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



## **Meeting Agenda**



- 1. Discuss Project Background & Interests
- 2. Present <u>Updated</u> 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

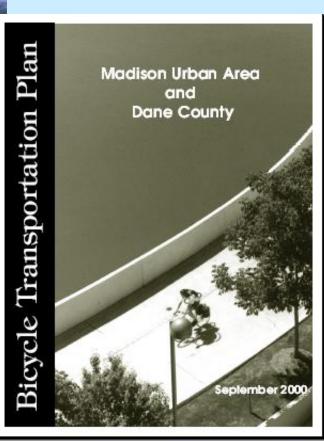
### City of Madison Comprehensive Plan



GET INVOLVED

### Bicycling Vision for the Region

An interconnected bicycle way network with supportive development patterns will provide people with safe, convenient, and enjoyable access and mobility throughout the county. Bicycling will be encouraged and will become a common and even safer mode of transportation for everyday trips, contributing to the quality of life in Dane County communities and the health, safety, and welfare of all residents.





### 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 wisconson

Level Awarded: Gold

Date Awarded: April 2006

Population: 221,551

Square Miles: 84.7











www.bitalangta.org

Reg Information:

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

Enforcement: Approximately 50 officers have been trained for bike pairol. More get trained each year. Noyde-mounted officers are used primarily for efficient movement in congested urban areas and at special events. There are approximately 980 sween police officers with the City of Madaon. In addition, the University of Wisconsin police and the Dane County Sheriff's Deputies have officers trained for bike patrol.

King in earling: The Dane County Highway and Transportation Department has an unwritten, informal policy to provide paved shoulders three- to five-feet 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 useded 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 of and comment on plane are important parts of assuring 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 alderpersons and city staff.

Arthur Loury arom@rit.pdeadires.com + 600.300 A223

### **Bicycle Friendly Communities**



### WISCONSIN:

La Crosse

Madison Gold

Milwaukee Bronze





- - The Five Es

BICYCLE FRIENDLY

- About BFC
- Apply for Recognition
- Technical Assistance

#### 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:





### Steps

application and resources at icyclefriendlycommunity.org.

forsement and assistance of local in completing the application.

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

a designation of bronze, silver, gold or m level Bicycle Friendly Community awarded. Periodic announcements vide national exposure for newly d communities and will be followed cal award presentation.



#### The League of American Bicyclists

promotes bicycling for fun, tness and transportation, and works through advocacy and

education for a bicycle-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



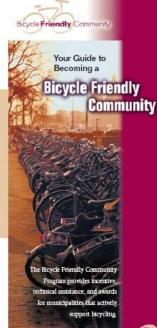




#### League of American Bicyclists

1612 K St. NW, Suite 800 Washington, DC 20006-2826 Ph: (202) 822-1333 Fax: (202) 922-1334

http://www.bikeleague.org bikeleague@bikeleague.org www.bicyclefriendlycommunity.org



