



Midvale Blvd
(University Ave to Mineral Point Rd)
Safe Streets Madison Meeting

May 3, 2023

Zoom Meeting Protocols

- Turning off video will preserve bandwidth.
- Stay on mute during the presentation
- To ask questions during the presentation, type them into the Chat box
- At the end of the presentation, click Reactions and select Raise Hand to speak OR use the Chat function to type in your comments/questions.
- Lower your hand when you are done speaking.
- If you called into the meeting, use *9 to raise and lower your hand.

Welcome & Introductions

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Agenda

Let's
Talk
Streets

- Introductions
- What is the Safe Streets Madison program?
 - Complete Green Streets
 - Vision Zero
- Data
 - Fatal and injury crashes
 - Current Transit, Bike and Pedestrian Network
 - Speed and volume data
 - Parking Usage Data
 - Pavement quality
 - Online feedback
- Potential Improvement Types
- Next Steps
- Discussion & Questions



What is Safe Streets Madison?

Let's
Talk
Streets

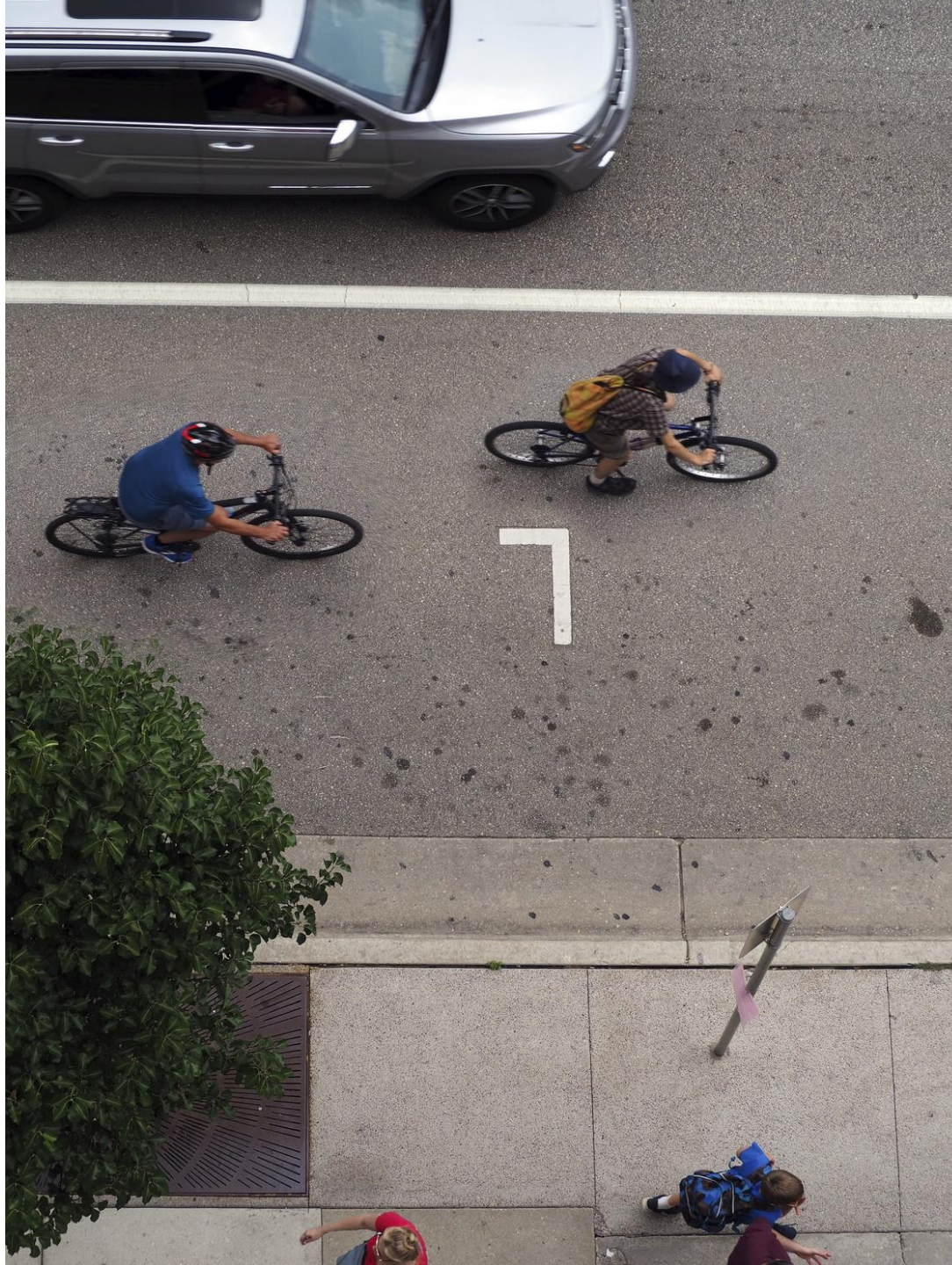
Funding program focused on safety for all transportation modes and improving connectivity for walking/biking

Program Priorities

- Implement traffic safety measures in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets
- Improve connectivity by closing gaps in the City's pedestrian and bicycle networks and ensure they are accessible for people of all ages and abilities
- Support goals of Vision Zero and Complete Green Streets



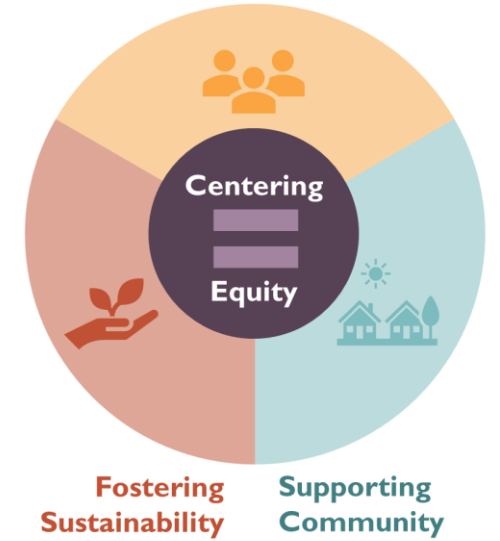
City of Madison Complete Green Streets Guide



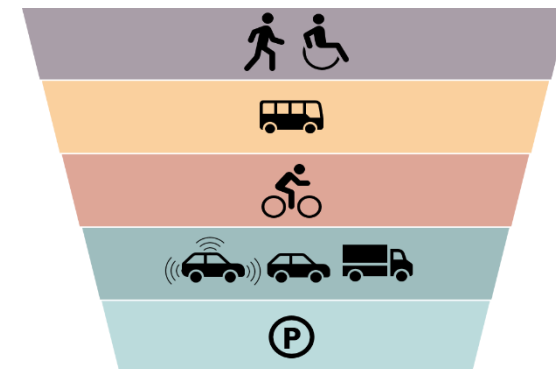
Approved January 6, 2023

STREET VALUES

Putting People First



MODAL HIERARCHY





Principles of Complete Green Streets

- Streets are for everyone, no matter who they are or how they travel.
- There is no one design but instead each design considers the specific context of the neighborhood and street.
- Streets are designed and operated to prioritize safety, comfort and access for all users.
- Green infrastructure integrates sustainability in the right of way to help our City be more resilient and helps provide a welcoming public place.

VISION ZERO MADISON

ACTION PLAN
2020 - 2035

VISION
ZERO
MADISON

Why Vision Zero?

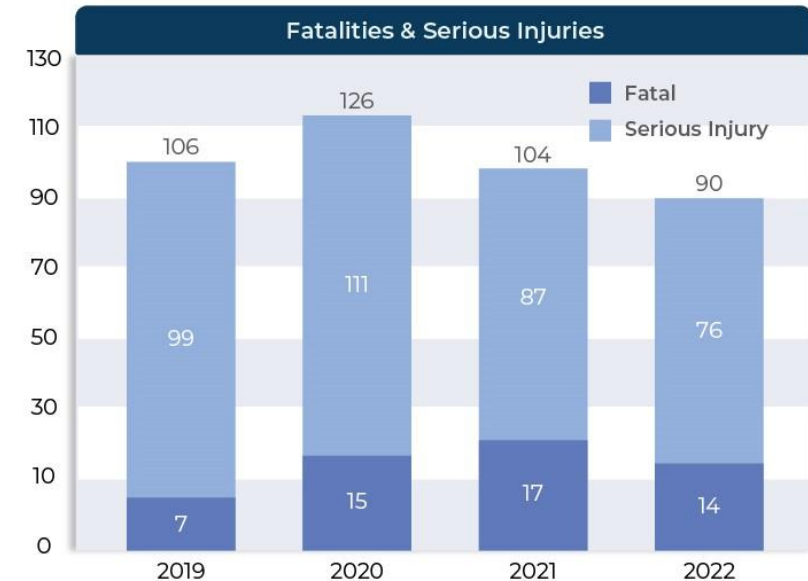
Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proven successful across Europe and now it's gaining momentum in major American cities.

