

Public Involvement Meeting April 17th 2017 Google Ear

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





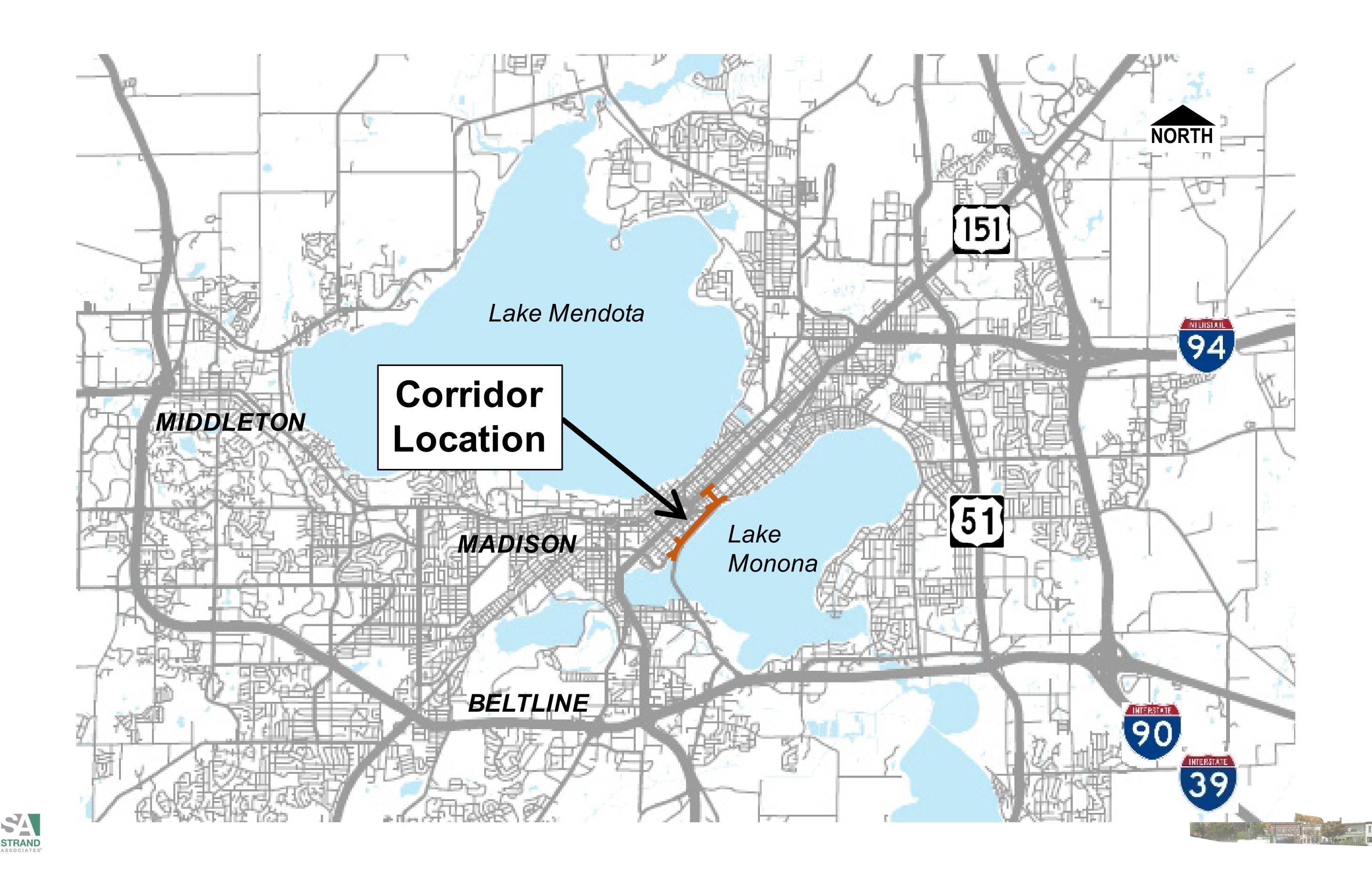
Study Corridor and Reasons for Study







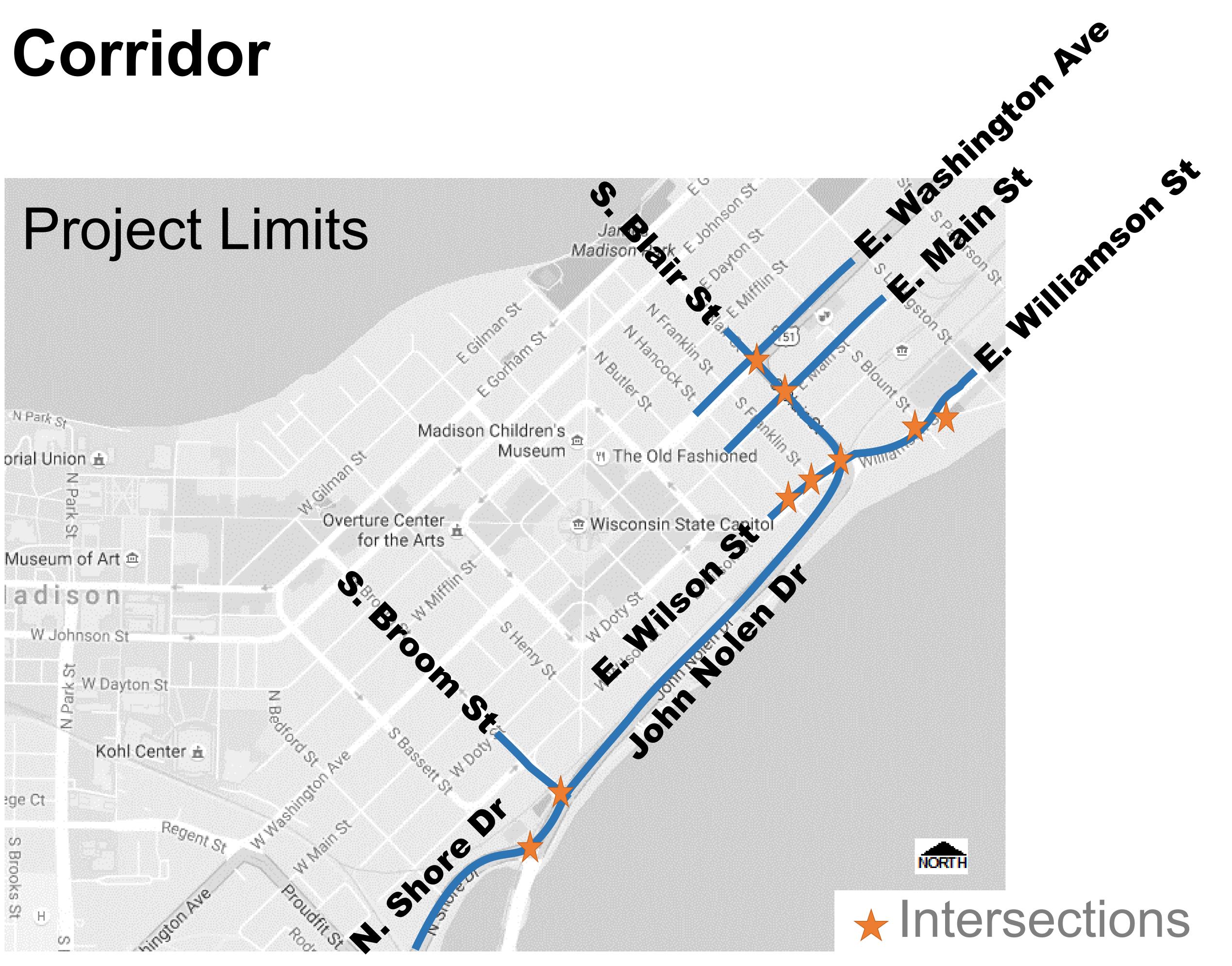
Project Location







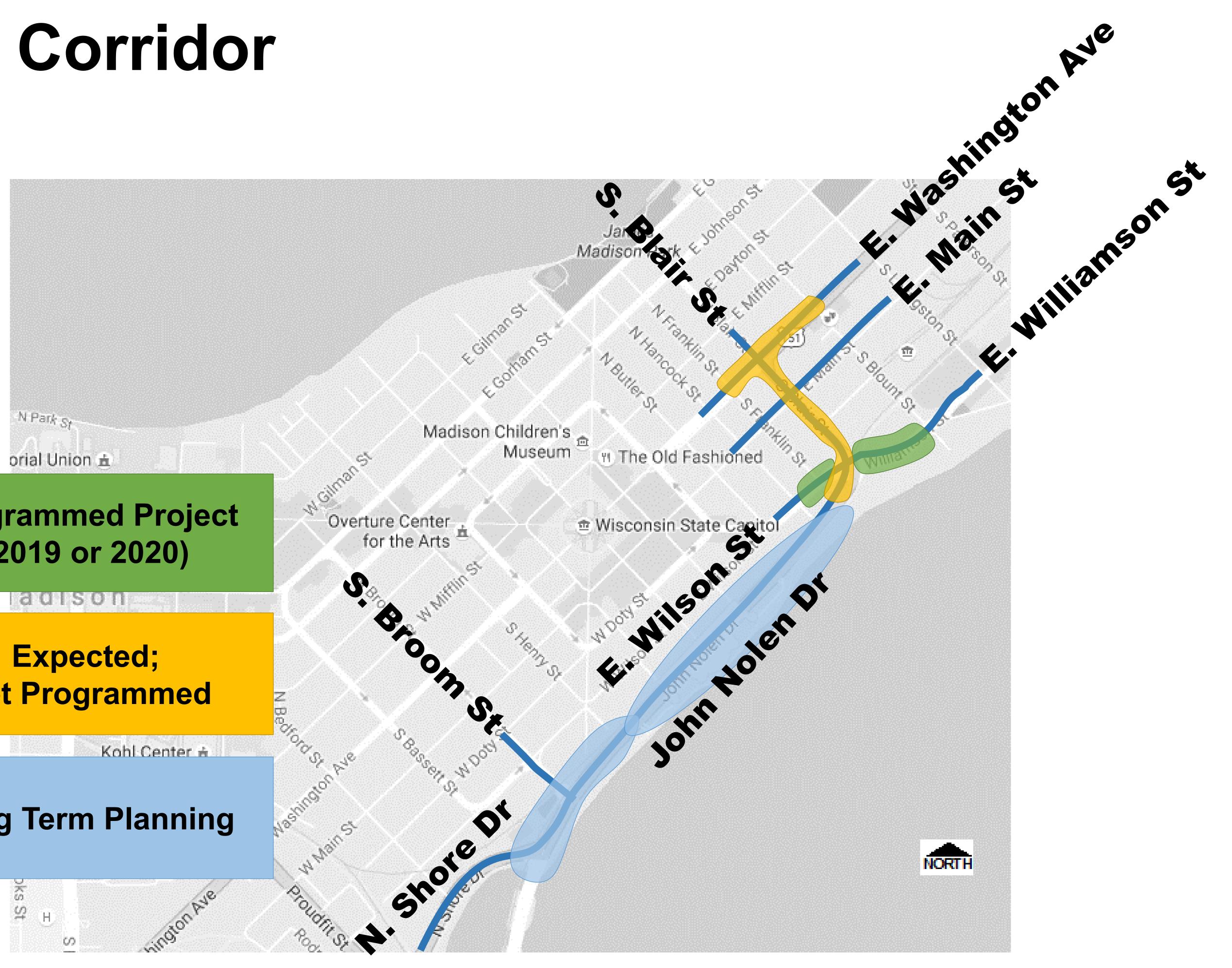
Study Corridor





STRAND SSOCIATES[®]

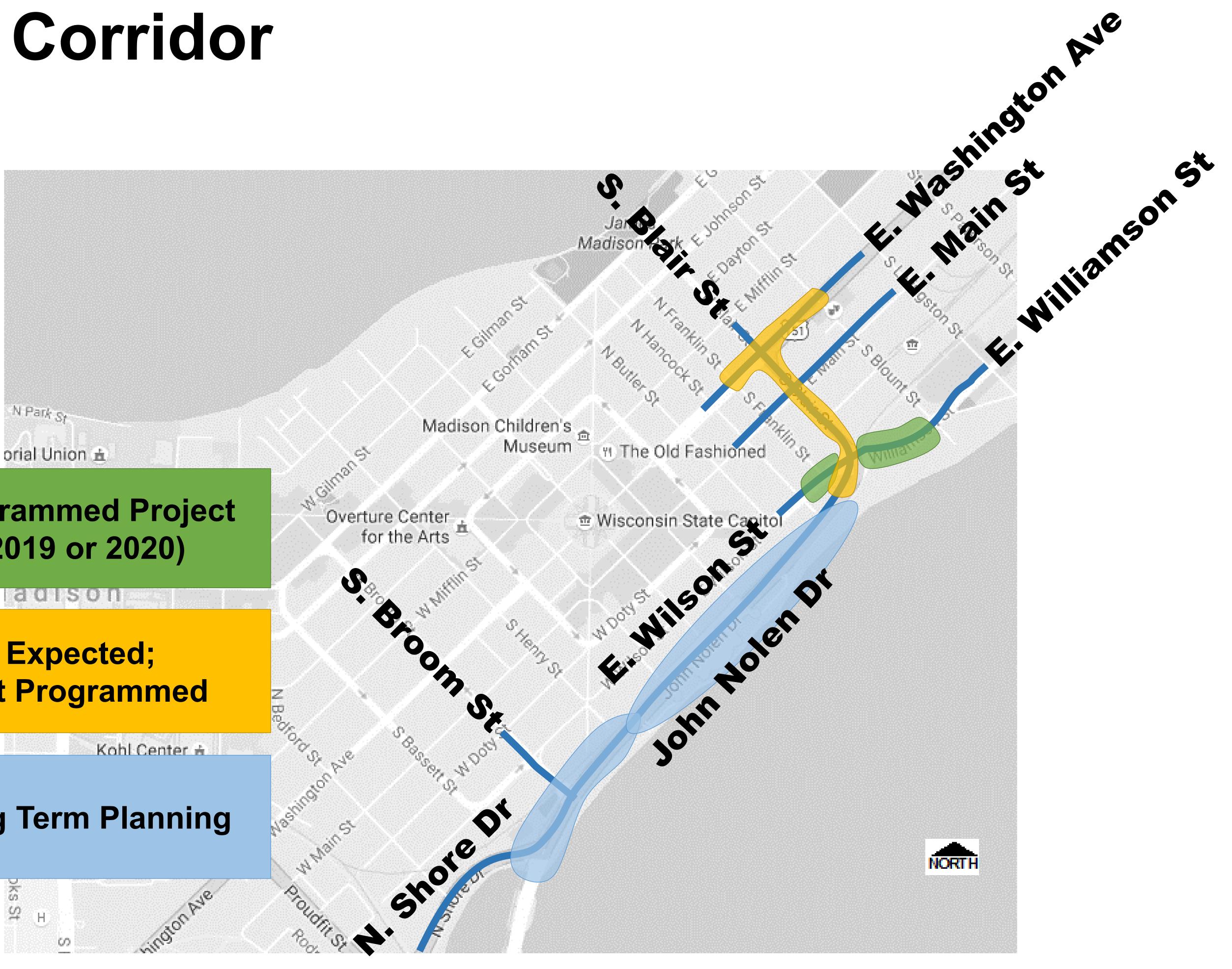
Study Corridor



Programmed Project (2019 or 2020)