For Mary Info



### 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

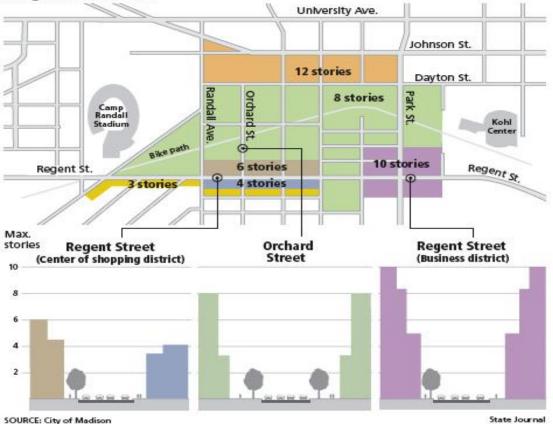
### A new look for Regent Street

DEAN MOSIMAN 608-252-6141

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**

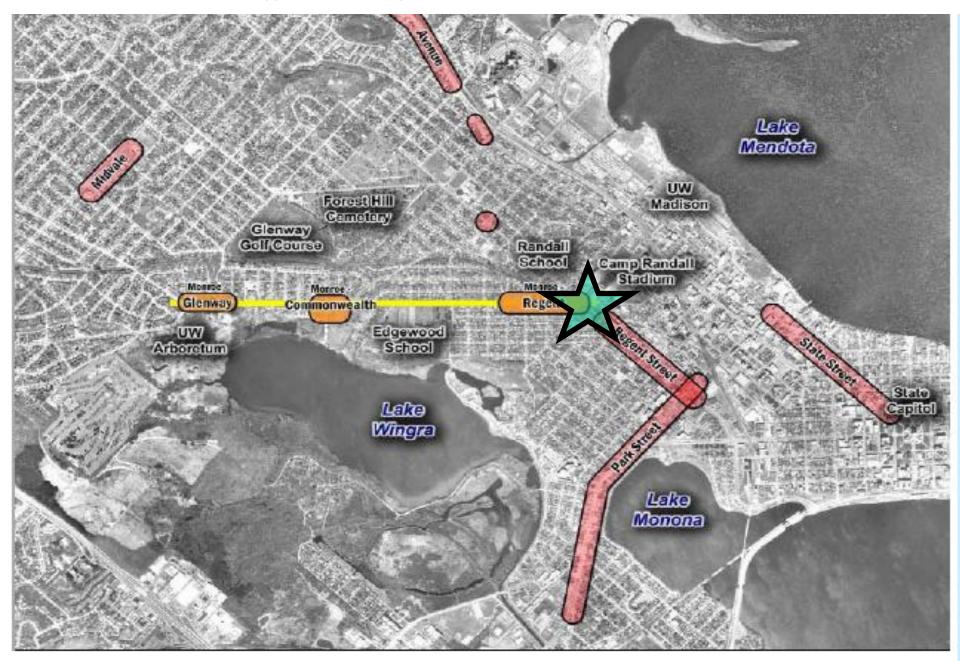


Figure C-2: Monroe Street and Area Commercial Districts

# All Geared Toward Transportation Choices & Healthy City









# **Past Activity 2003-2005**

### Camp Randall Stadium -- Renovation 2003-2005 Last Phase: August 2005

CAMP RANDALL RENOVATION GOES THROUGH APPROVALS





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



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



## Past Activity -- 2003-2005

- 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

Continued Need for Reconstruction UW No Longer Interested in Plaza

Little St. Available for Redesign Options

City Interest in Improving Conditions for Pedestrians & Bicycles

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



















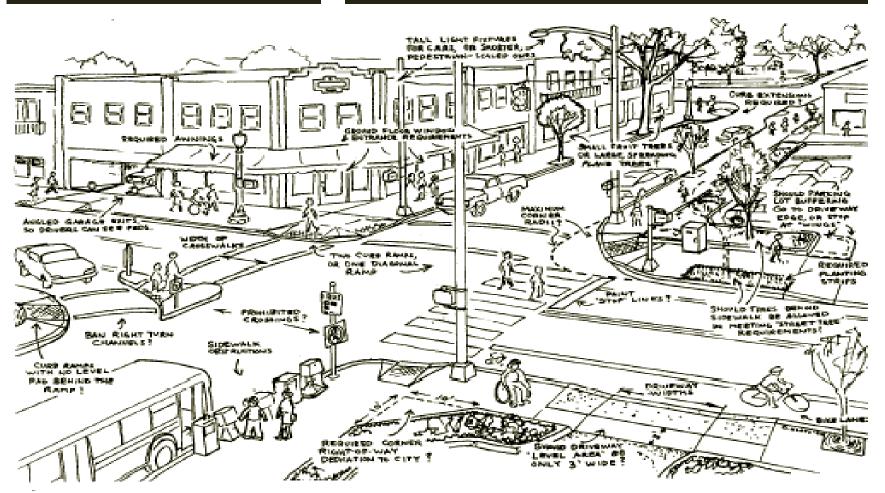
Re-Examination of Design Options & Interests, Plans, & Goals

Enhance Pedestrian & Bicycle Elements

### Many Issues and Perspectives At Intersections

### Introduction

Portland Pedestrian Design Guide Introduction



Sketch by Doug Klotz, a volunteer on the citizens working group, illustrating many of the issues and questions about pedestrian design raised during the process of developing the guidelines.

Many Users & Demands
Different Opinions & Perspectives

# 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.

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 offroad and on-road network.

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 drivers 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

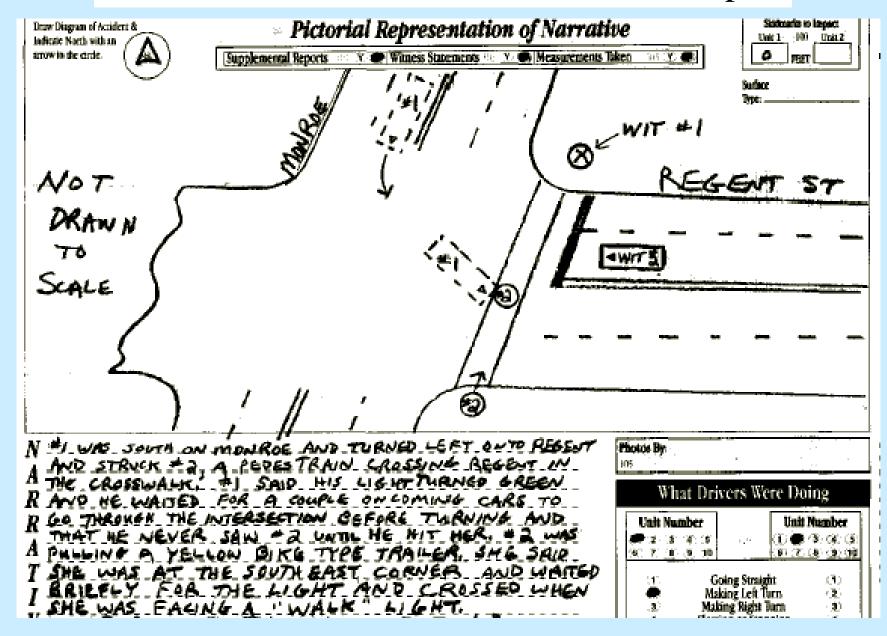
Loaction: Monroe St & Regent St

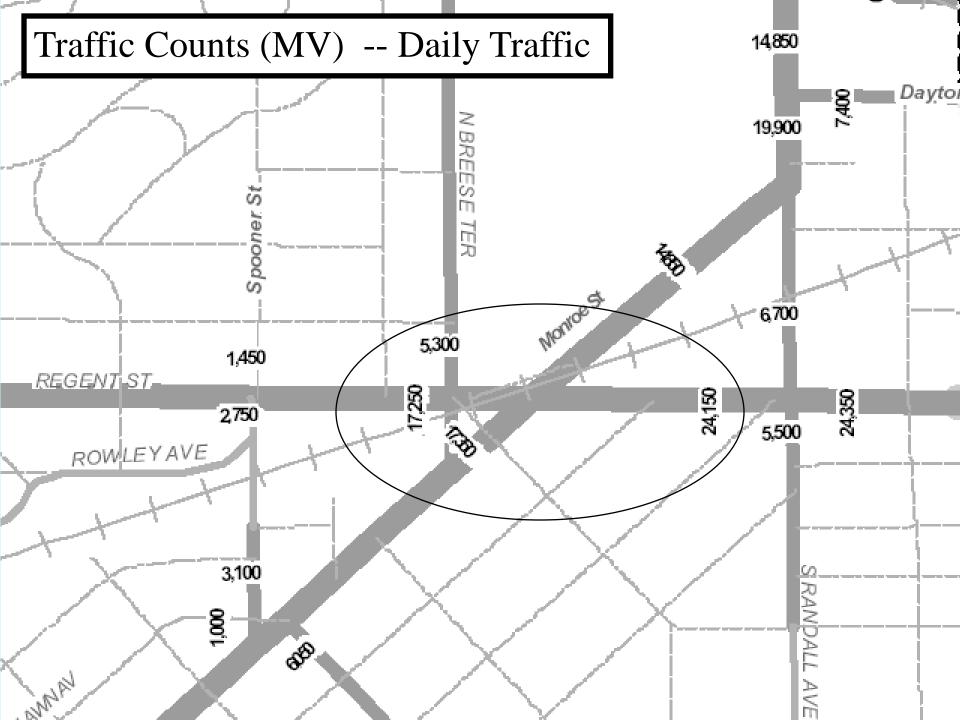


# Close-up of Crashes Monroe & Regent Sts



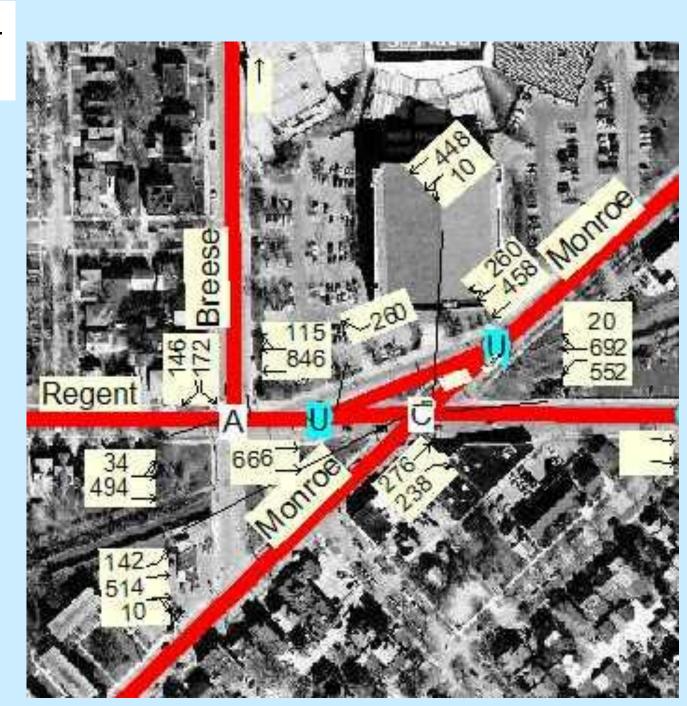
### Recent Ped-Bike Crash on 12/23/04 1:00 p.m

