

Bassett Street Plan Public Input

Responses are in italics below

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Public Information Meeting 1 – November 26, 2018, Madison Senior Center, 7:00 pm – Goals and objectives

- Bedford should be shown as a bike corridor
- Discussion about tree canopy as a trade-off with bikes and autos
- Grade between Wilson Street and rail corridor crossing is a challenge
- Brittingham Park and potential path – consider entrance, lighting would help
- Limit parking loss, particularly at Mifflin and Bassett
- Improve connection between Broom and Bassett for bikes
- Speeding at Wilson Street curve is an issue
- Show crash rates – concern about Mifflin intersection

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Public Information Meeting 2 – December 11, 2018, Madison Senior Center, 7:00 pm – Alternatives

- Bassett is important connection to University
- Increase bike separation from traffic
- Parking important at ABC Health at Mifflin Street
- Alt 2 could be good for connection to grade separated bike facility of John Nolen
- What are bike volumes on North Bassett?
- Want proactive rather than reactive approach to bikes
- Support rapid flashing beacons for pedestrians
- Mifflin is an important intersection
- Broom-Dayton-Bassett is an important connection

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Public Information Meeting 3 – January 28, 2018, Madison Senior Center, 7:00 pm – Alternatives and recommendation

- Loss of parking at Mifflin Street is a concern for Alternative 3
- Loss of one lane south of West Washington will cause delays – Broom to John Nolen is a choke point
- Speeds at curve are a problem
- Make the bike lane wider on South Bassett Street Alternative 3
- Can pilot be done on South Bassett at the same time as North Bassett?
- Will there be people who actually use the bike facilities?
- Consider increased density, Mifflandia plan
- Narrow travel lane around Wilson curve

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Phone calls and emails received:

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Advocate of cycling, likes the new University to Dayton section, wants good bike infrastructure, concerned about bike equity issues.

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12/19/18. Interest in whole block of houses on the south side of Wilson between Broom and Bassett. Will keep an eye out for the preferred alternative. They would like to redevelop that block into higher density. Concerned about a contra-flow bike lane.

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Sent: Friday, November 30, 2018 11:04 AM

Mr. Cechvala,

I am a Bassett District resident for 19.5 years living about 150 feet from Bassett St. I also have long had an interest in city planning and infrastructure design. I have done much reading on the subject including sources such as the NACTO design guides, Massachusetts Separated Bike Lane Design Guides, and dutch CROW design manual. I would like to give some input into this project, but , as usual, the meetings are all scheduled while I am at work. Is there any way I can participate outside of the meetings? Would it be possible to post any presentation materials online? Thanks.

Forwarded him the PIM 1 powerpoint, will need to send him the PIM 2 materials as well.

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Sent: Thursday, December 06, 2018 11:27 AM

Summary of email by staff:

- Stop controlled intersections problematic for peds, drivers block crosswalks or only look in the direction traffic is coming from, failure to yield when crossing Bassett
- Skeptical of counterflow bike lane because motorists don't expect them to be coming from the other direction
- Drivers block sidewalks on driveways on east side because there's no parking on that side
- Peds at Wash have a hard time, long crossing distance and failure to yield
- Motorists turning left from middle lane
- Sight line problems for crosswalk at the Wilson curve
- Crosswalk across Wilson approaching Broom should be farther back from SB Broom lanes
- Bike facilities need to connect to Wilson and the Cap City Trail, etc

See file for full email.

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PIM 2:

Support Two-way protected bike lanes along Bassett/Wilson corridor
Alt. 2

Almost all outbound traffic on Bassett/Wilson south of W. Wash turns right on Broom towards John Nolen. Since a majority of traffic uses the Bassett corridor during the 4-6 PM evening rush, you could probably have an off-peak parking lane used as a peak hour travel lane with a floating bike lane.

During the peak traffic hour, a majority of the traffic goes to John Nolen. This causes a traffic backup on the corridor that I've seen extend to Main St. Could some traffic be routed down Doty?

Do not support any shared parking/bike lanes at 12 ft. The bike/parking lane between Wash & Main is already too narrow to use.

Support improved access to Birmingham Park. A good long-term improvement regardless of what alternative is chosen is a connection to the long range plan for the John Nolen underpass by North Shore. BUT! This is a long term improvement, and a short term solution is needed badly.

PIM 2:

Section A: like alternative 2 - really need bike access and you won't lose a lot of parking.