Not Programmed

Long Term Planning







Overview of Ideas

South Capitol Transit Oriented Development Study







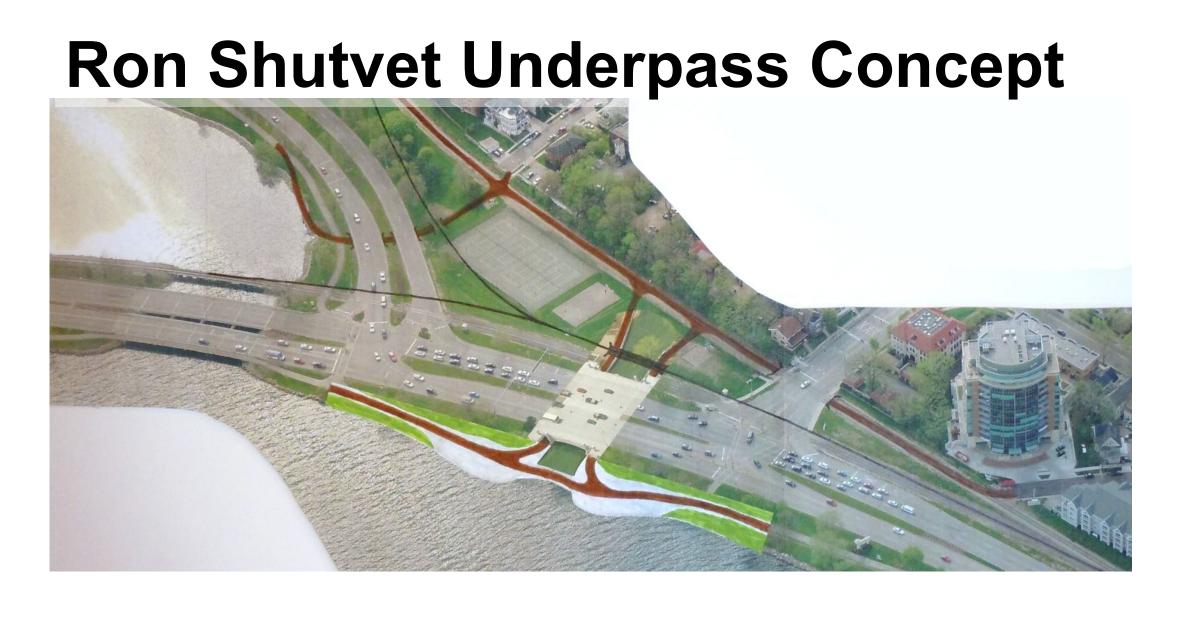


Kenton Peters

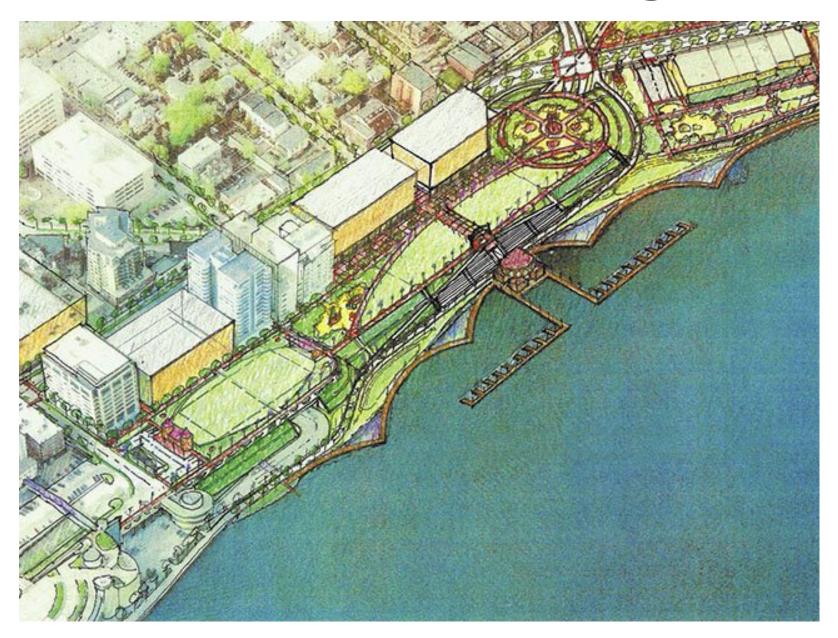


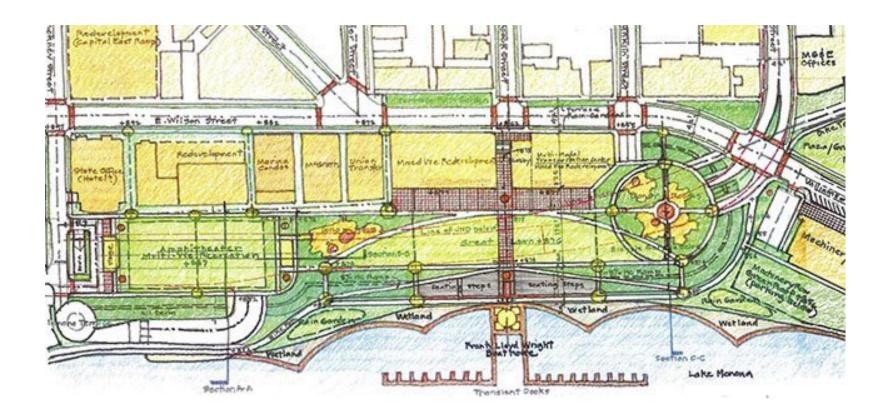
Ken Saiki Law Park Concept





Madison Design Professionals Workgroup







John Nolen/Blair/Wilson/Williamson Area







Blair/Williamson Intersection Expressed Needs

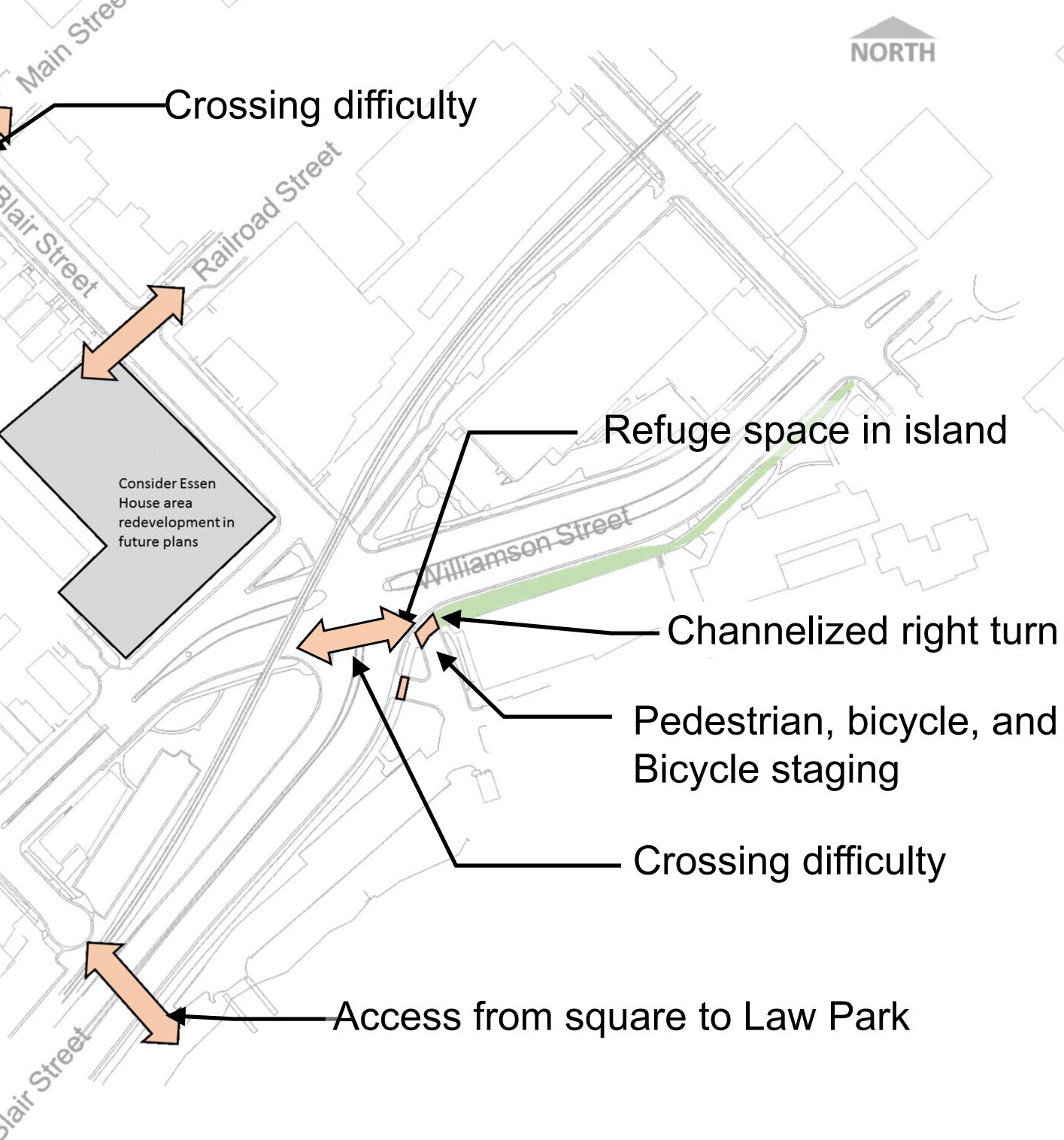
Stiet

Nilson





 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

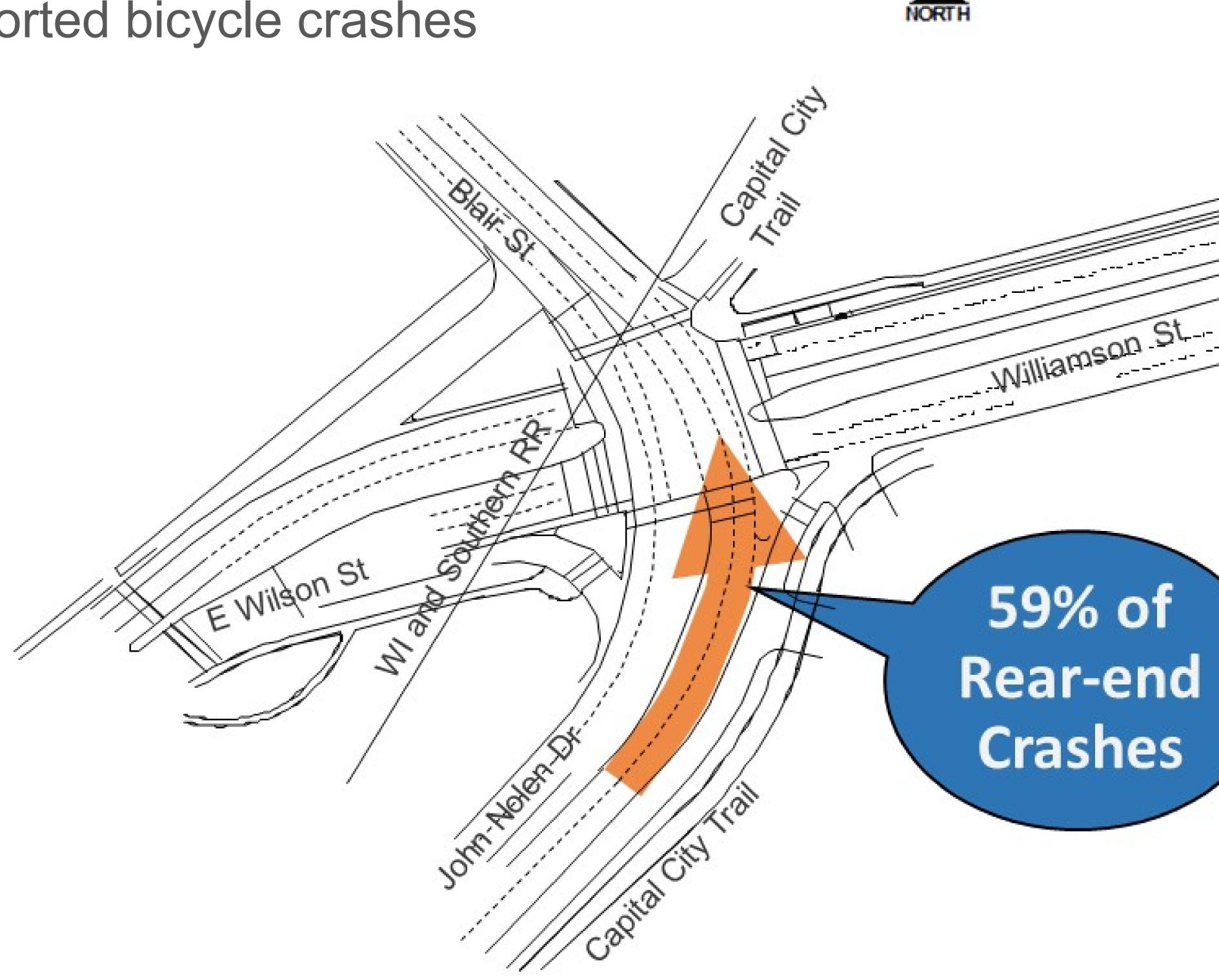


Pedestrian, bicycle, and motor vehicle conflicts



Blair/Williamson Intersection Crash Concerns

- 2011 2015, 92 Total Reported Crashes
- 9 reported bicycle crashes

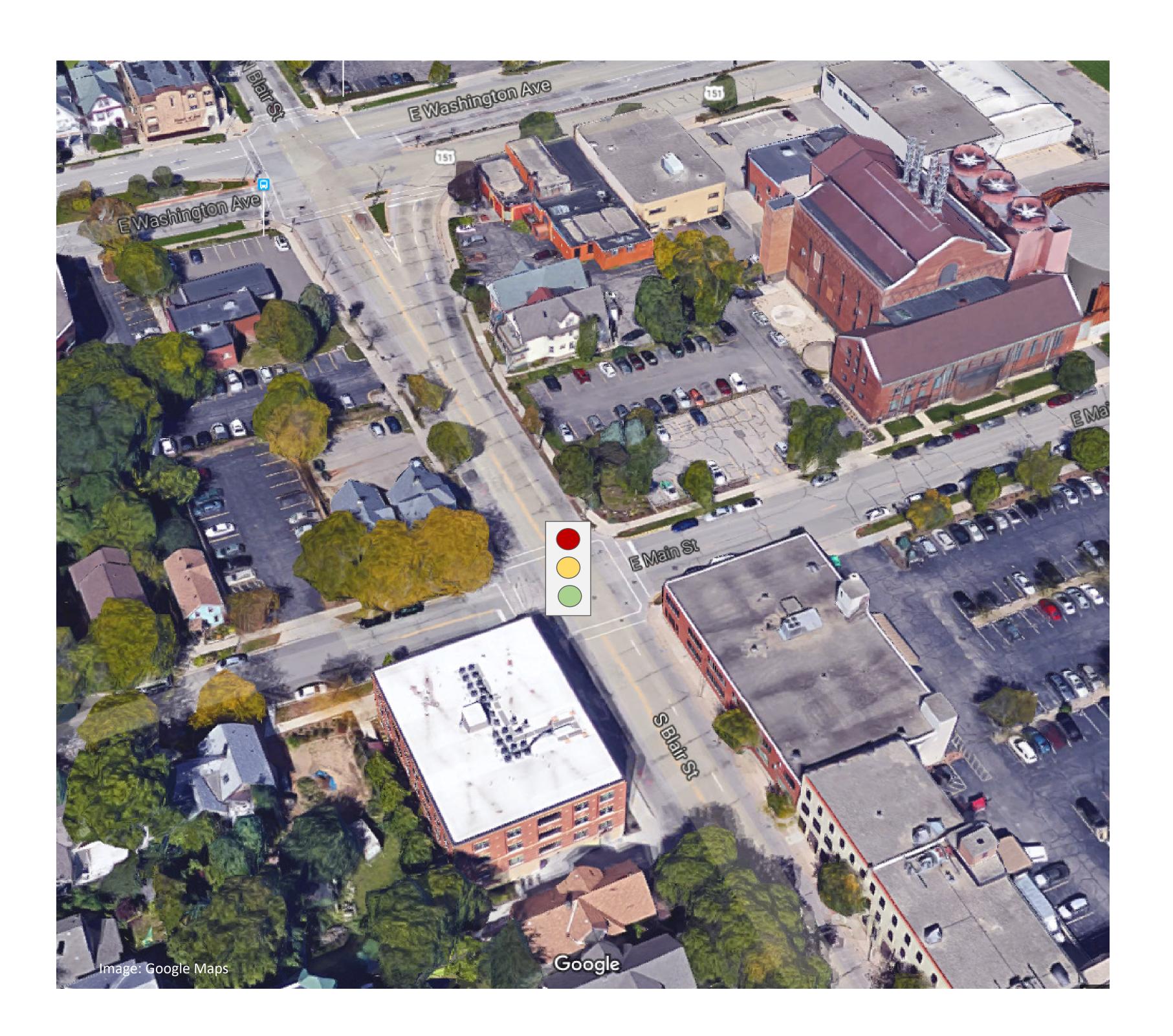




• 46/92 (50%) were rear-end collisions (lack of left-turn bays)

Traffic Signal at Main Street and Blair Street

- vehicles.







