

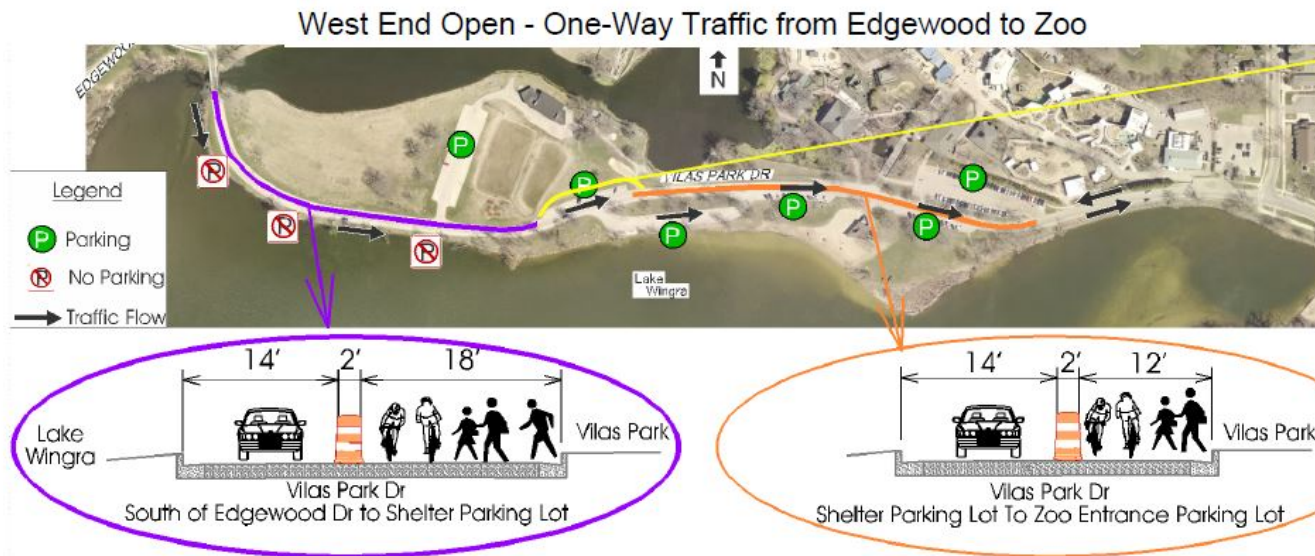
Vilas Park Drive Options

Option One: Two-way traffic from the east to the shelter lot



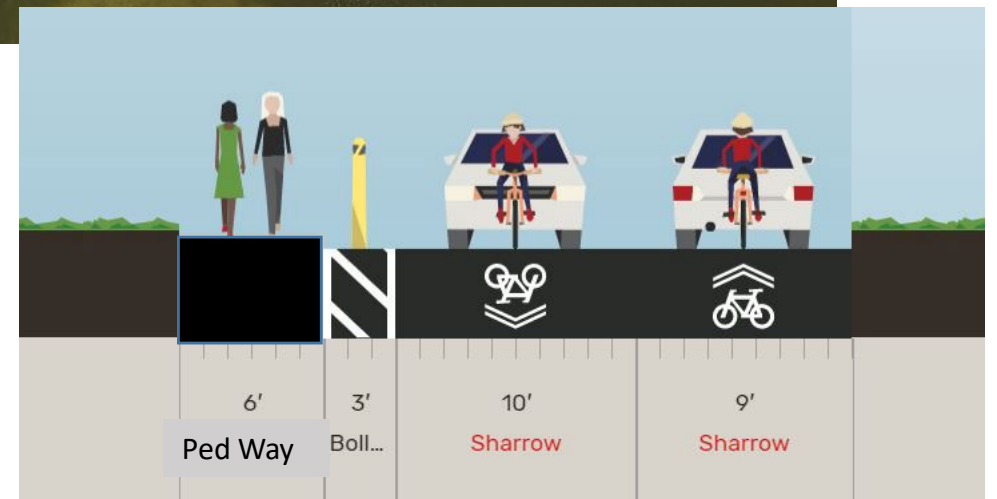
