



# Public Involvement Meeting

April 17<sup>th</sup> 2017



# Presentation Outline:

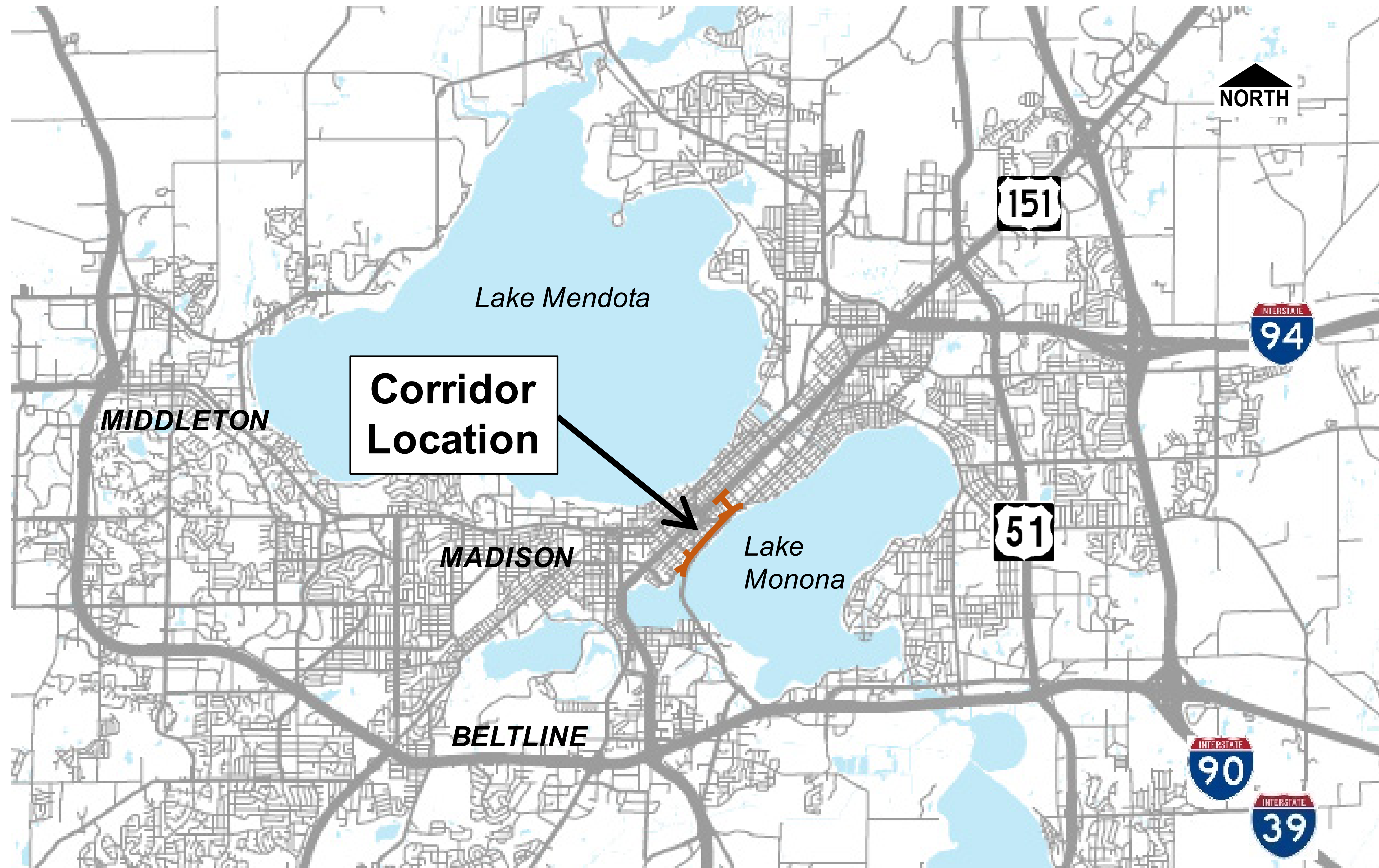
- Study Corridor and Reasons for Study
  - Upcoming Projects
  - Previous Studies and Longer Term Opportunities
- Williamson/Wilson/Blair/John Nolen Drive Intersection area
- East of Monona Terrace area
- John Nolen Drive/North Shore/Broom Street area
- Next Steps



# Study Corridor and Reasons for Study



# Project Location

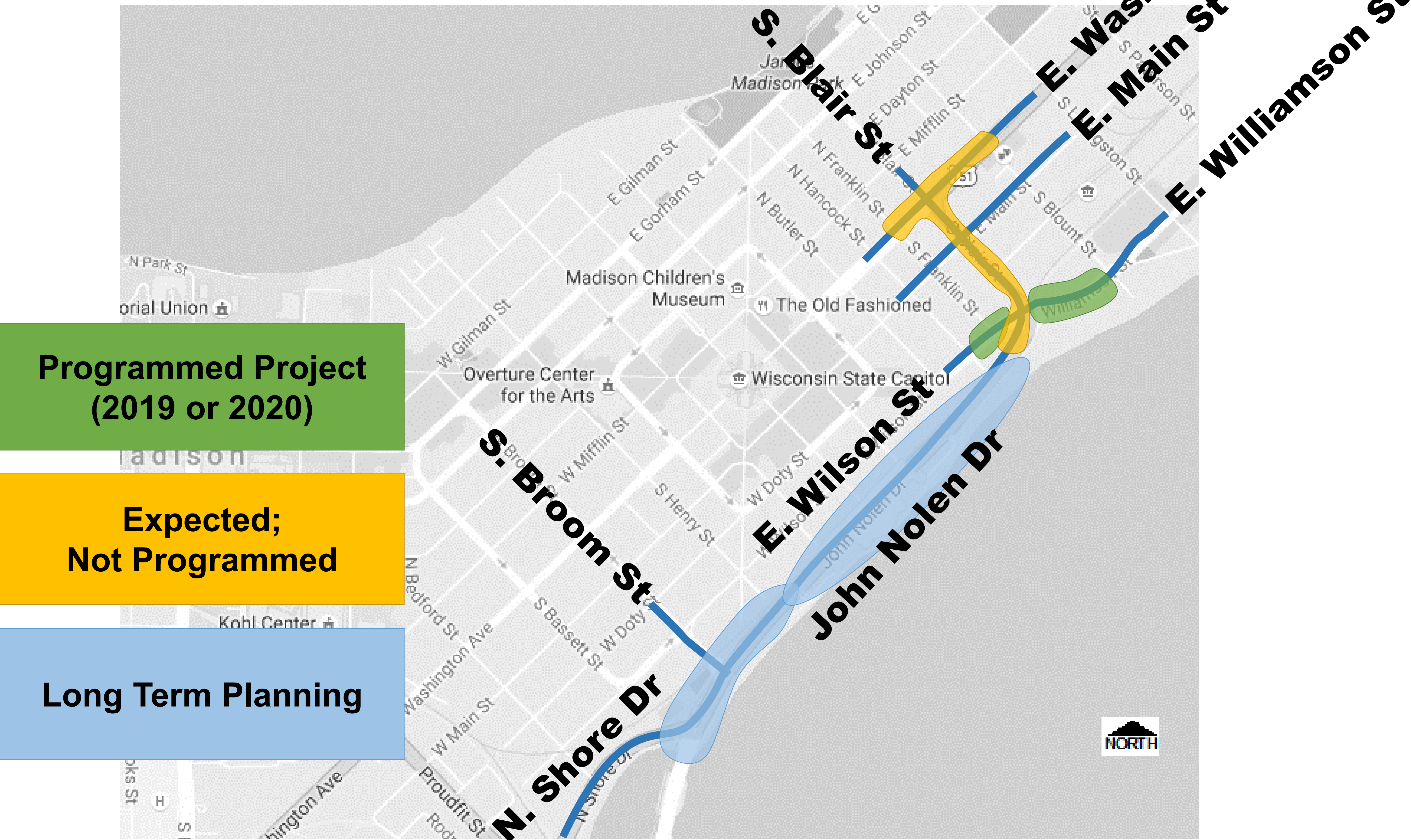




# Study Corridor



# Study Corridor





# Overview of Ideas

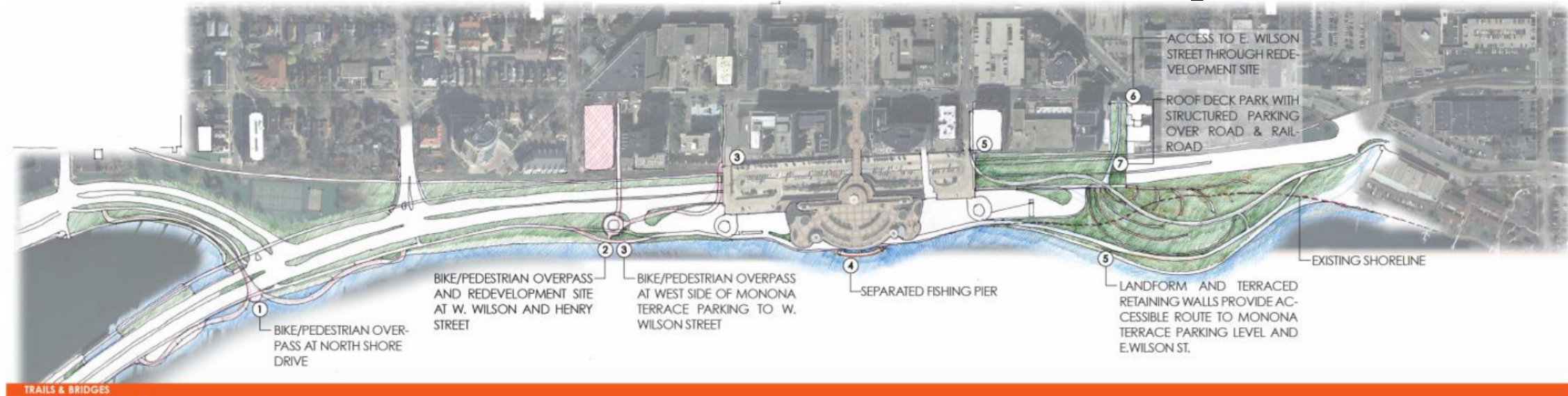
## South Capitol Transit Oriented Development Study



## Kenton Peters



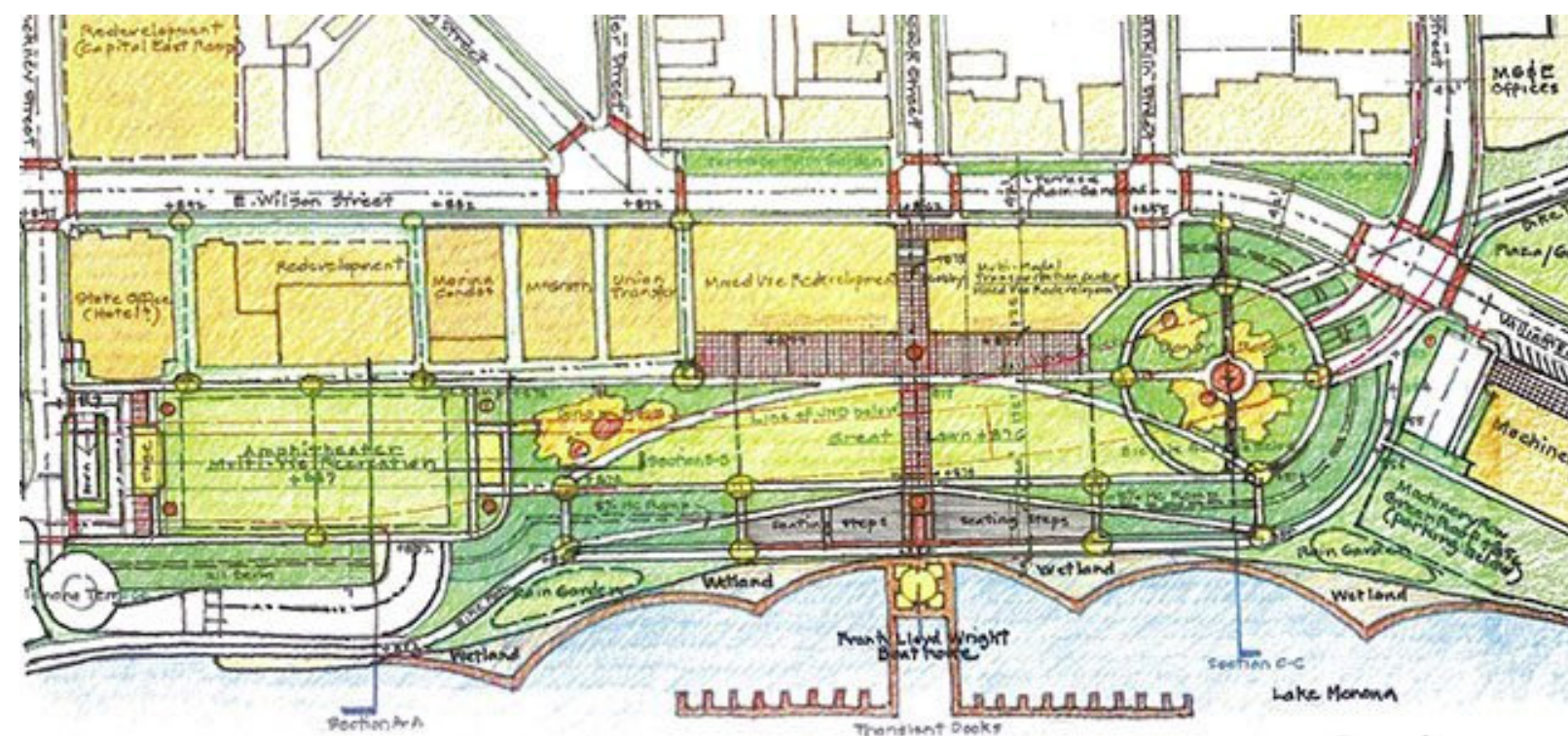
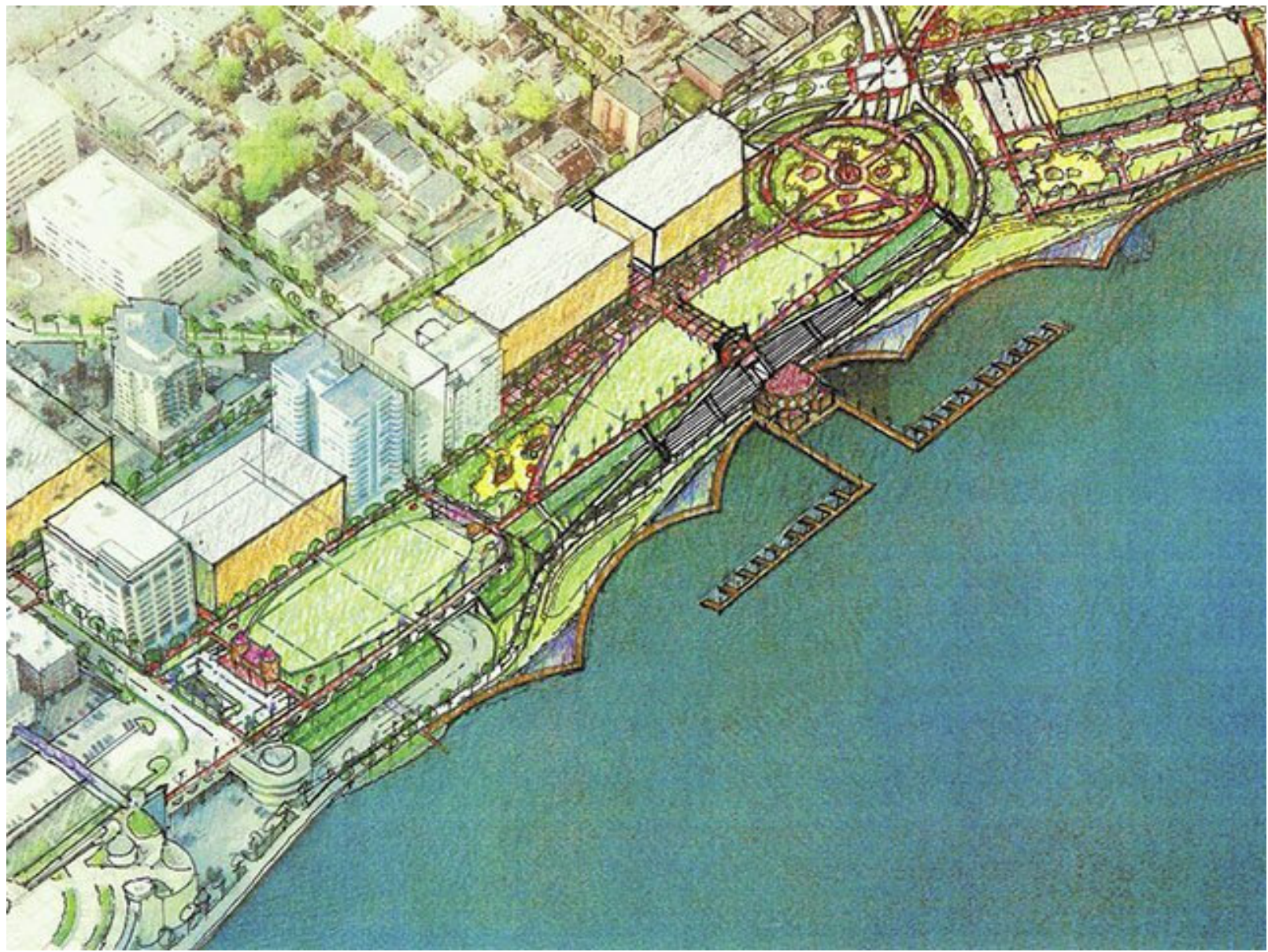
## Ken Saiki Law Park Concept