• Allows controlled crossing of Blair Street at Main Street for pedestrians, bicycles, and motor

 May increase motor vehicle congestion and queuing on Blair Street. • May draw additional motor vehicle traffic to Main Street.

Bike Routing Options

- 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

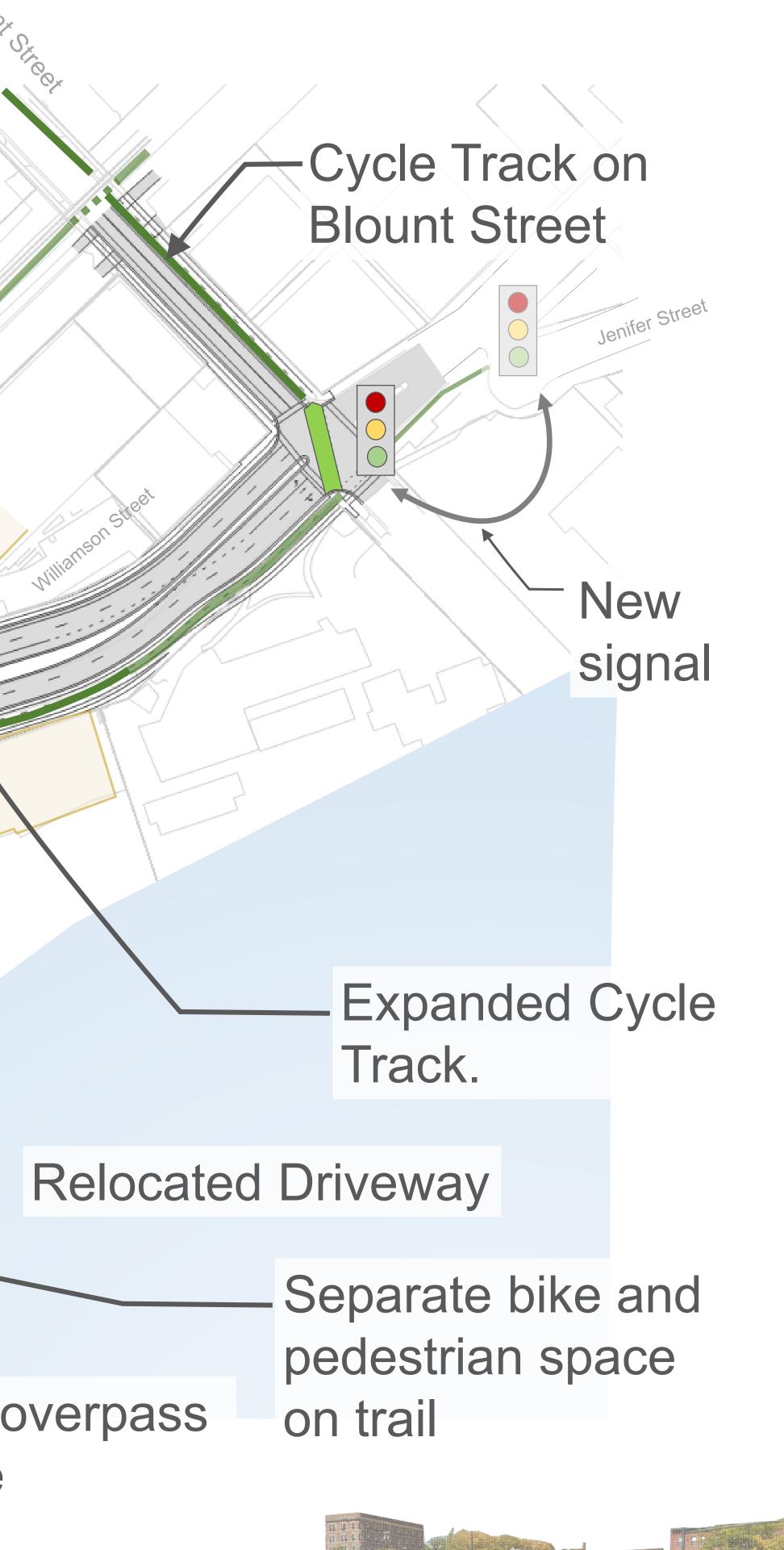






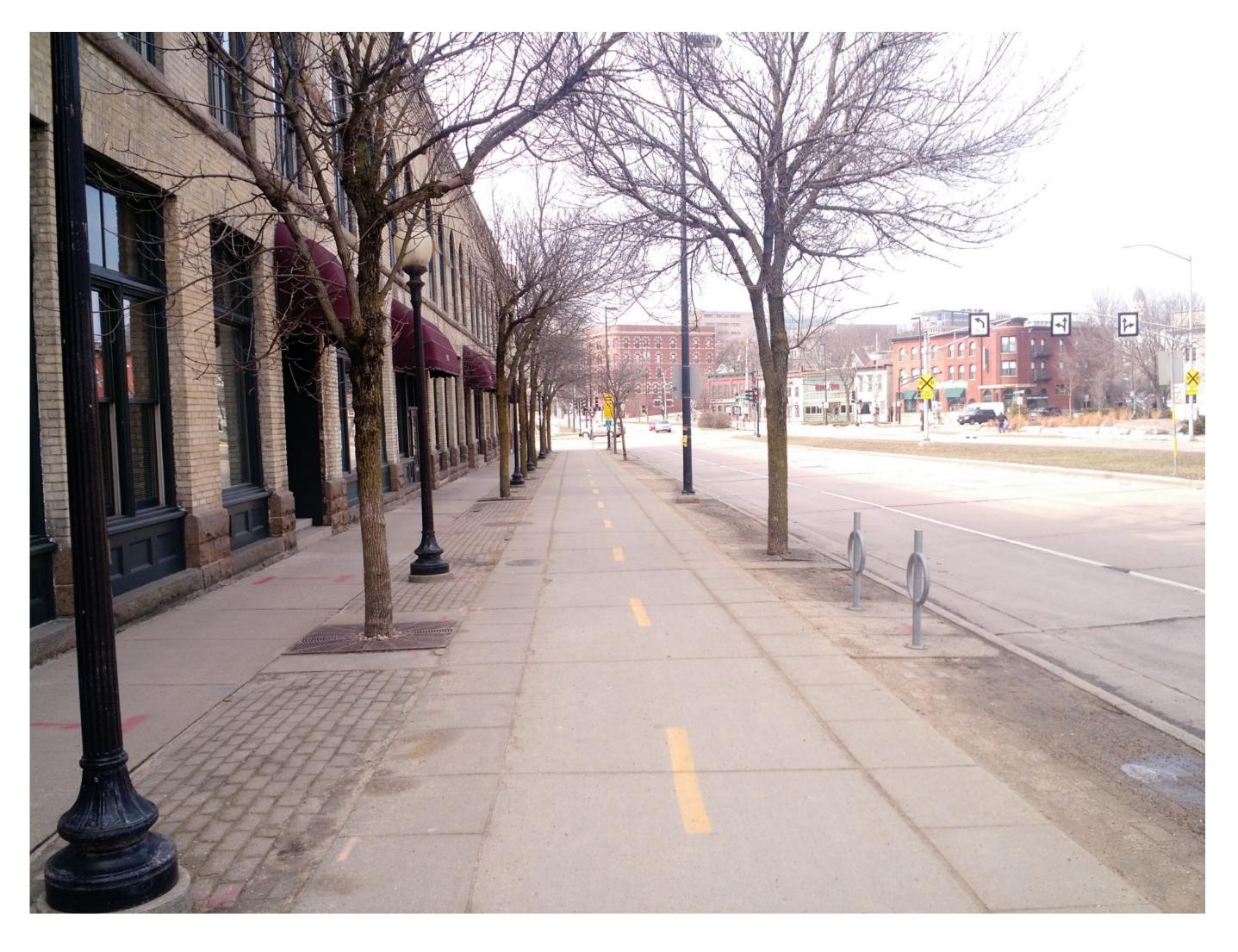
• Provide alternate Capitol City Trail route along Williamson Street and Blount Street, crossing diagonally at a new Blount Street signal.

A future pedestrian overpass of John Nolen Drive



Bike Routing Options

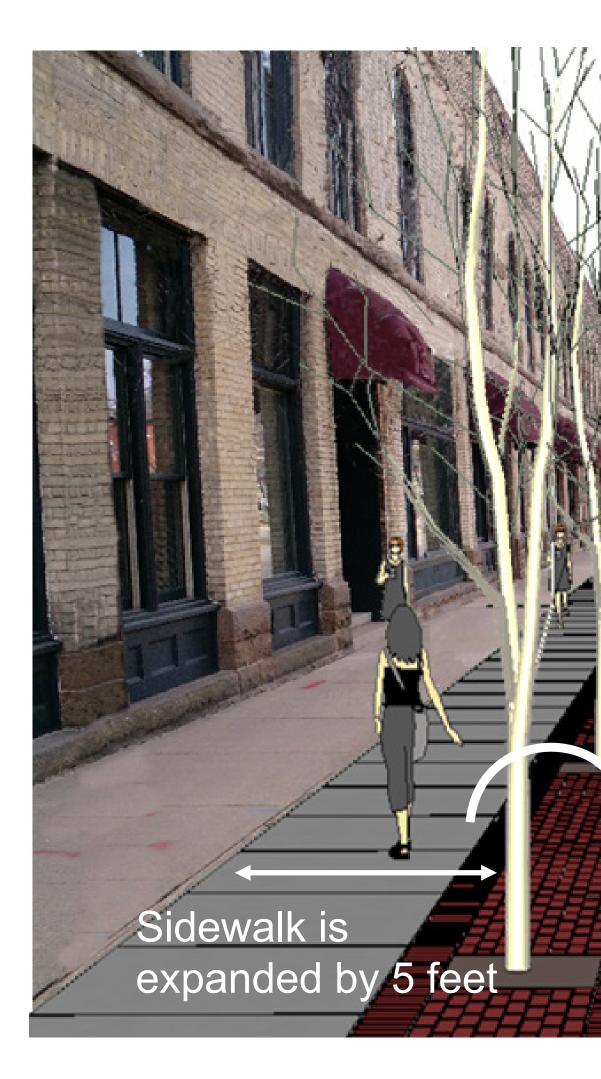
Street.



Existing



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



Unused pavement on Williamson Street is used to extend cycle track and expand sidewalk.

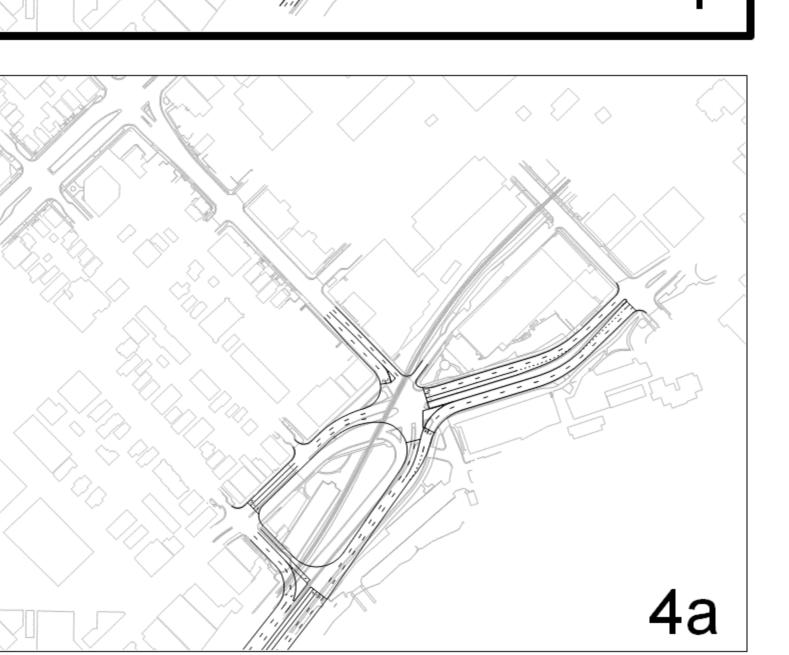
Existing Ash trees are removed. New trees planted at edge of expanded sidewalk.