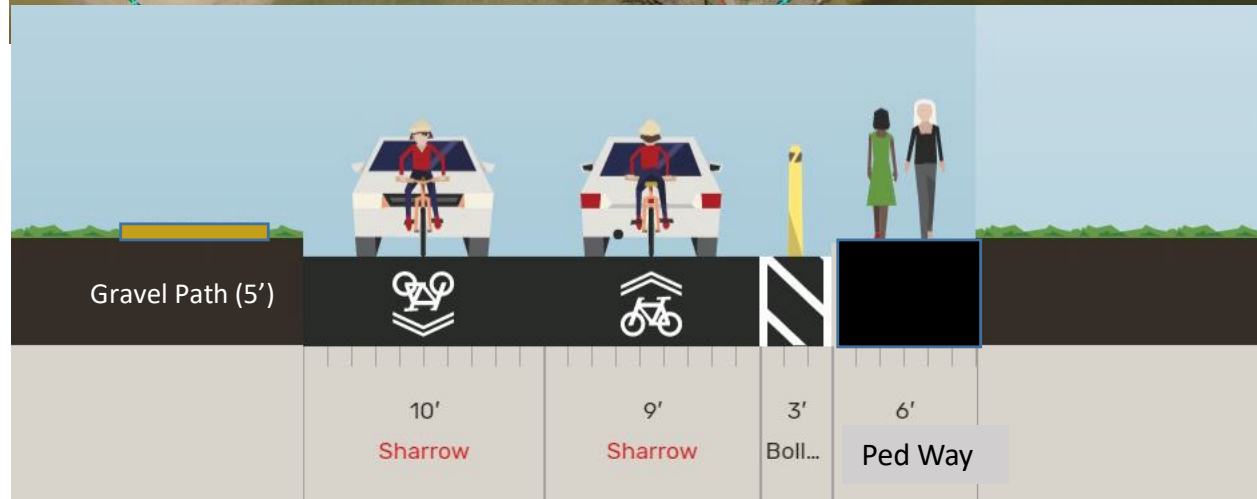
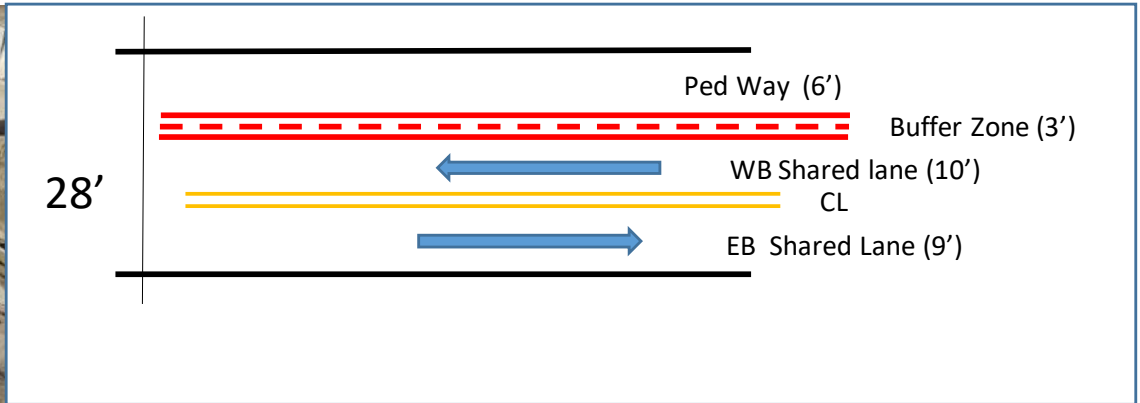
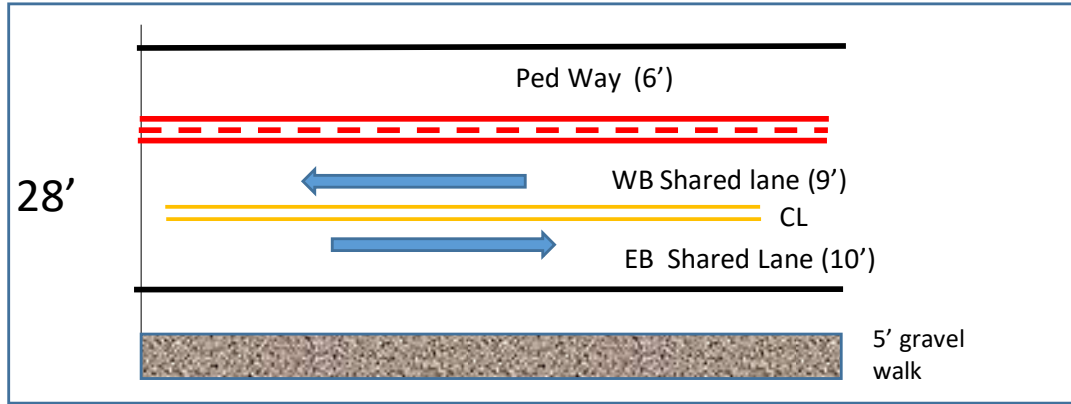
TE recommends that Parks accommodate pedestrians off of Vilas Park Drive, if possible.