## Ron Shutvet Underpass Concept



## Madison Design Professionals Workgroup





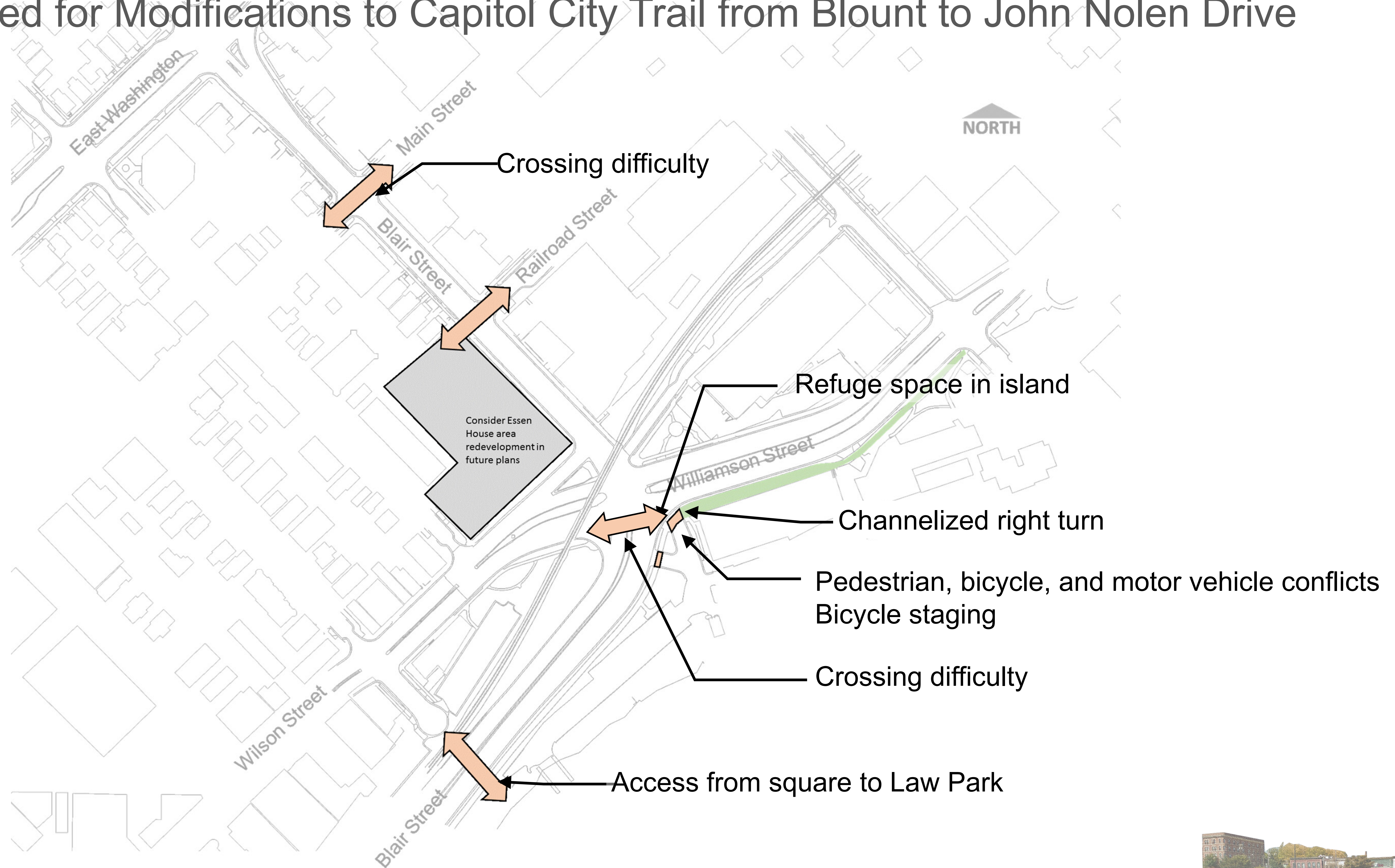
# John Nolen/Blair/Wilson/Williamson Area





# Blair/Williamson Intersection Expressed Needs

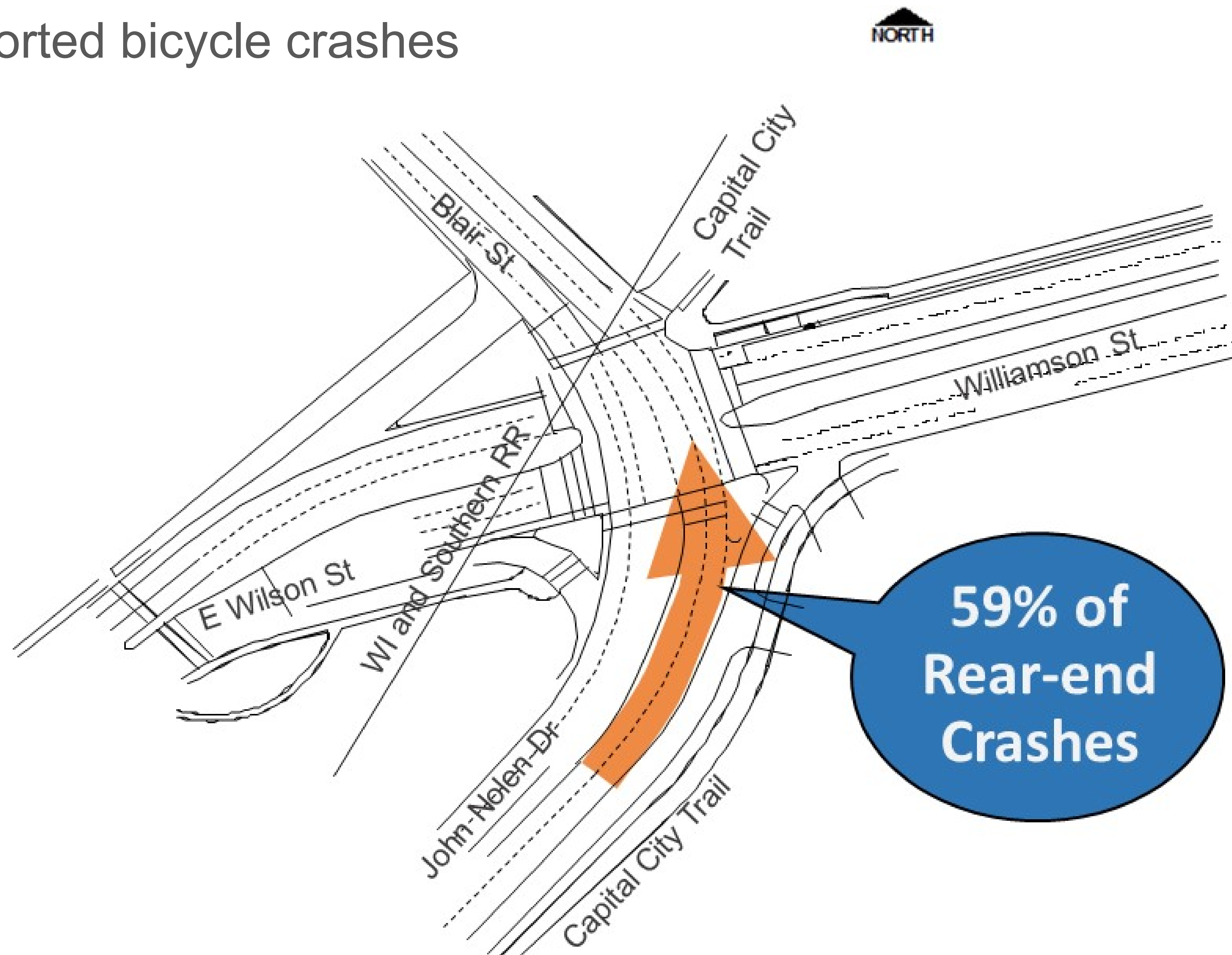
- Barrier Effect of Blair Street and John Nolen Drive for Pedestrians and Bicycles
- Need for Modifications to Capitol City Trail from Blount to John Nolen Drive





# Blair/Williamson Intersection Crash Concerns

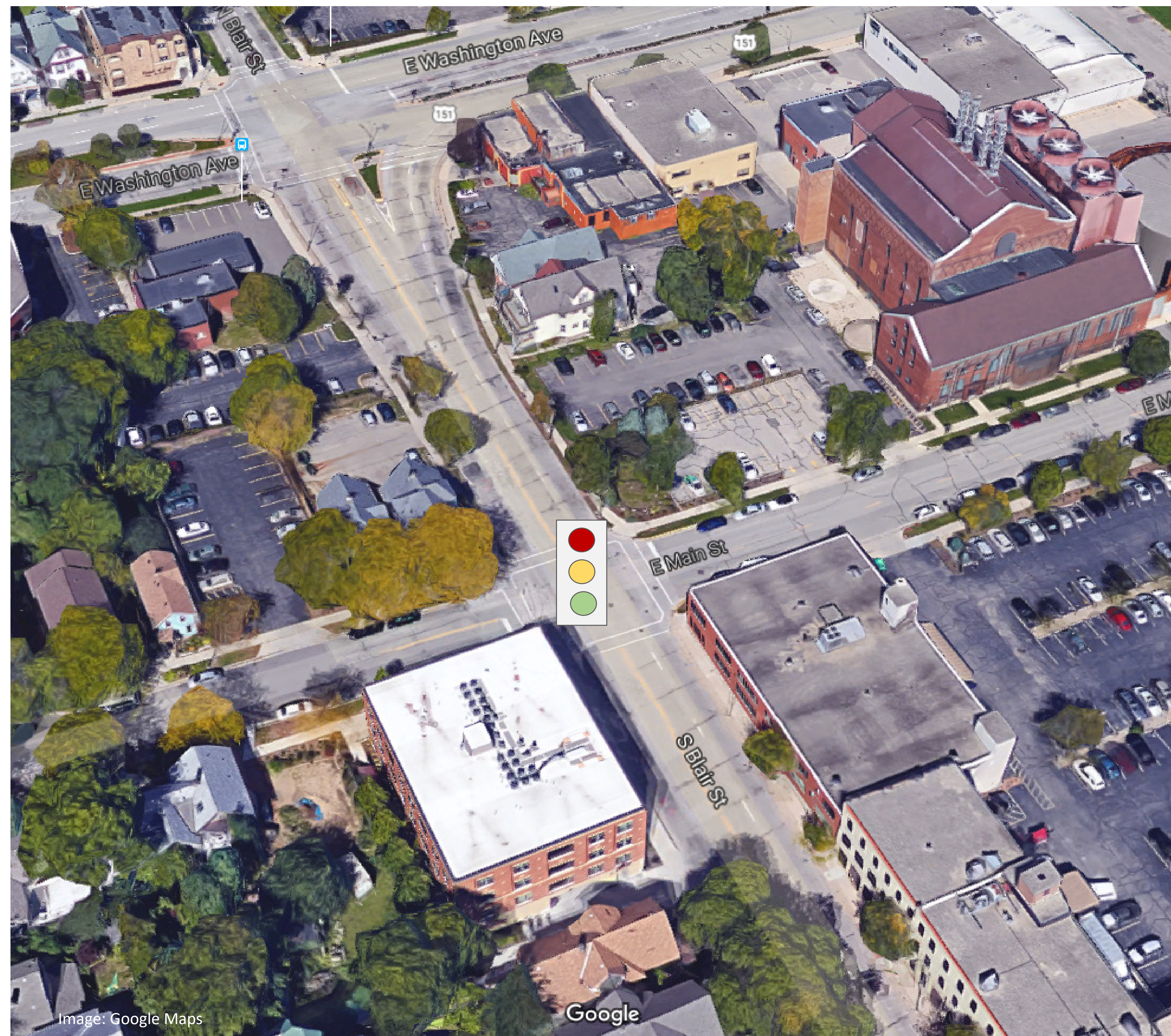
- 2011 – 2015, 92 Total Reported Crashes
- 46/92 (50%) were rear-end collisions (lack of left-turn bays)
- 9 reported bicycle crashes





# Traffic Signal at Main Street and Blair Street

- Allows controlled crossing of Blair Street at Main Street for pedestrians, bicycles, and motor vehicles.
- May increase motor vehicle congestion and queuing on Blair Street.
- May draw additional motor vehicle traffic to Main Street.

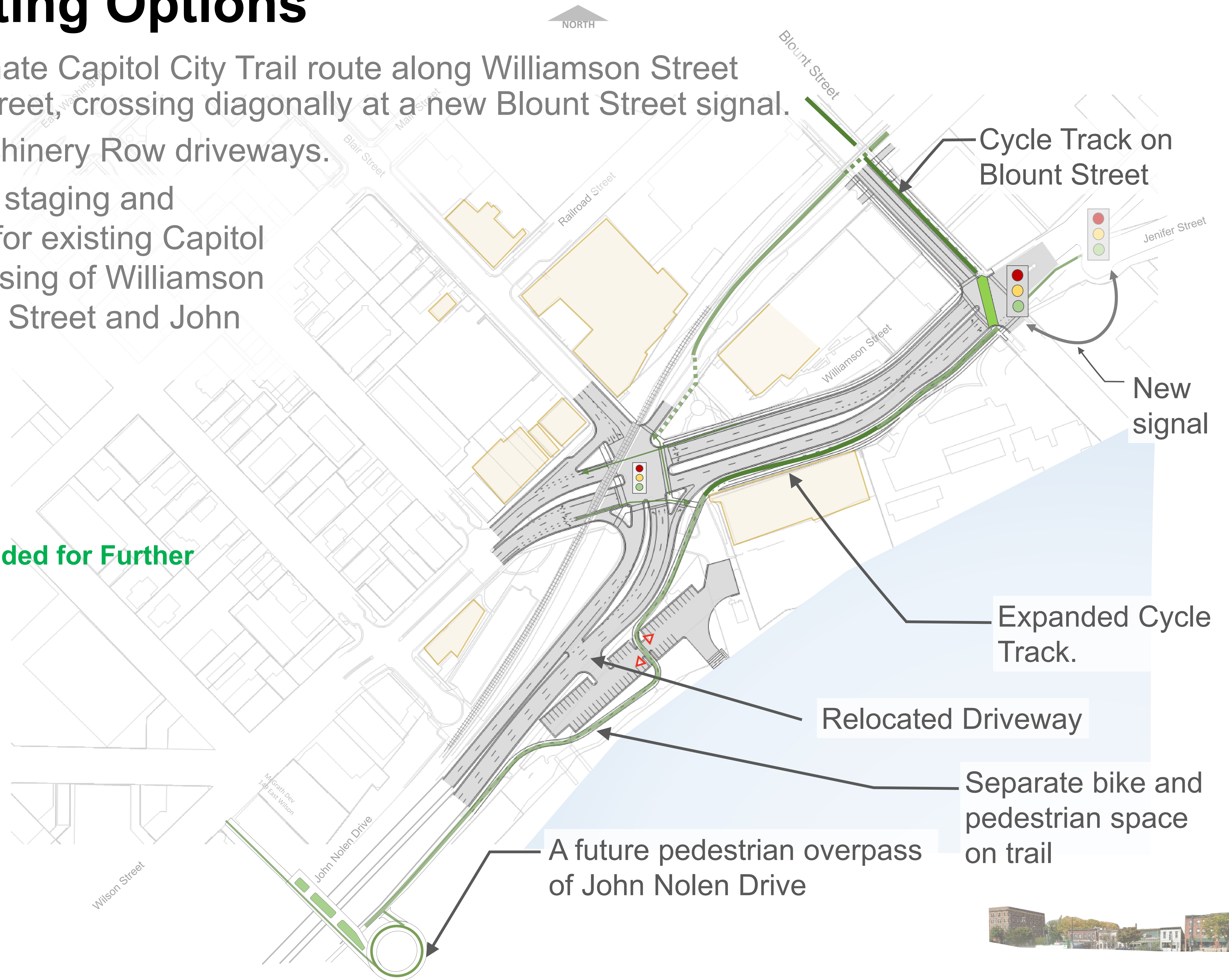




# Bike Routing Options

- Provide alternate Capitol City Trail route along Williamson Street and Blount Street, crossing diagonally at a new Blount Street signal.
- Relocate Machinery Row driveways.
- Provide more staging and storage area for existing Capitol City Trail crossing of Williamson Street at Blair Street and John Nolen Drive.