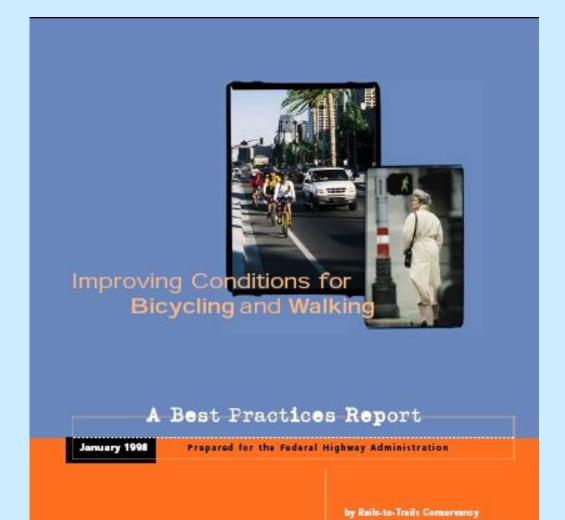




#### East Rall Isthmus Loops 2007 Counts **Bike Station Counts** February - 144 June - 1362 Daily Traffic University Av@Mills St Bike Lane 2007 Counts February - 886 June - 4645 ANGDON'S John Nolen Dr Bike Path (by station cabinet) W JOHNSON ST 2007 Counts February - 267 June - 2597 John Noien Dr Bike Path (by the bridge) 2007 Counts February - 137 June - 1453 Brittingham Bay Bike Path 2007 Counts February - 57 June - 432 W.LAKESIDE ST Wingra Creek Bike Path Loops @ Park St 2007 Counts February - 32 June - 416

Traffic Counts -- P.M. Peak Hour





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



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

#### 2007-2008 Updated Design Options

A. Overview of Options

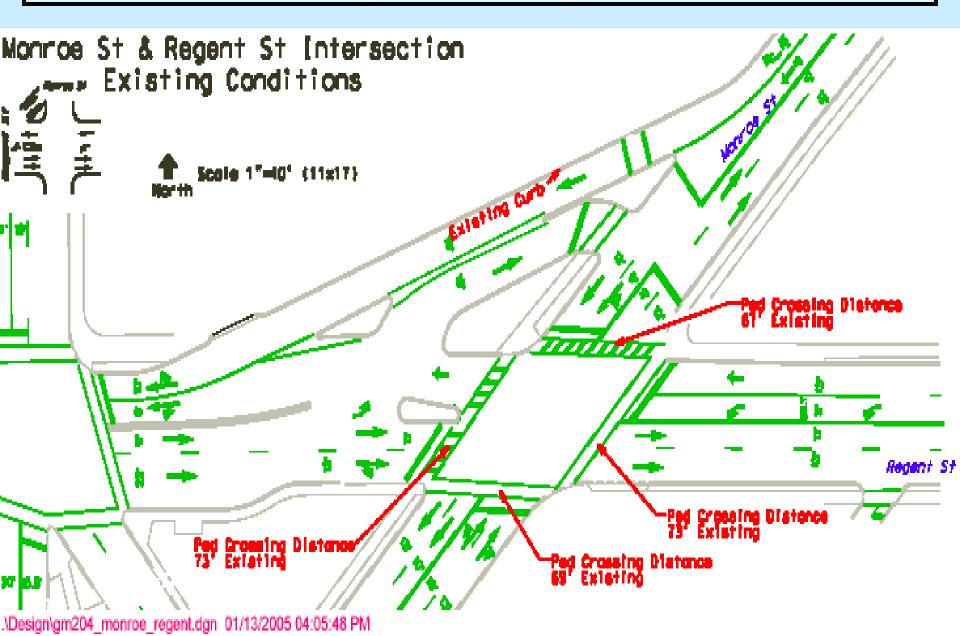
B. Details of Ped-Bike Features
Being Considered

