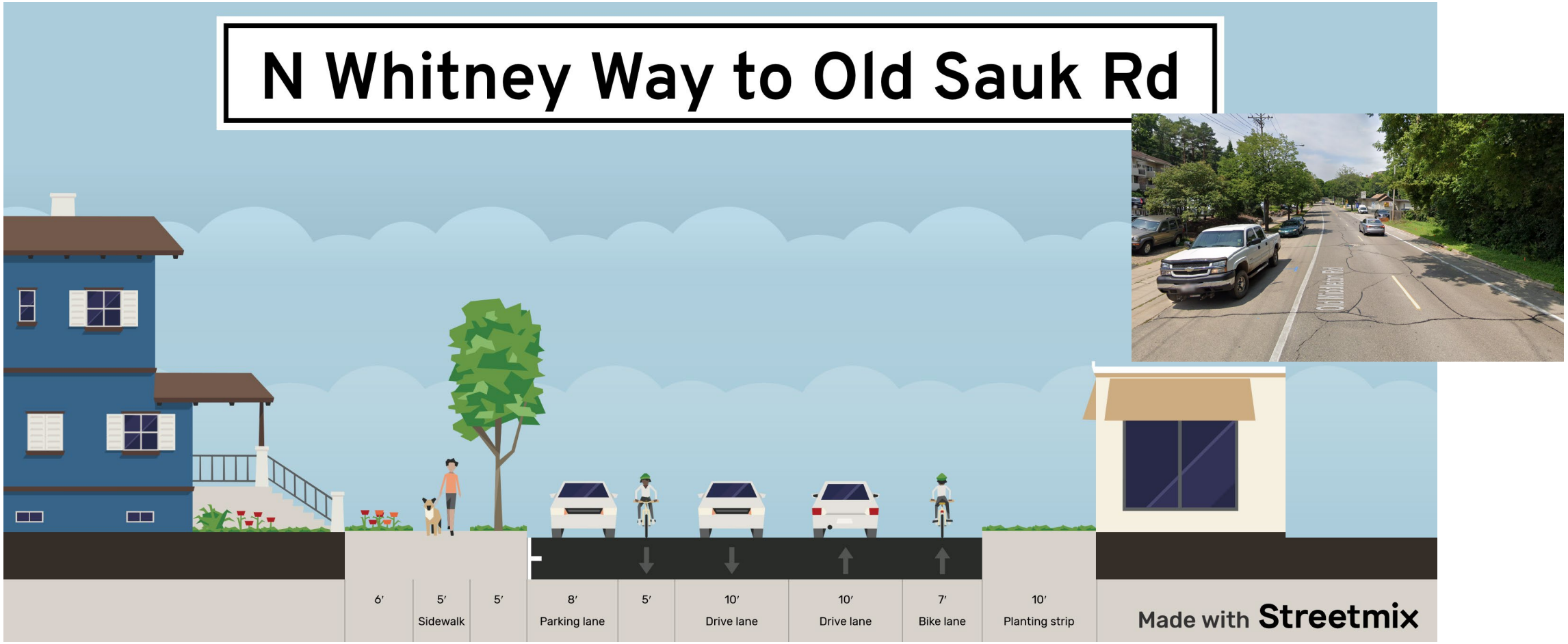
Existing Cross Section (Facing West)