**Recommended for Further Study**



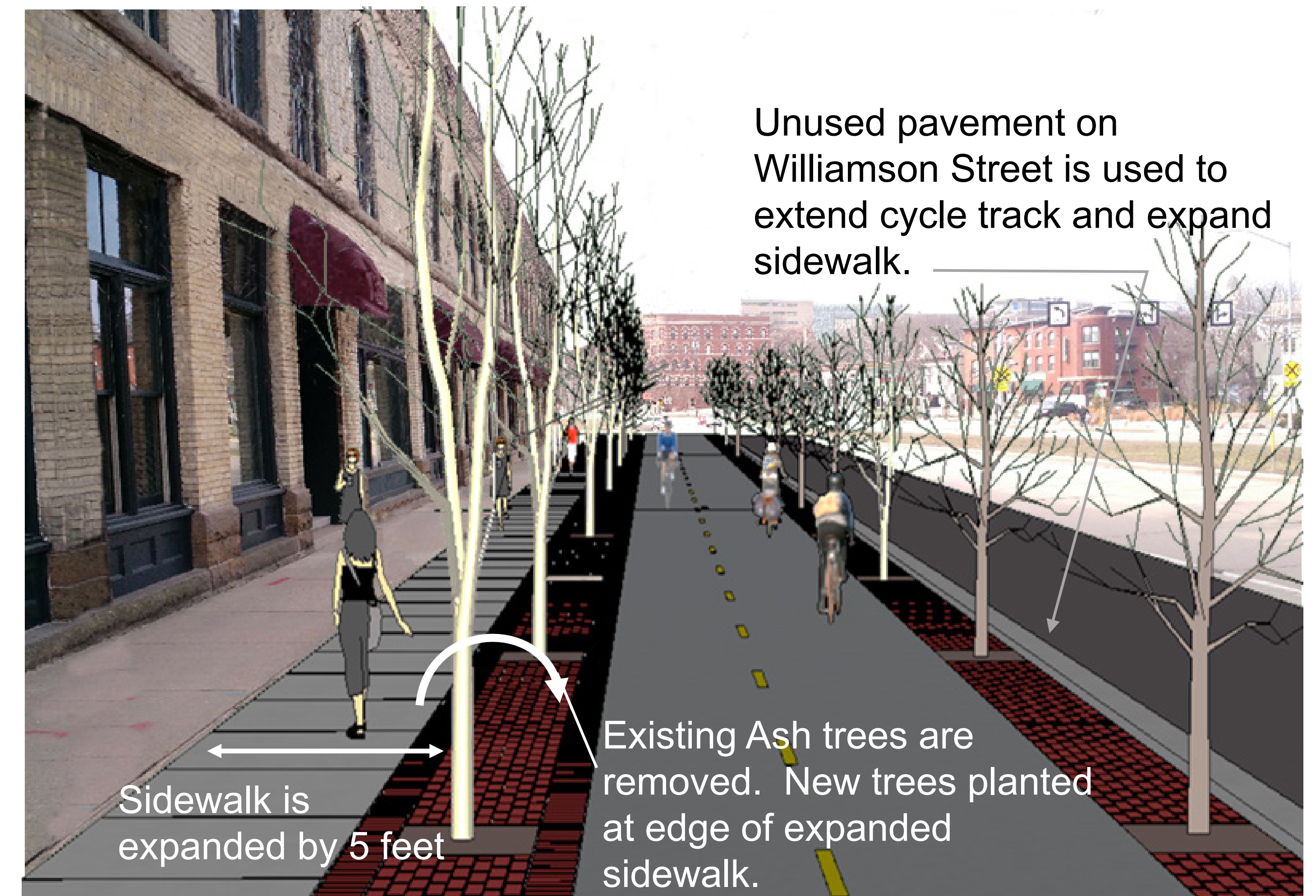


# Bike Routing Options

- Separation of pedestrian and bicycle uses along Williamson Street from Blair Street to Blount Street.



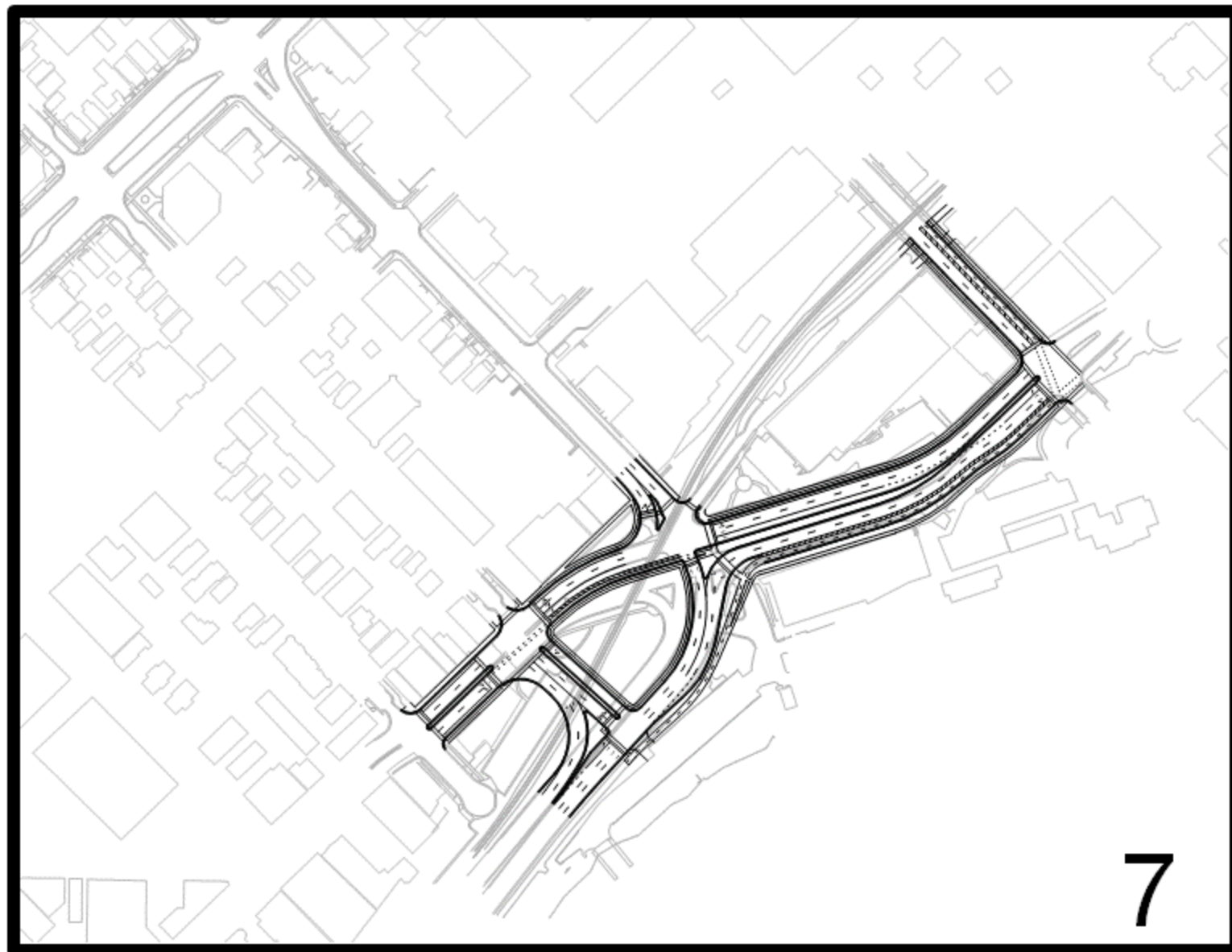
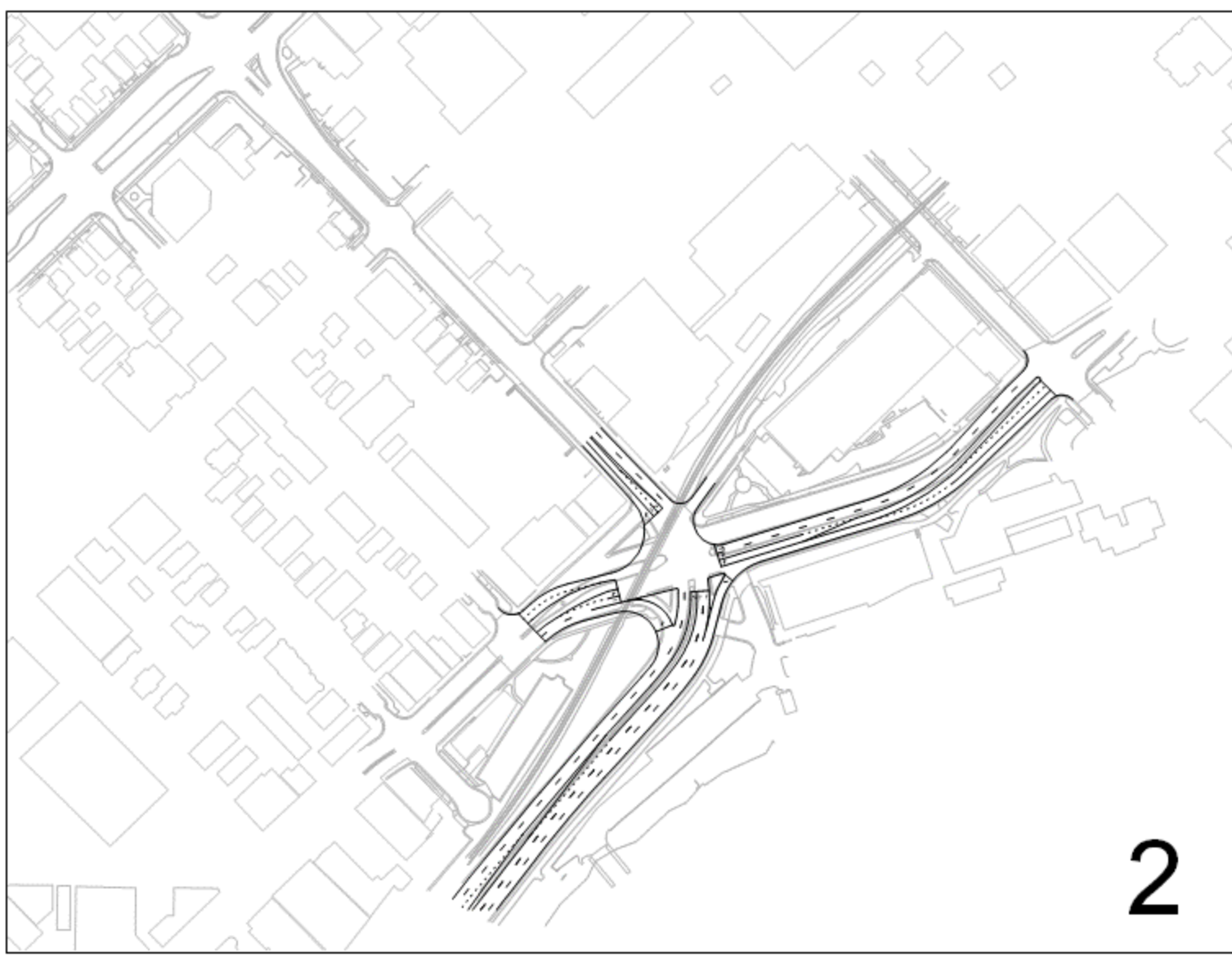
**Existing**