C. Questions & Comments after

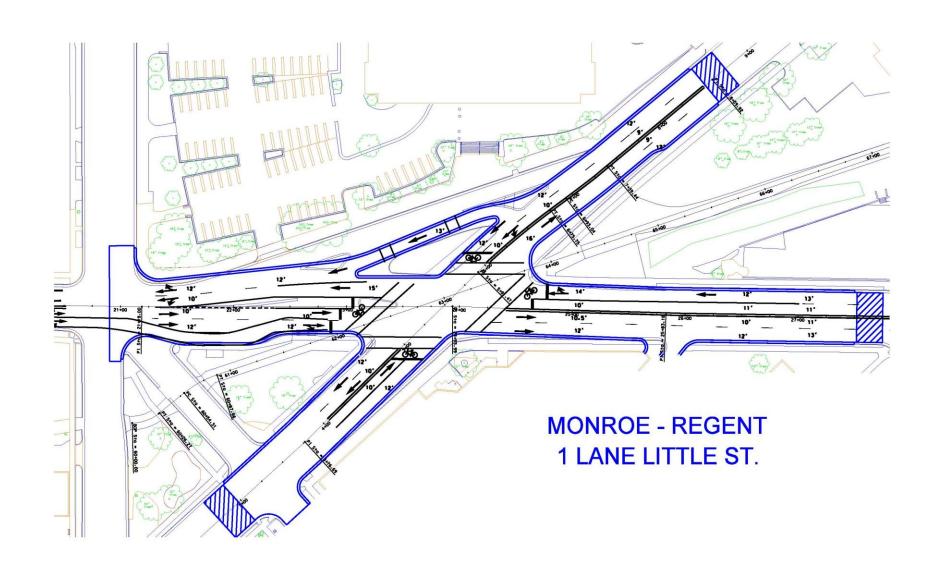
#### **Existing Conditions**



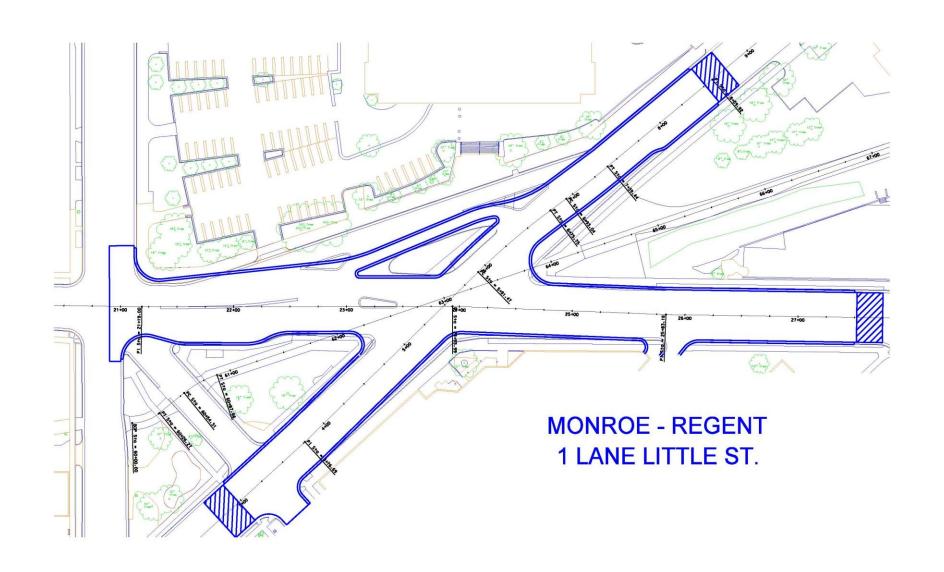
#### Do Nothing - Existing Conditions



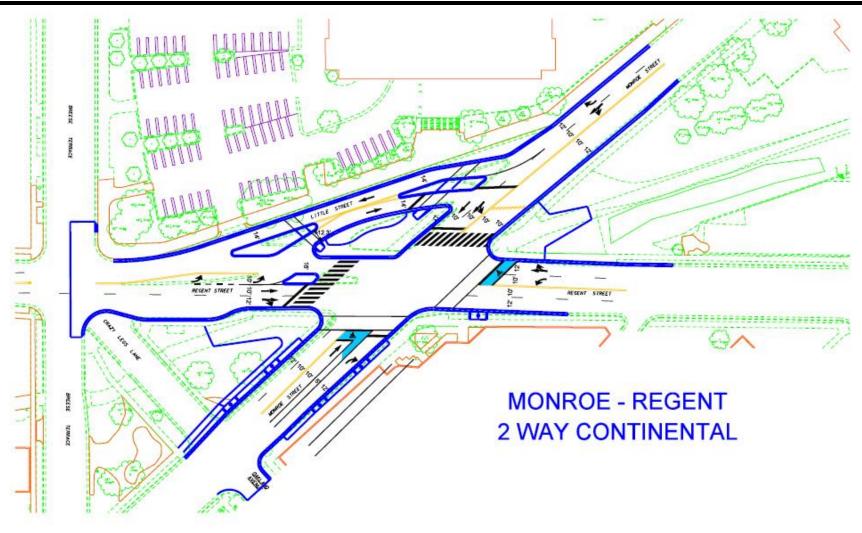
#### Little Street 1-Lane



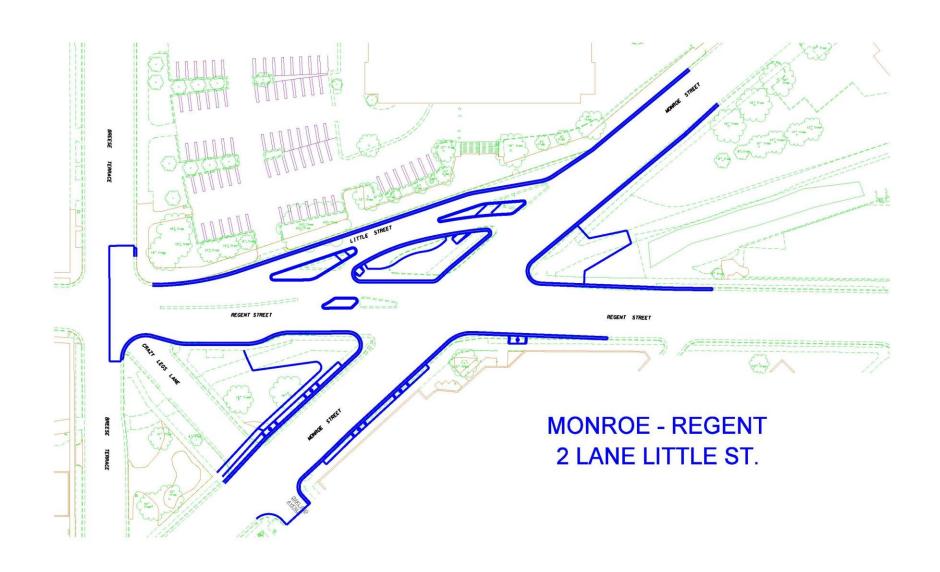
#### Little Street 1-Lane



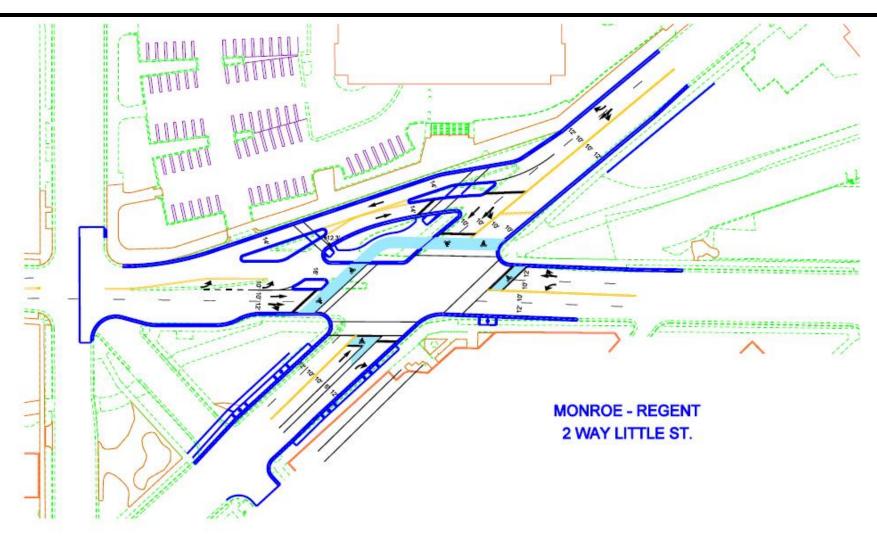
# Little Street 2-Lane - Setback Continental Cross-Walk Markings



