

# 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





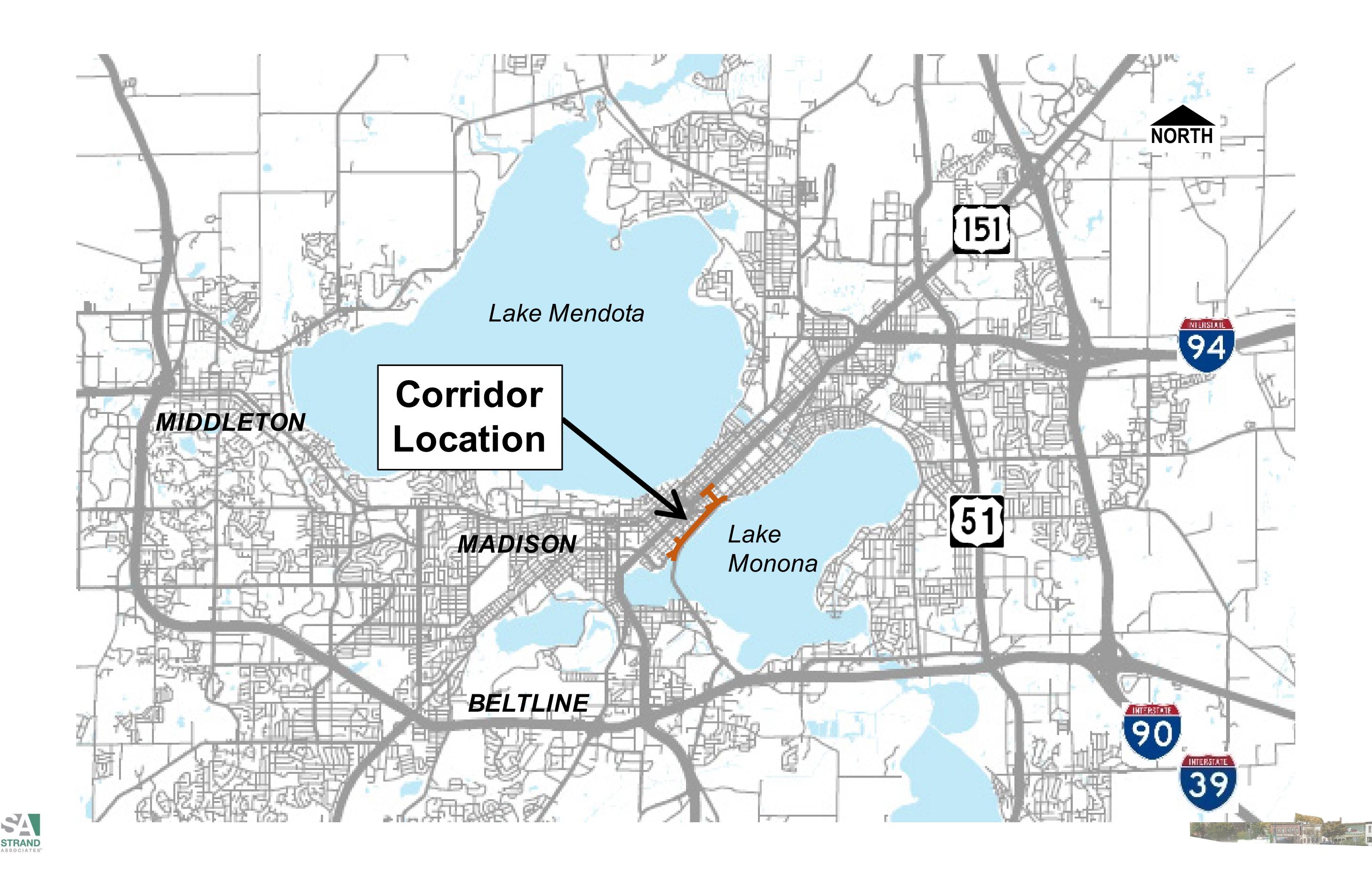
# **Study Corridor and Reasons for Study**