**Expanded Pedestrian Area**

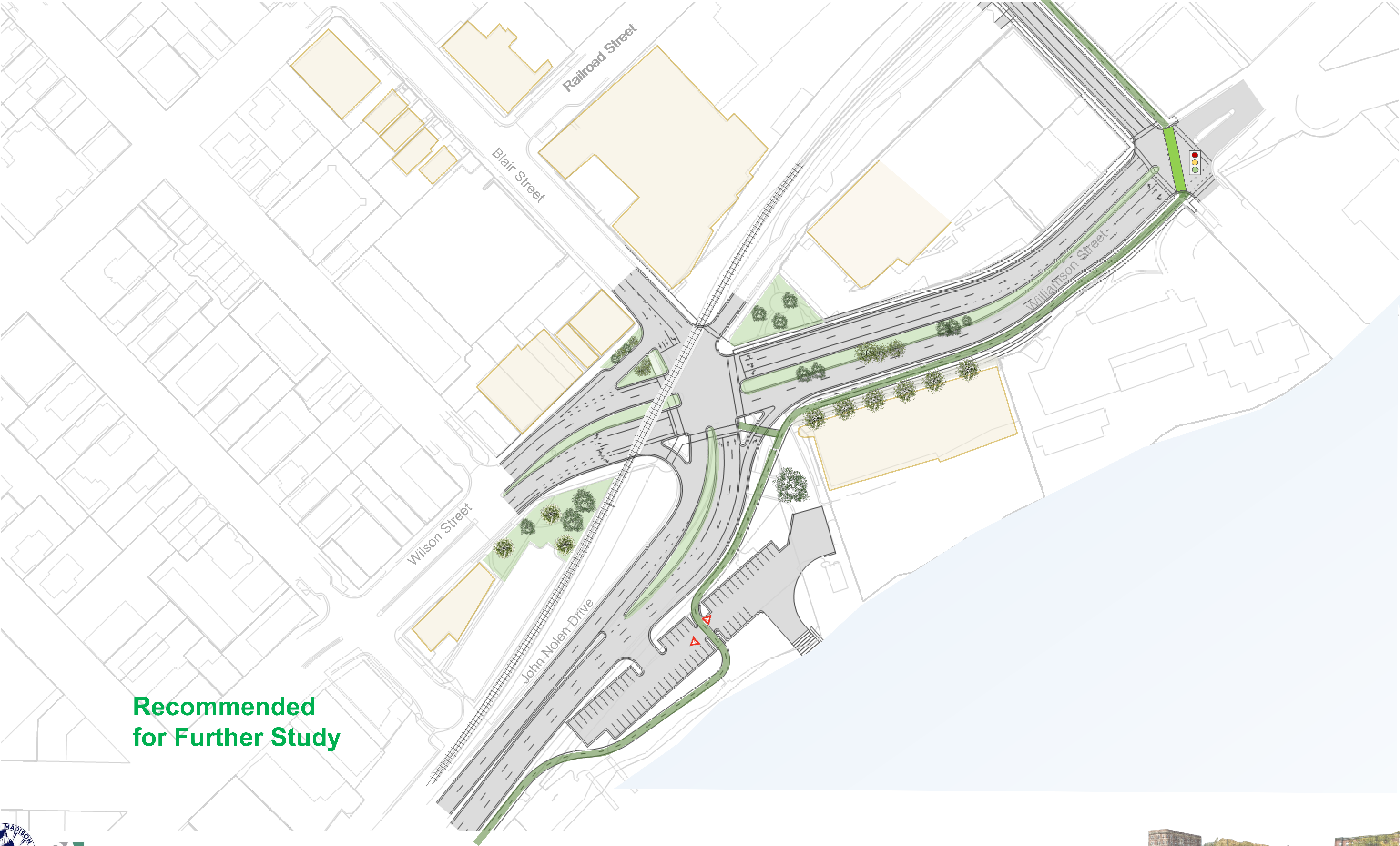


# Multiple Motor Vehicle Options Reviewed





# Alt 1 NB and SB Left Turn Lanes

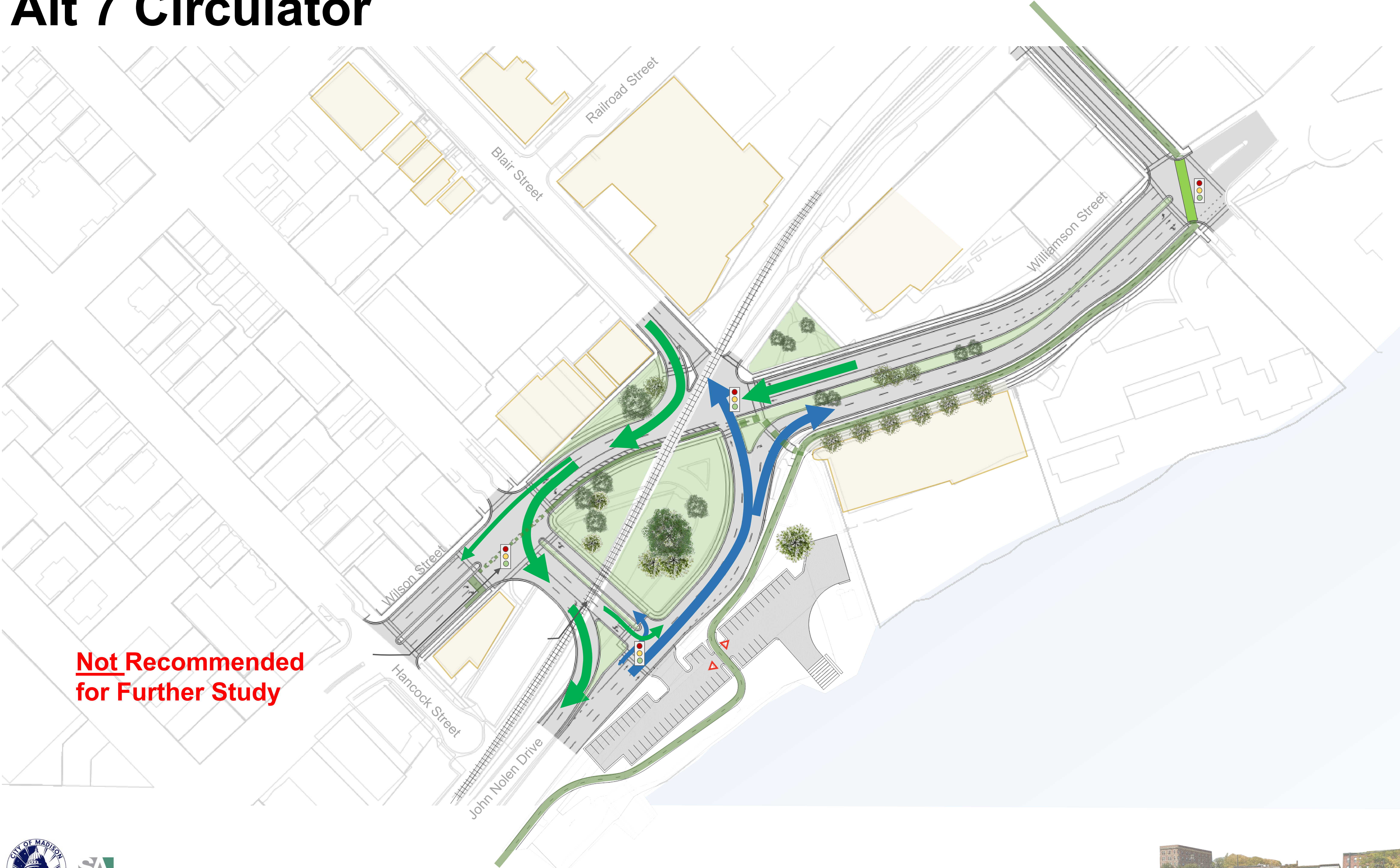


Recommended  
for Further Study





# Alt 7 Circulator

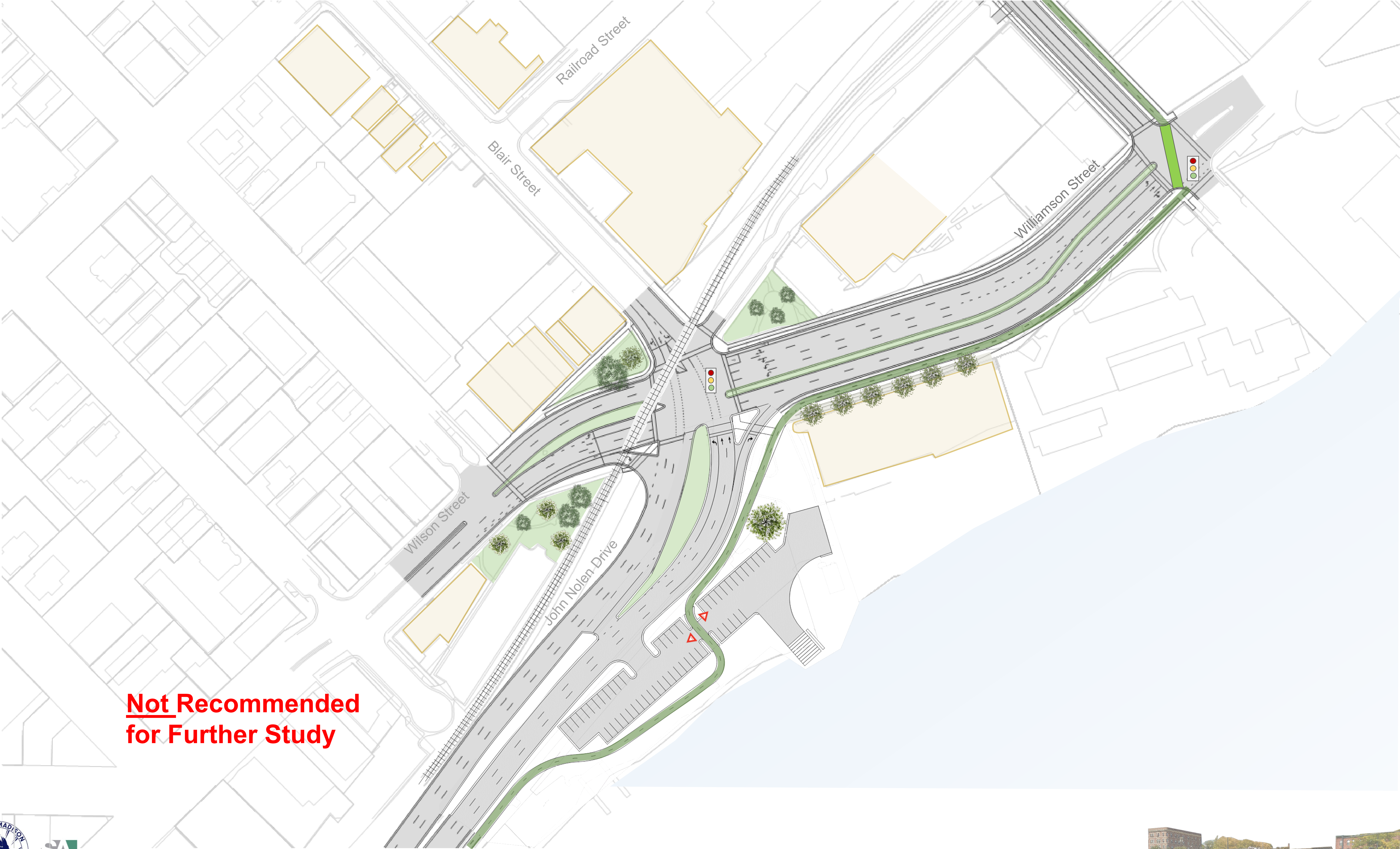


**Not Recommended  
for Further Study**





# Alt 8 NB and SB Left Turn Lanes with WB Triple Left

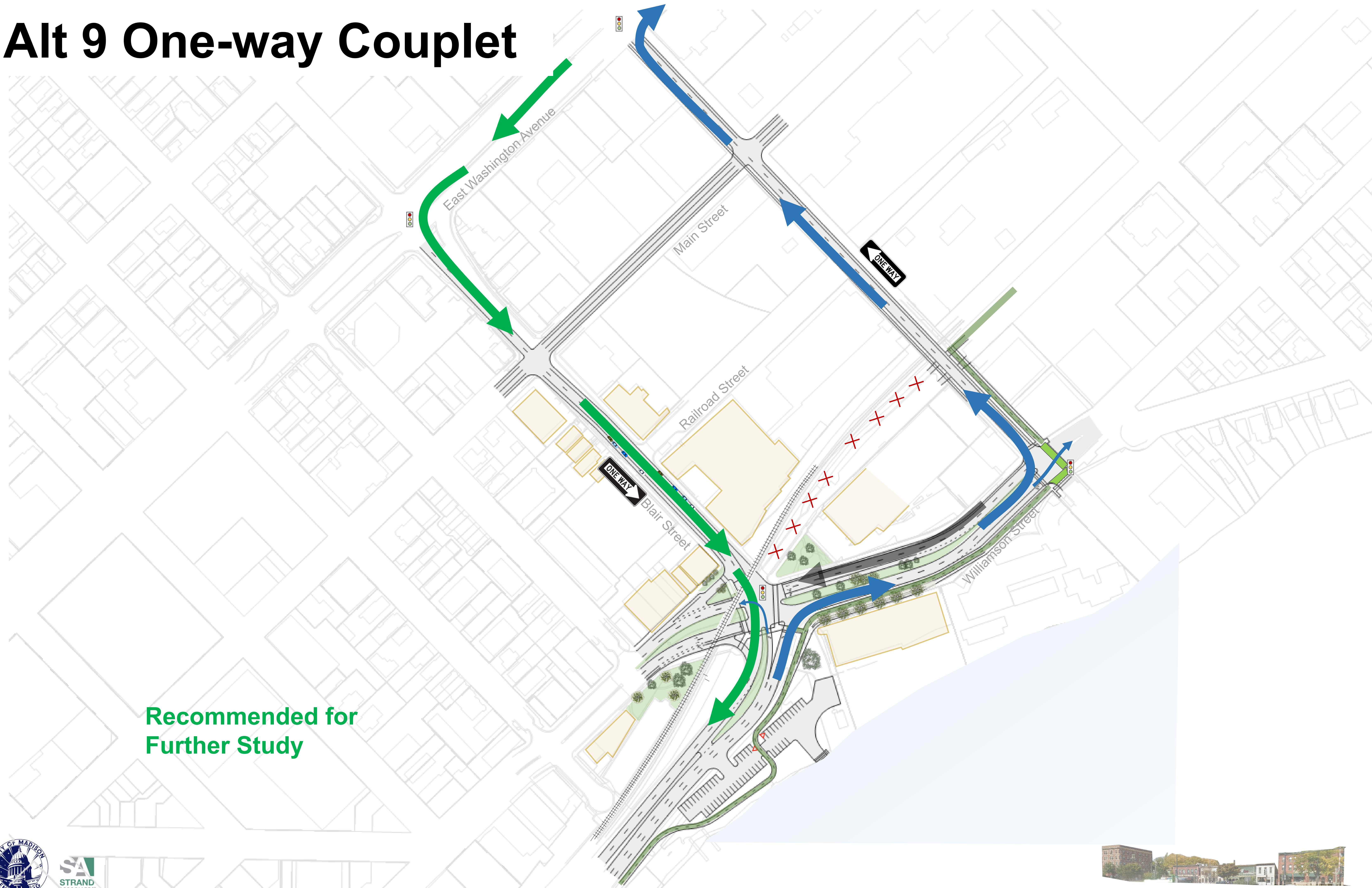


**Not Recommended  
for Further Study**





# Alt 9 One-way Couplet



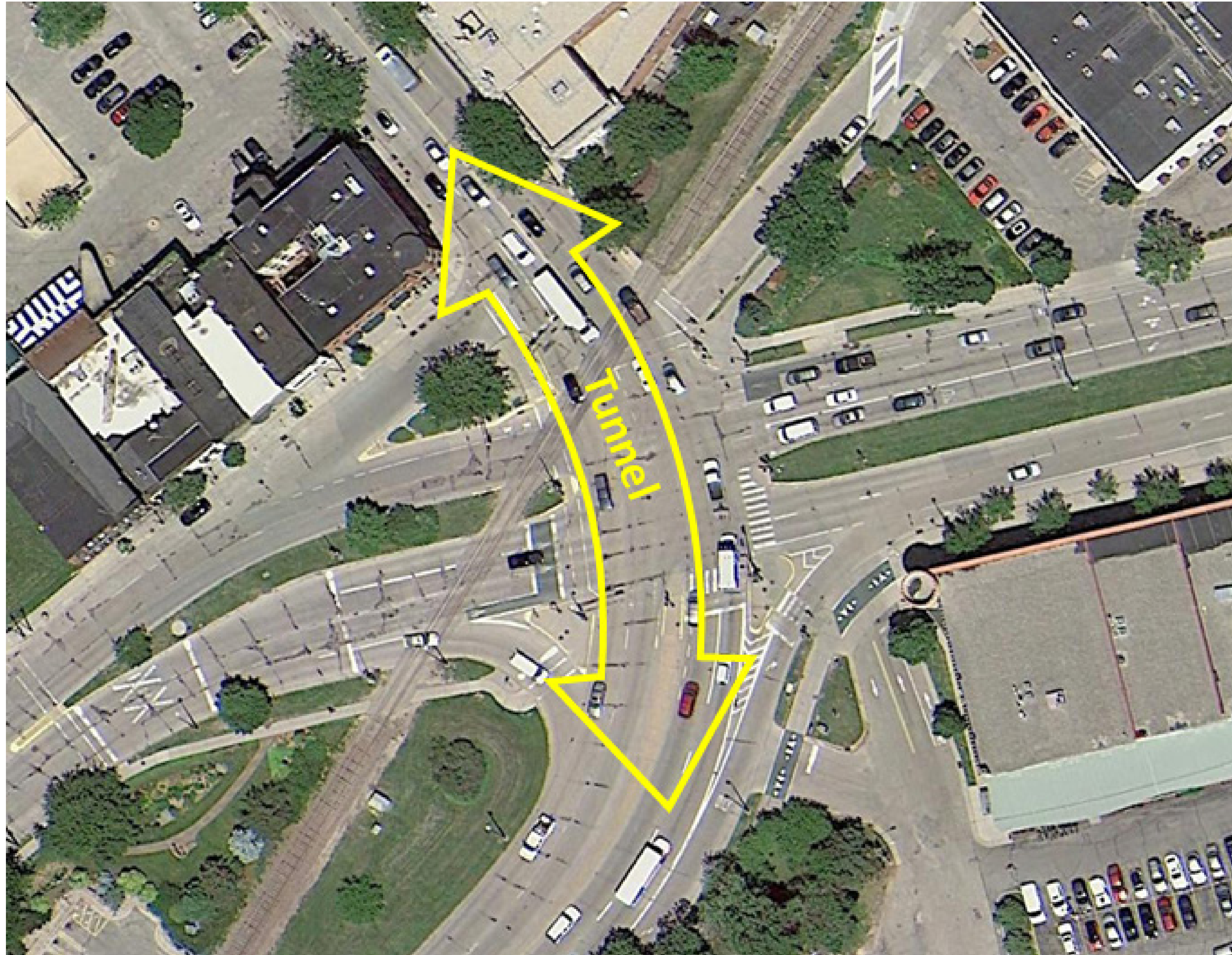
Recommended for  
Further Study





# Tunnel Concept and Constraints/Challenges

## Concept

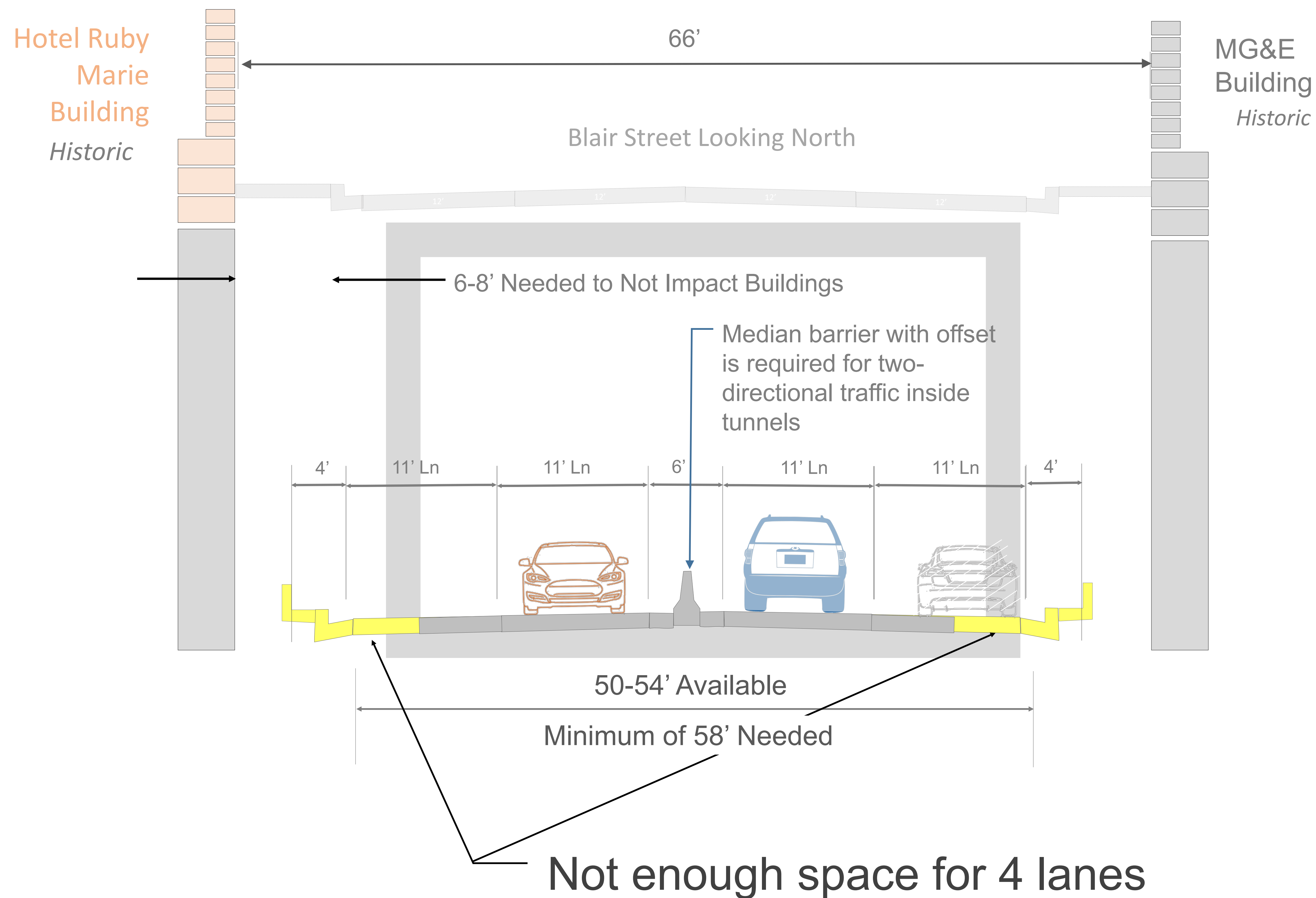




# John Nolen/Blair/Williamson/Wilson Tunnel Alternative

- Width only allows one lane of traffic in each direction in the tunnel.

## 2. Constraints - Buildings

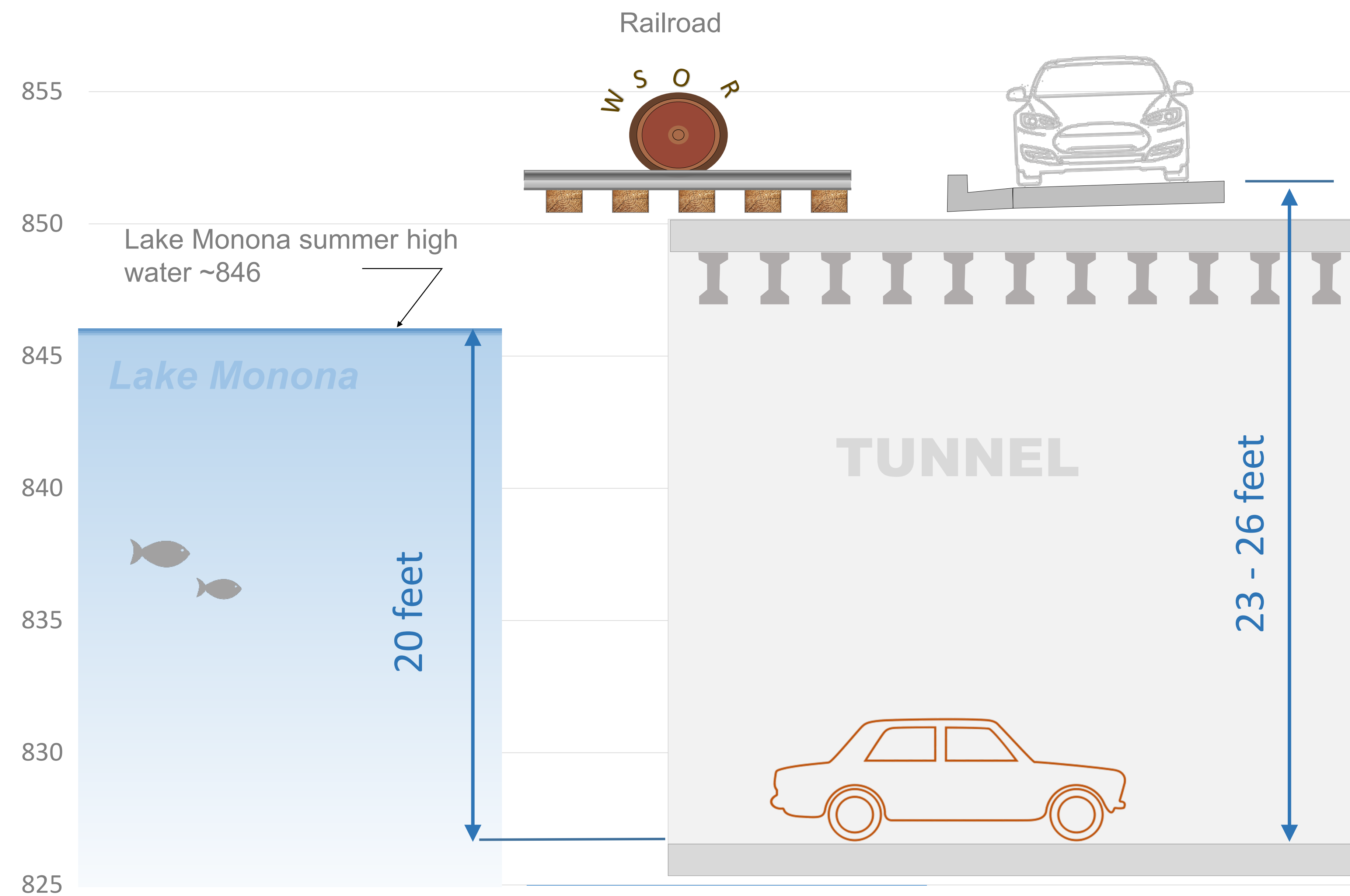