Expanded Pedestrian Area

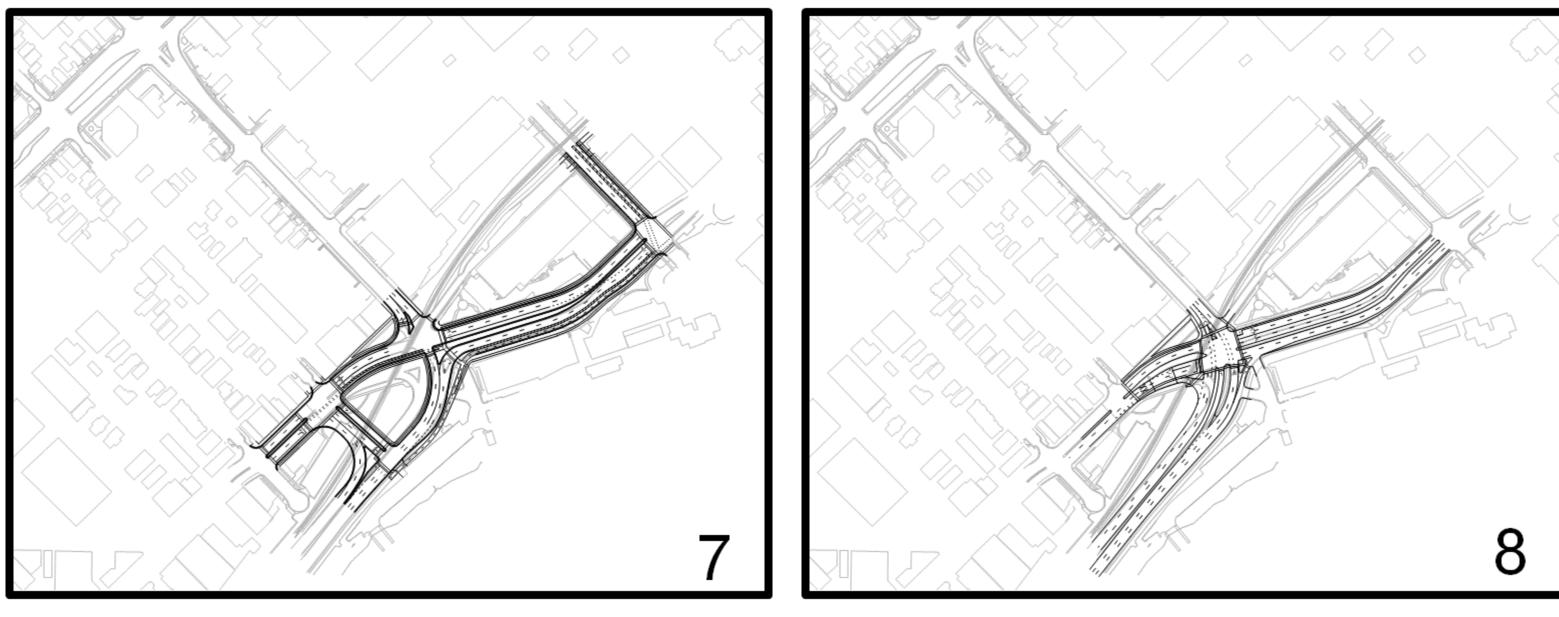


Multiple Motor Vehicle Options Reviewed



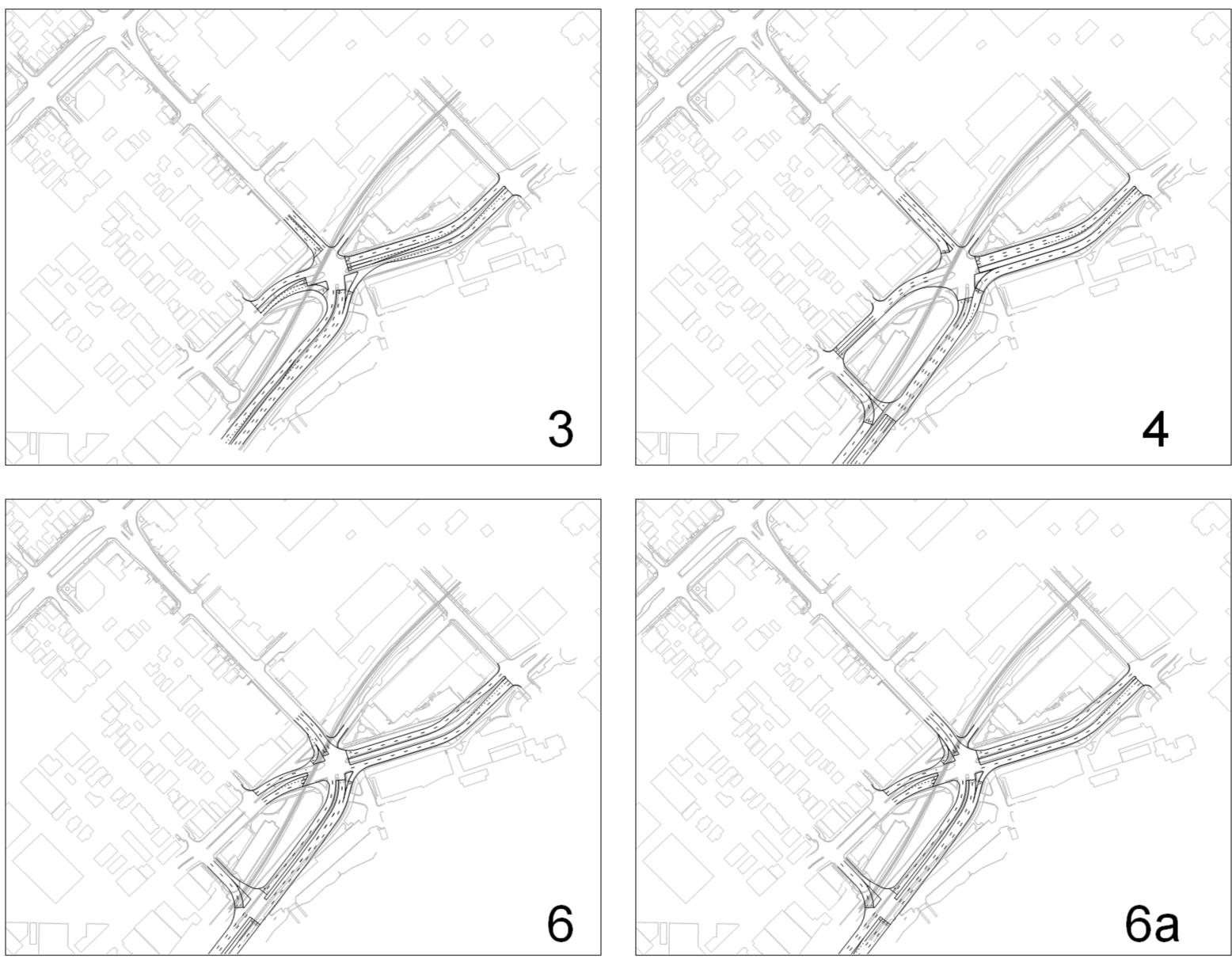


















Recommended for Further Study

Nilson





Alt 7 Circulator

<u>Not</u> Recommended for Further Study





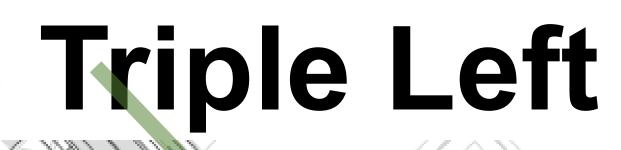


Not Recommended for Further Study



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





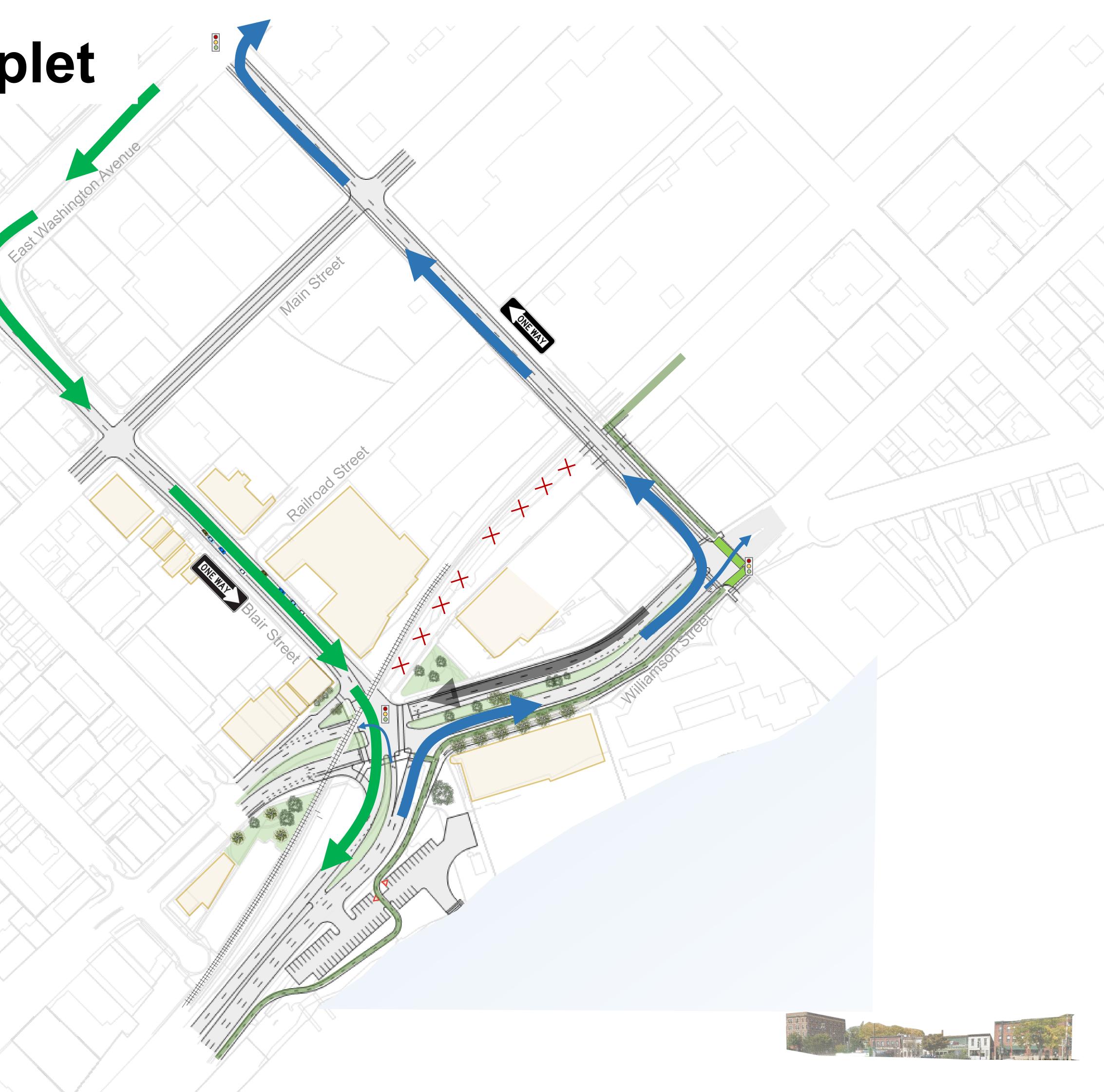


Alt 9 One-way Couplet



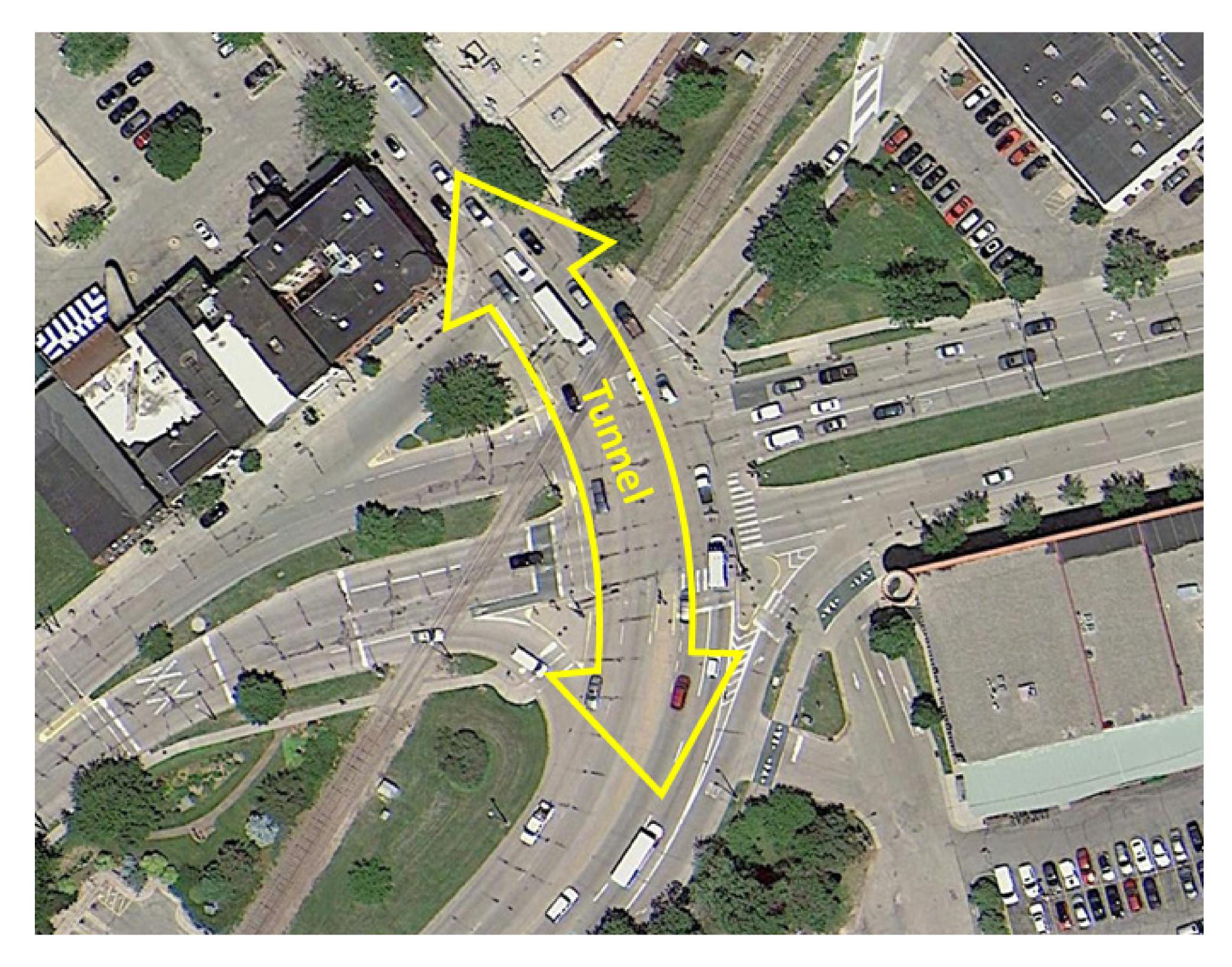






Tunnel Concept and Constraints/Challenges

Concept



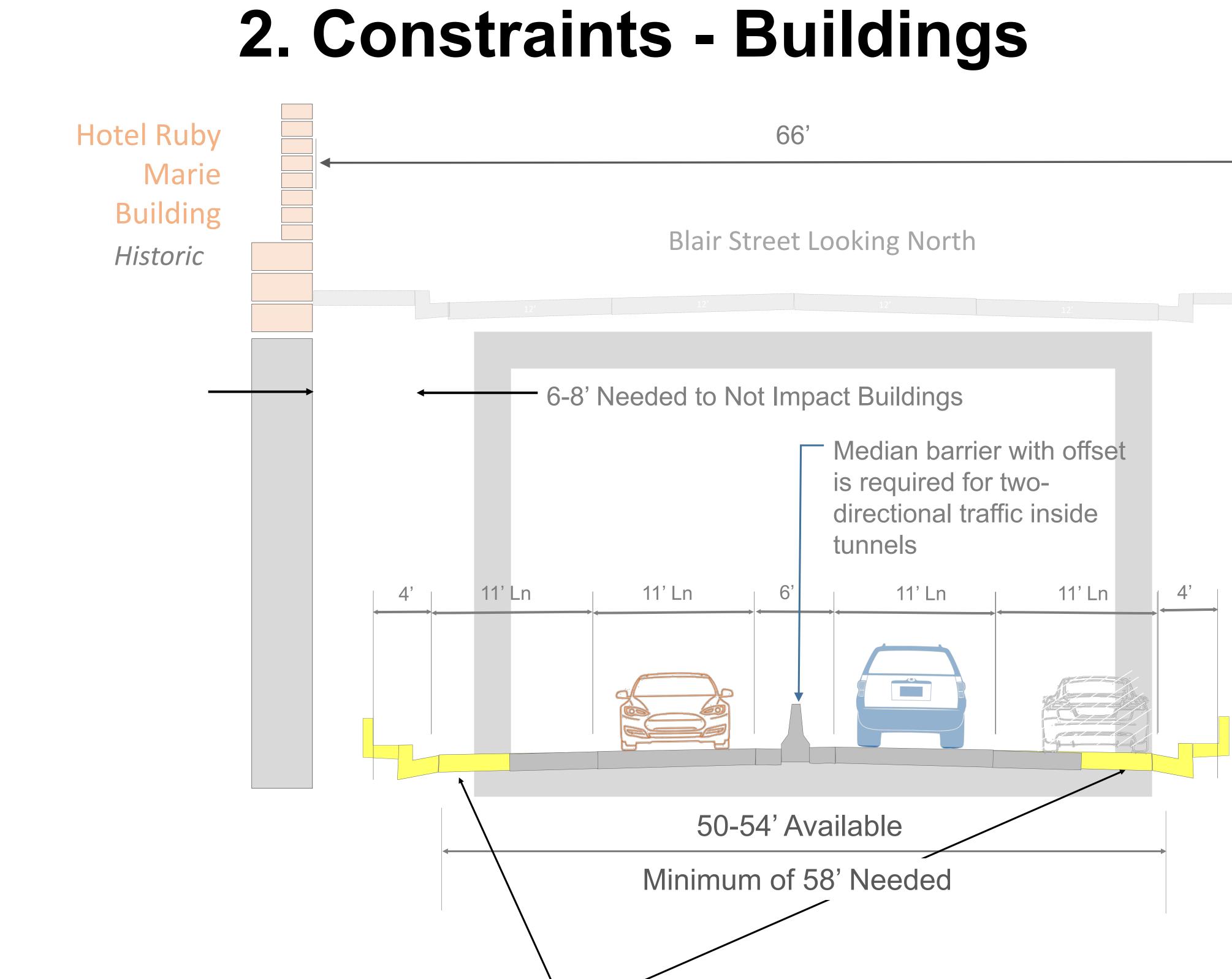








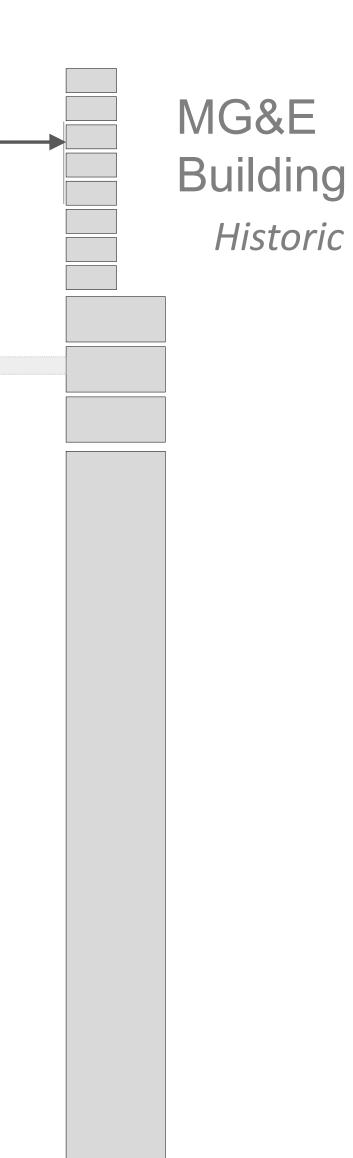
John Nolen/Blair/Williamson/Wilson Tunnel Alternative