#### Little Street 2-Lanes

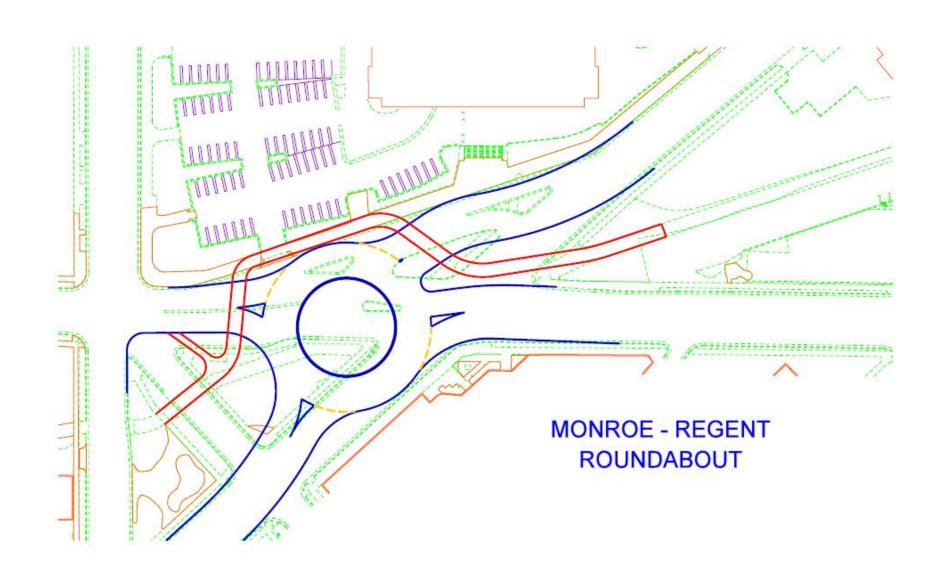


# Little Street 1-Lane — Blue Markings Thru Conflict Zones

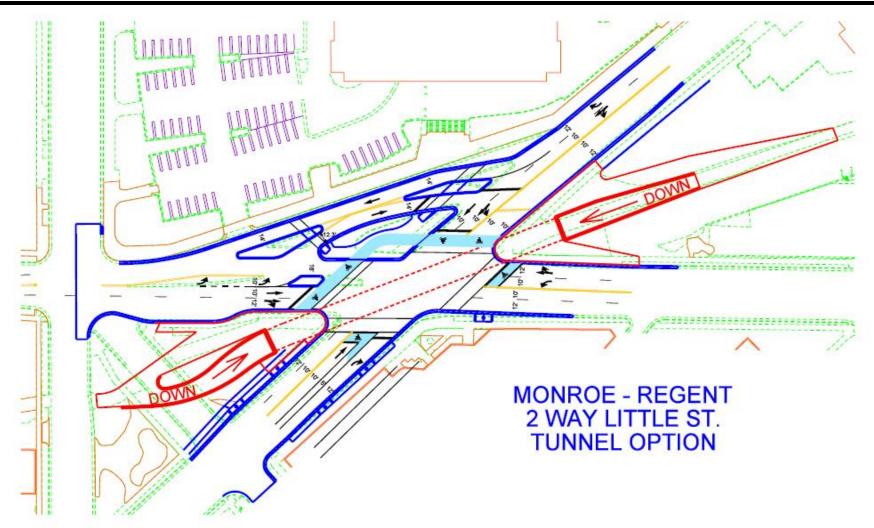


# Bicycle Signal w/ Regent St Overlapping LT Lane 10' F Regent St F 11' Monroe St & Regent St Intersection With Signalized Bike Path Crossing & Monroe St No Right Turn Slip Lane 1'=50' of 11x17 lan207 PagantManroa53\\/10000 pagl 10/31/2007 11:14:43 AM