Pedestrians and Cyclists are Disproportionately Represented in Injuries and Fatalities

Pedestrians and cyclists are involved in 4% of reported crashes...



...but they represent 27% of those killed or injured in crashes.



Fatalities and serious injuries down 29% from 2020 to 2022

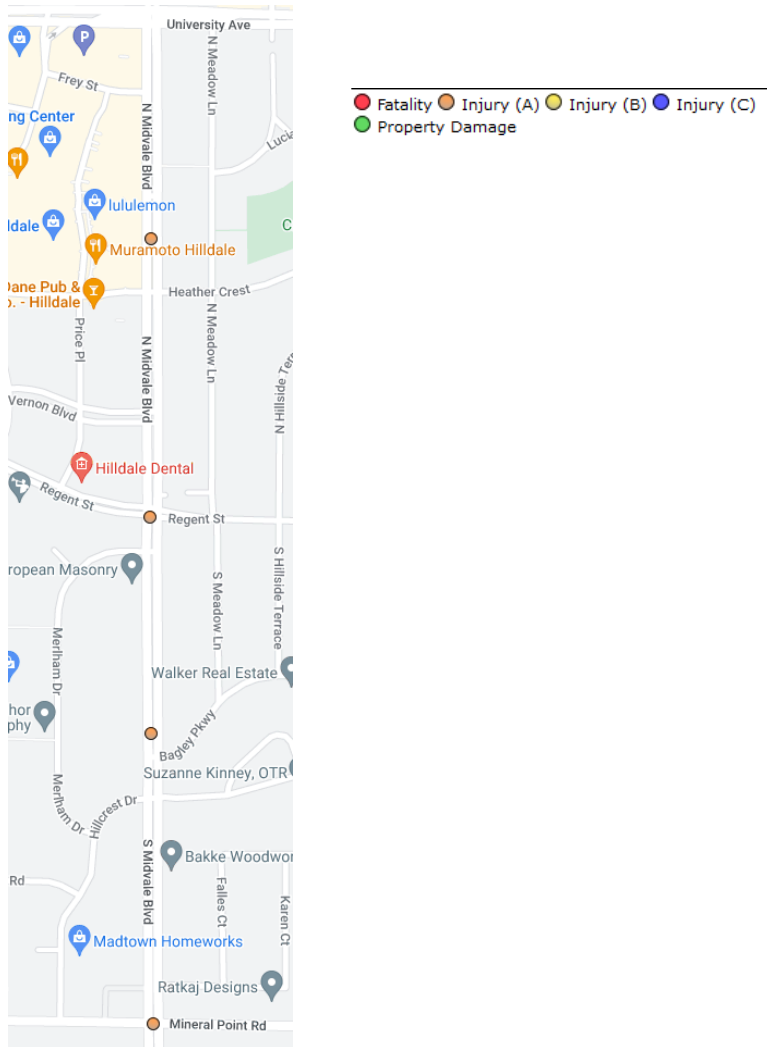
Safe Streets Madison Project Selection

Safe Streets Madison project ranking considers:

- Project located on High Injury Network and consideration of fatal & injury crashes in last 5 years
- Gaps in the walking & bicycling network
- Impact of solution on safety and/or walk/bike network
- Speeding by itself is not a factor in project selection
 - Change in 2022 when Neighborhood Traffic Management Program ended

Midvale Blvd- Fatal and Injury Crashes

All Fatal/Serious Injury Crashes



Pedestrian/Bicycle Fatal & Injury Crashes



Ped/Bike Fatal/Injury Crashes Since 2016

- Driver making a right turn & failure to Yield to pedestrian at Midvale/University
- Driver failure to yield to pedestrian in crosswalk at Hilldale entrance
- Driver turning right from Regent onto Midvale hit pedestrian
- One crash between driver and bicyclist in south Midvale Crosswalk at Mineral Point Rd

Motor Vehicle Only Serious/Fatal Crashes

- Failure to Yield to oncoming car when turning left (Regent intersection)
- 1 MV rear end of parked car (near Bagley Pkwy)

Pedestrian Connections

Map Legend

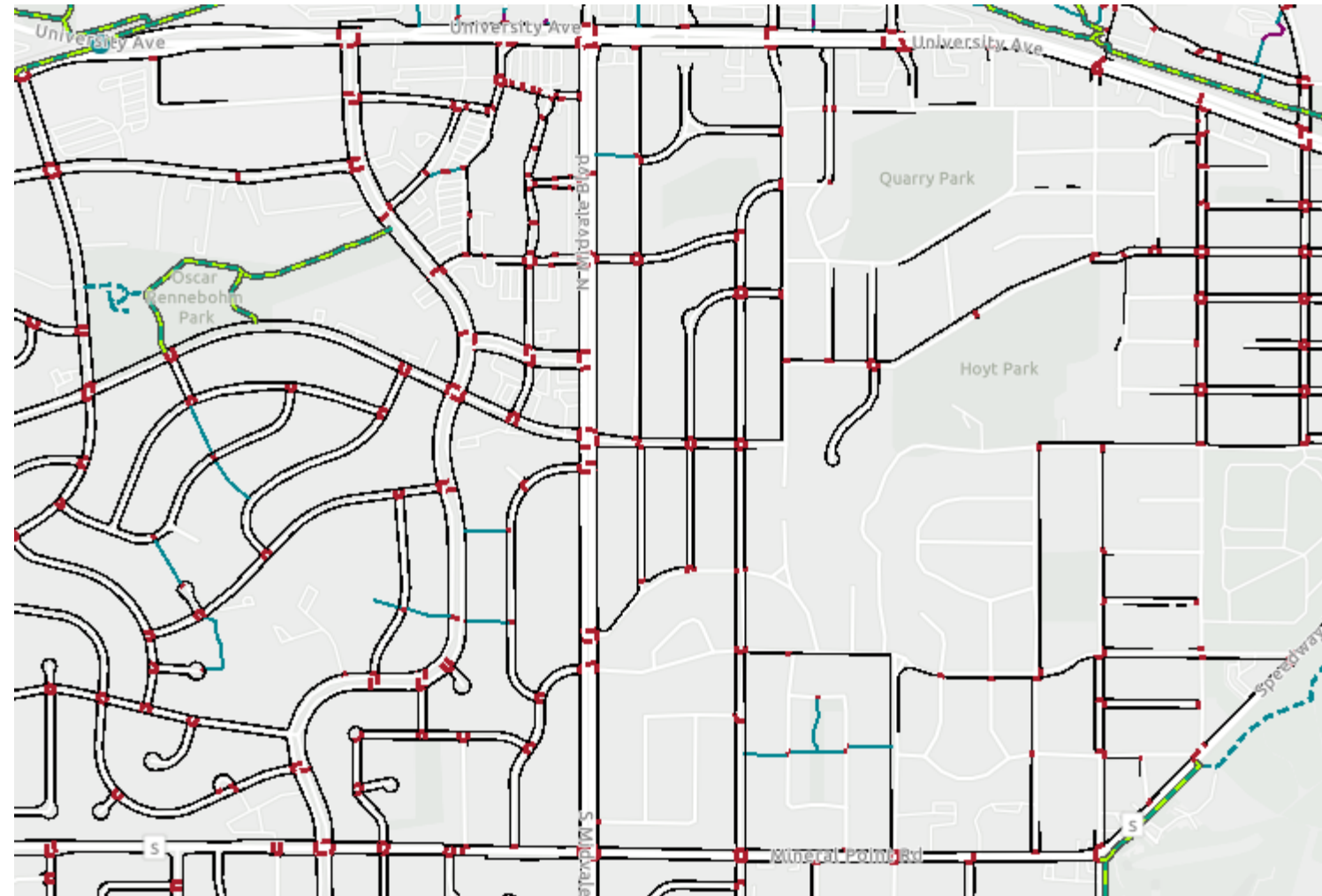
Pedestrian_Facilities

Transition Point Accessibility

- Curb Cut, Accessible
- No Curb Cut, Accessible
- Driveway Apron, Accessible
- ⊗ Inaccessible
- ▲ Steps, Inaccessible