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

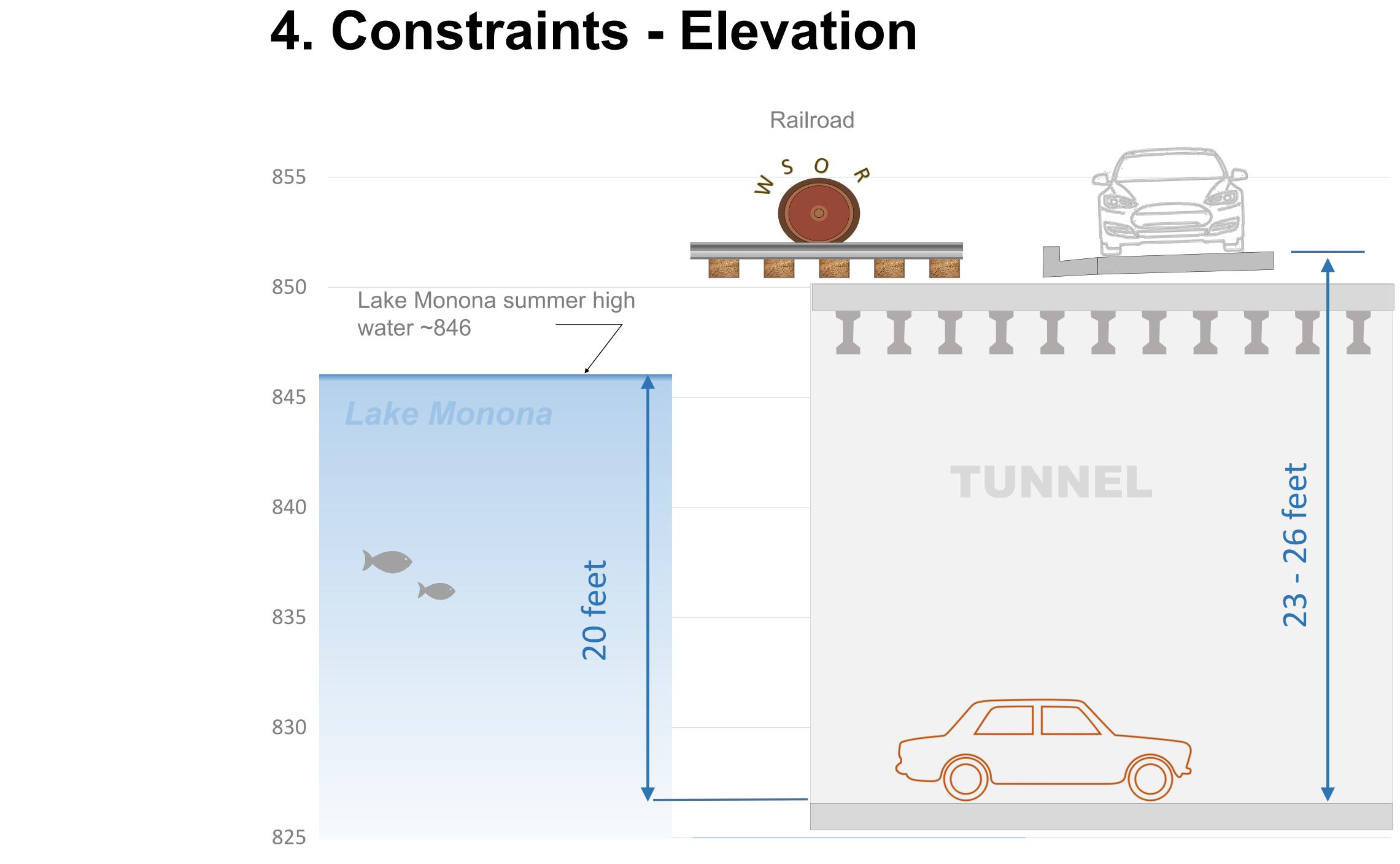
Not enough space for 4 lanes





John Nolen/Blair/Williamson/Wilson Tunnel Alternative

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







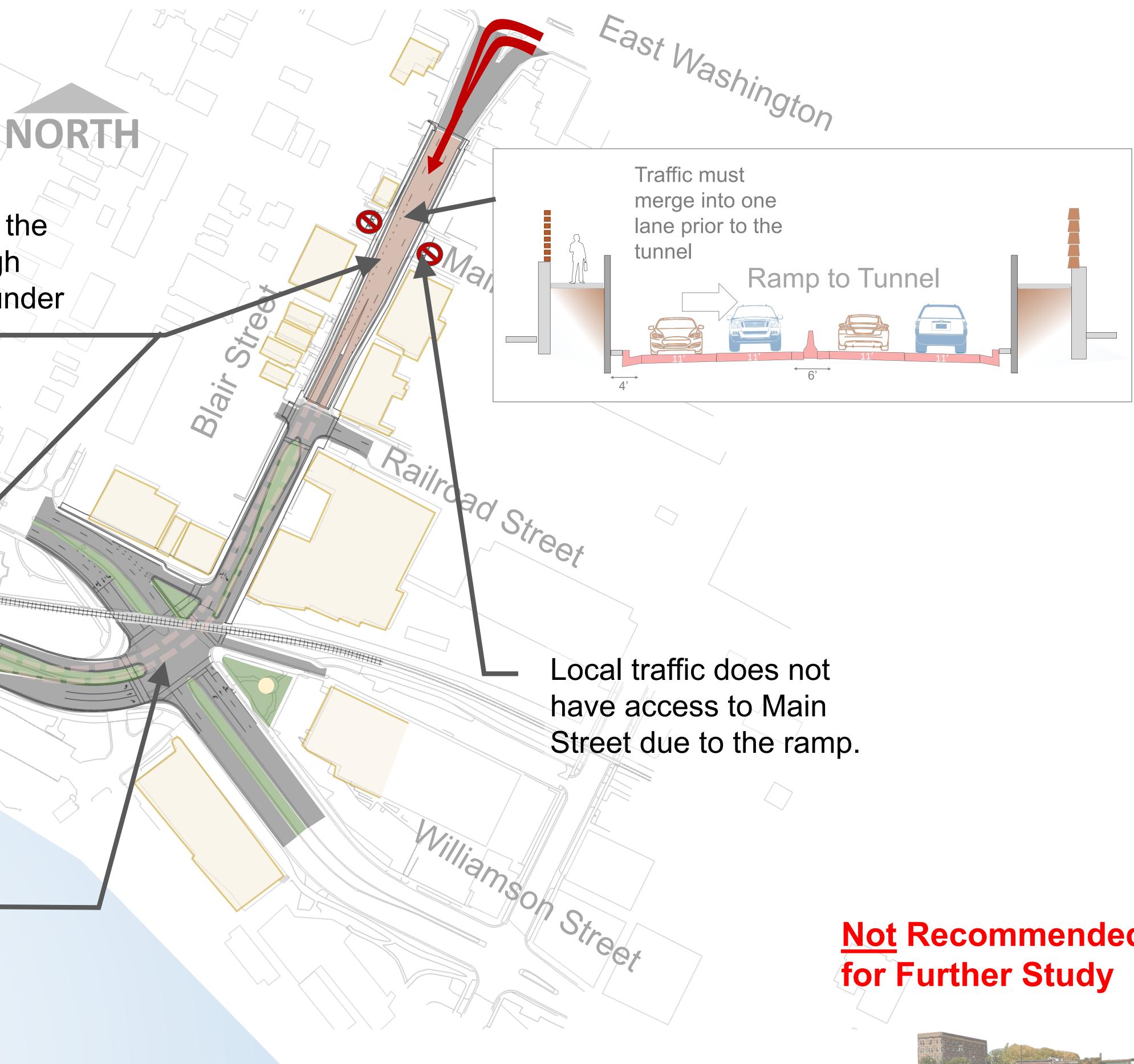
Tunnel Layouts and Profile Option 2

The pink roadways represent the ramps needed to bring through traffic to the tunnel traveling under the intersection

Through traffic would travel under the Williamson Street intersection, allowing the intersection to have a smaller footprint.

John Nolen





Not Recommended



East of Monona Terrace Area



Pedestrian/Bicycle Connection to Law Park



KING ST

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

Madison Municipal Building

Risser Law Library

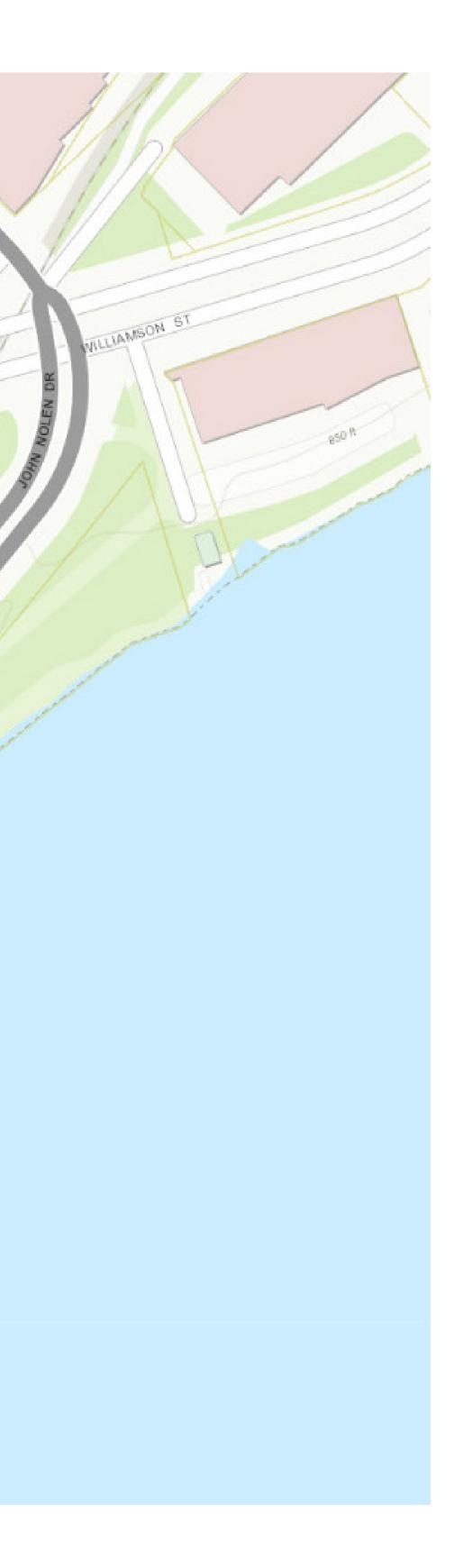
City County Building



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

NORTH

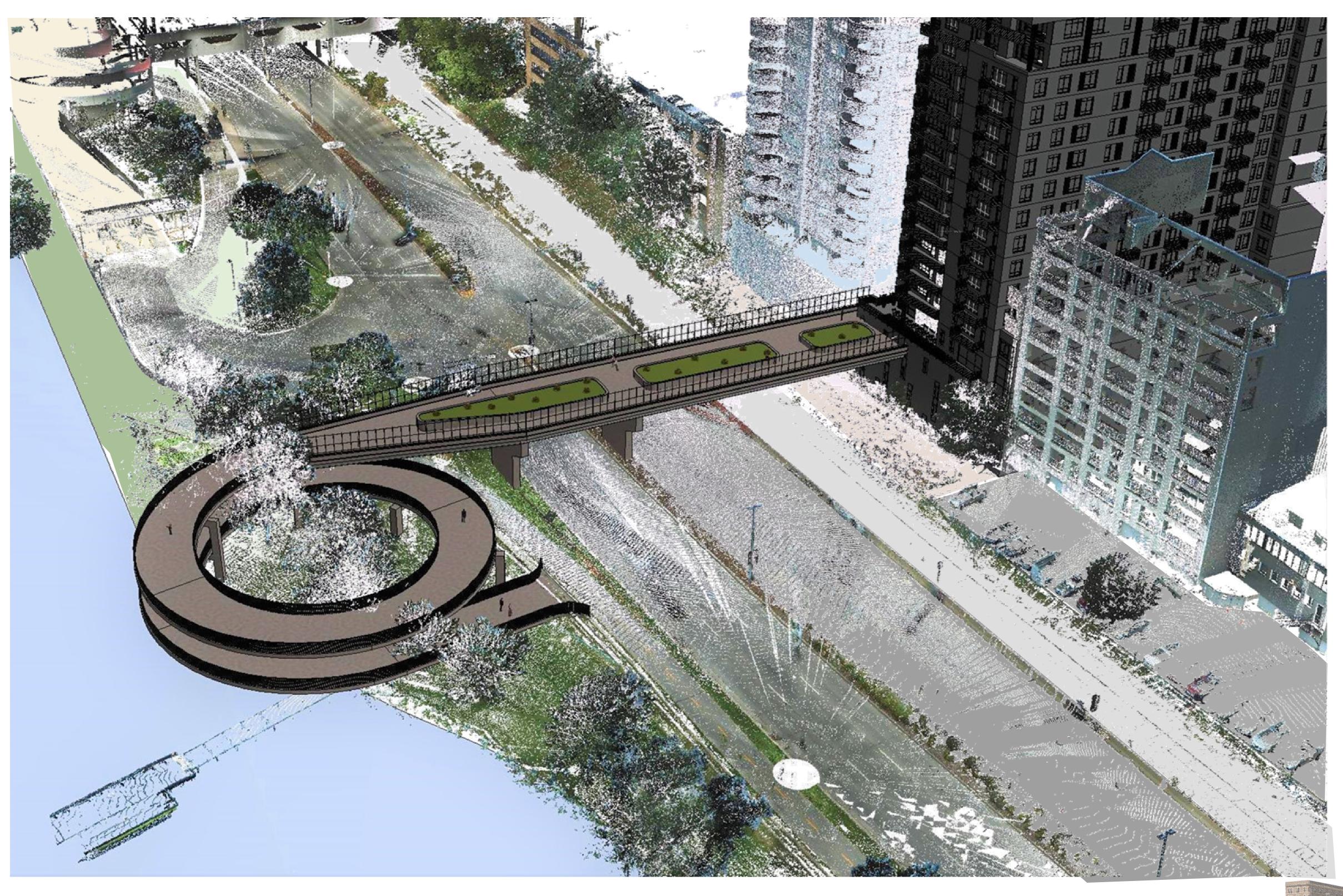






Pedestrian Bicycle Connection to Law Park Rendering is shown Within Design-Level Laser Scan Survey in Realistic Location

Concept Only, Additional Design Modifications Expected





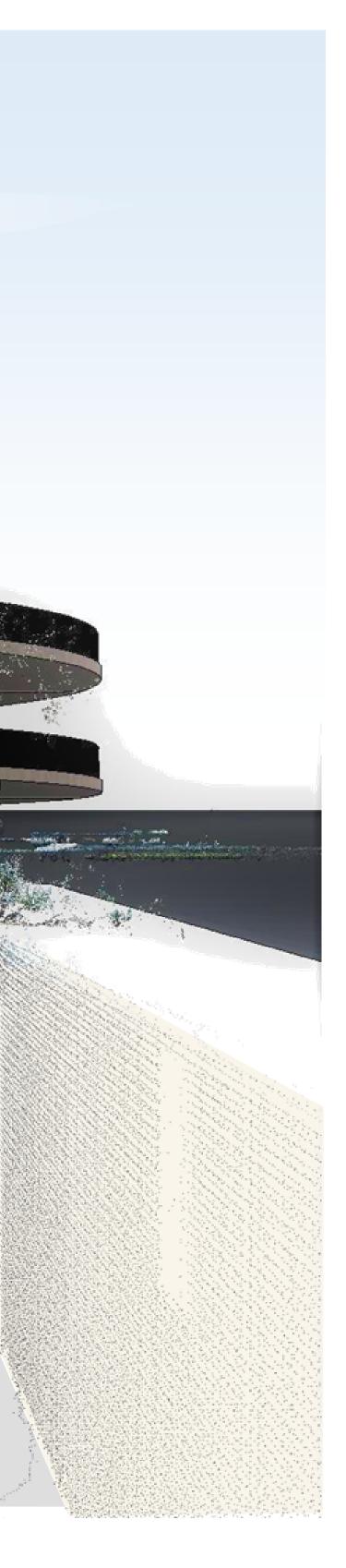
FRAND

Pedestrian Bicycle Connection to Law Park Rendering is shown Within Design-Level Laser Scan Survey in Realistic Location Concept Only, Additional Design Modifications Expected