# John Nolen/Blair/Williamson/Wilson Tunnel Alternative

- Tunnel is well below lake level, must be water tight, will require pumping for stormwater.

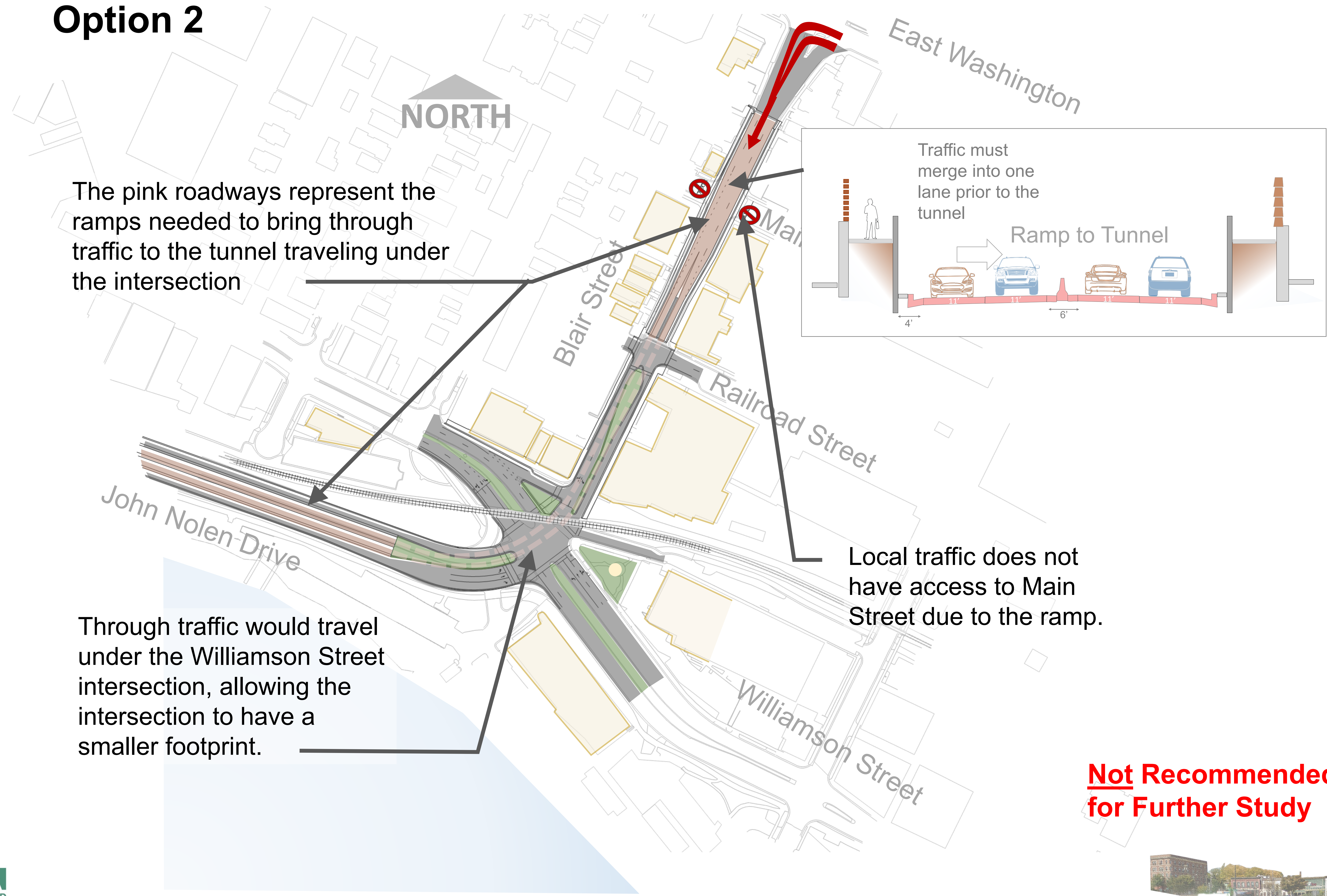
## 4. Constraints - Elevation





# Tunnel Layouts and Profile

## Option 2



**Not Recommended  
for Further Study**





# East of Monona Terrace Area





# Pedestrian/Bicycle Connection to Law Park



The South Capitol Transit Oriented Development Study suggested an pedestrian bicycle overpass near 307 East Wilson Street

Current redevelopment proposals provide a crossing opportunity at 149/151 East Wilson Street





# Pedestrian Bicycle Connection to Law Park

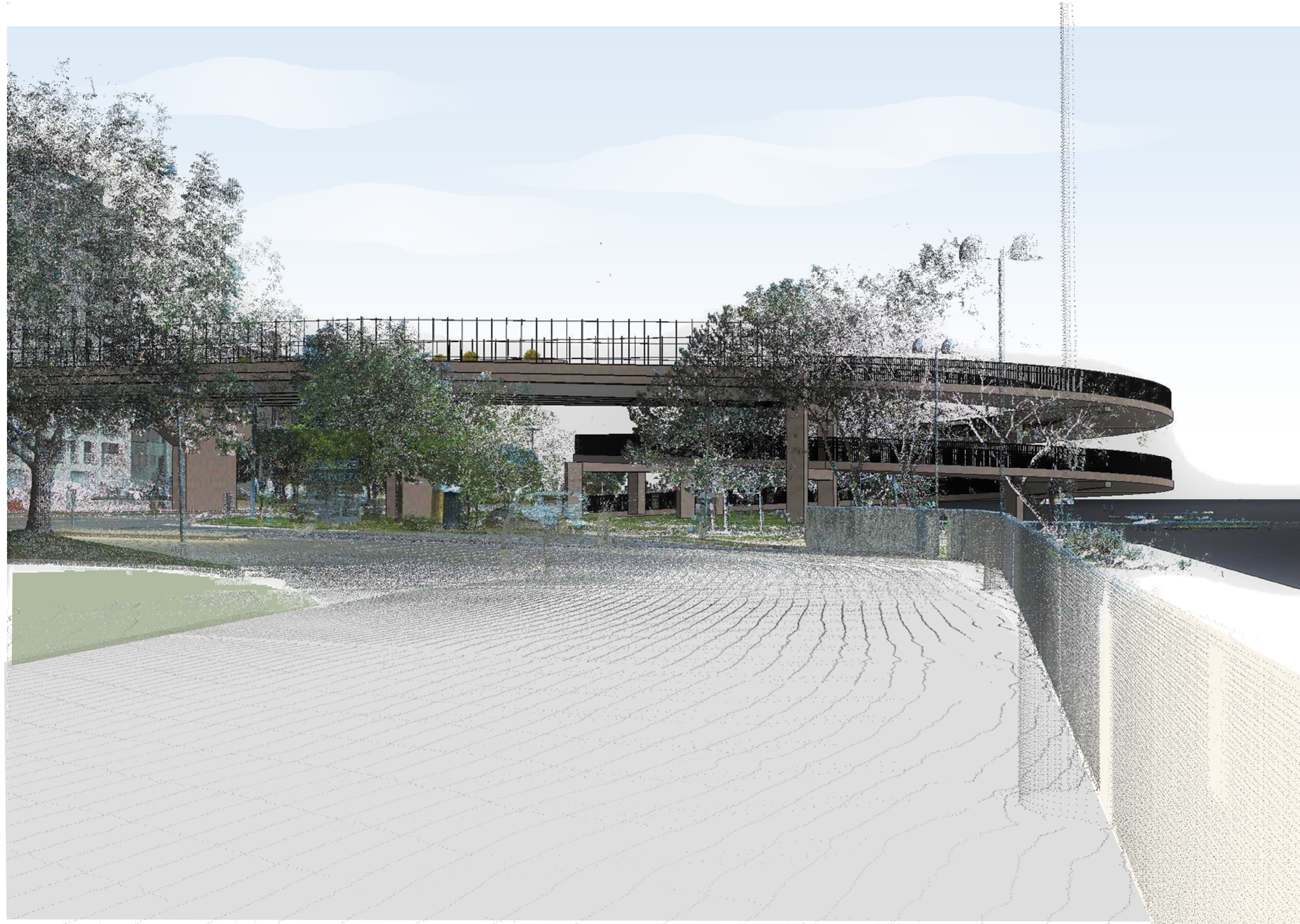
- Rendering is shown Within Design-Level Laser Scan Survey in Realistic Location
- Concept Only, Additional Design Modifications Expected





# Pedestrian Bicycle Connection to Law Park

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# Long-Term Concepts East of Monona Terrace