Sidewalk

- Sidewalk
- - - Crosswalk
- Pedestrian Path
- Municipal Lot
- Hiking



Neighborhood Bike Network

Legend

Bike LTS Network

Bike Elevator



Ped/Bike Over/Underpass



LTS - Level of Traffic Stress

Off Street LTS 1

— Bike Path

On Street LTS

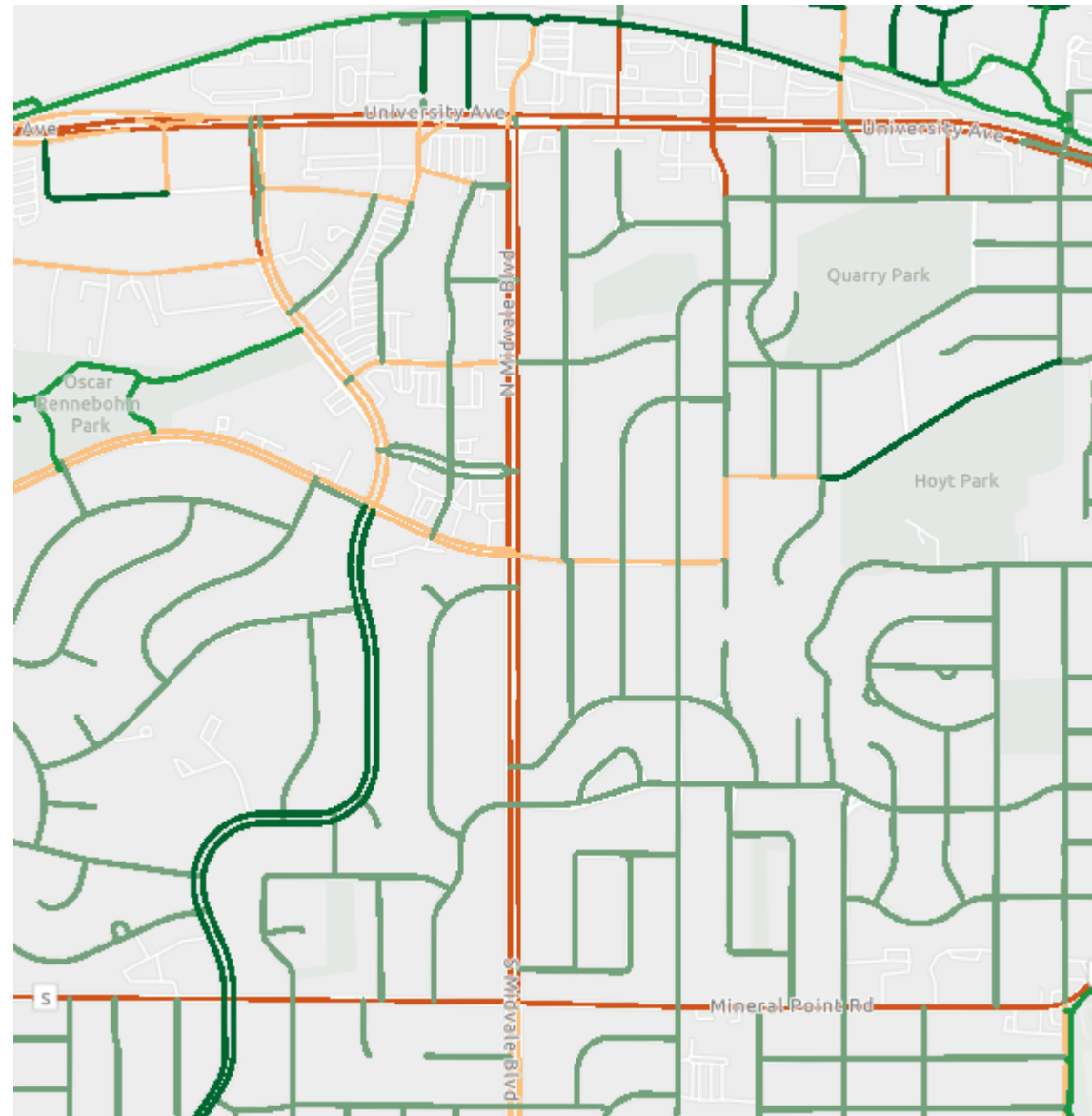
— LTS 1: Lowest stress

— LTS 2: Low stress

— LTS 3: Moderate stress

— LTS 4: Highest stress

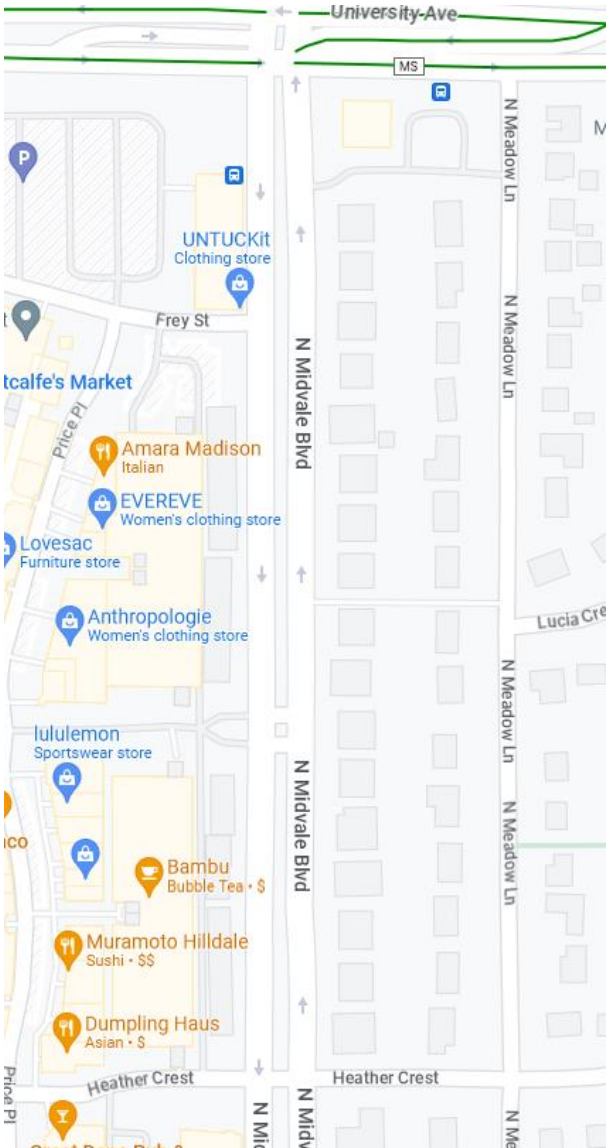
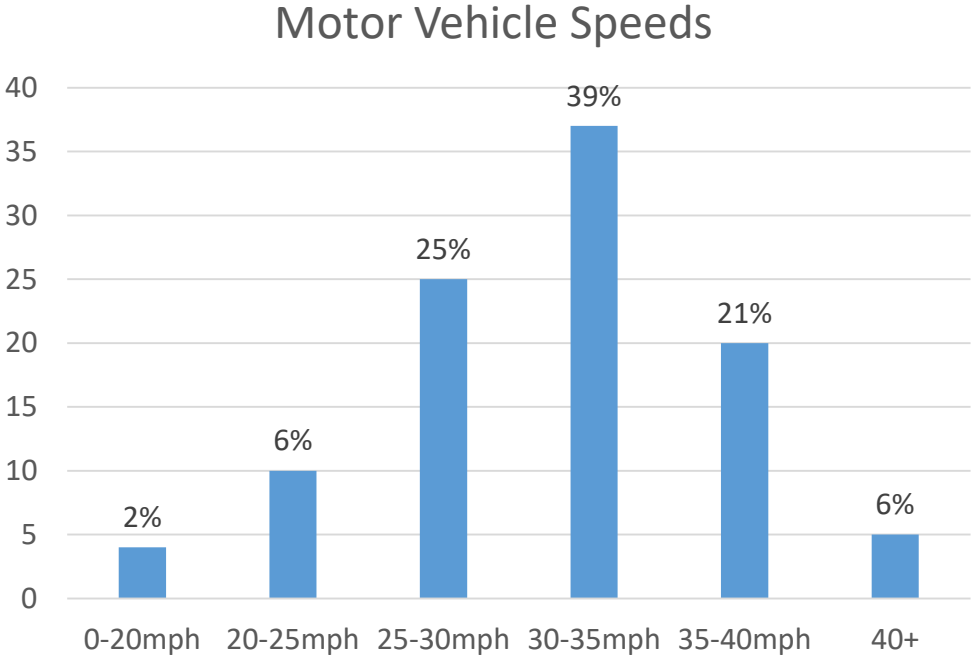
— Bicycles prohibited



N Midvale Blvd (University to Heather Crest)