SOCIATES





Pedestrian Bicycle Connection to Law Park Rendering is shown Within Design-Level Laser Scan Survey in Realistic Location Concept Only, Additional Design Modifications Expected







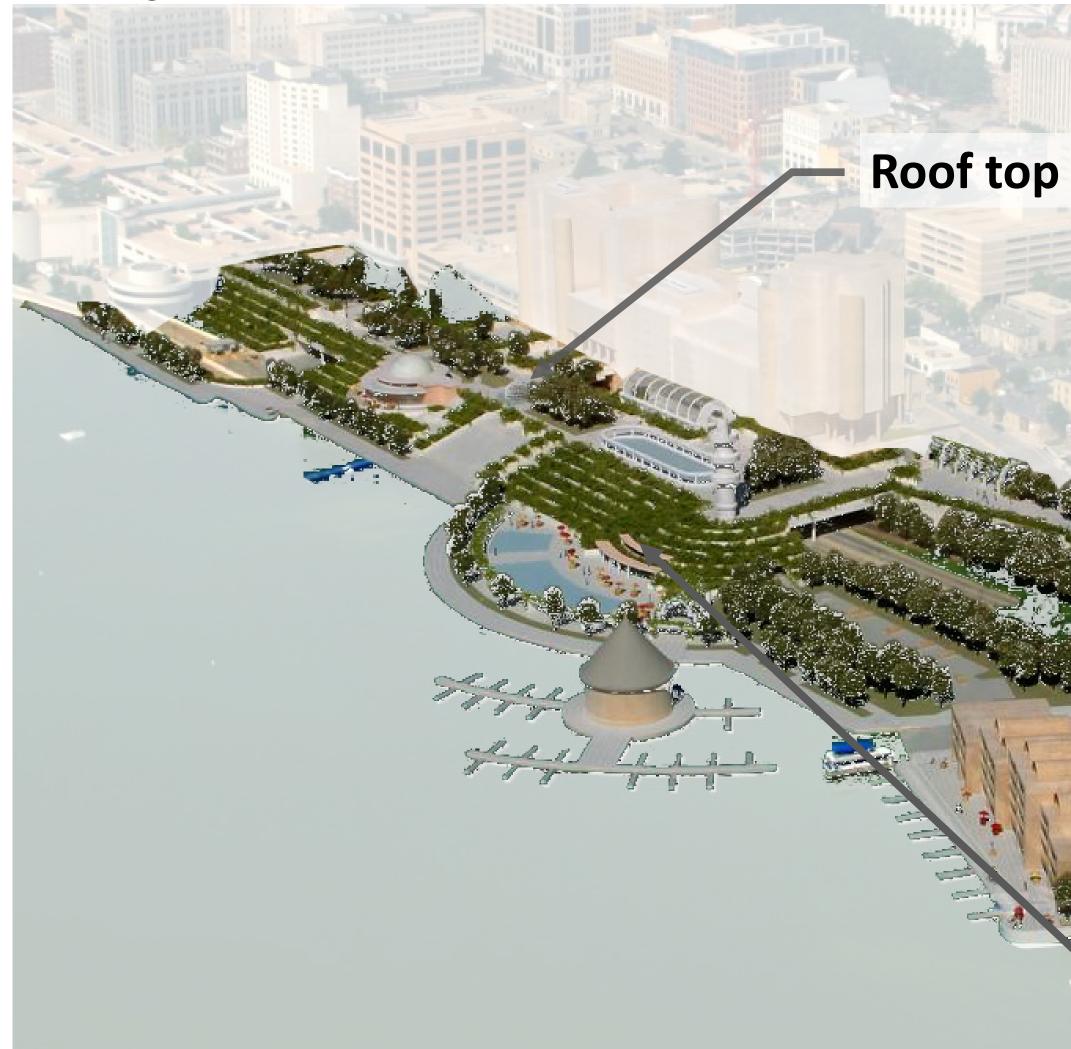
Pedestrian Bicycle Connection to Law Park Rendering is shown Within Design-Level Laser Scan Survey in Realistic Location Concept Only, Additional Design Modifications Expected





Kenton Peters Concept

Looking Northwest





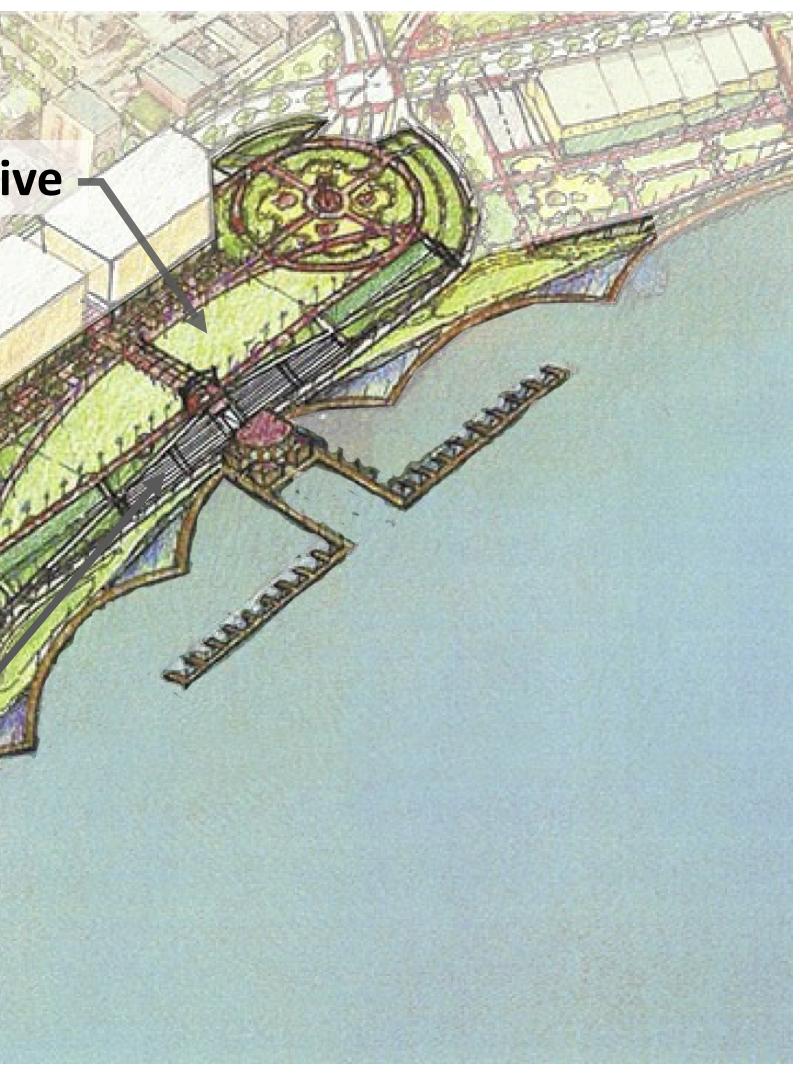
Madison Design Professionals Workgroup Concept

Looking Northeast

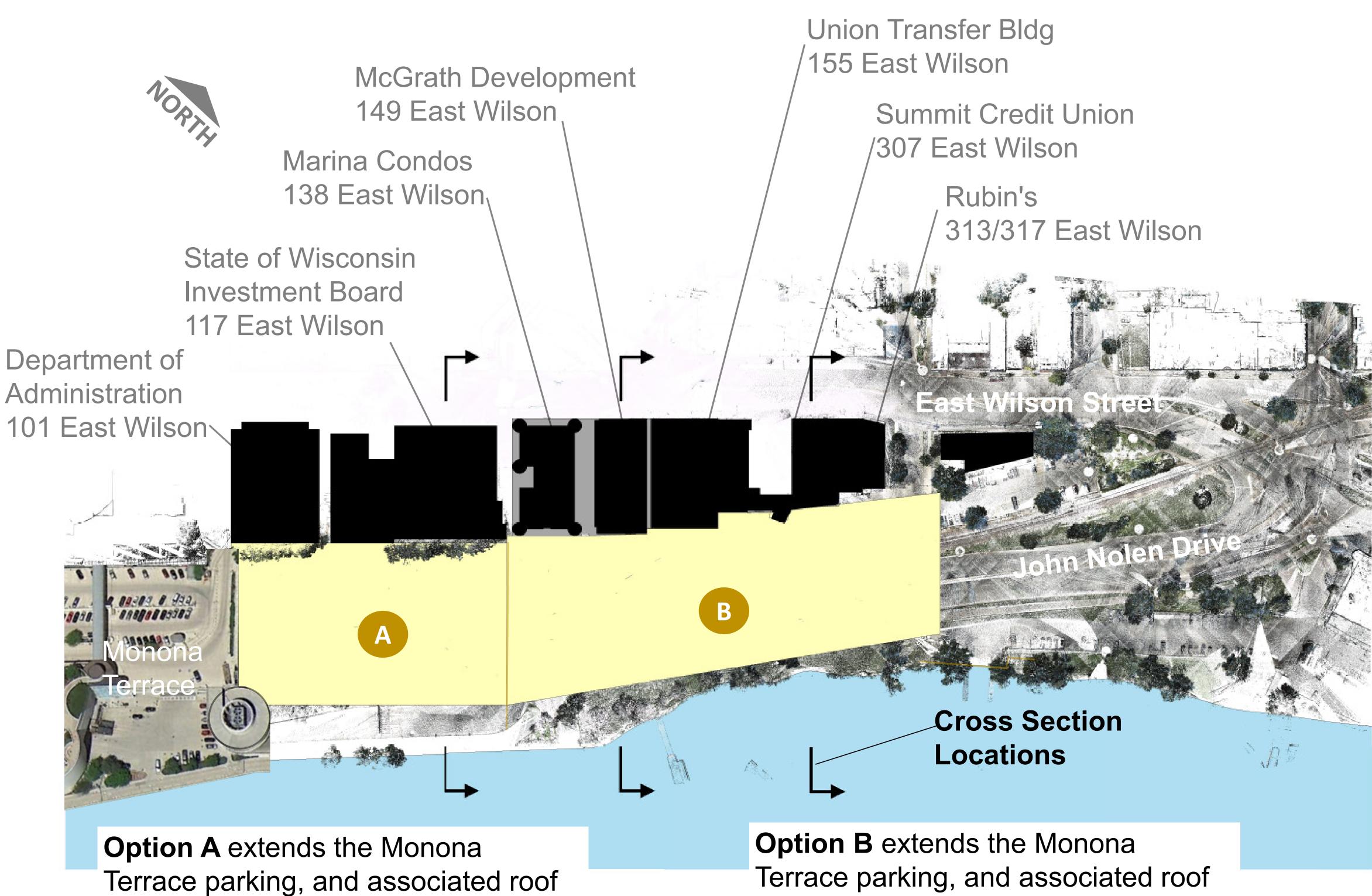
Roof top park over structured parking built over John Nolen Drive