#### Modern Roundabout w/ Relocated Path



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

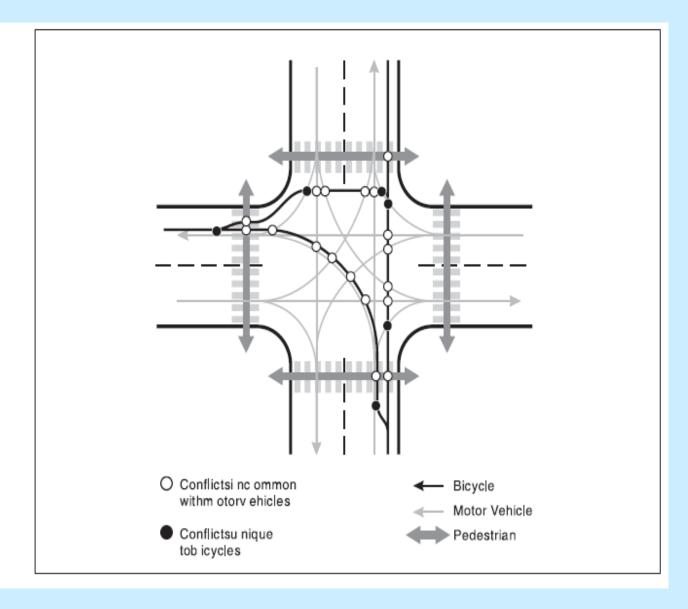


# Details of Options & Red-Bike Features Being Considered

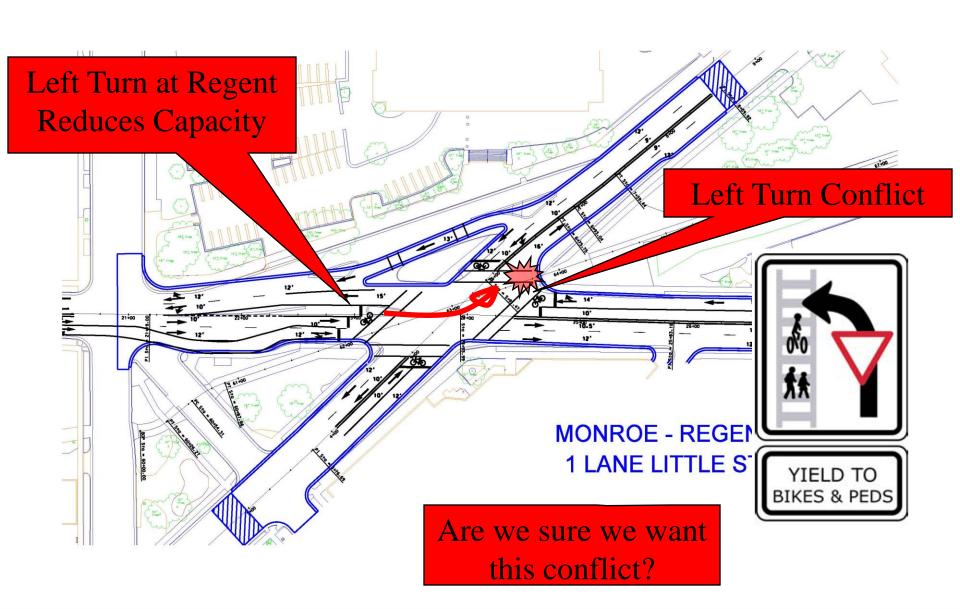
#### **Conflict Points**

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

Source: FHWA Roundabout Guidelines



#### Little Street 1-Lane

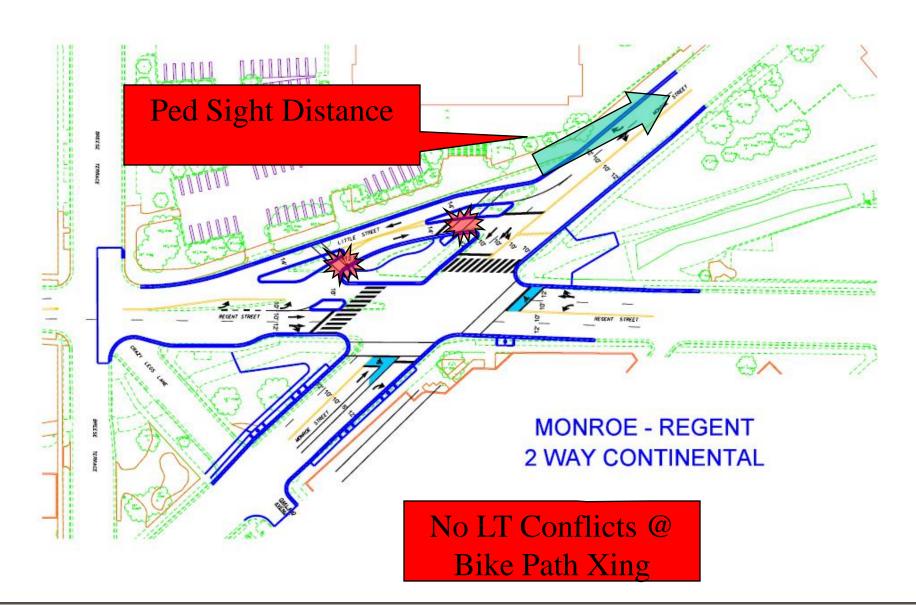


Pedestrian
Signal
Countdown
Timers
&
Yield Signs





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





Example of Bike Box (Victoria, BC)



#### Info on Bike Boxes

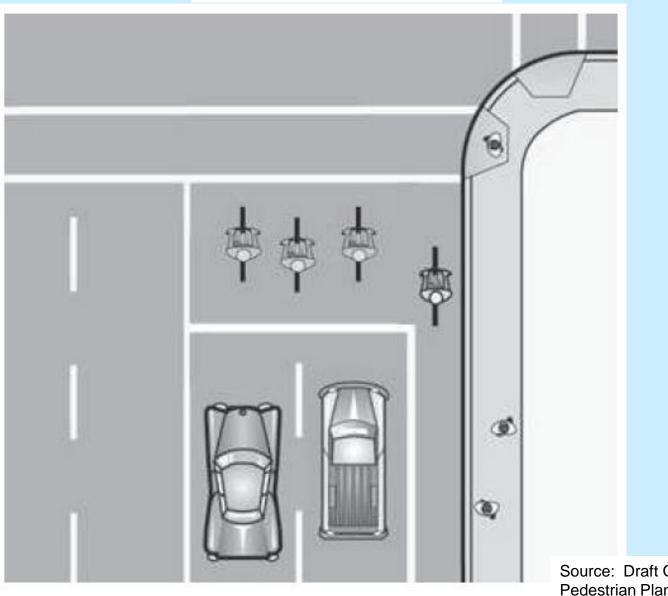
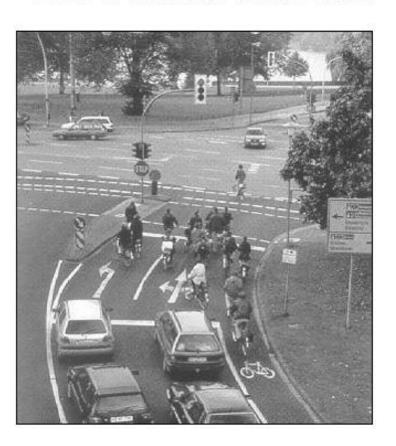