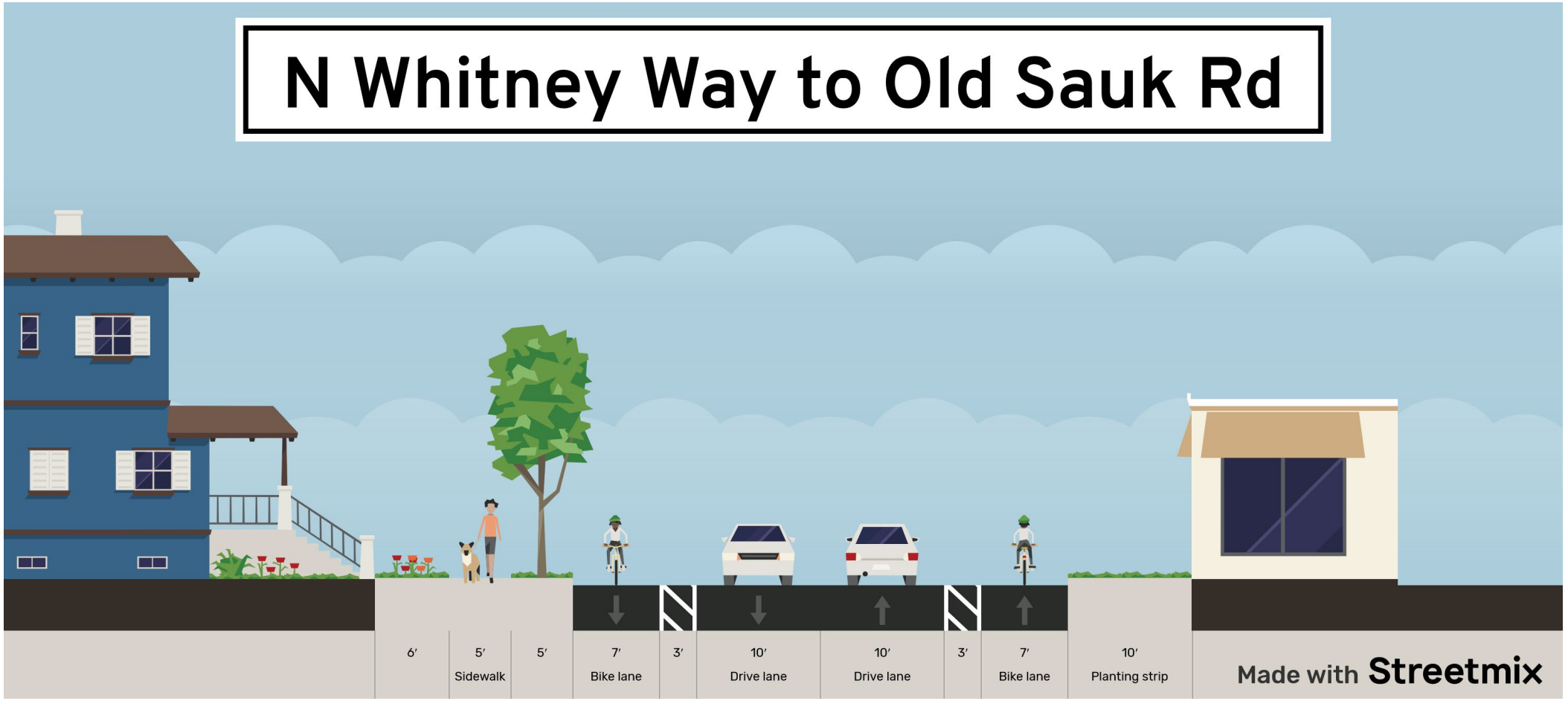
Proposed Cross Section (Facing West)