- Really would prefer a cycle-cross

Section B: like alternative 2 - keeps bikes ~~from~~ ^{instead out of the} bike boulevard (Main St.) and gives options. Also keeps parking which is important to the businesses at Bassett and Main.

- Really like this alternative. Well done!

Section C1: like alternative 2A - keeps bikes more safe; not a lot of peds on street. Like bike traffic in both directions.

Sent: Thursday, December 13, 2018 2:55 PM

Hello Mike,

I see you are listed as the project contact for the Bassett Street Corridor Study. My neighbor was just at the public meeting for this project the other day and recommended that we look at the project site/presentation. As a resident in the Bassett District for 8 years, I'd like to share my two cents as I was not present at the community meeting.

Over the past few years, parking has become a major issue. I've seen it become more and more difficult to find parking even during the day. For that reason, I am strongly opposed to losing any parking spots. However, as a cyclist and bike-lane supporter, I find this decision very difficult. Thankfully, Zone B, the area of most interest to me, does not see much traffic, even during rush hour. For that reason, I would support dropping Zone B down to one traffic lane to allow room for both parking and bikes.

For Zone C, I see the value in adding a westbound bike lane around the curve, but it seems a bit dangerous. Cars go too fast on Bassett and often don't anticipate how sharp of a turn that curve is. Though, if you dropped Zone B to one lane, I could see both the east and westbound bike lanes being a little safer. I would urge you to keep that in mind and not add a westbound bike lane with two lanes of traffic around that curve.

Thank you for considering my feedback and let me know if I can clarify or provide any more information.

Thanks!

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Sent: Tuesday, January 08, 2019 11:45 AM

Summary by staff:

- Add overhead stop signs at Bassett and Main
- Drivers often block crosswalk on Main at Bassett
- Add zebra crosswalks and RFBs
- Add ped bulbs to reduce crosswalk distance across West Wash
- Move load zone from Bassett to Main
- Move crosswalk at Bassett/Wilson to just before the curve
- Consolidate bus stops at Doty and mid block Wilson to EB Bassett near side Wilson
- Add bike accommodations through Brittingham Park
- Remove pork chop island on Wilson approach to Broom
- Add protected bike lanes:



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To: Cechvala, Michael <MCechvala@cityofmadison.com>

Mr. Cechvale,

I live in W Wilson St which is very noisy right now due to cars and buses trying to get to John Nolen Dr.

I wonder whether this project will eventually worsen the problem both when is done, and when they start the construction.

Please give me a brief comment so I can planify ahead of time and move to a more quiet place.

I would really appreciate your response since I am not the kind of person suitable for meetings.

Thanks in advance,

Just one observation to add: the bikes need a path to Monona so it must go at the right side. On the left side would be difficult to get to Broom and then Monona. Besides that thanks so much for all the information provided.

Thanks for your email. The materials for the first two public meetings are on the study website if you're interested, the most significant things we are looking at for the 400 block of W Wilson Street are potentially moving the parking from the left side of the street to the right side and improving the bike facilities on the street. With any of the possible cross

sections, traffic speeds and volumes should stay about the same. The planned construction project in 2019 is on N Bassett Street, so that should not directly affect you on W Wilson. If you have any further questions or comments, please feel free to reach out. Thank you.

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Sent: Tuesday, January 29, 2019 4:17 PM

Hi Mike,

We still do not like parking by our building restricted. Both clients and staff need reasonable options to park. We have staff that also walk and bike.

We had a family with five children in the office today. Luckily they found a parking spot nearby. In the future you have planned they may not.

We will continue to press for alternative 1 as a reasonable solution to accommodate bikes, cars AND an area business. We also maintain that restricting traffic on South Bassett is a very bad idea give backlogs of traffic at peak times. Let me know what your analysis finds about workday traffic volumes between 3:30-6 pm

I was also concerned about the lack of coordination with the Mifflandia initiative that projects significantly increased density in this neighborhood in the next 10 years. That will increase traffic volume in and out of the neighborhood. The Bassett street route is already congested and a one lane solution on a major route out of the area is not thinking ahead in my book.

Thanks for listening. We will keep stressing these issues.

Also-- Here is a picture of the most recent crash in from of our building today of a car turning left onto Mifflin from the right lane of Bassett.....This is fairly common with many near misses.



Thanks for your email. I'll share this email with the staff team involved in the project as well as Ald. Verveer and the Transportation Commission. We understand your concern about parking, most of the parking spots directly in front of ABC For Health will remain, but the reduction in parking on the two blocks of North Bassett may increase the demand for these spaces. If we move forward with Alternative 3, we can monitor the parking usage, as I'm sure you will also.