Option Two: One-way traffic from the west, VPD continues as a throughway



If maintaining angle parking, should consider widening path to 12-14'.
 If removing angle parking, then can continue with cross section.

Two Way Option Slides



More about the Buffer Zone

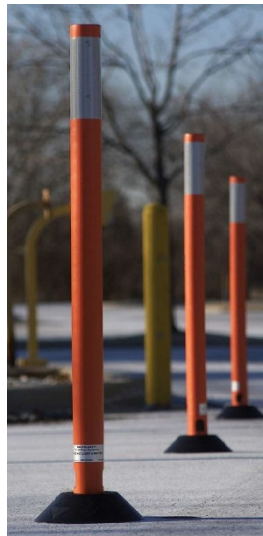
Buffer Zone will consist of two items, pavement markings and a vertical element.

The pavement marking will be in place year round and will likely need to be refreshed every few years.

The vertical element will be placed in some parts or all of the buffer zone for the non-snow months. For the snowy months, vertical elements will be removed for ease of plowing during the snow season.

Concern: Park crews will have to place and remove these annually for the time this is in place which could be 5, or even 6 years. If we did the entire length of the buffer zone, it will require 215 posts set at 10 feet apart (at 10 minutes per post, that amounts to 35 hours of time to install).

Question: if we are providing a 3' wide buffer zone, can we use traffic barrels instead of Safe-Hits? easy to install, easy to remove, but they do take up more room.



Safe-Hit



Traffic Barrels



Pavement Marking

The purpose of the Safe-Hit posts (or the traffic barrels) is to remind drivers, walkers and bikers about the separate uses of the road.

After much discussion, due to cost, and aesthetic reasons the work group would prefer no vertical barriers. We looked into truncated domes but these need to be permanently installed and will not work with the plowing needs of Vilas Park Drive. At this point, Parks is planning on pavement markings only to delineate buffer zone.

More about the Shared Lane

- Cars and bikes will use the two-way, 9 to 10' wide traffic lanes.