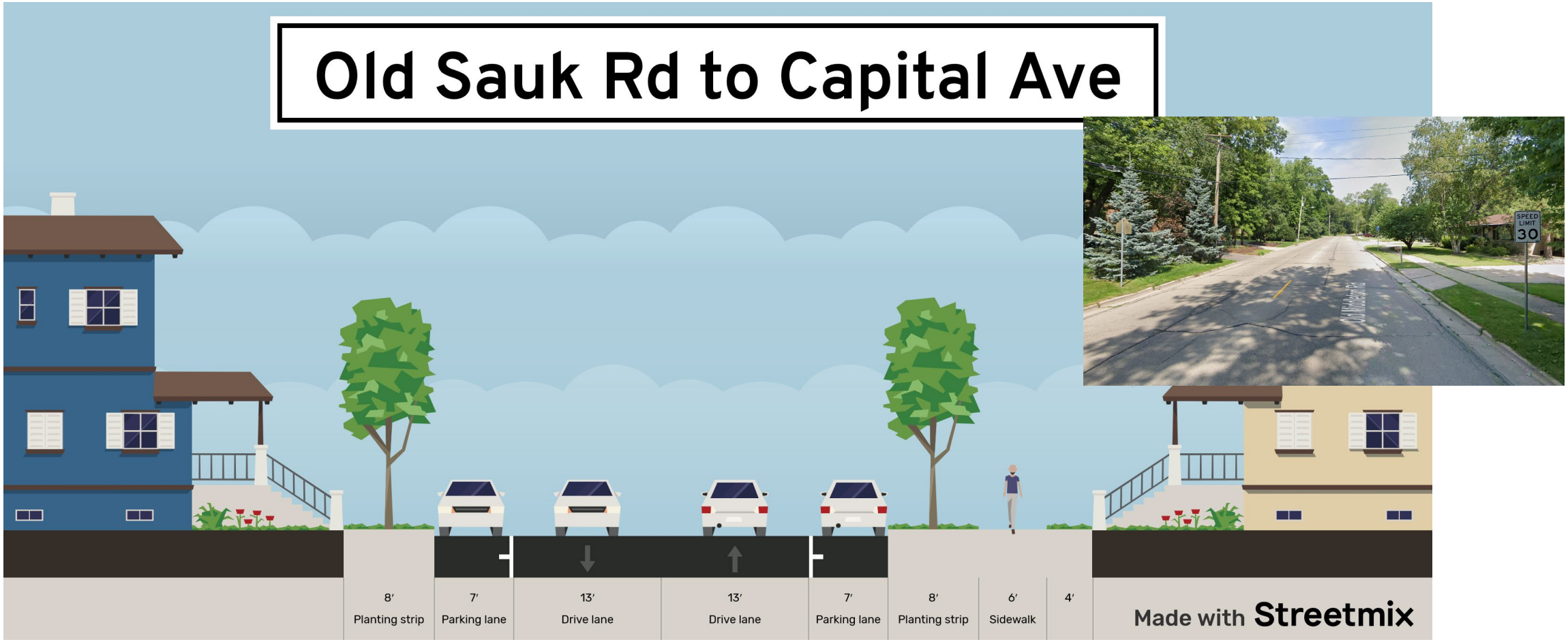
Existing Cross Section (Facing West)



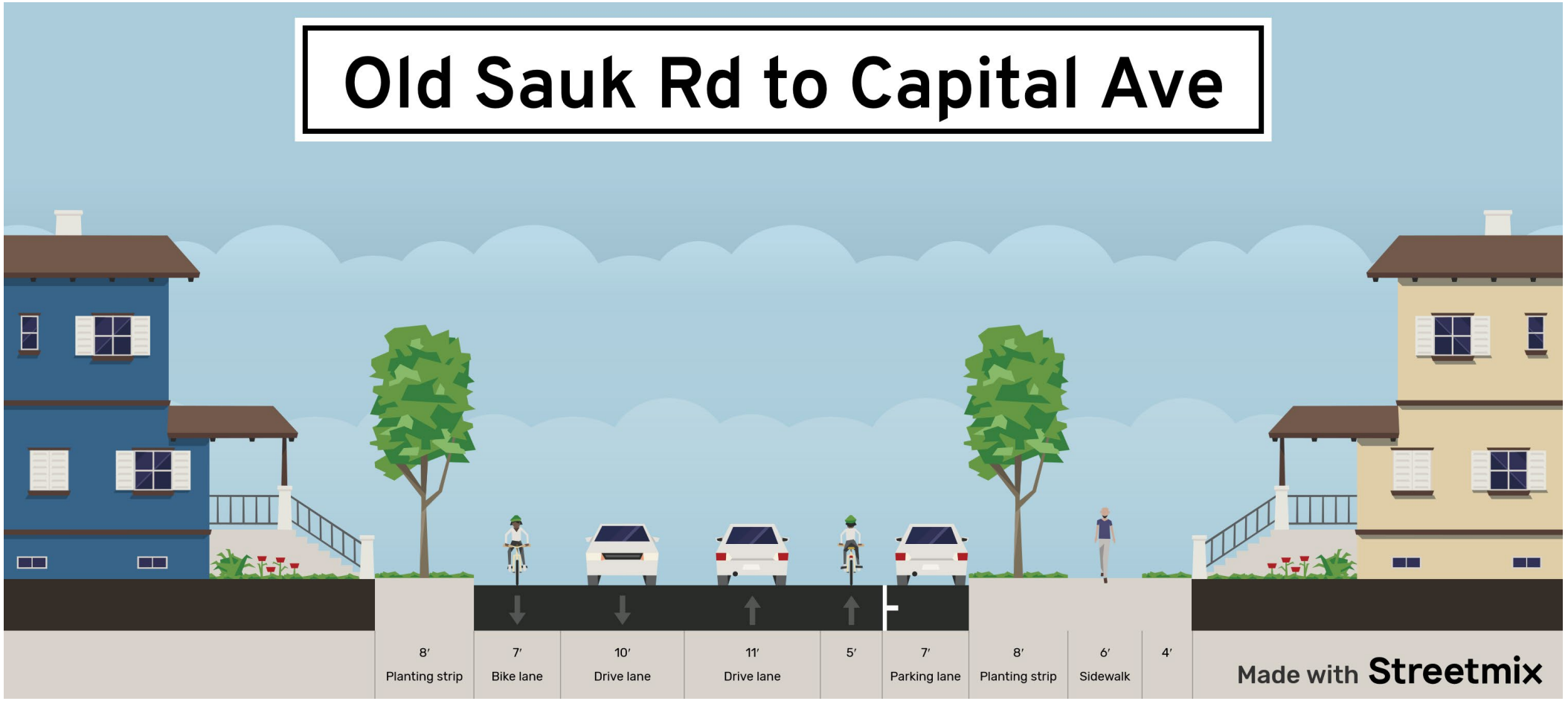
Proposed Cross Section (Facing West)