For traffic volumes, we have a recent speed study for North Bassett (South Bassett may have different time of day patterns, but I suspect they're similar) which shows 750 vehicles during the peak hour and 7,386 on that particular day. This amounts to about 10 percent of the daily volume occurring during the rush hour, which is pretty typical for a city street.

Start Time	Total
12:00 AM	68
1:00 AM	43
2:00 AM	27
3:00 AM	11
4:00 AM	19
5:00 AM	50
6:00 AM	169
7:00 AM	423
8:00 AM	511
9:00 AM	344
10:00 AM	299
11:00 AM	355
12:00 PM	430
13:00 PM	376
14:00 PM	449
15:00 PM	525
16:00 PM	750
17:00 PM	696
18:00 PM	503
19:00 PM	426
20:00 PM	357
21:00 PM	247
22:00 PM	181
23:00 PM	127
Total	7386

North Bassett traffic volumes from speed study, Oct 2018

For South Bassett, our manual 2-hour counts turned up 948 approaching Main and 977 approaching Wilson during the pm peak, so we may be looking at around 500 per hour and a little more than 4,000 average weekday traffic per day on south Bassett. For reference, a free and open travel lane can normally accommodate about 2,000 cars per hour free flowing, and 1,000 cars per hour when interrupted with signals (depending on how much green time it gets). Since there are no signals between West Wash and Broom, the Broom Street intersection is the choke point and controls all the queuing. Our goal would be to provide enough vehicle storage coming back from that intersection so that all the cars can clear on a green light. We also will have additional lanes at the intersection approach to help clear the intersection – a left, through, and right-only like it is today. As we mentioned at the meeting, the operation of the Broom Street intersection is probably largely controlled by the Broom Street/John Nolen Drive intersection.

The added parking on South Bassett would be a pilot project that would be implemented in 2020, so we will be monitoring the corridor and have some time to observe how it's working during peak times. If we go on to add parking, we can remove it if it is causing back-ups. We can also see how far back the queues from the Broom Street intersection extend and pull the parking back to allow more storage if that is what is needed. If the southbound Bassett left lane at West Washington becomes left-turn only, we will need to only have one receiving lane on the south side, so the question then becomes when to open the second lane – immediately after West Wash, just before Broom Street, or somewhere in between.

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Sent: Tuesday, January 29, 2019 4:39 PM

Hi Mike--

I'd like to provide some outside perspective on the Bassett Street Corridor discussion. These public meetings can quickly become an echo chamber and I feel compelled to voice my opinion as a young professional who works in the area:

- First, any proposal to eliminate parking only further gentrifies the neighborhood. I've witnessed the slow elimination of affordable housing and free off-street parking. Most people cannot afford the \$8/day to park in the Overture parking ramp. As a neighborhood that has historically allowed students of lower socio-economic status to live affordably in Madison near the UW campus, I find these suggestions (<http://www.cityofmadison.com/transportation/studies/bassett-street-corridor-study>) disturbing
- Second, I work in this neighborhood. My employer works directly with low-income families and access to healthcare issues. A majority of our clients suffer from disabilities that impact their ability to walk. We would lose a lot of free, accessible parking. I personally struggle to find parking--especially on Thursdays.
- Third, why does the city feel this is necessary? Bassett and the other roads already offer bike lanes. The amount of injured cyclists pales in comparison to the number of car-on-car collisions at the intersection of Mifflin and Bassett. Your proposal would only further distract drivers, when the funds could be invested in a stop light or walking signals to protect pedestrians and create order among automobile drivers.

Ultimately, I feel Mifflandia committee's suggestions have ulterior motives to turn Bassett street into a "more profitable and picture-perfect" neighborhood, which again, gentrifies the neighborhood and stands in contrast to the historical presence of Bassett Street in Madison. Feel free to make my comments public.

Best,
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Thanks for your email. I'll share your concerns with the staff team involved in the project as well as Ald. Verveer and the Transportation Commission.

To respond to your question in the third bullet point, our goal is to create a network of bike facilities that are suitable for people of all ages and abilities, or people who are interested in biking to their destinations but do not want to bike where they feel significantly exposed to traffic. The Broom-Bassett corridor represents a gap in that network, for example we have the Capital City Trail along Lake Monona, the Mifflin Street Bike Boulevard, a few east-west routes through campus, and this north-south connection would close the gap in this area, providing a low-stress connection from the Capital City Trail to the UW campus.

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