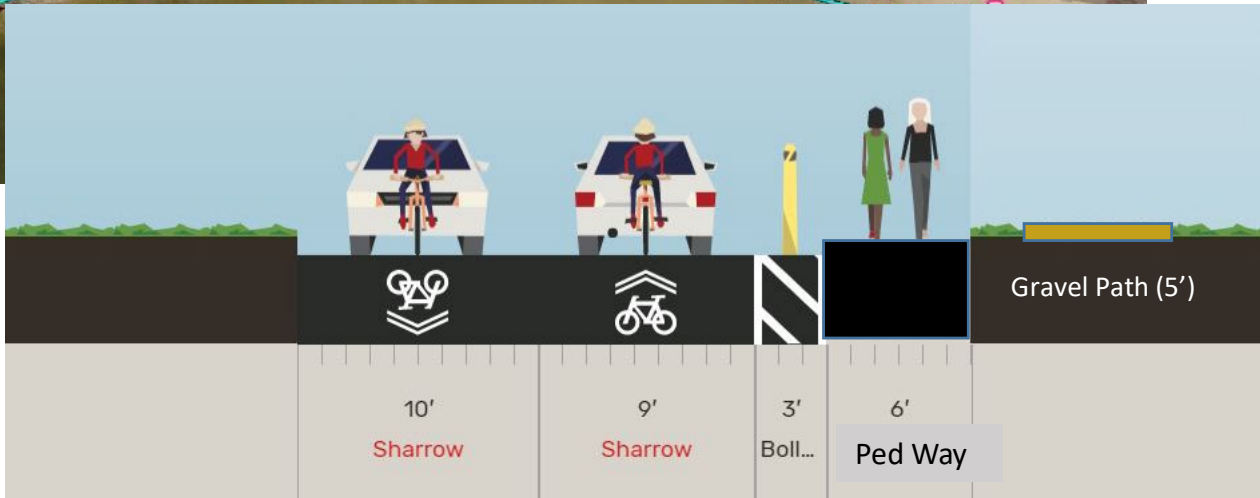
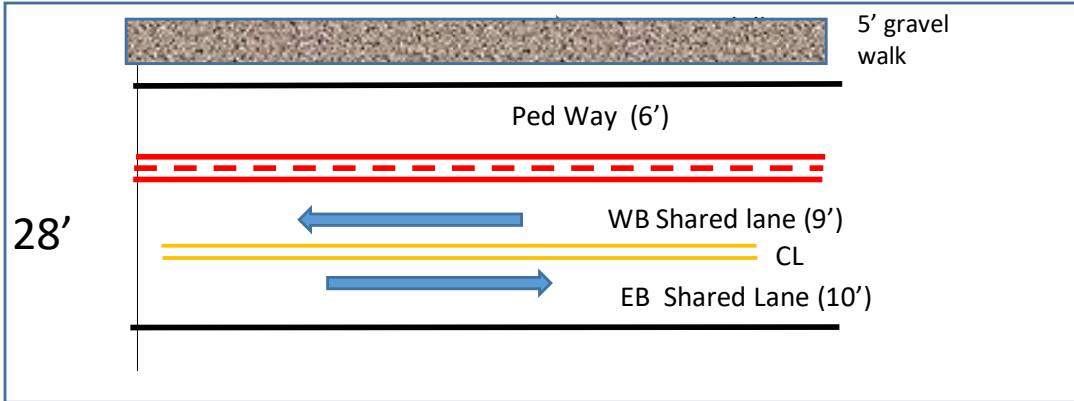
Pavement markings:

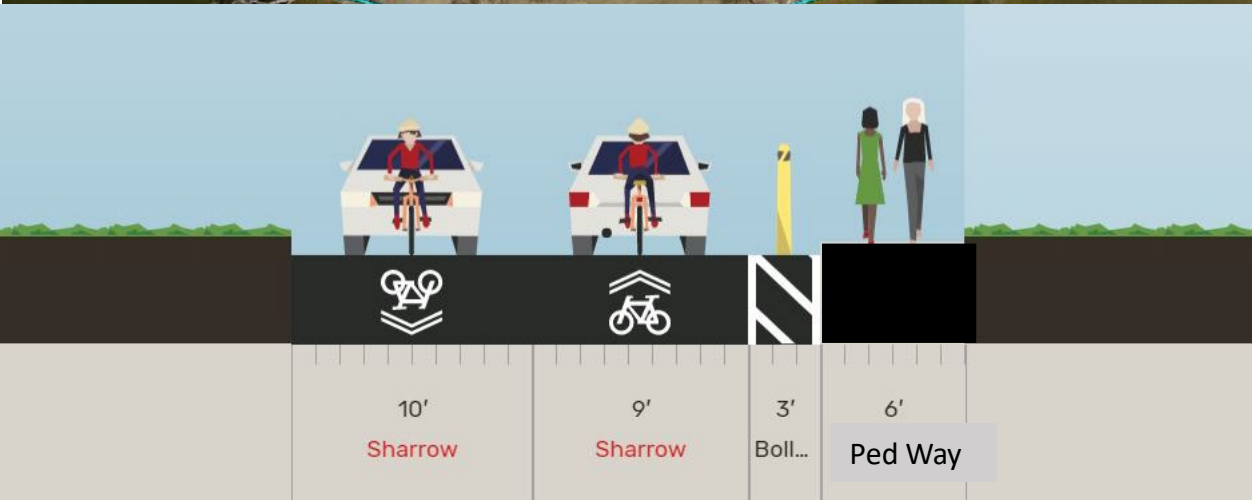
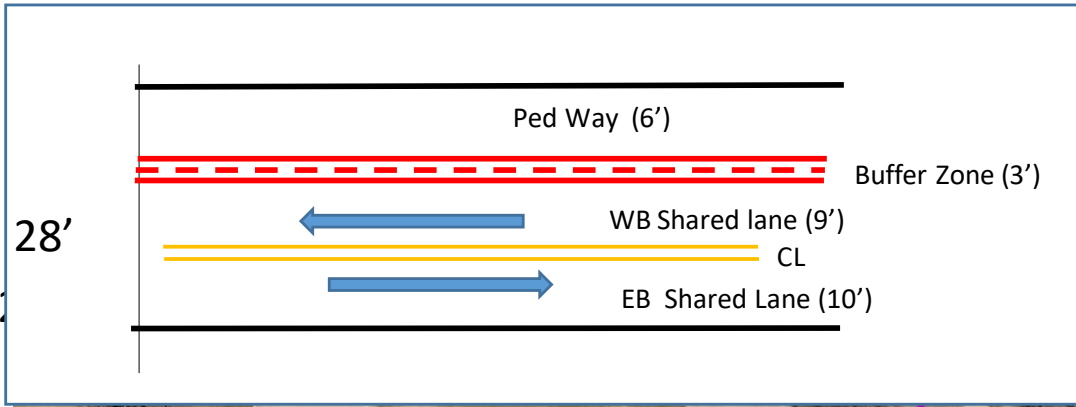