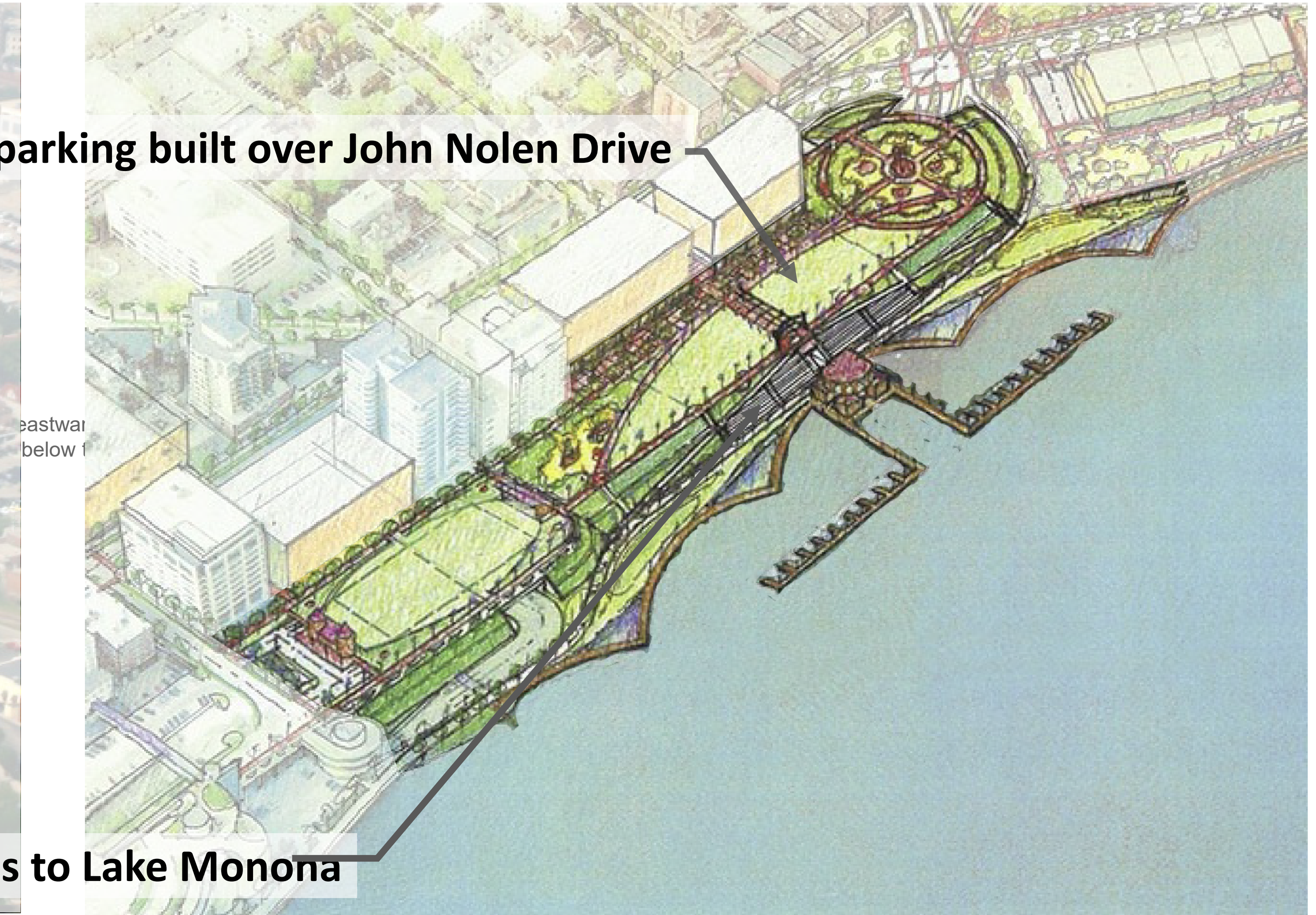
## Kenton Peters Concept

Looking Northwest



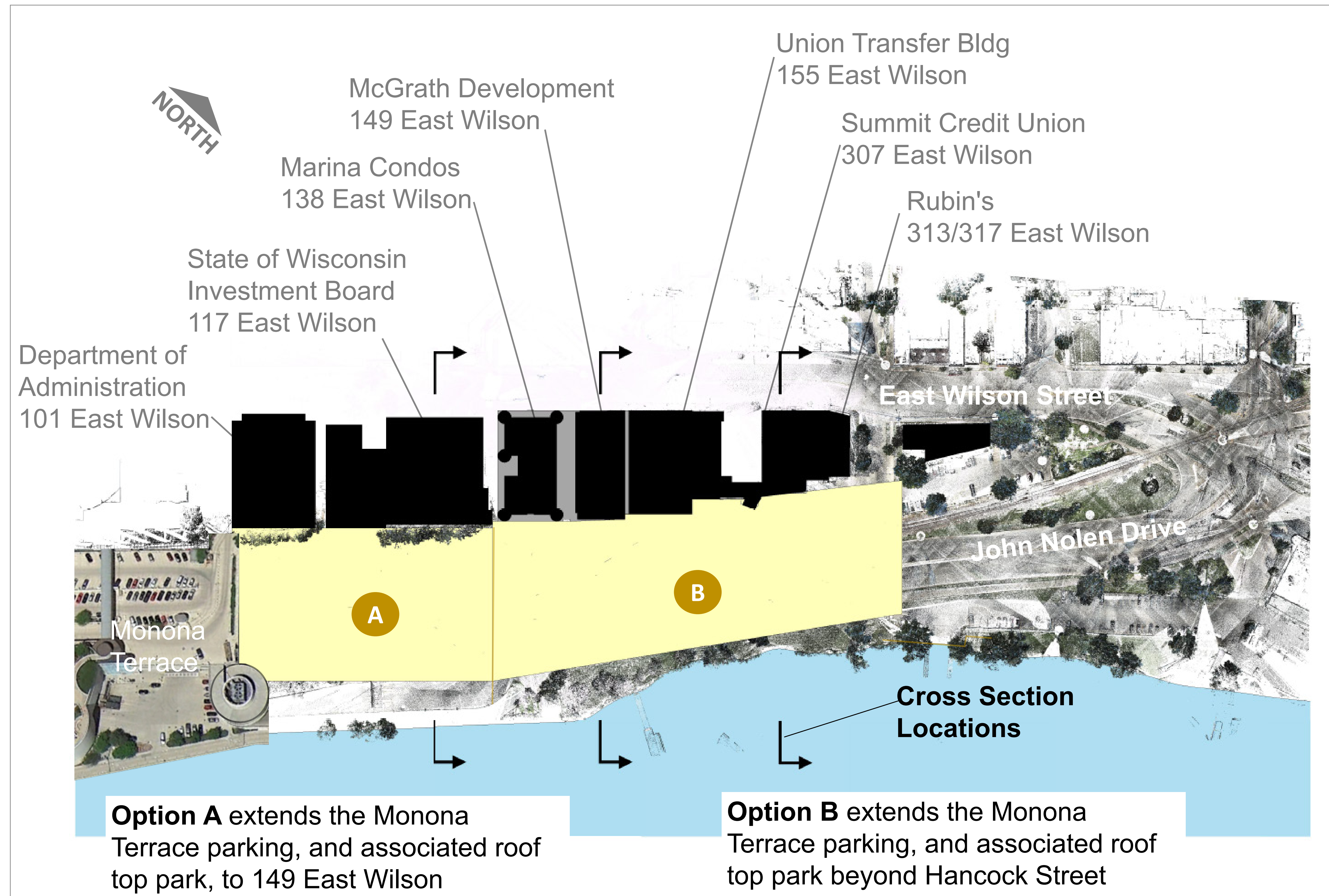
## Madison Design Professionals Workgroup Concept

Looking Northeast





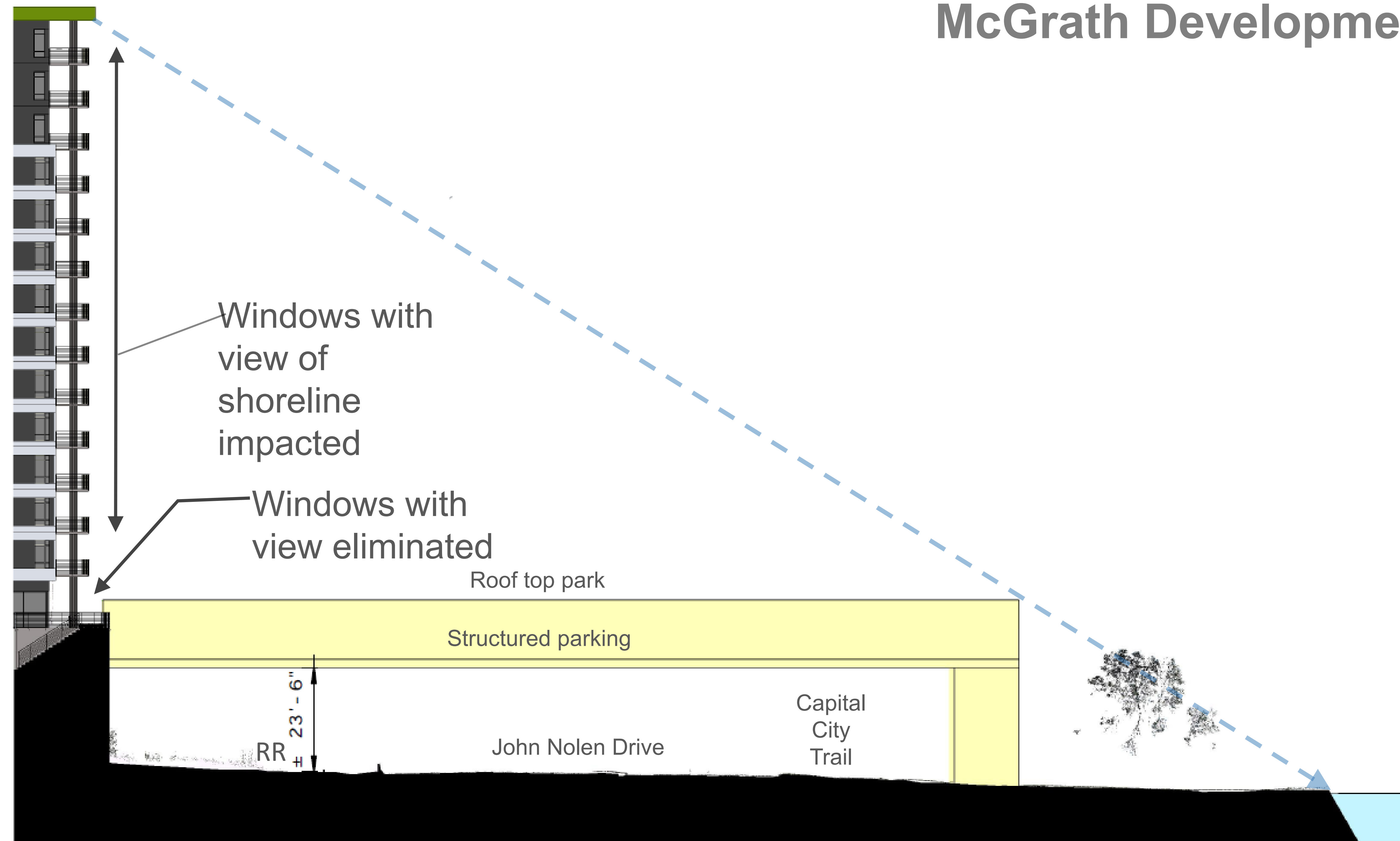
# Long-Term Concepts East of Monona Terrace





# Long-Term Concepts East of Monona Terrace

McGrath Development



**149 East Wilson  
With Structured Parking**





# Long-Term Concepts East of Monona Terrace

- Multiple Options Evaluated including With and Without One Deck of Parking Above John Nolen Drive
- Perspective Views show which Windows are Fully Blocked



VIEW 2 - A - STRUCTURED PARKING AND ROOF TOP PARK  
B - ROOF TOP PARK ONLY

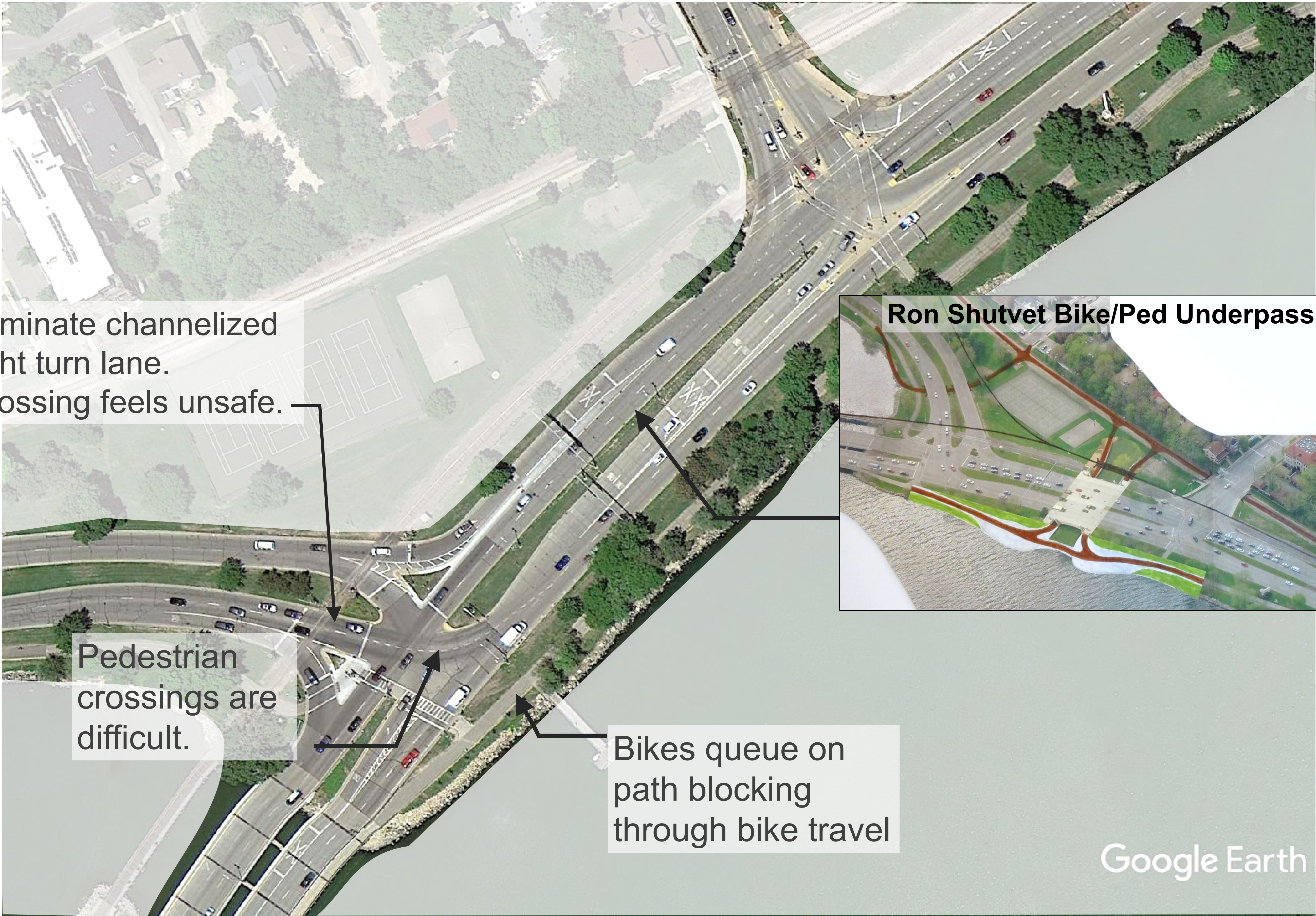


# North Shore Drive Area





# North Shore Drive/North Broom Street Expressed Needs



Eliminate channelized right turn lane.  
Crossing feels unsafe.

Pedestrian crossings are difficult.