December 2019 – 20,561 Daily Motor Vehicles

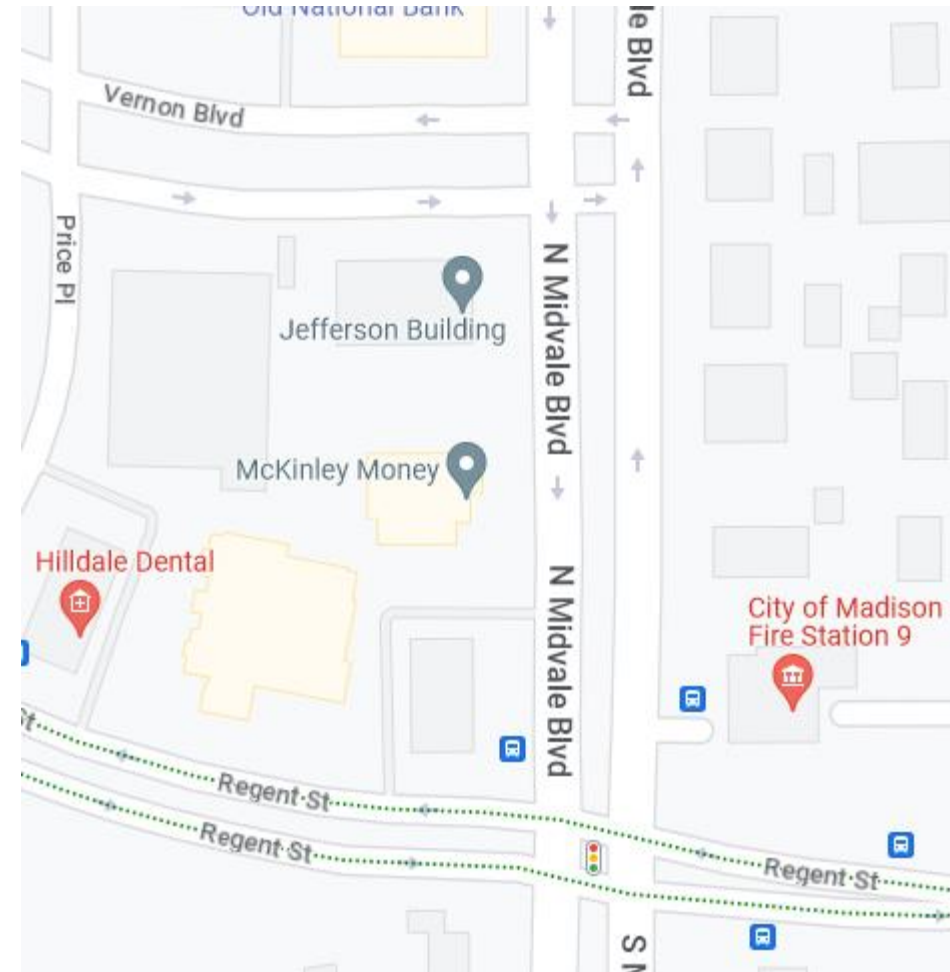
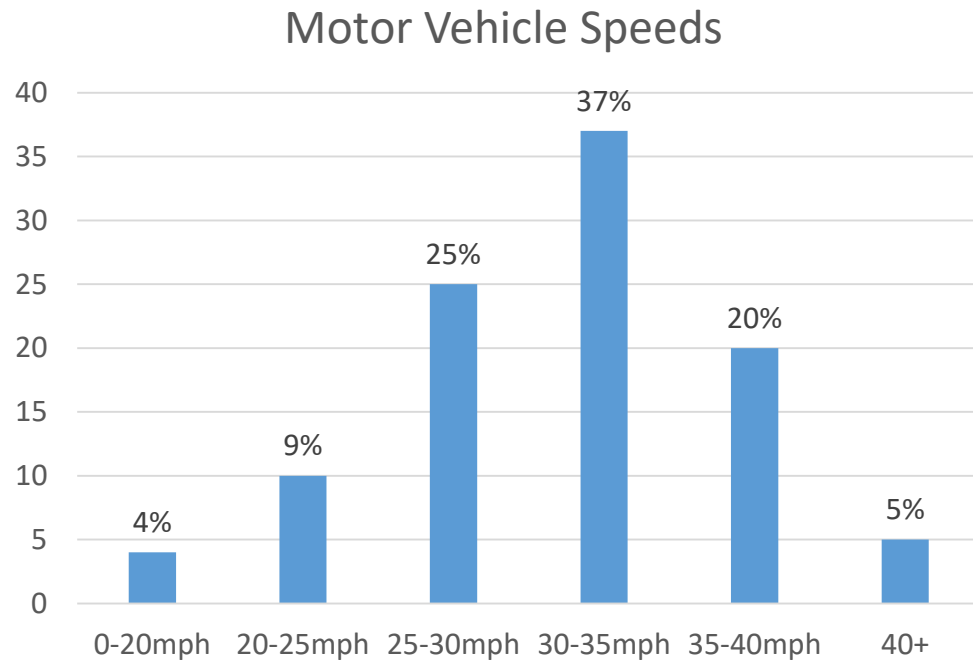
Speed Study December 2019



N Midvale Blvd (Vernon Blvd - Regent)

December 2019 – 23,397 Daily Motor Vehicles

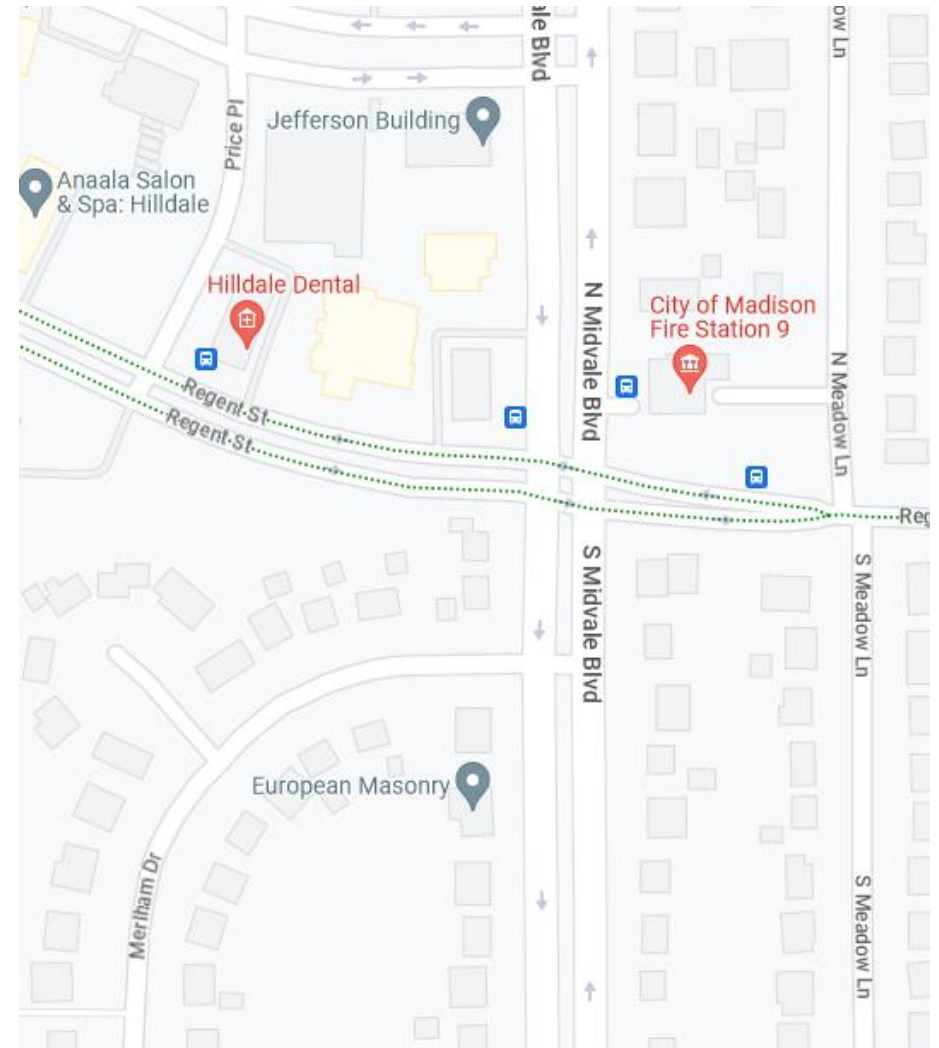
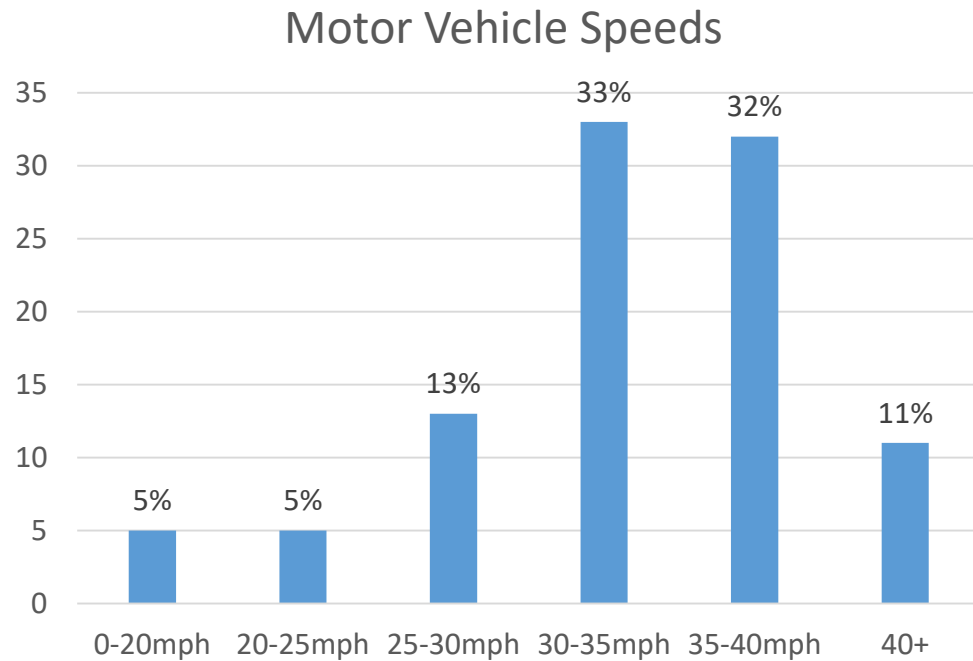
Speed Study December 2019