Fig 31: Bike box

Source: Draft Oregon Bike Pedestrian Plan 2007

#### Example of Bike Box

#### **Bike Box with Turn Lanes**

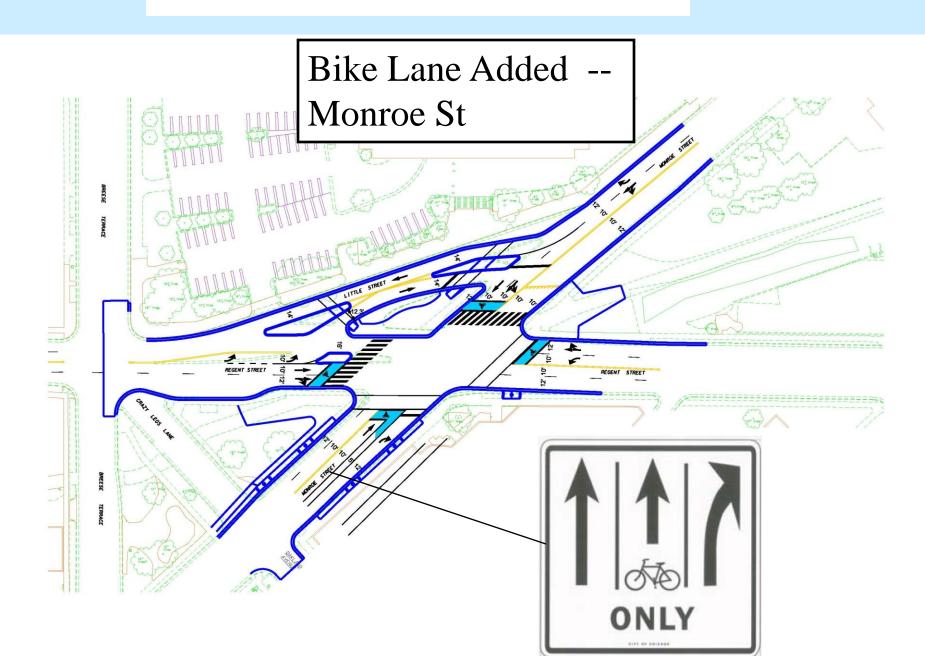


The Netherlands

Source: Matthew Ridgway,

ITE

#### Little Street 2-Lanes



#### Example of Blue Bike Lane in a Conflict Zone

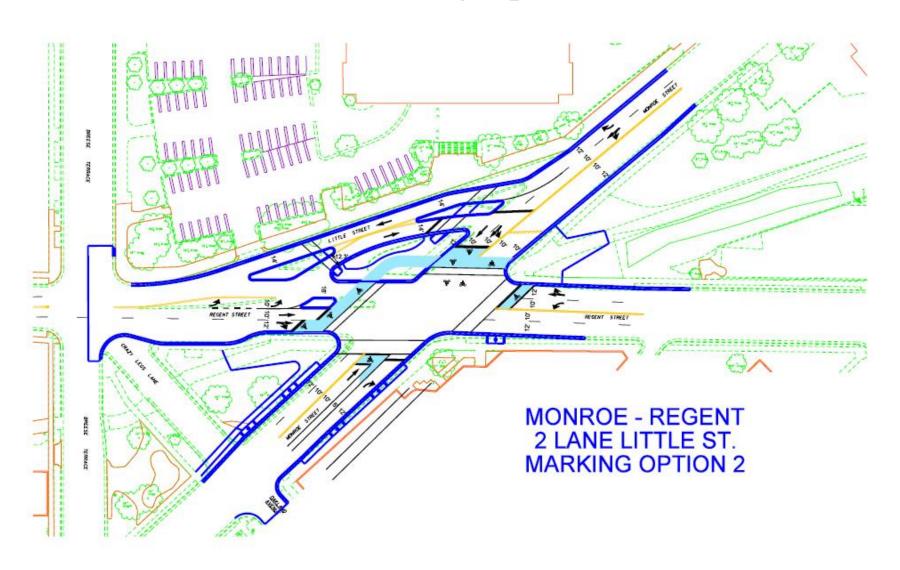


## Colored Bike Lanes in High Conflict Zones (Montreal, Canada)

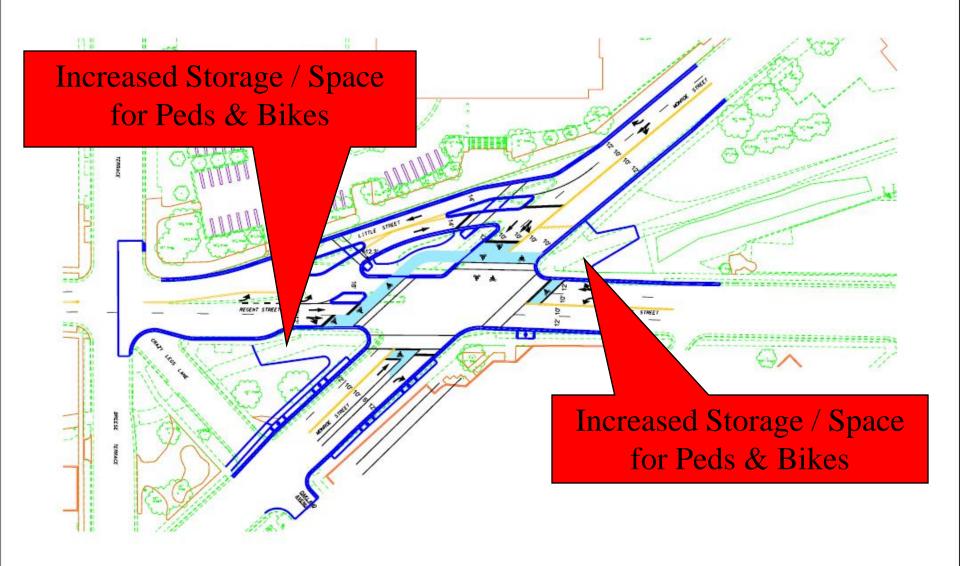


Source: Matthew Ridgway, ITE

## Little Street 2-Lanes – Blue Marking Option



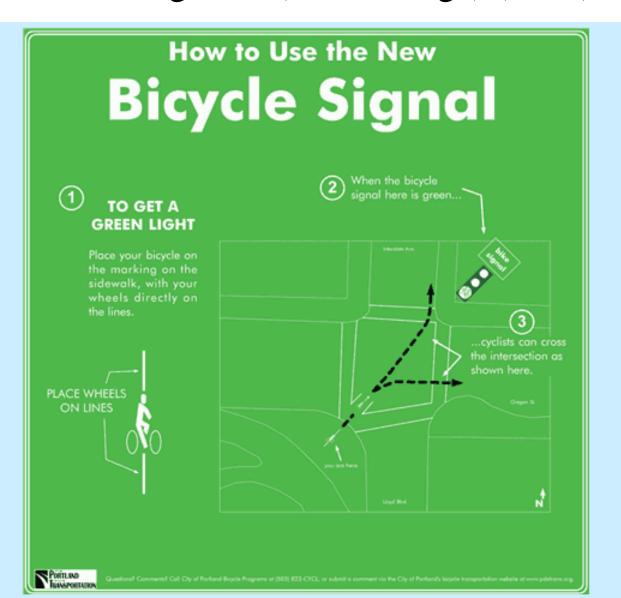
## Little Street 2-Lanes – Blue Marking Option



#### Bicycle Signal w/ Regent St Overlapping LT Lane



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



#### **Bike Signal Option**

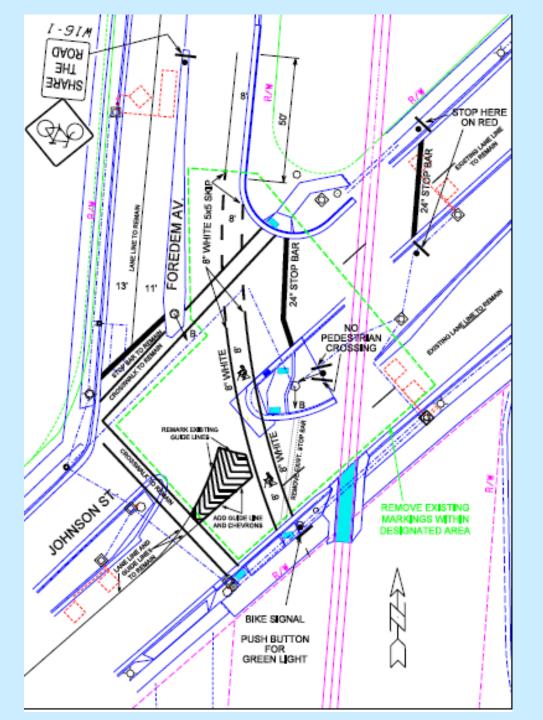
Significant Analysis & Review

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

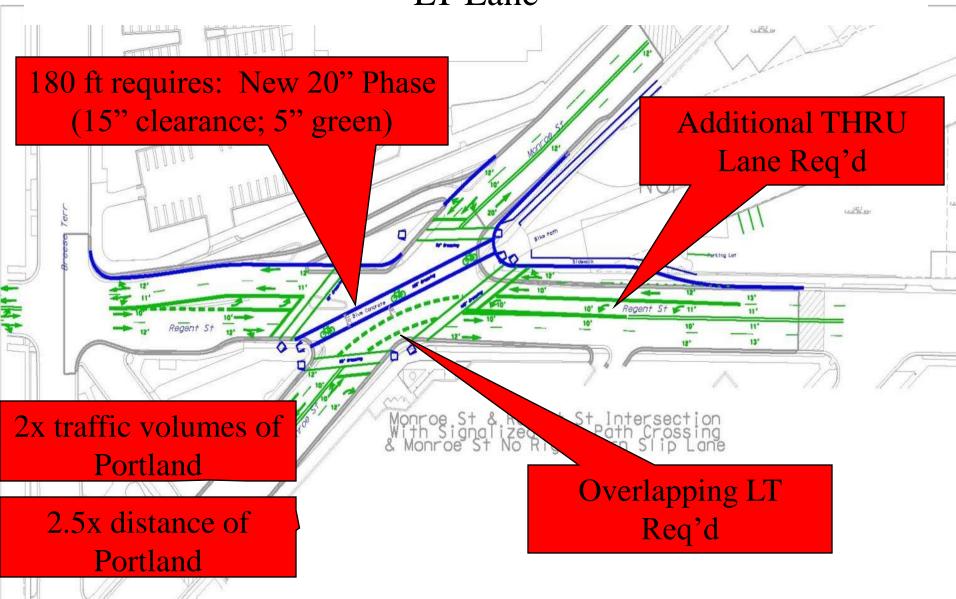


Bike Signal Example
City of Madison —
Intersection of E.
Johnson St & Fordem
Av (2007)