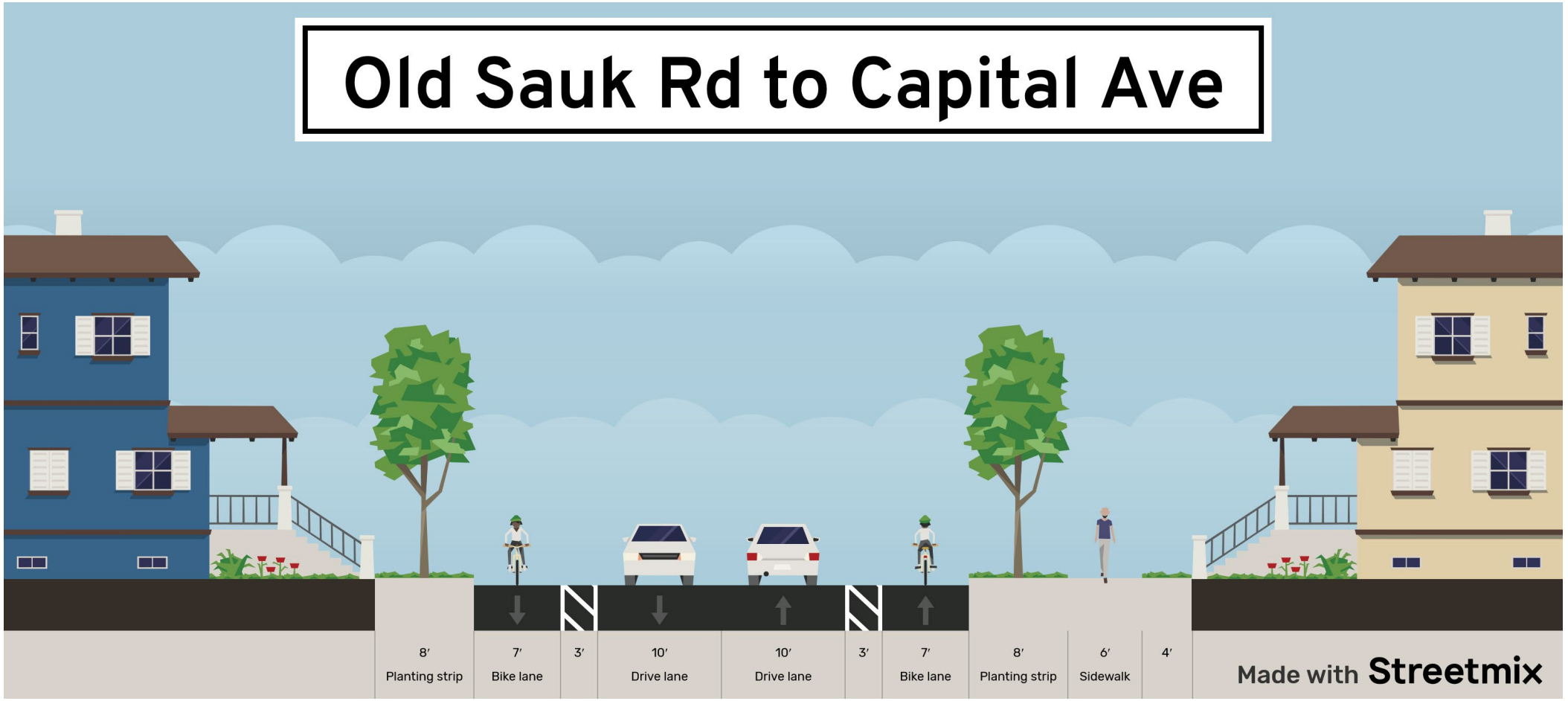
Existing Cross Section (Facing West)