N Midvale Blvd (Regent - Merlham)

December 2019 – 23,397 Daily Motor Vehicles

Speed Study December 2019

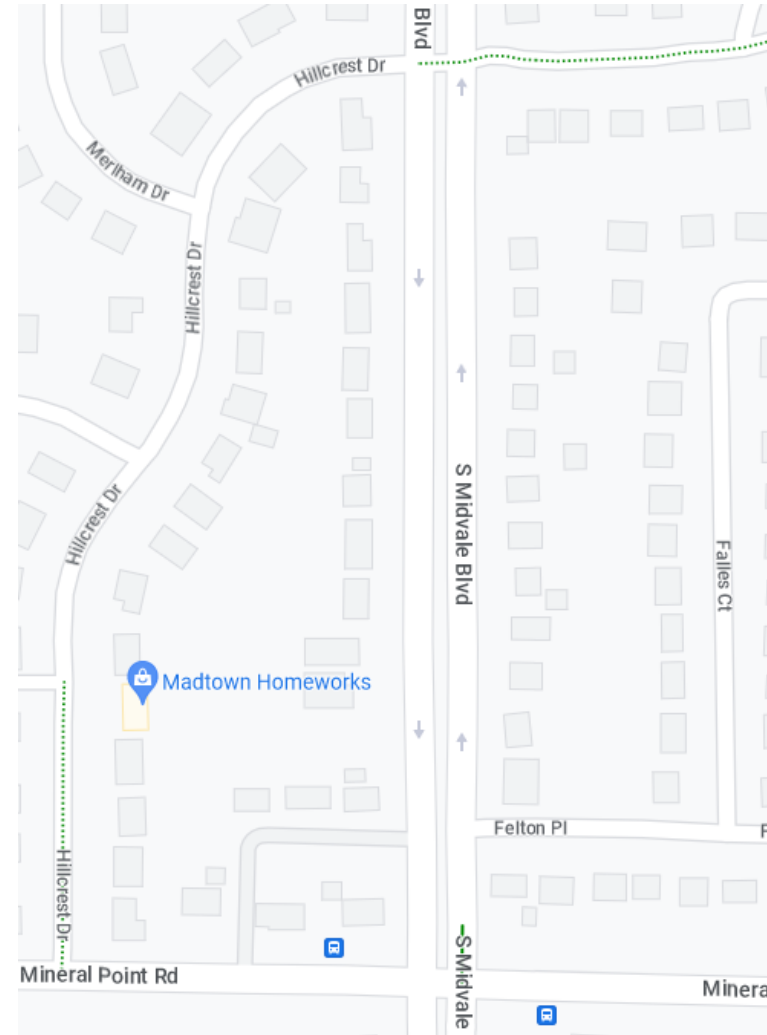
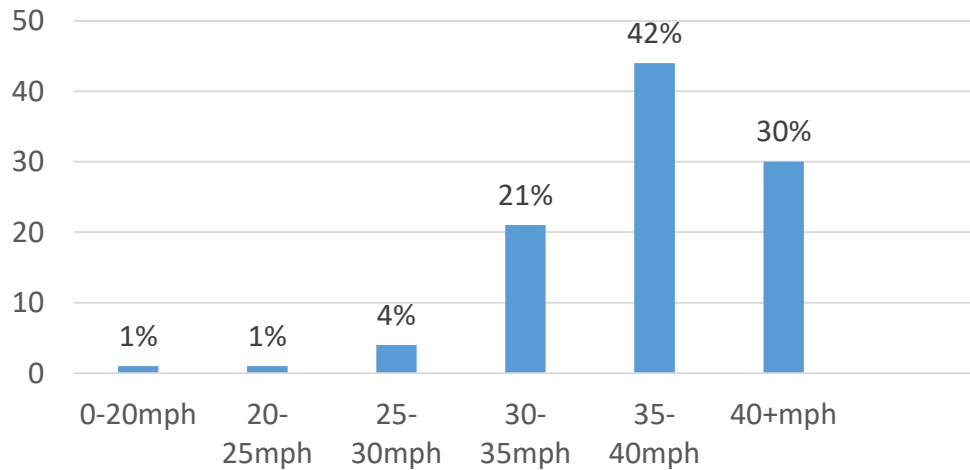


N Midvale Blvd (Hillcrest to Felton)

December 2019 – 22,568 Daily Motor Vehicles

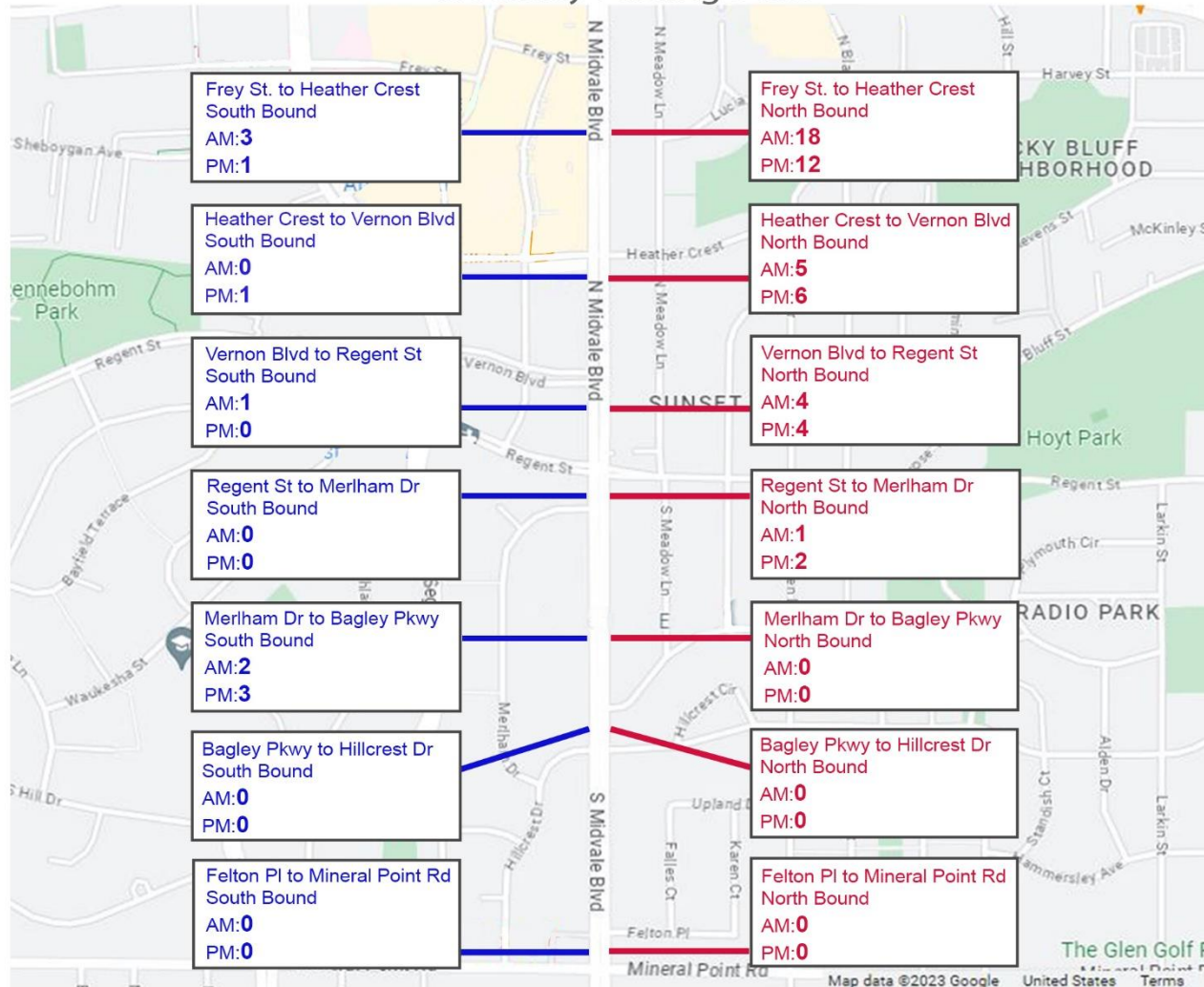
Speed Study December 2019

Motor Vehicle Speeds



Parking Data

Weekday Parking Data



- One day parking count
- Completed on weekday
- Mid-morning & mid afternoon count

Pavement Quality Rating

- Pavement Quality – Midvale Blvd Rated Fair
- No segments programmed for resurfacing or reconstruction project at this time



Legend

Pavement_Ratings

- Excellent
- Very Good
- Good
- Fair
- Poor
- Not Rated

Midvale Blvd Concerns & Ideas

Let's
Talk
Streets

- Edge of street in bad condition, try to use inside lane when driving due to rough condition
- Do not want to see reduction to one lane in each direction as too much traffic and is route for visitor/patients to UW Hospital
- Walk signal for crossing Midvale at Regent (west to east on north crosswalk) is too short.
- Standing water at northwest corner of the entrance to Hildale near hardware store. People walking get splashed in summer and freezes in winter making walking difficult.
- Midvale is fine – do not see safety issues or lack of bike routes in area
- NE corner of Heather Crest/Midvale needs a curb cut.