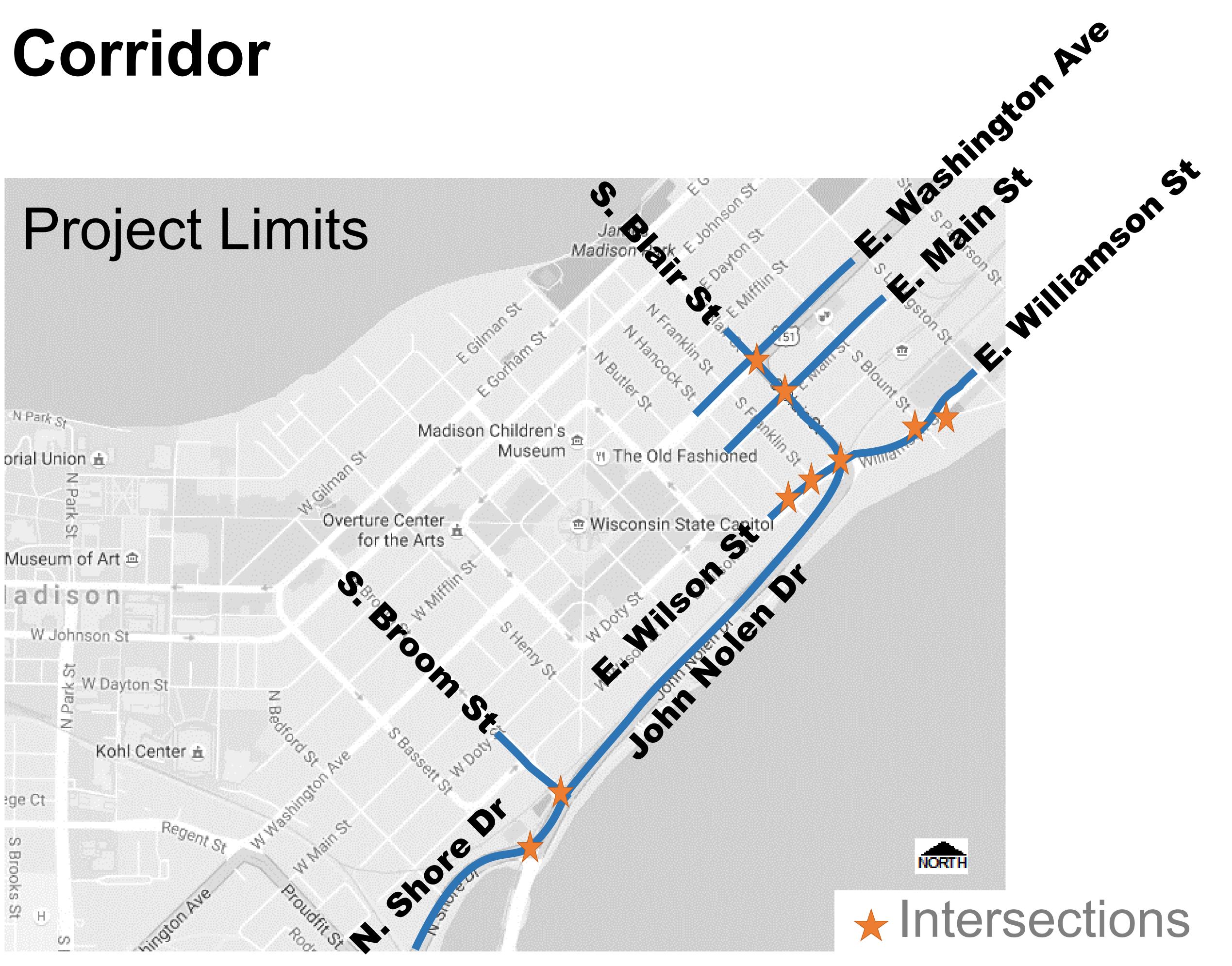
# Project Location







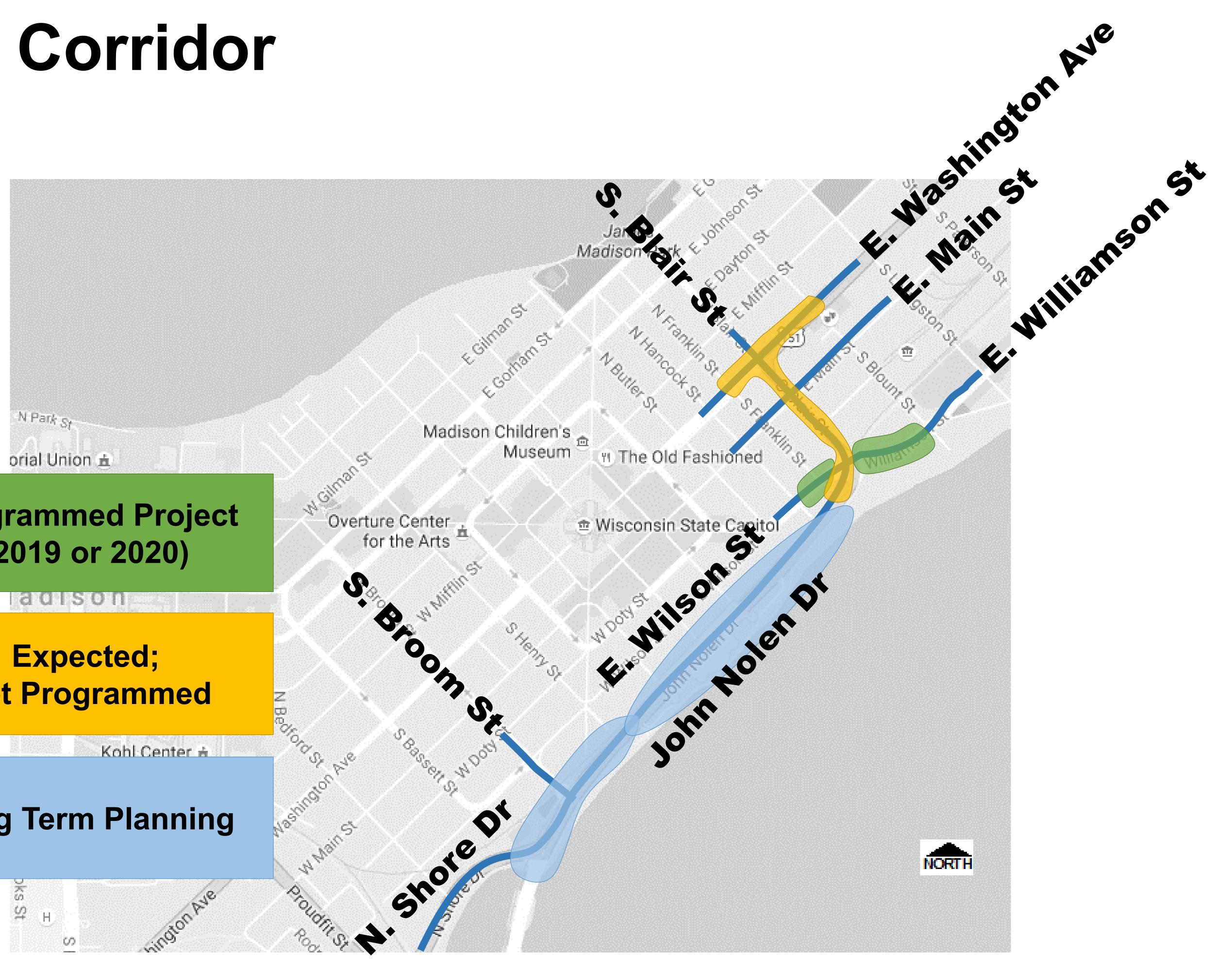