Bikes queue on path blocking through bike travel

Ron Shutvet Bike/Ped Underpass Concept

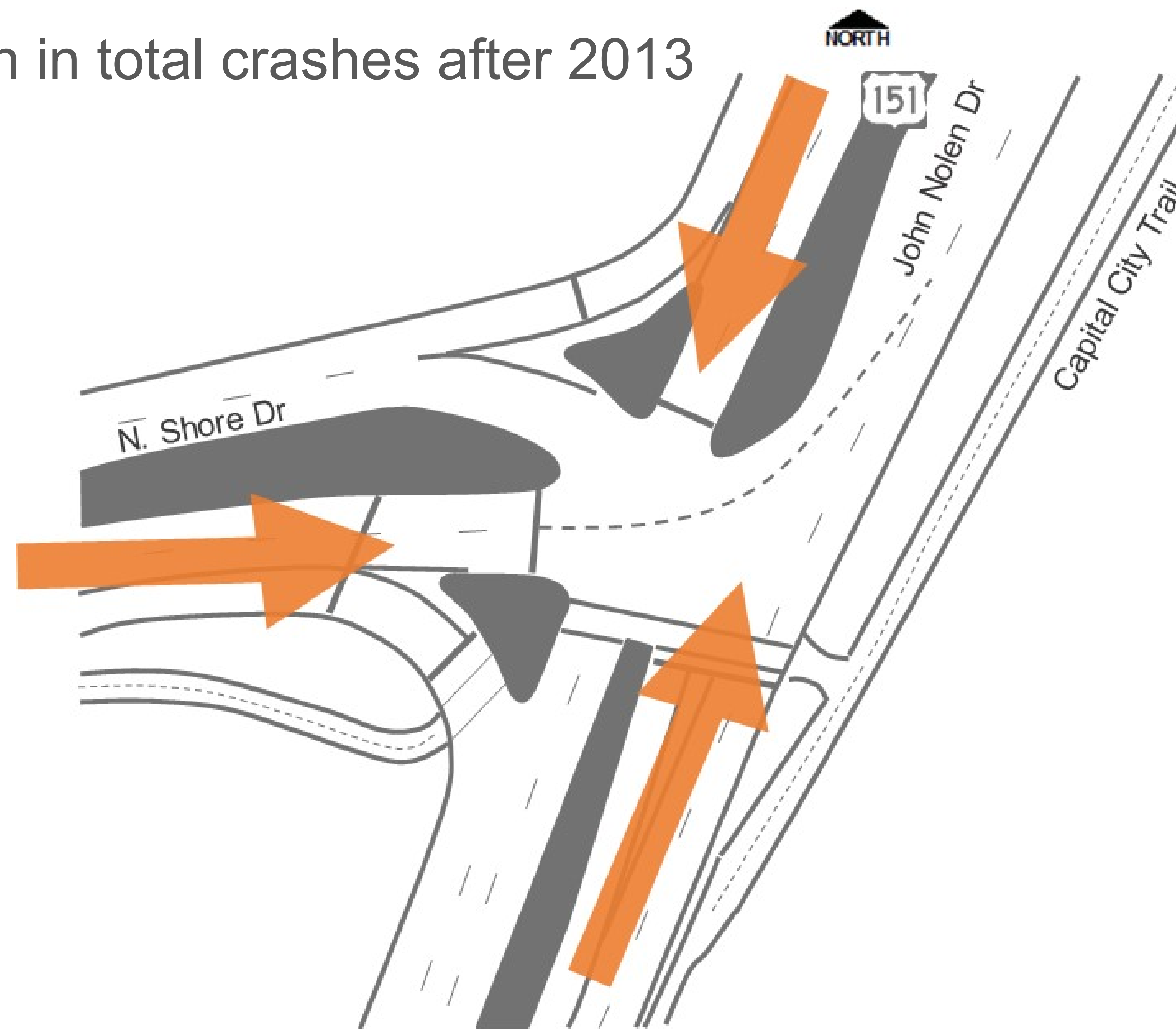
Google Earth





# North Shore Intersection Crash Concerns

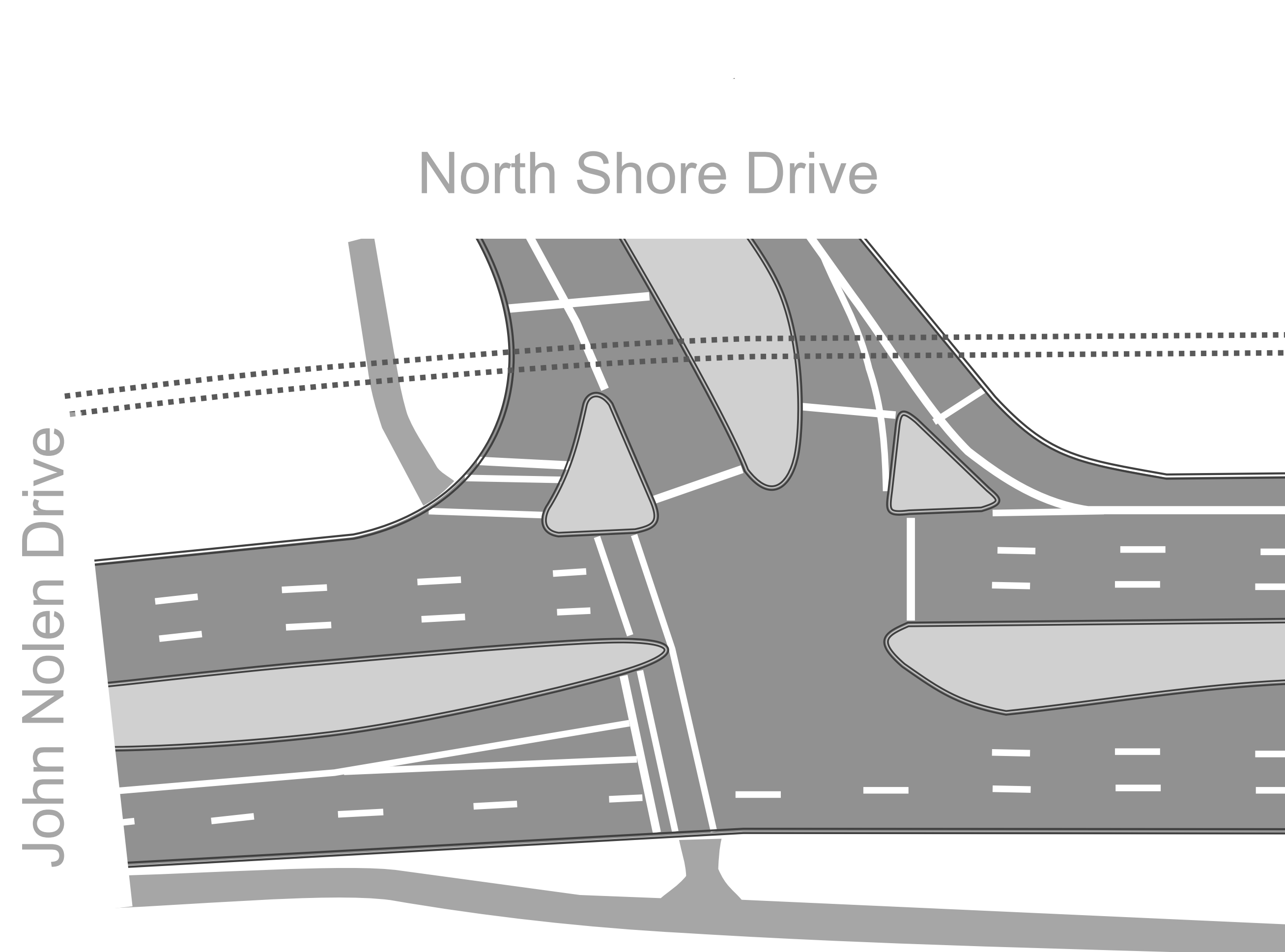
- 2011 – 2015, 119 Total Reported Crashes
- 58/119 (49%) were rear-end collisions (congestion and queuing)
- 6 reported bicycle crashes (4 prior to 2013 modifications)
- 15% reduction in total crashes after 2013



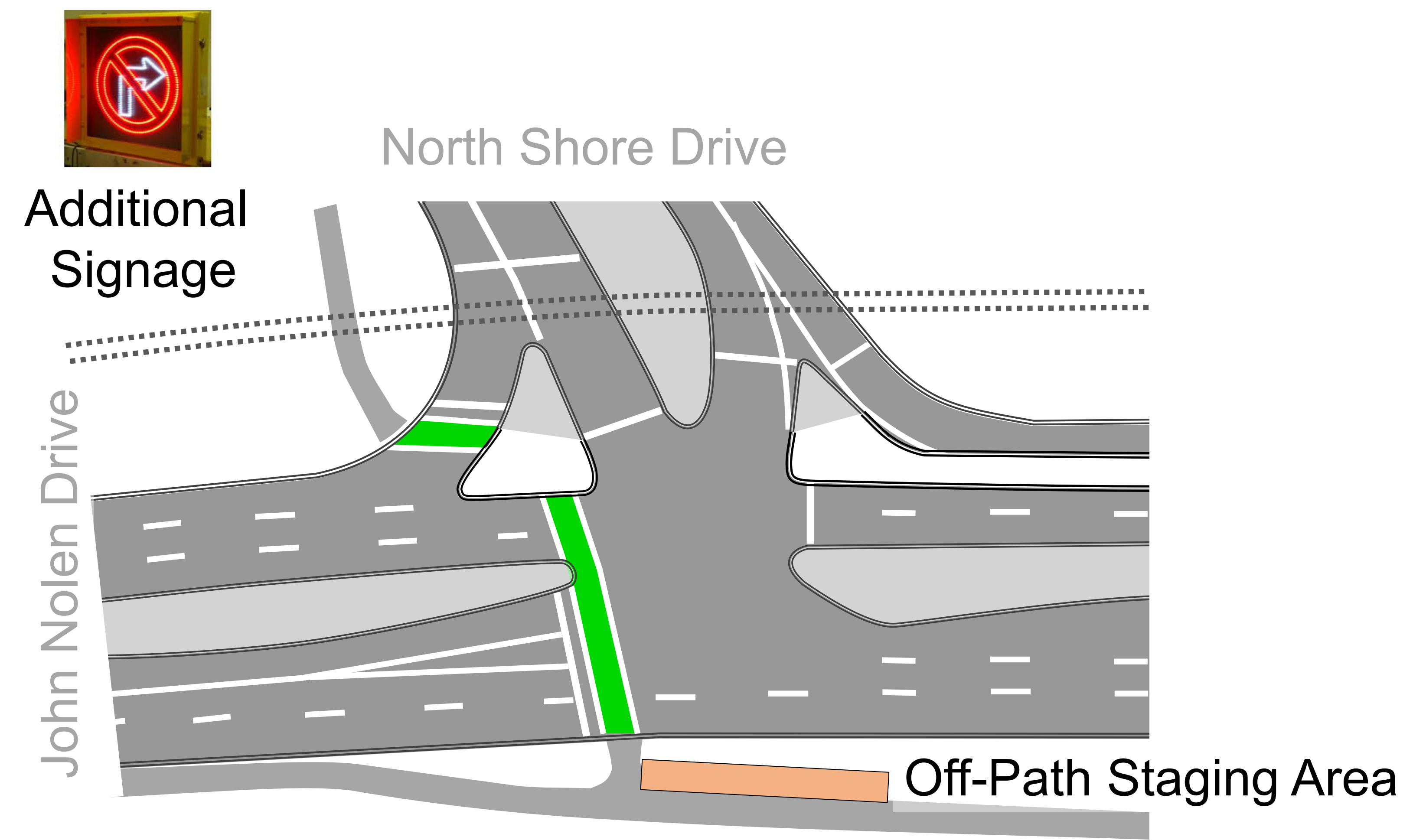


# North Shore and Broom Street

- Recent Improvements Reduced Motor Vehicle Capacity to Improve Pedestrian and Bike Conditions
- Proposing Designated Bike Queuing Area for Cyclists Waiting to Cross



**As constructed in 1995**



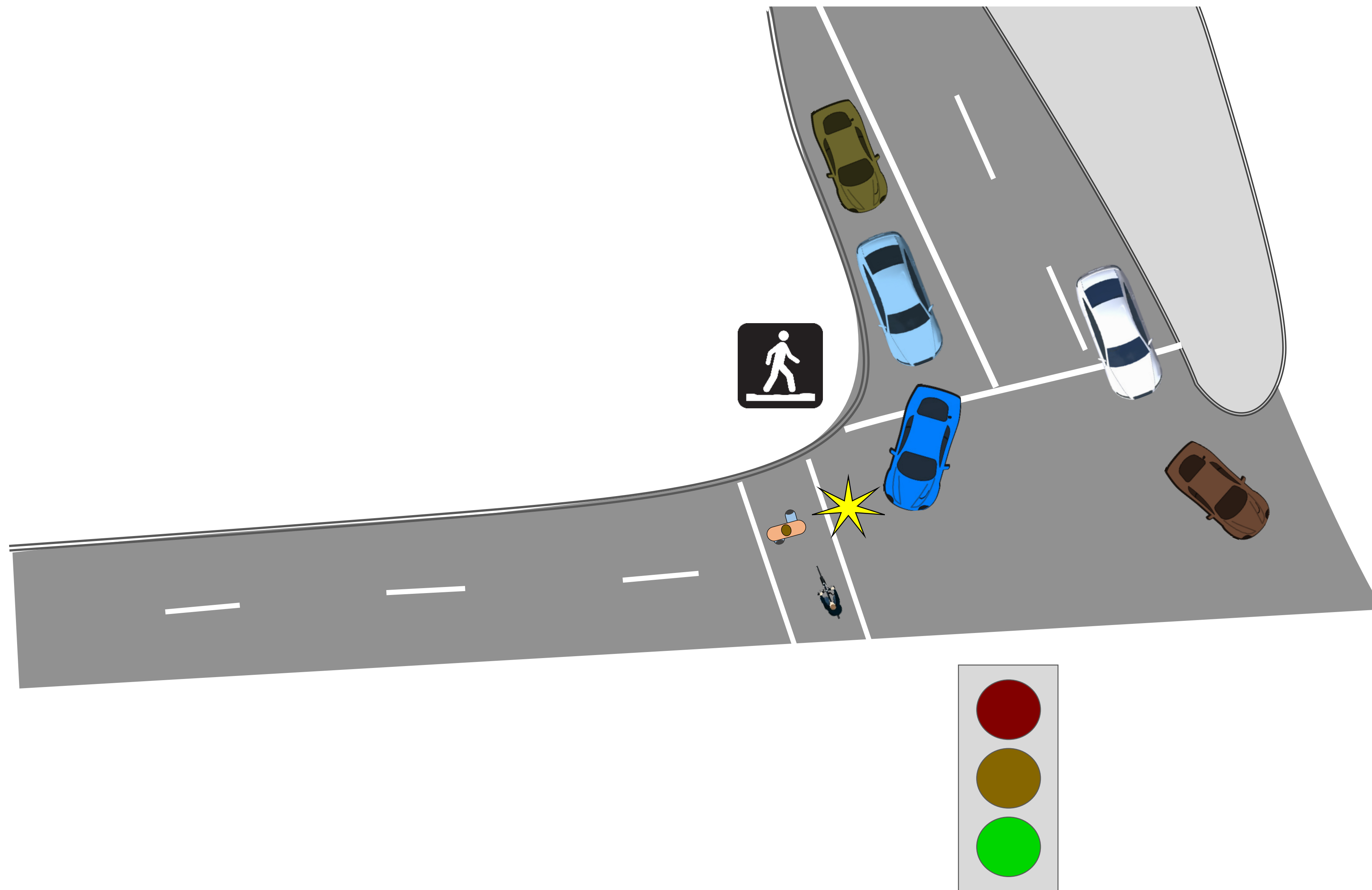
**2013 Improvements**

**Proposed Short-term Solution**



# Role of Channelized Right Turn Lane

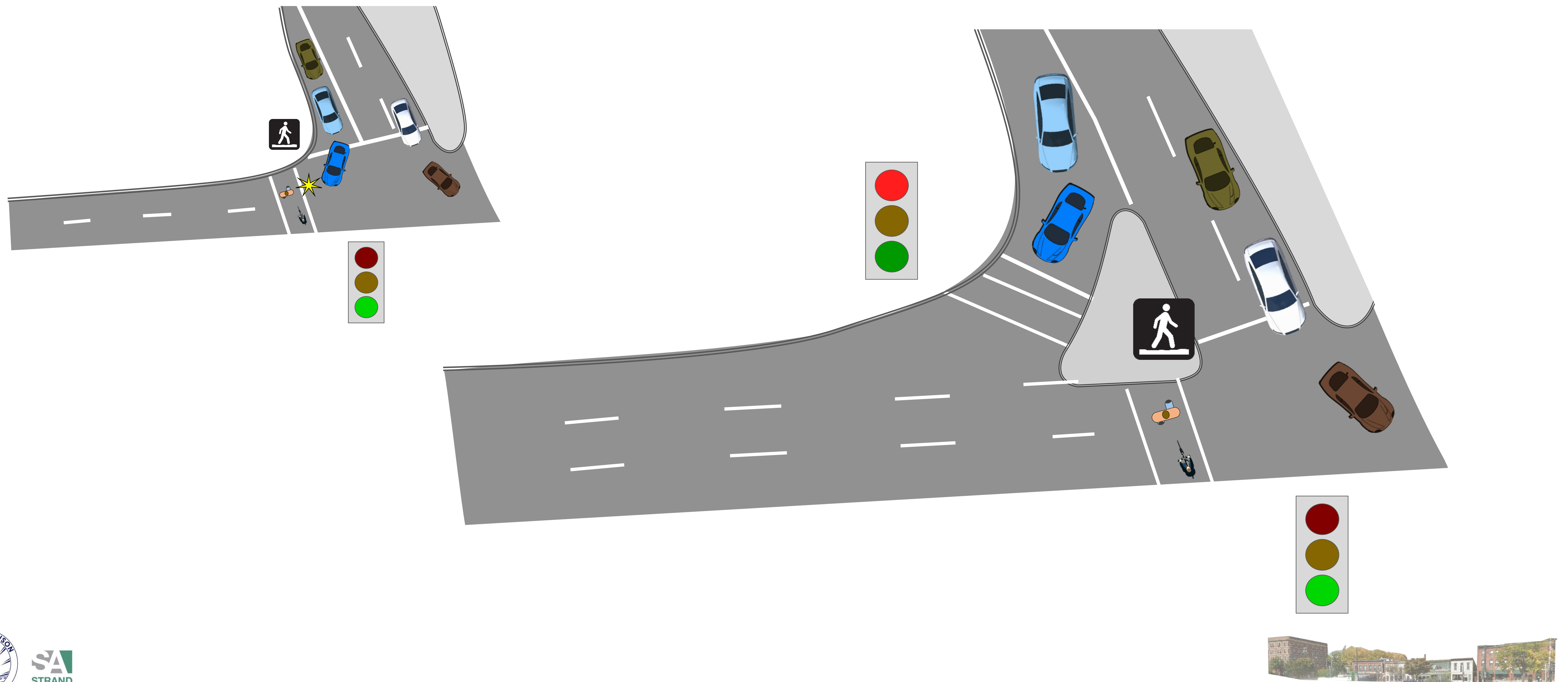
- Standard Right-Turn Lane Results in Higher Number of Conflicts when Right Turns and Pedestrian and Bicycle Volumes are High