Other Madison Examples:

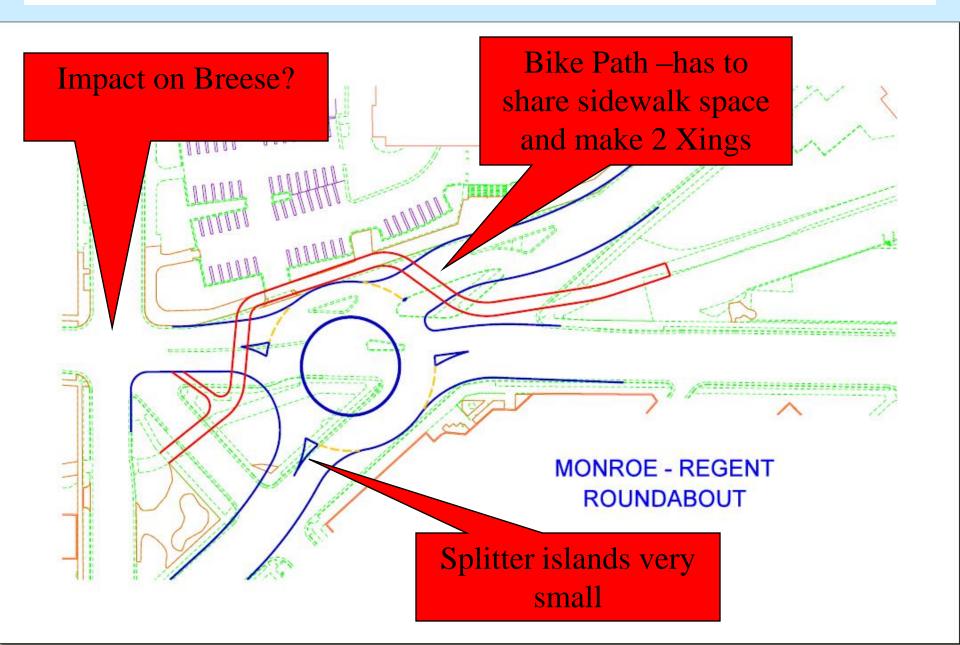
Riverside & Willy Atwood & Dunning

### Bicycle Signal w/ Regent St Overlapping LT Lane

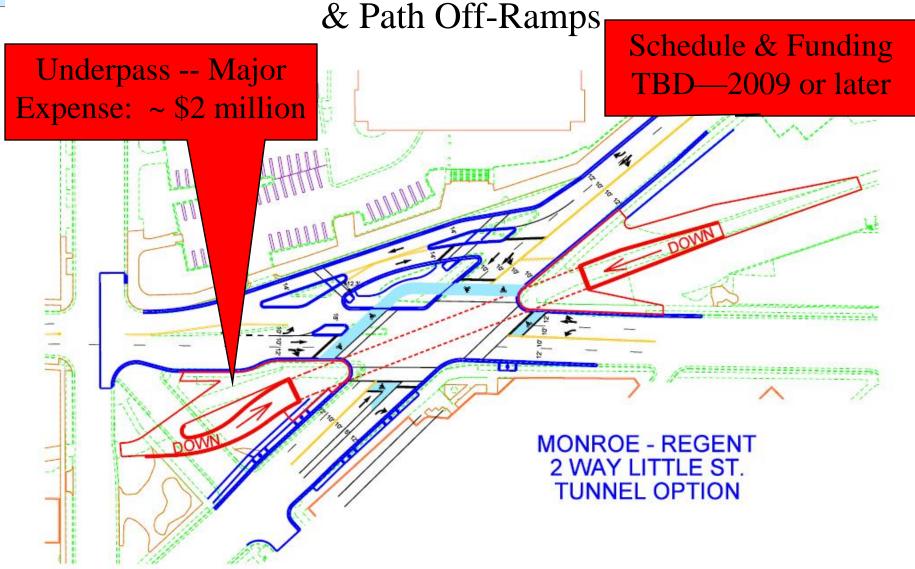


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#### Modern Roundabout w/ Relocated Path



Little St 2-Way w/ Bike Underpass















## **Schedule & Construction**

Decision Makers: Alders, BPW & CC

Construction Staging Plan

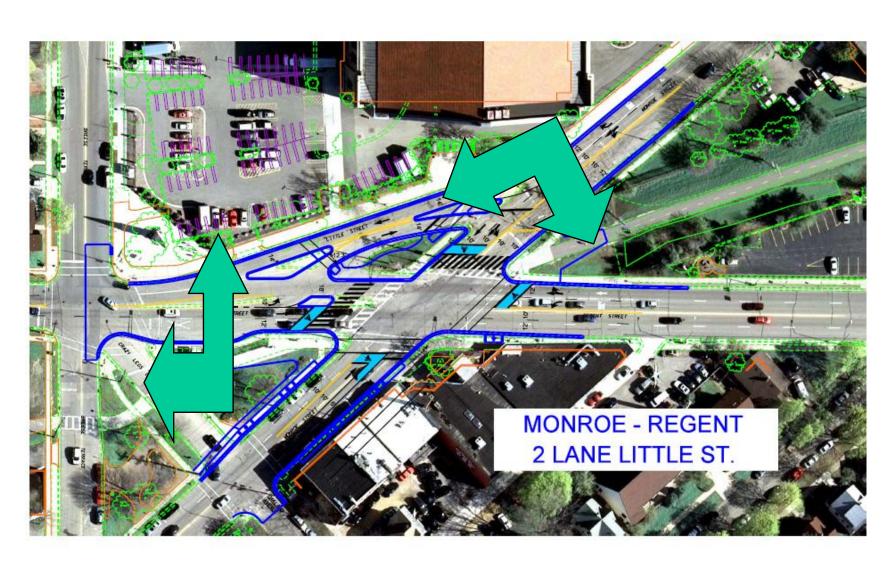
## Construction Staging Plan







## Construction Staging Plan (Concept Only)





## Questions & Comments



What do you think?