Midvale Blvd Concerns & Ideas

Let's
Talk
Streets

- Better lighting is needed along this stretch of Midvale Blvd.
- Cars speed up heading north on Midvale from Mineral Point Rd
- Midvale Blvd should have less lanes which would also make it safer for people walking/biking
- Midvale Blvd should be rebuilt with fewer lanes dedicated to motor vehicles and to parking. Redesign should focus on pedestrian crossings, protected bike lanes, and transit. Design should include raised pedestrian & bike crossings.
- Mineral Point Rd/Midvale – concerns over red light running
- Some residents in the 700 & 800 blocks need to park in street in the winter due to the steepness of driveways



Midvale Blvd Concerns & Ideas

Let's
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Streets

- Regent/Midvale (SW corner) is dangerous. Cars do not look for pedestrians & turn right on red even though not allowed. Needs to have a leading pedestrian interval to allow pedestrians to start crossing first.
- Midvale approaching Mineral Point Rd – need a flashing beacon crosswalk light at Hillcrest to provide a safe crossing between Regent and Mineral Point Rd.
- Many people in neighborhood walk to Hilldale and crossings to get there are difficult especially for older residents
- Many people make u-turns in area near Hilldale and do not see people in crosswalk
- Need more traffic controls (flashing beacons, etc.) and more enforcement



Midvale Blvd Concerns & Ideas

Let's
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Streets

- Winter snow clearing isn't always done well by all property owners and makes it hard for older residents to walk in winter
- Need more/better pedestrian signage near Hilldale Mall to help raise driver awareness
- Crossing Midvale as a pedestrian feels very unsafe as drivers travel very fast and the hills make it hard to see.
- Need better/safer pedestrian connections for bus stops and access to Hilldale Mall.
- Walking across University Ave is terrifying. Would prefer a over/underpass.
- Crossing at Hilldale entrance (near Macys) is very dangerous for pedestrians and needs flashing beacon lights and high visibility crosswalk



Midvale Blvd Concerns & Ideas

Let's
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Streets

- Support for a bike facility – ideally protected – along this stretch
- Desire for safe bike route for travel to Hilldale (from east of Midvale, south of Regent)
- Biking this stretch of Midvale is treacherous. Support for bike lane or protected bike lane.
 - Northbound issues with parked cars, traffic speeds and right turn lane onto University Ave.
 - Southbound needs better lane markings at traffic signals as car drivers go straight from right turn only lane. At Hilldale people try to turn into driveway closest to University and don't see bikes traveling straight.



Midvale Blvd Concerns & Ideas

Let's
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- Midvale Blvd needs a safe bike facility.
- People biking use parking lane but it is unsafe when they reach an area with parked cars and need to merge into travel lane. Having a separated bike lane would be better for people biking and driving.
- Add bike boxes or protected intersection at Mineral Point/Midvale and extend bike lanes up to intersection.
- People forced to bike on sidewalk because not safe on Midvale Blvd but in winter if one person doesn't shovel it can be hard to travel this corridor by bike.
- Midvale is the most direct route for biking and it currently feels very unsafe. It is also the best cleared street in the winter.
- If Midvale can't be made safer for biking consider improving an alternative parallel route.



Midvale Blvd Concerns & Ideas

Let's
Talk
Streets

- Biking Northbound
 - Potholes & cracks make it necessary for a person biking to constantly move around and are often forced into travel lane
 - Many people use the sidewalk
 - Cross traffic at Bagley and Hillcrest have limited sight lines due to parked cars
 - University Ave intersection invites conflict and confusion so many bikes take sidewalk starting at Frey St but it is very narrow.
- Biking Southbound
 - Uphill so going slowly; often need to move into travel lane to avoid car doors
 - Need to be more safe crossings of University Ave
- Overall
 - On street parking should be reduced or eliminated
 - Add buffered bike lanes (or better) to allow more space between people biking and people driving – especially truck traffic
 - Add bike lanes at Midvale to cross University to Rose Pl