# Study Corridor





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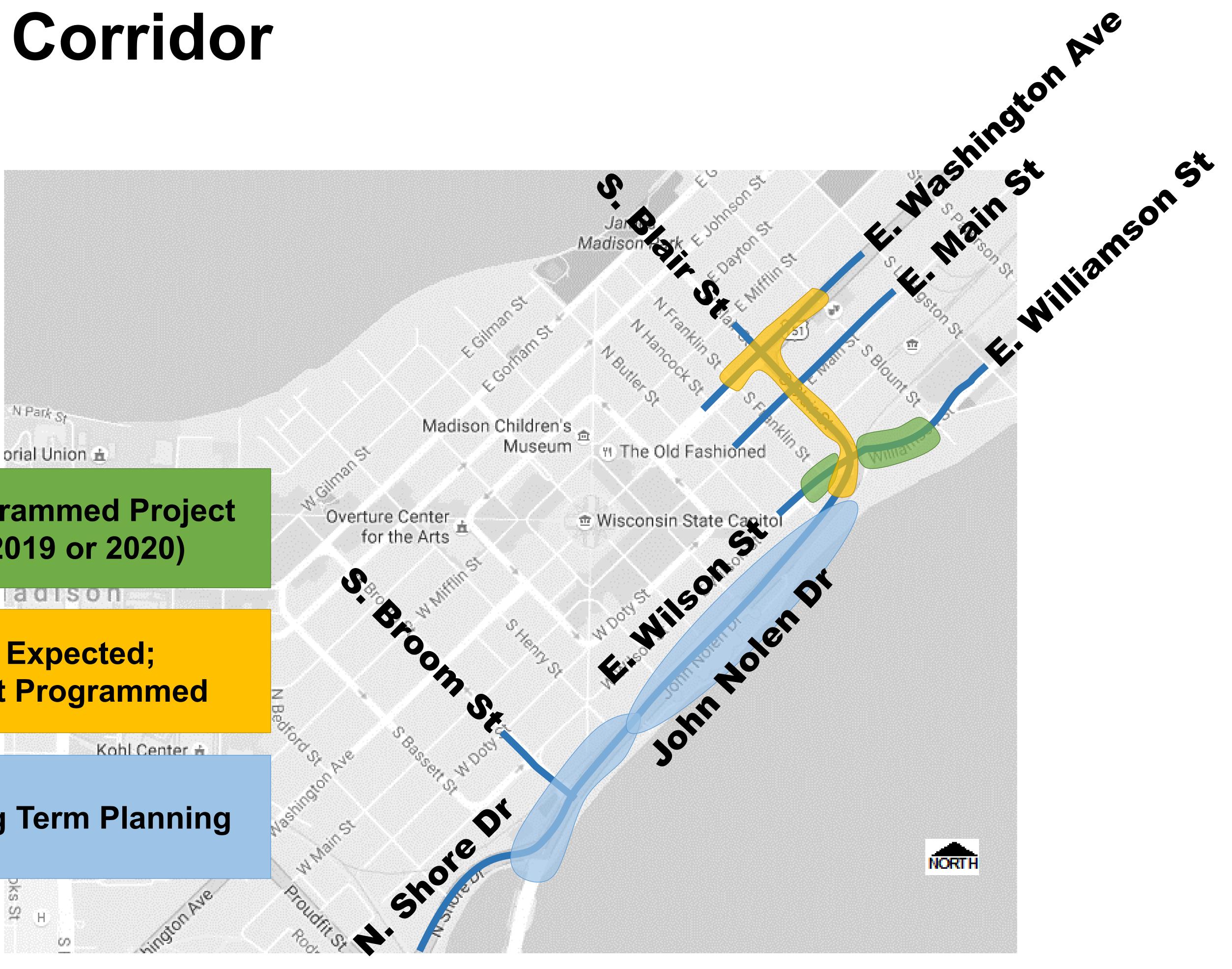
# Study Corridor