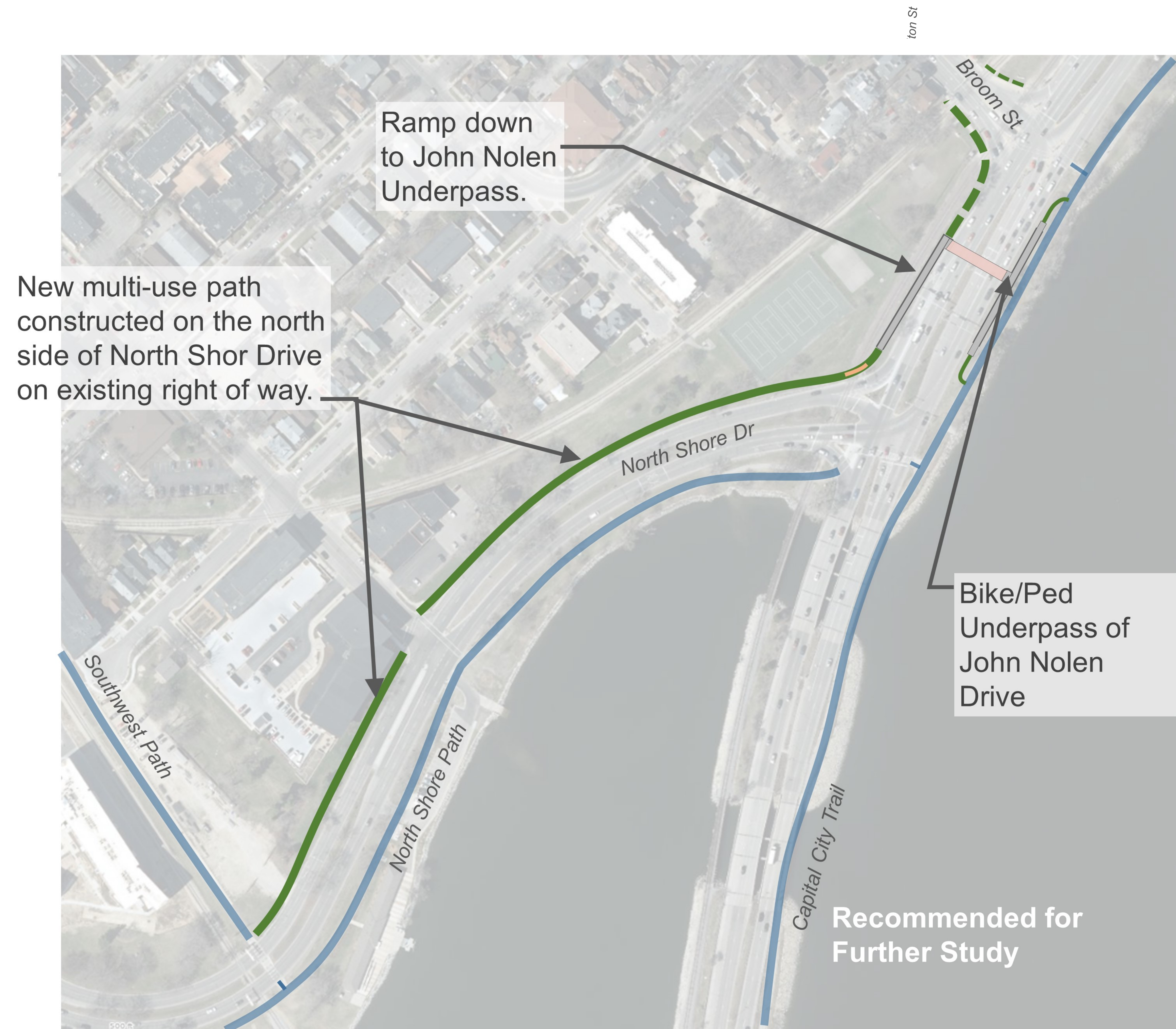
# Role of Channelized Right Turn Lane

- Standard Right-Turn Lane Results in Higher Number of Conflicts when Right Turns and Pedestrian and Bicycle Volumes are High
- Channelized Right-Turn Lanes Provide More Options to Control Conflicts





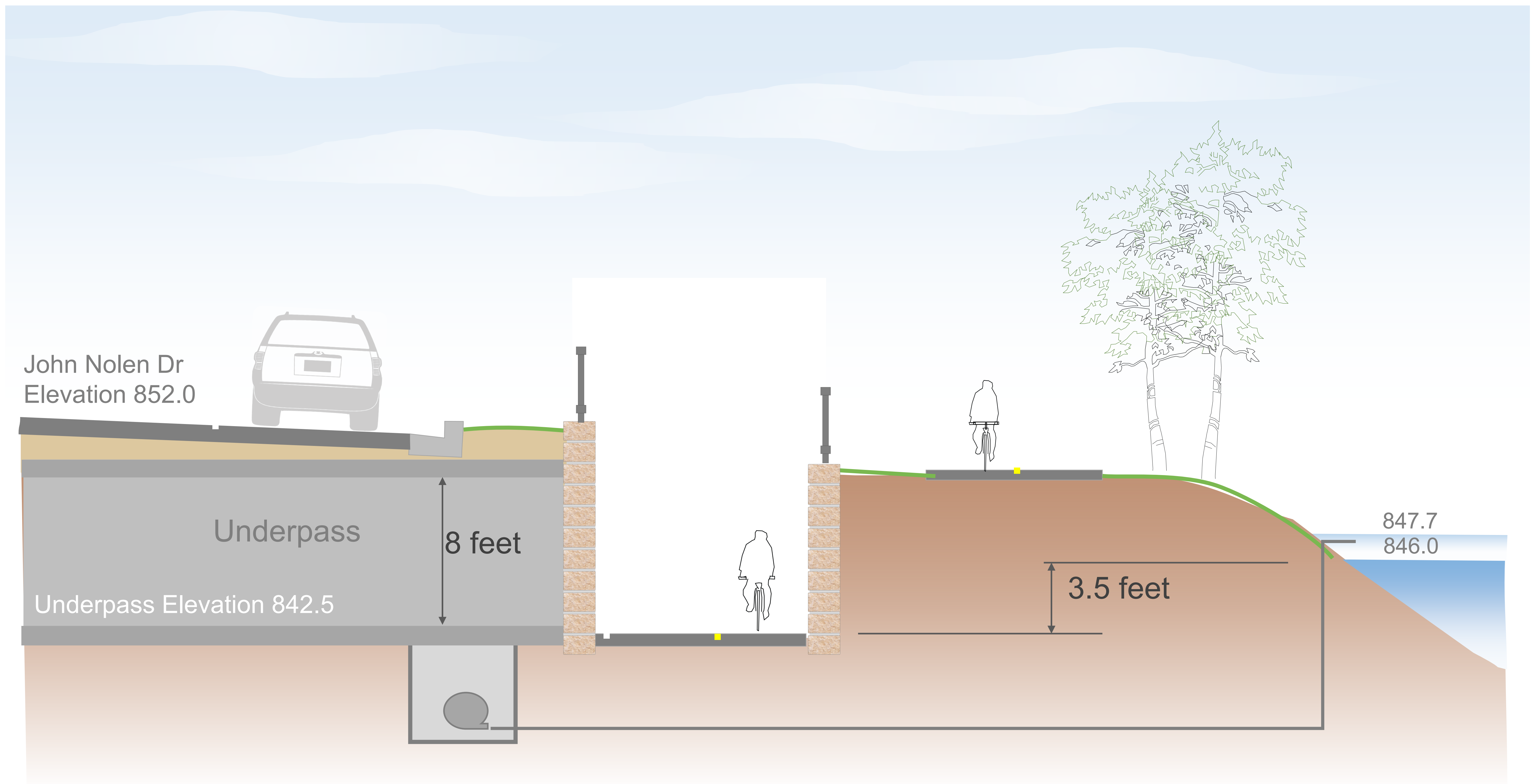
# North Shore and Broom Street Bicycle Underpass





# North Shore and Broom Street - Bicycle Underpass

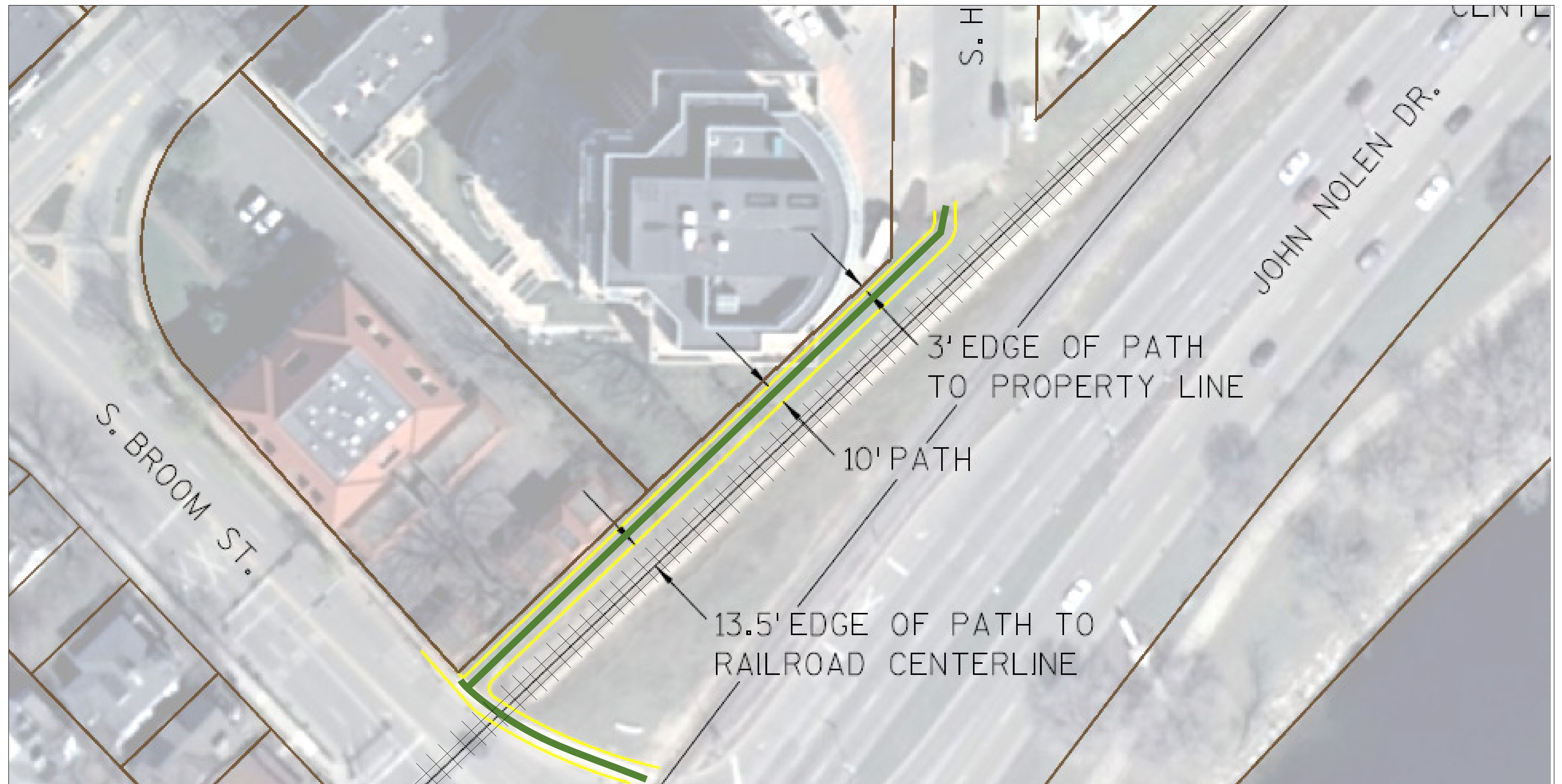
- Underpass is Below Lake Level – Must be Water Tight (Designed like a Water Tank)
- Requires Pump System to Remove Stormwater





# Broom Street and Hamilton Street Path Connection

- Possible Path Connection from Broom Street to Hamilton Street on Railroad ROW
- Could be Stand Alone or Included with Underpass



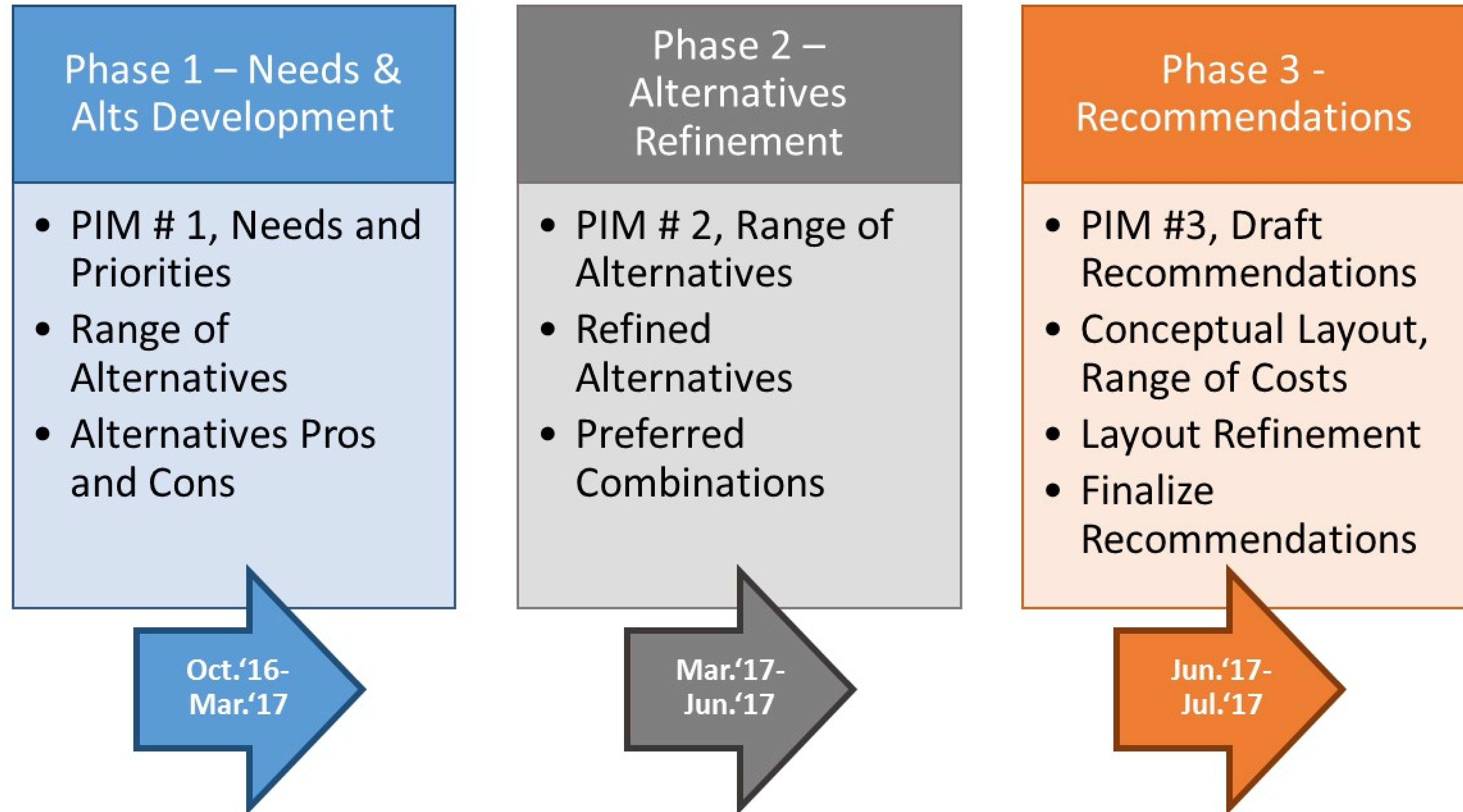


# Study Schedule





# Project Process and Schedule





# Blair Street and John Nolen Drive Corridor Study



## Public Involvement Meeting #2 Overview of Exhibits