eastwar below 1

Stepped access to Lake Monona



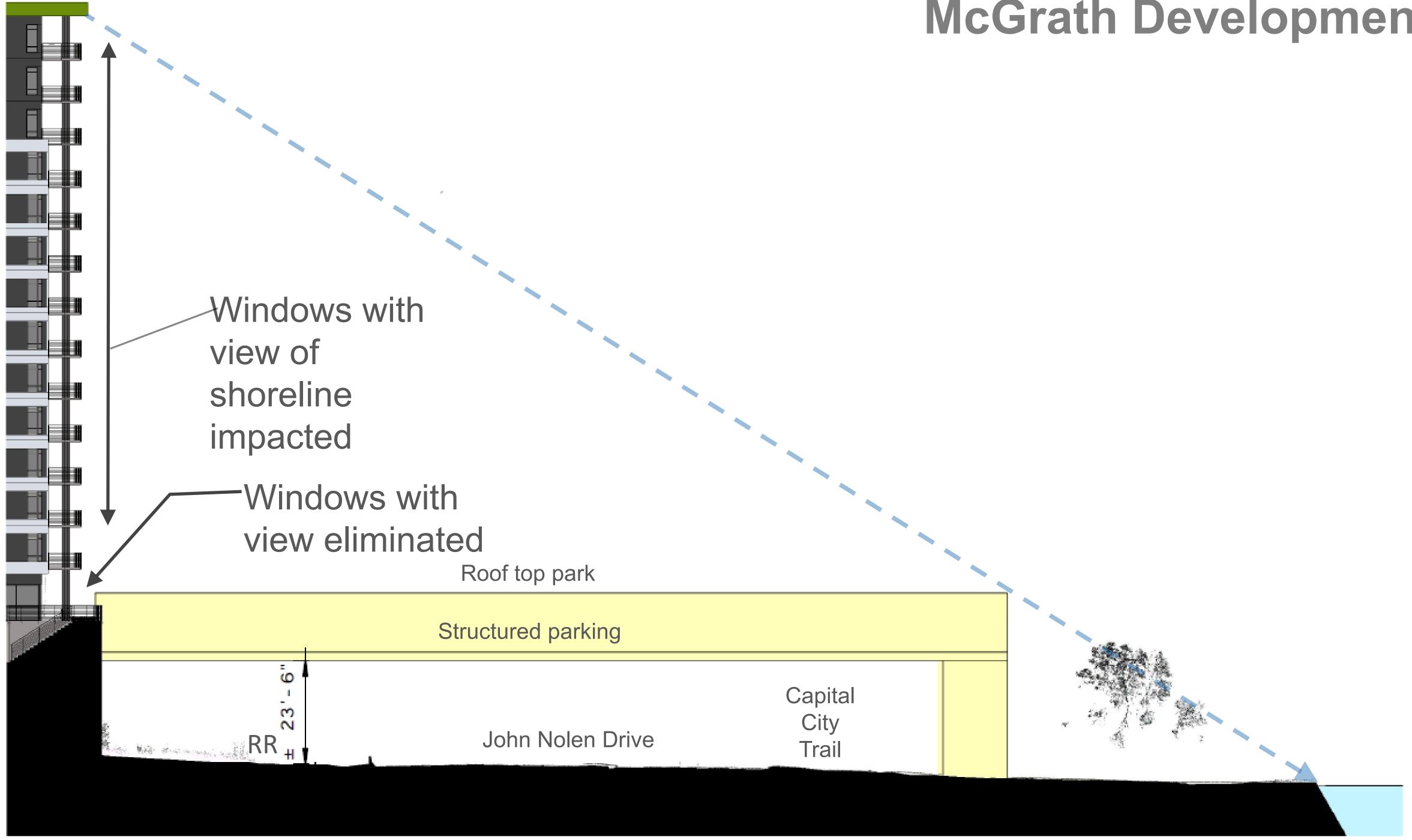




top park, to 149 East Wilson

Terrace parking, and associated roof top park beyond Hancock Street





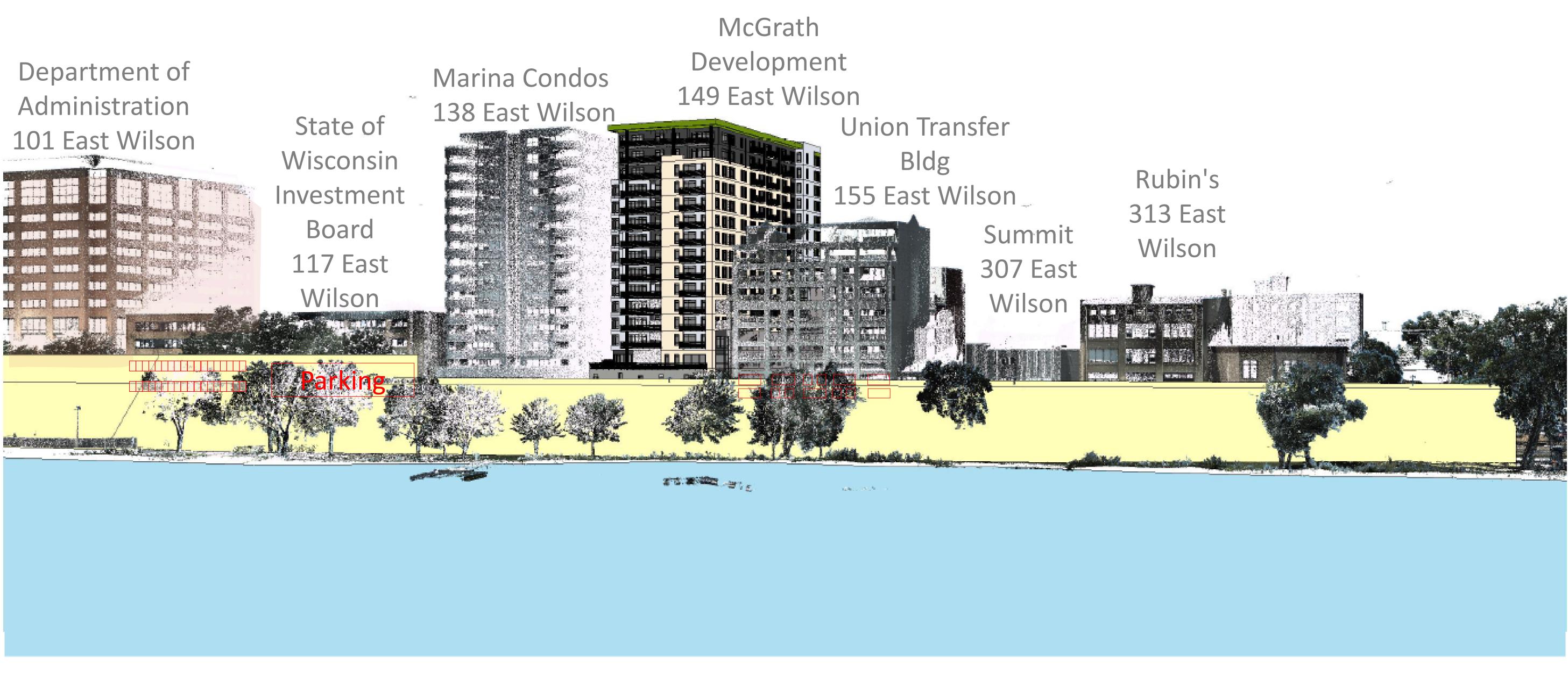


McGrath Development

149 East Wilson With Structured Parking



- John Nolen Drive







Multiple Options Evaluated including With and Without One Deck of Parking Above

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.





SA

FRAND

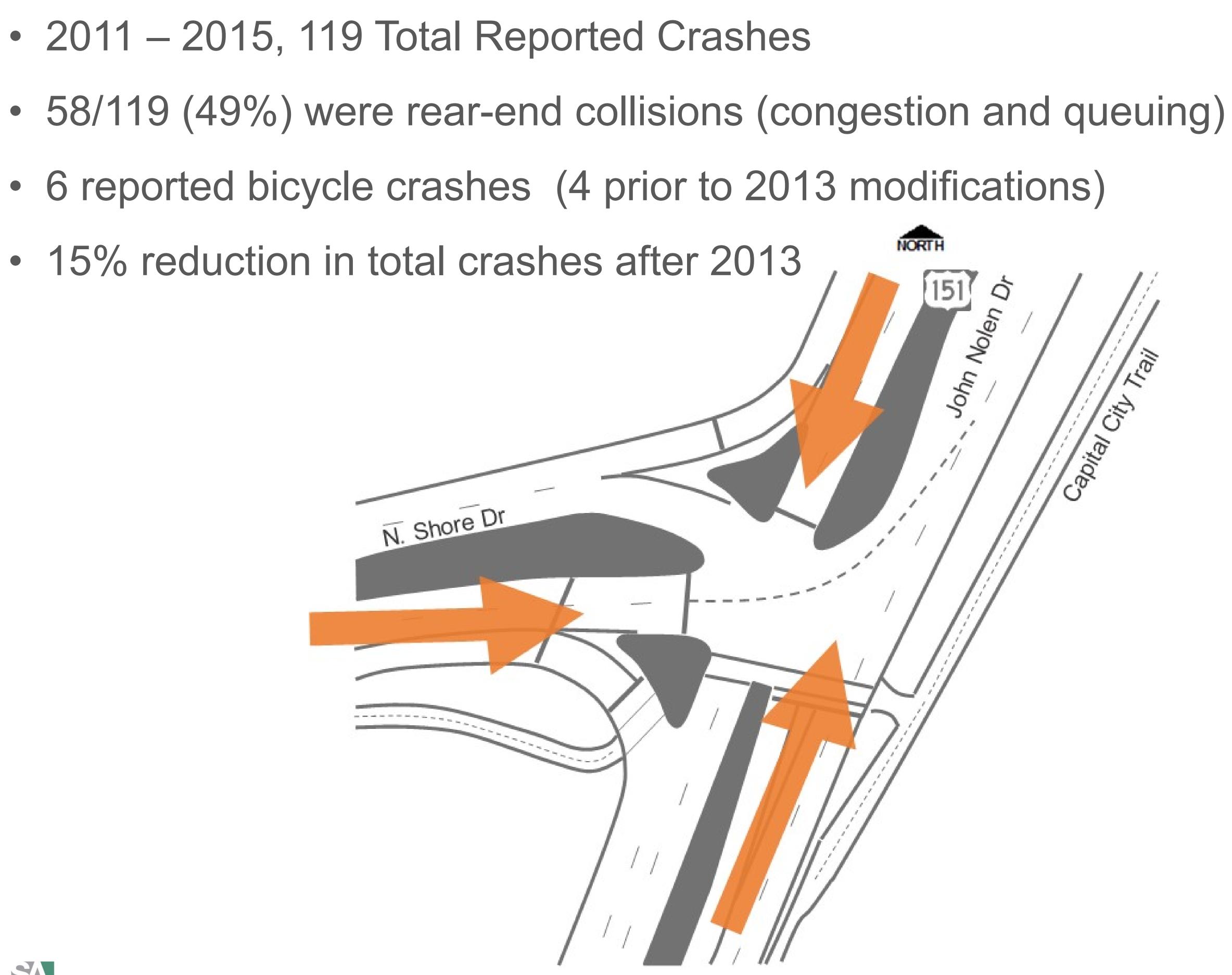
Bikes queue on path blocking through bike travel