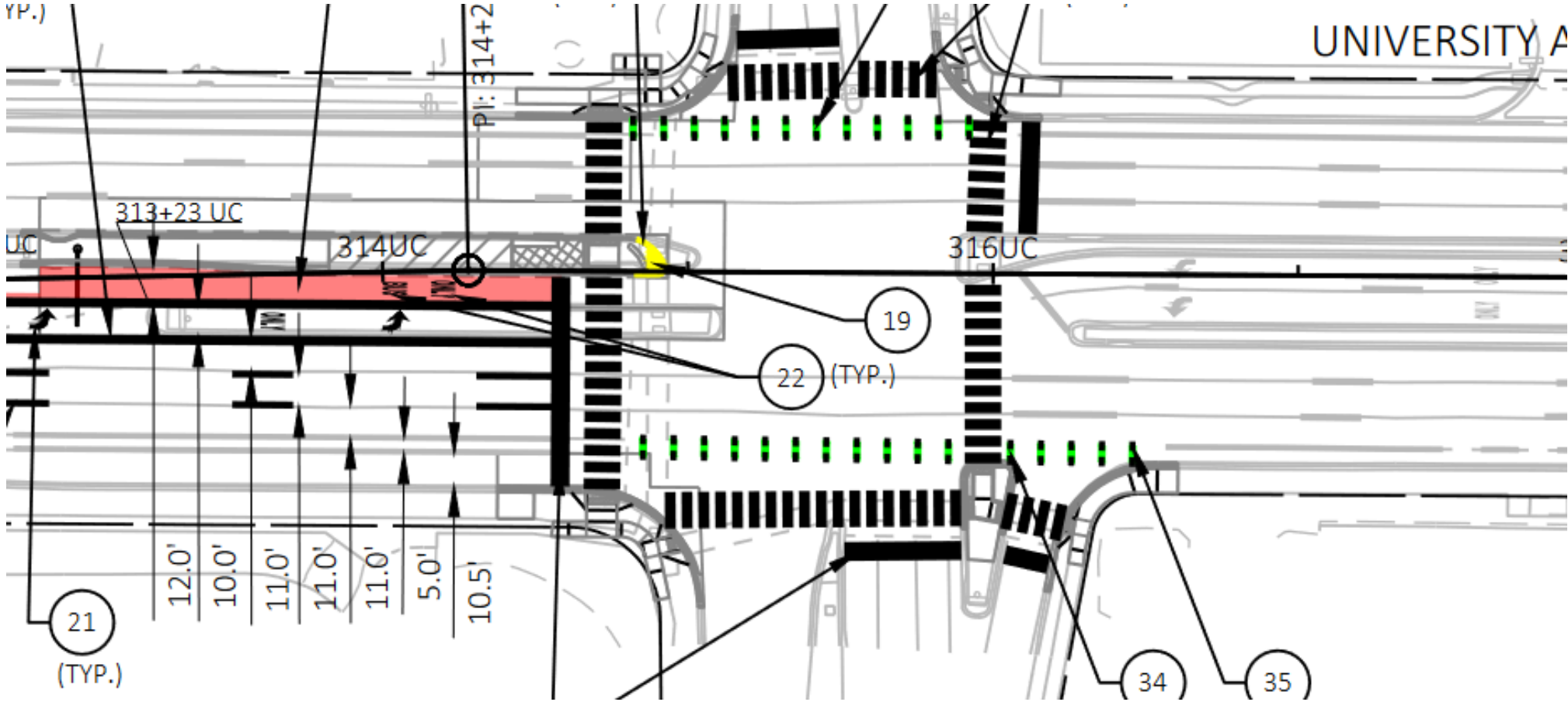
2023 Planned Improvements



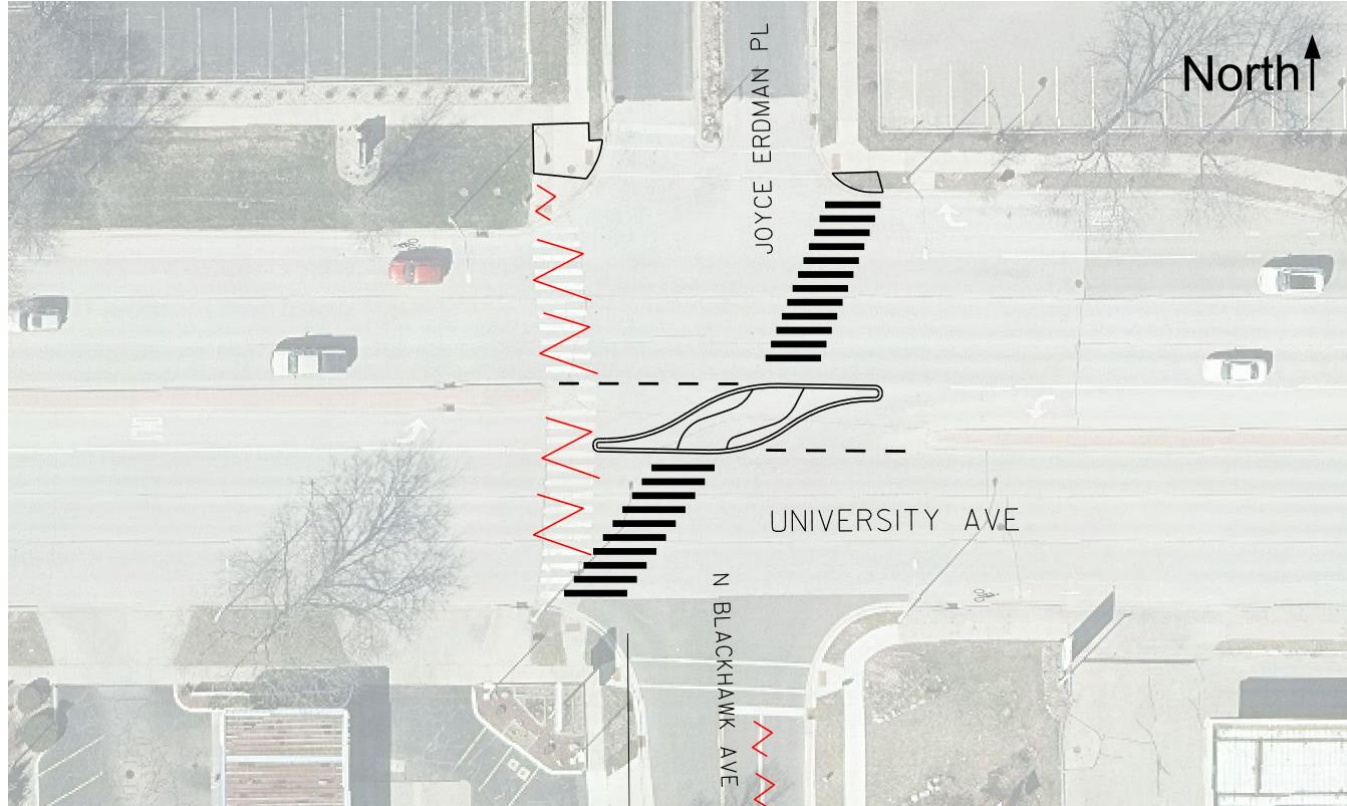
Midvale Blvd at Mineral Point Rd

- All four legs of intersection will be updated with No Turn on Red signs

Bus Rapid Transit - University/Midvale



Potential Improvement at Blackhawk & University

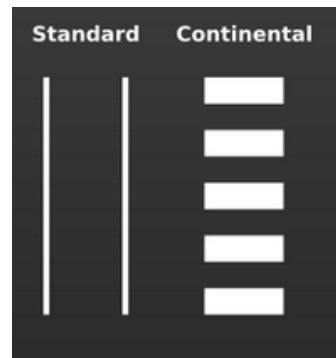


- Restrict left turns onto University Ave
- Add median island, diagonal crosswalk
- Completed neighborhood survey & met with Shorewood Hills Public Works Committee

Type of Potential Improvement: Crosswalks

Pedestrian Crossing Improvements

- Rapid Flashing Beacon light at crosswalks
- Add new crosswalk and/or upgrade to enhanced visibility continental crosswalk and add advanced stop line
- Add ADA compliant curb cuts where missing
- Crosswalk lighting (LED, review light placement & install additional lights as needed)
- Pedestrian Refuge Island
- Leading Pedestrian Interval (allow pedestrians to go before drivers get green light)



Credit: Dan Burden

Type of Potential Improvement: Raised Crossing



- Raised Intersection

- Done as part of resurfacing or reconstruction
- Monroe Street has several raised intersections

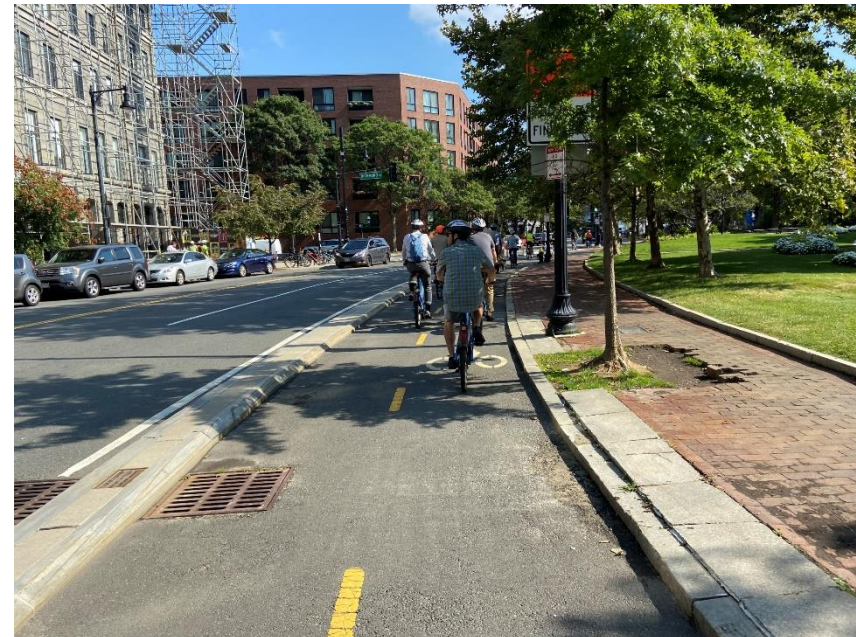


- Raised Crosswalk or Path Crossing

- To slow traffic on cross streets and prioritize pedestrians
- New raised crossings on Capital City Path on near east side

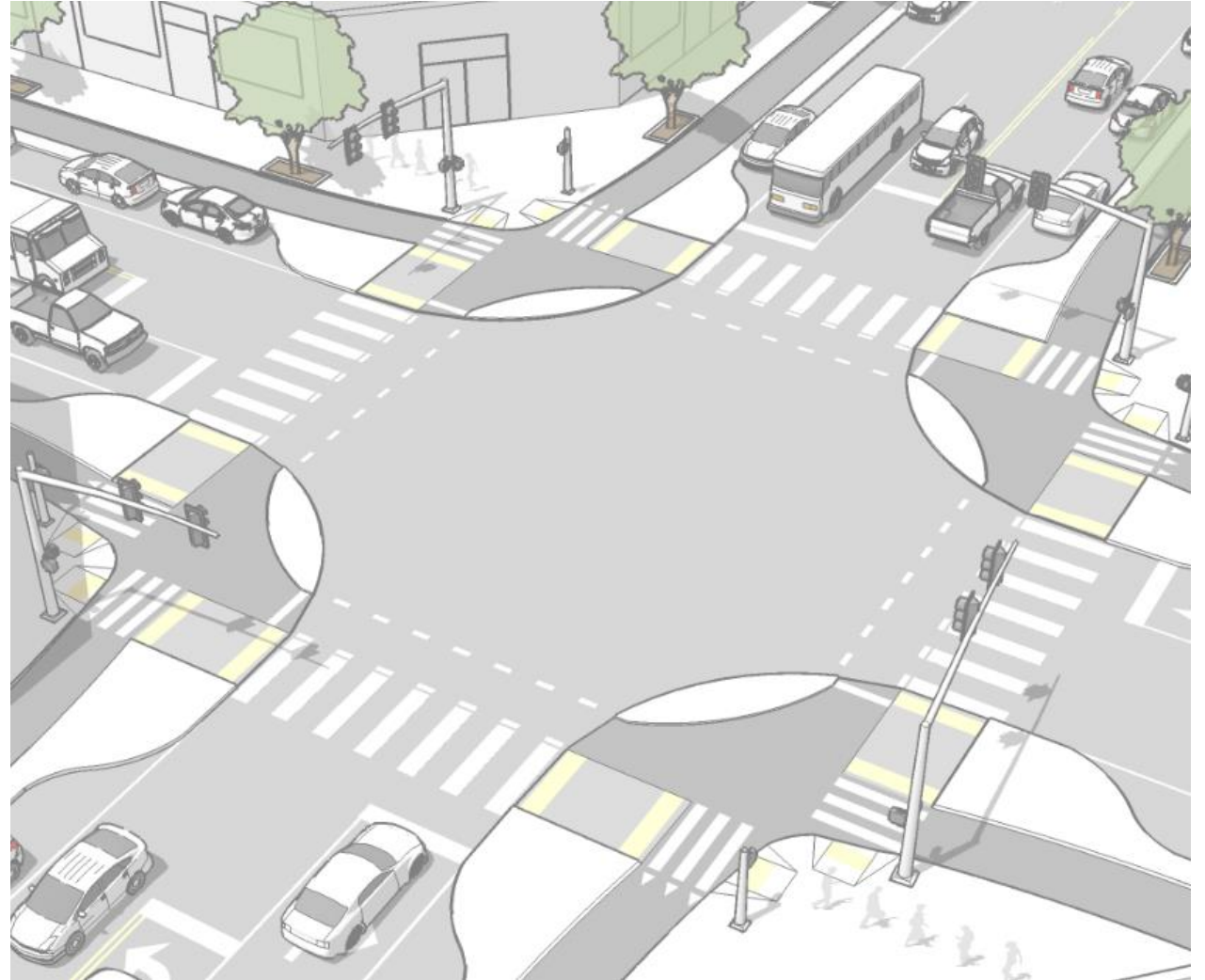
Types of Potential Improvement: Protected Bike Lane