Sign options:



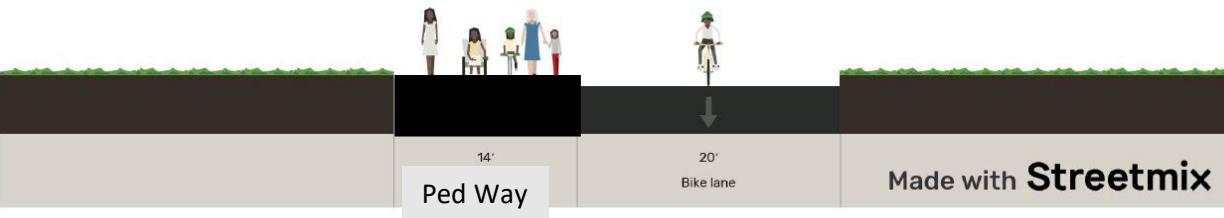
Preferred Option for
Shared Lane Sign



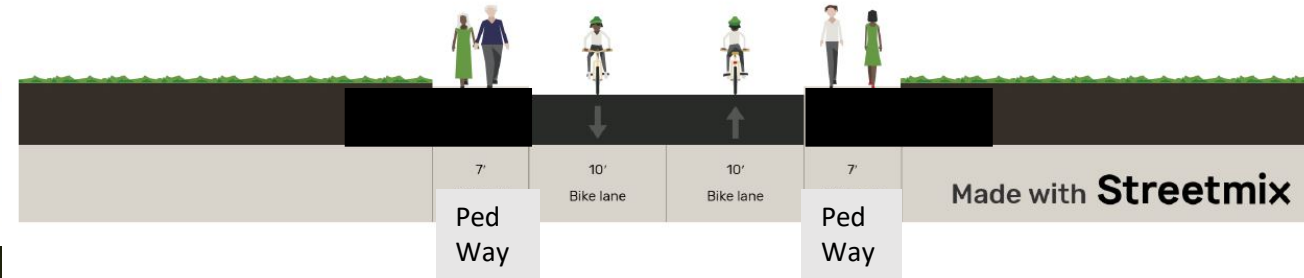


Options for Bike/Ped Segment

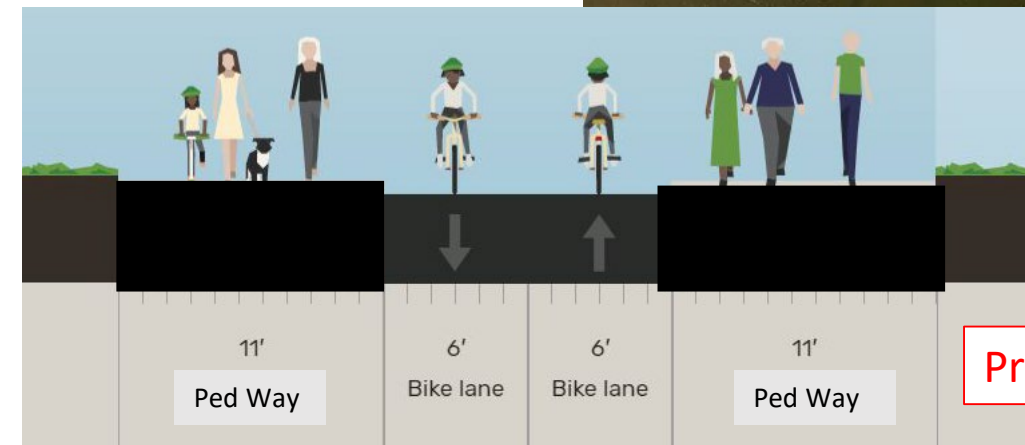
Option 1: Walkers on one side, bikes on the other (Two-way traffic for both modes).



Option 2: Walkers on both sides, bikes on in the center. Oversized bike lanes.



Option 3: Walkers on both sides, bikes in the center. Standard size bike lanes.



Preferred Option

Bridge Options: Bridge is 20 Feet Wide Inside Wall to Inside Wall



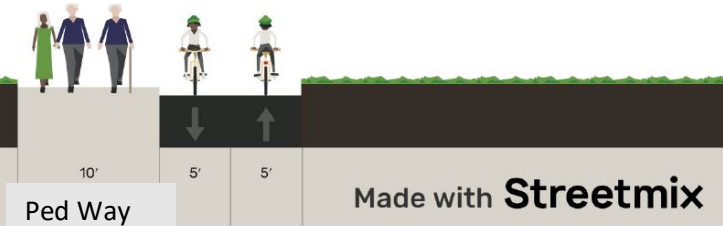
Dead End – Parking Lot Access Lot Only

Install Vertical Elements for First Two Summers to Help with Public Education

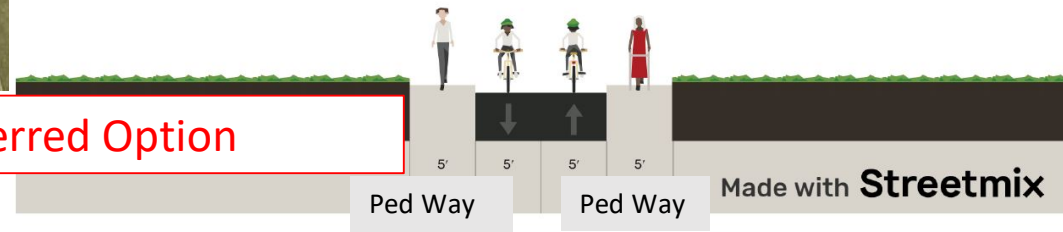
No Motorized Vehicles Sign

Option One: Walkers on one side, bikers on the other.

Option Two: Walkers on both sides, bikers in the center.



Preferred Option



Parking Implications

Total of 76 stalls removed from the park.

P=Parking Lot
DP= Parallel Parking along Drive

Parking Lot	Existing Number of Stalls	Proposed Number of Stall	Difference
P1	34	34	No Effect
DP1	20	0	-20
P2	55 (3 HC)	55 (3 HC)	No Effect*
P3	15	7	-8
P4	17	7	-10
P5	21	21	No Effect
P6	22	9	-13
P7	56 (2 HC)	56 (2 HC)	No Effect
DP2	25	0	-25



* I have received conflicting info about lot P2, if cars park in the middle lane, then those stalls will be lost to bus traffic. If cars do not park in the center lane, then no stalls will be lost.

Discussion of Potential Future Data Collection

- Parks Division plans to collect data and conduct an evaluation of the change. This will outcome will be reported to the BPC within a set period of time. This will allow the BPC and the Parks Division to better gauge and evaluate prioritization of future master plan implementation.
 - Data collection on traffic/parking issues?
 - Tube counts
 - Parking inventory
 - Spot interviews by staff of visitors?
 - Survey of reservation and event holders? Maybe beach goers as well?