Proposed Cross Section (Facing West)



Proposed Cross Section (Facing West)

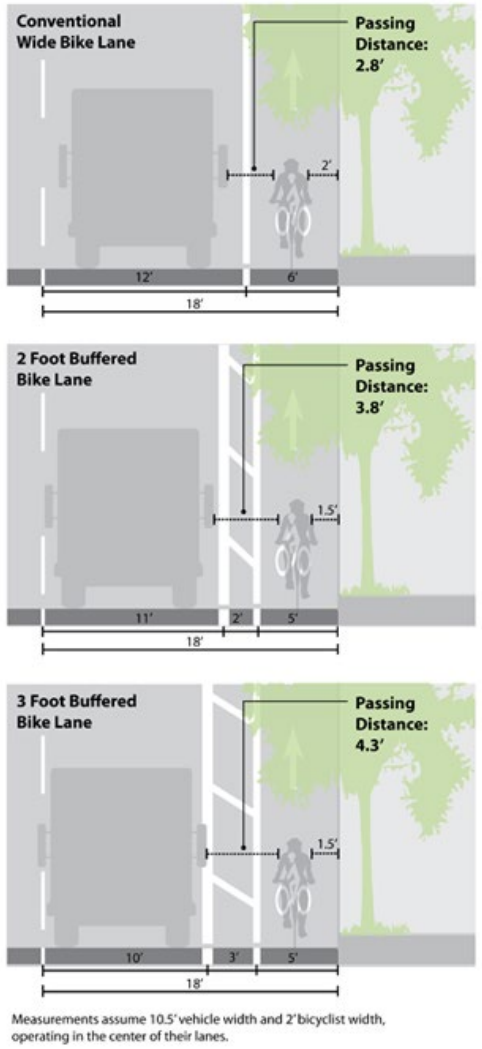


Potential Intersection Improvements

- N Eau Claire Ave
  - Enhance green pavement markings
  - Keep current left turn lane or remove left turn lane & add buffered bike lane & green turn box
- N Whitney Way
  - Enhance green pavement markings
  - Corner islands separating peds/bikes from vehicles – if space
  - Continental crosswalks
- Old Sauk Rd
  - Enhance green pavement markings
  - Improve crosswalks

Potential Project-Wide Improvements

- Bus stop accessibility improvements throughout the whole corridor
- Curb ramps to ADA standards
- Reduce speed limit
- Reduce pedestrian crossing length and enhanced visibility crosswalks
- Buffered bike lanes
- Traffic calming will be reviewed between Old Sauk Rd and Capital Ave
  - Islands, speed humps



Measurements assume 10.5' vehicle width and 2' bicyclist width, operating in the center of their lanes.