- Provides a physically separated space to improve safety
- Types of separation:
 - Concrete curb
 - Delineators
 - Raised to sidewalk level
- Can be one-way or two-way facility



Types of Potential Improvement: Protected Intersection

- Provides improved safety at intersection
 - People on bikes more visible to drivers
 - Provides a waiting zone for people driving to wait while people cross
 - Shortens crossing for people walking
- Current south intersection of Bassett at W Washington

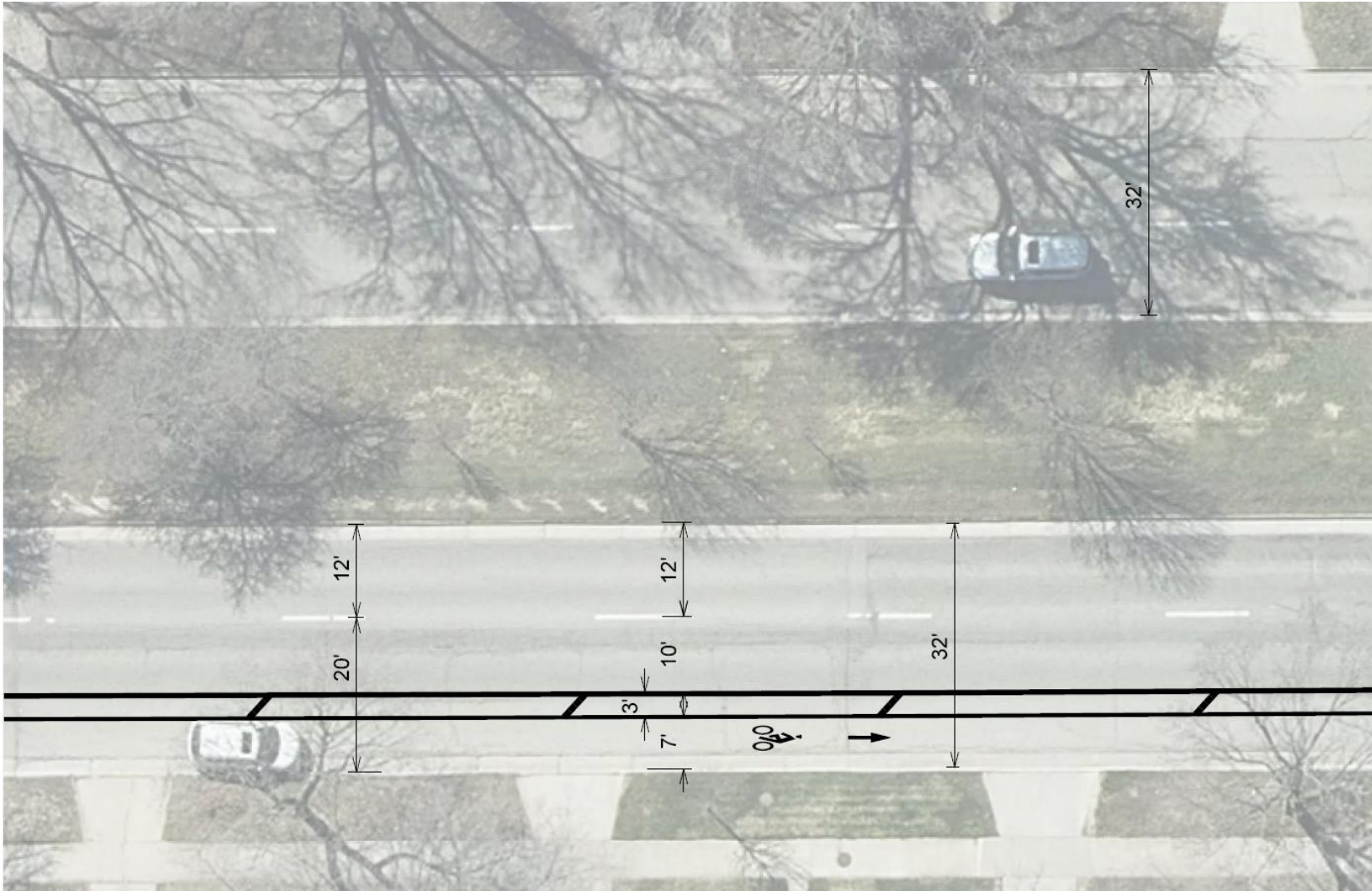


Type of Potential Improvement: Buffered Bike Lane



- Provides dedicated space for biking
 - Provides lower stress bike facility on major street
 - Allows more space for correction if a car drifts into the bike lane
 - Makes it easier for cars to pass bicyclists with required 3 feet of distance
- Requires parking removal or lane reduction

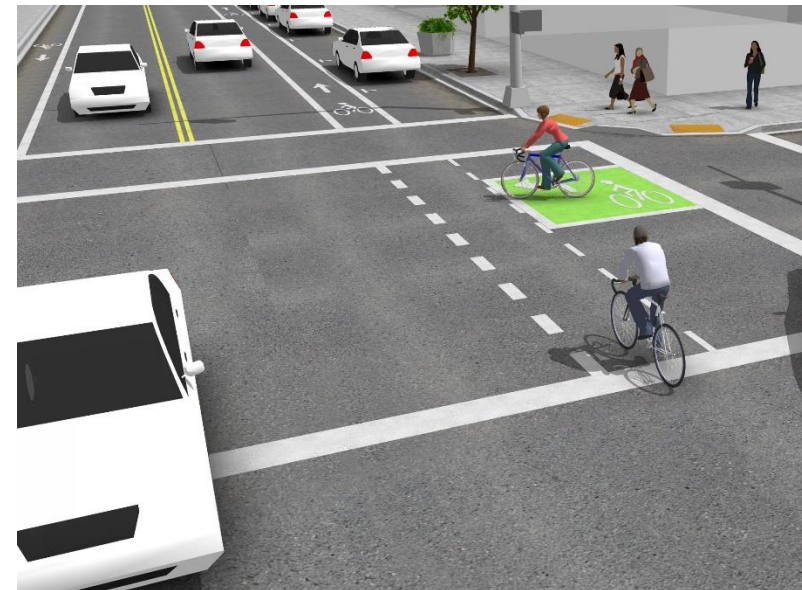
Type of Potential Improvement: Example Bike Lane



- Painted buffer option shown
 - Winter maintenance doesn't change significantly
 - Garbage carts remain on terrace
- Plastic delineator in buffer
 - Areas with driveways would limit the number of delineators
 - Garbage carts placed in buffer
 - Winter maintenance challenge
- Sidewalk level bike lane or two-way cycletrack or curb protected
 - Better for winter maintenance depending on snow storage space available
 - Garbage carts go in terrace or on curb area
 - Higher Cost – Need to build with a larger road project or seek transportation grant

Type of Potential Improvement: Other

- Driver Speed Feedback boards
- Green markings at bike crossings
- Bike turn boxes to make two stage turns when turning left



NEXT STEPS



REVIEW

- Staff will compile and analyze all feedback received

REFINE DESIGNS

- Work on designs and post on the project website
- Determine timeline for additional public input opportunities

PROJECT APPROVAL

- Potential improvements presented for approval by Transportation Commission in 2023
- Approved projects implemented in 2024

www.cityofmadison.com/trafficEngineering/SafeStreets.cfm

Discussion



Safe Street Madison Priorities:

- Implement traffic safety measures in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets
- Improve connectivity by closing gaps in the City's pedestrian and bicycle networks and ensure they are accessible for people of all ages and ability
- Support Vision Zero (eliminate serious and fatal crashes)
- Support Complete Green Streets (designing & operating streets to prioritize safety, comfort and access for people regardless of how they travel)

Safe Street Madison Projects:

- Small to medium size improvements

Submit additional comments to safestreets@cityofmadison.com