Google Earth

North Shore Intersection Crash Concerns





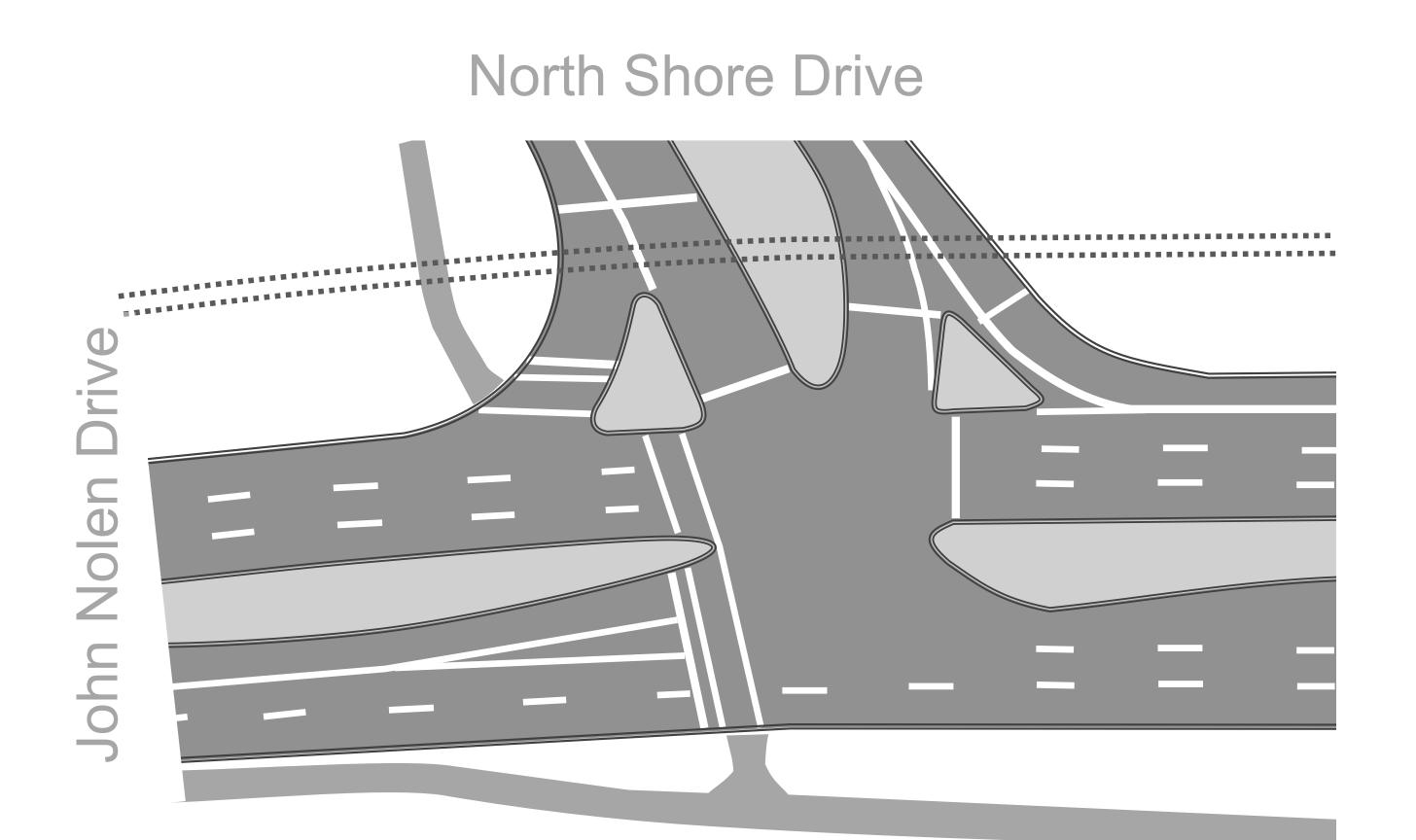






North Shore and Broom Street

- **Bike Conditions**

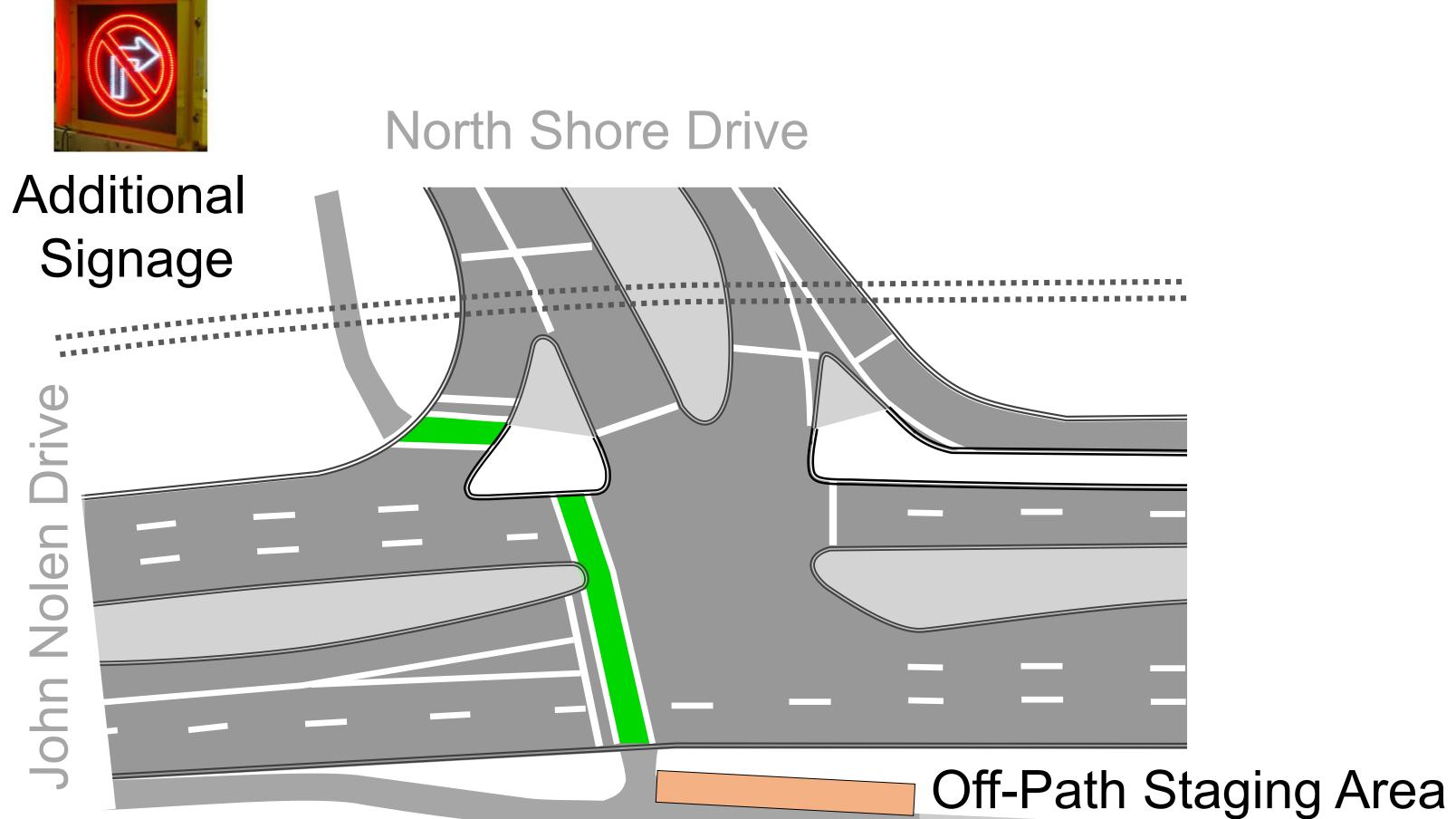


As constructed in 1995



Recent Improvements Reduced Motor Vehicle Capacity to Improve Pedestrian and

Proposing Designated Bike Queuing Area for Cyclists Waiting to Cross



2013 Improvements

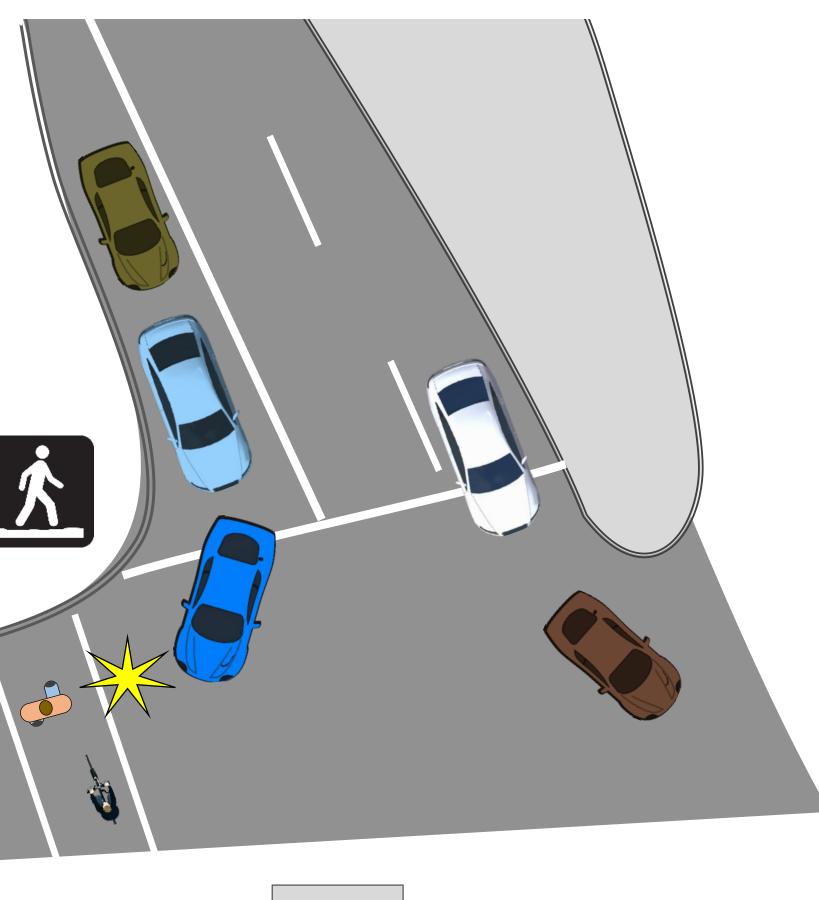
Proposed Short-term Solution

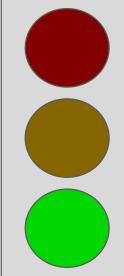


Role of Channelized Right Turn Lane

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



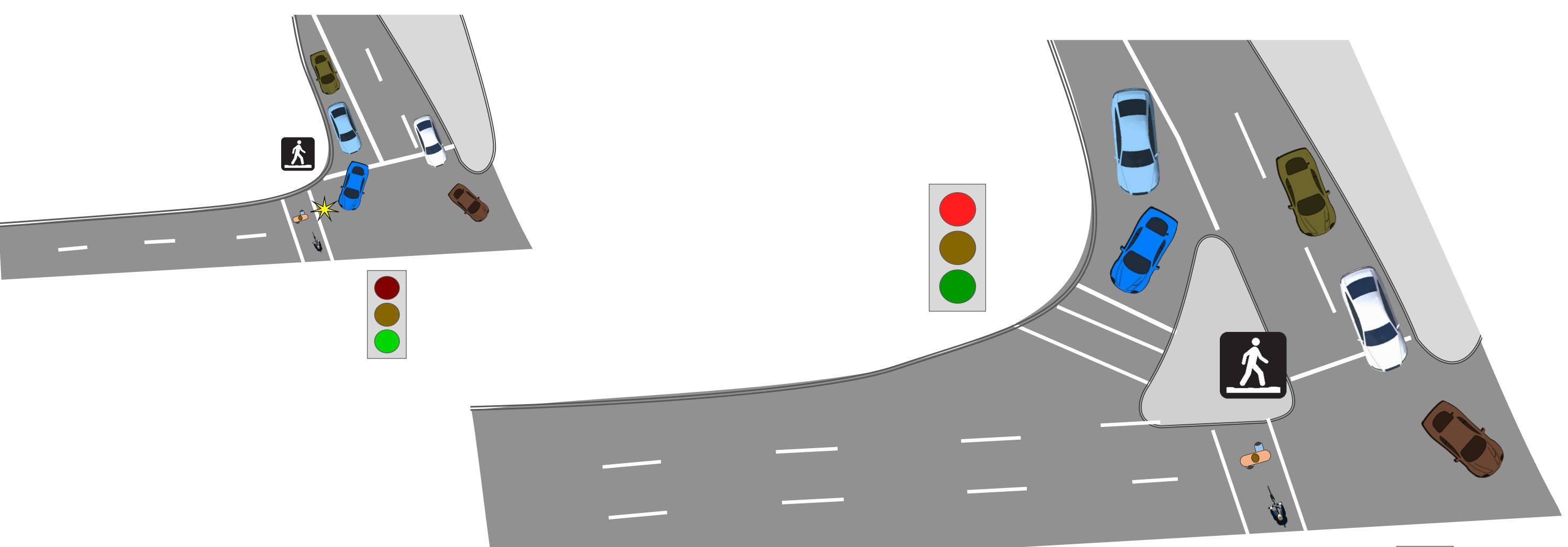




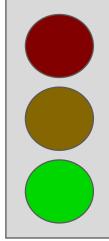


Role of Channelized Right Turn Lane

- 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 Dr

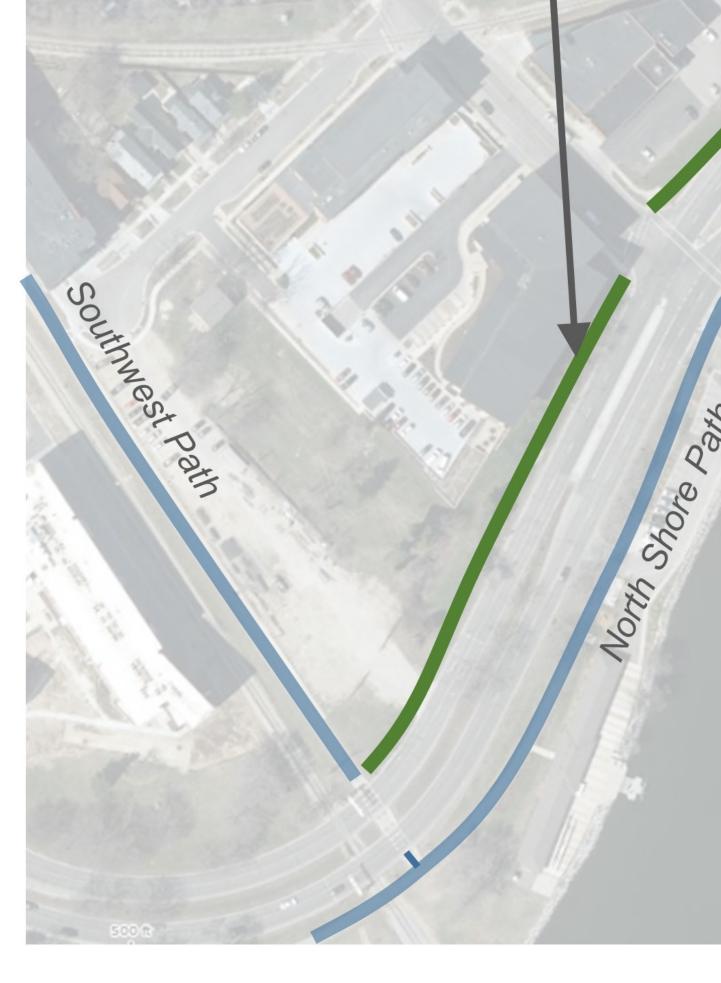
Ramp down

Underpass.

Path

to John Nolen

New multi-use path constructed on the north side of North Shor Drive on existing right of way.





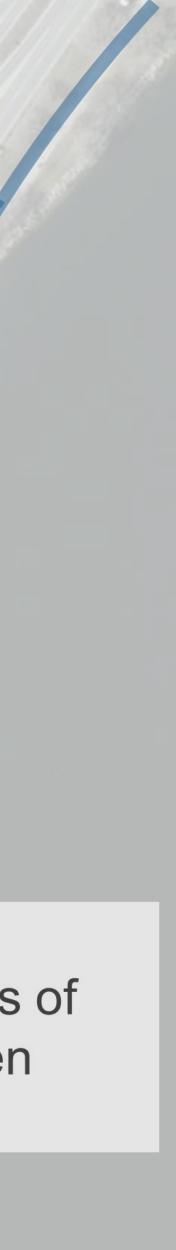
Bike/Ped Underpass of John Nolen Drive

1000

Recommended for **Further Study**

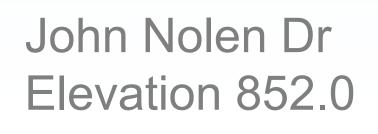
Trai

City





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

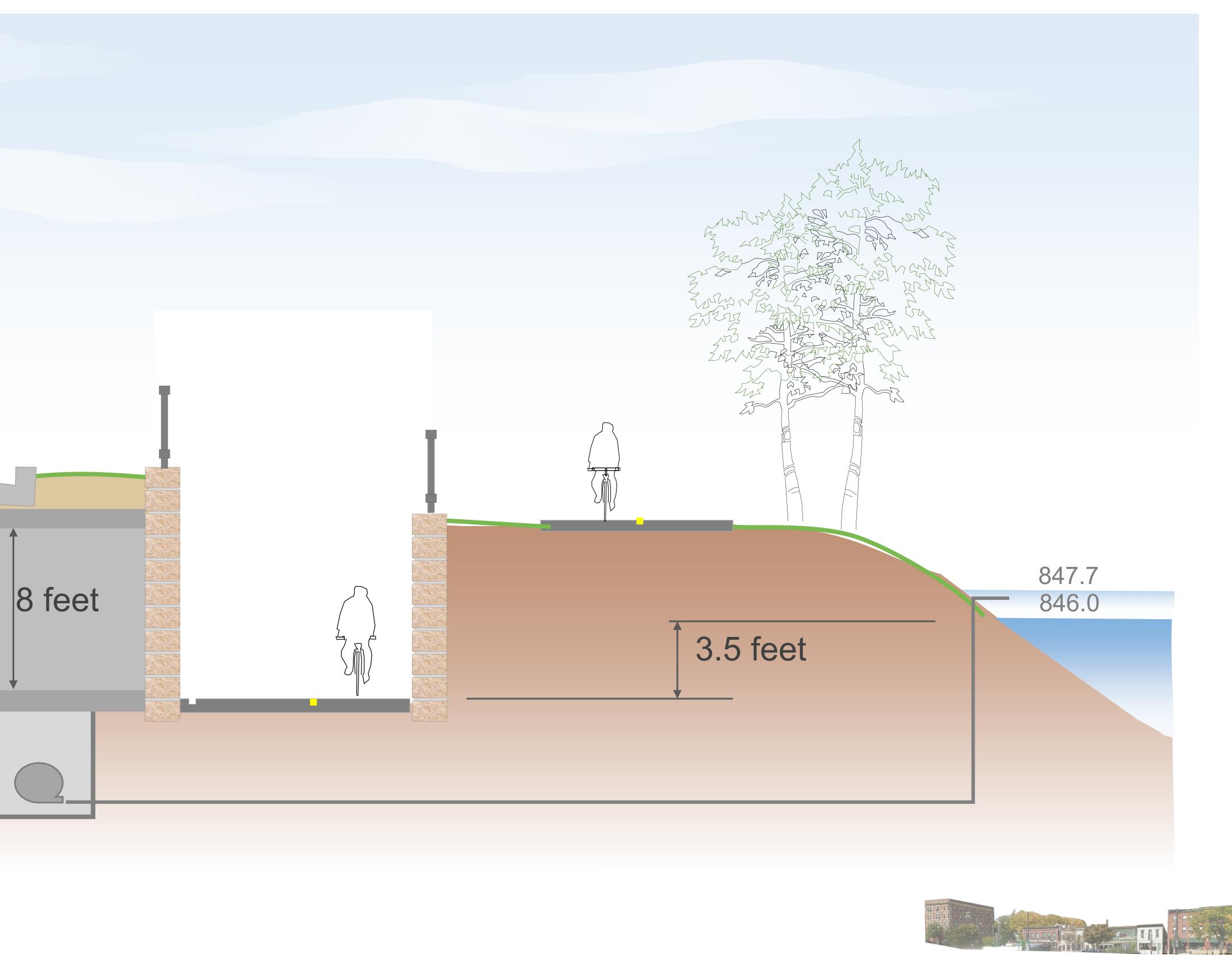




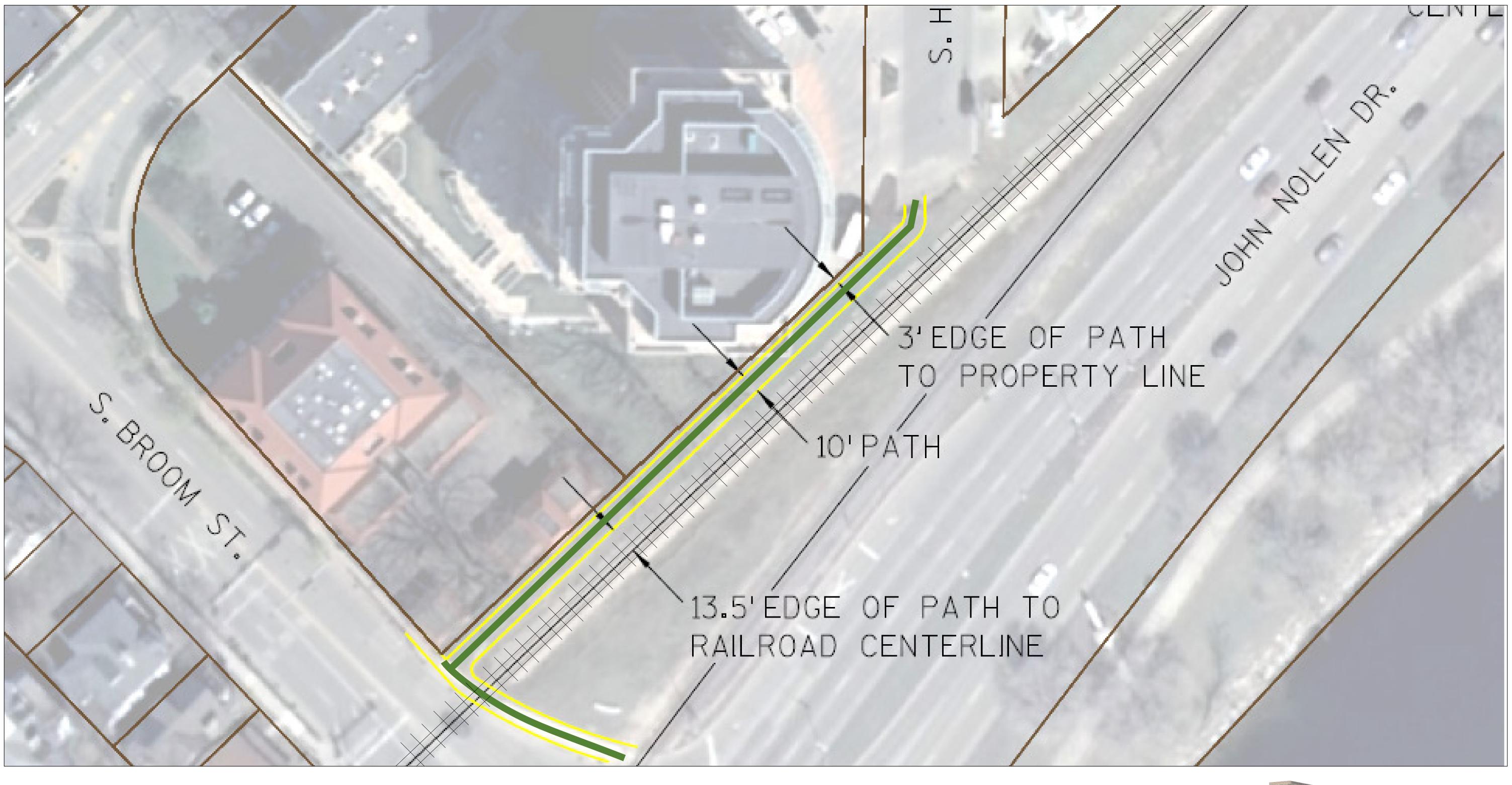
Underpass Elevation 842.5







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

Phase 1 – Needs & Alts Development

- PIM # 1, Needs and Priorities
- Range of Alternatives
- Alternatives Pros and Cons

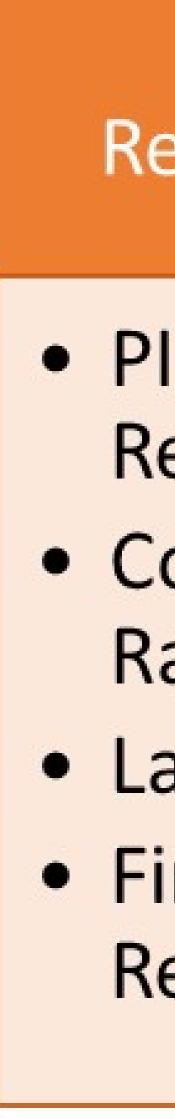
Oct.'16-Mar.'17



Phase 2 – Alternatives Refinement

- PIM # 2, Range of Alternatives
- Refined Alternatives
- Preferred Combinations





Phase 3 -Recommendations

• PIM #3, Draft Recommendations Conceptual Layout, Range of Costs Layout Refinement • Finalize Recommendations

> Jun.'17-Jul.'17

Blair Street and John Nolen Drive Corridor Study



Public Involvement Meeting #2 Overview of Exhibits