#### **Programmed Project** (2019 or 2020)

# **Not Programmed**

#### Long Term Planning





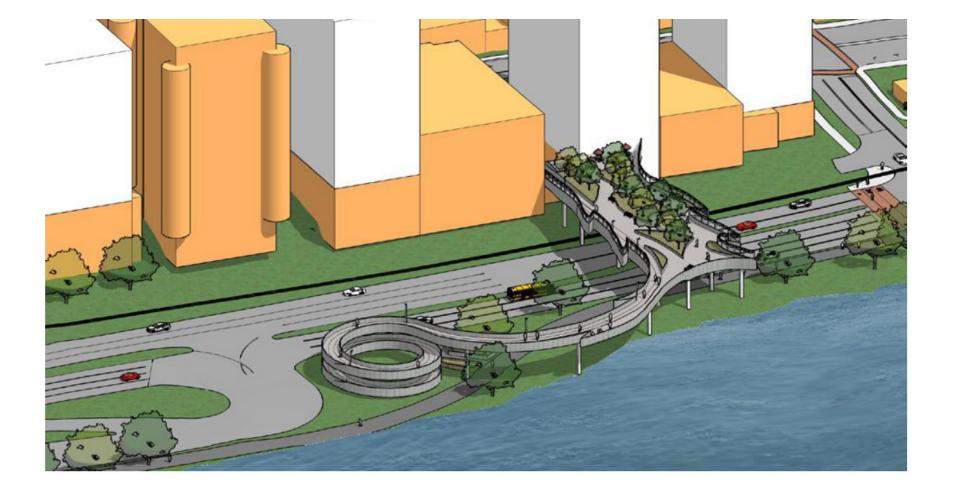


### **Overview of Ideas**

#### South Capitol Transit Oriented Development Study





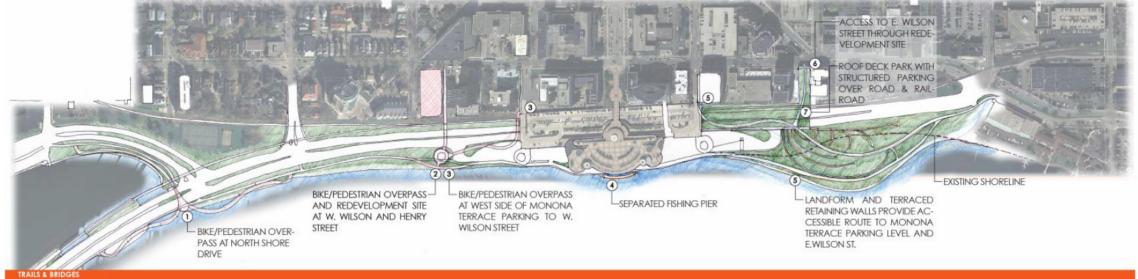


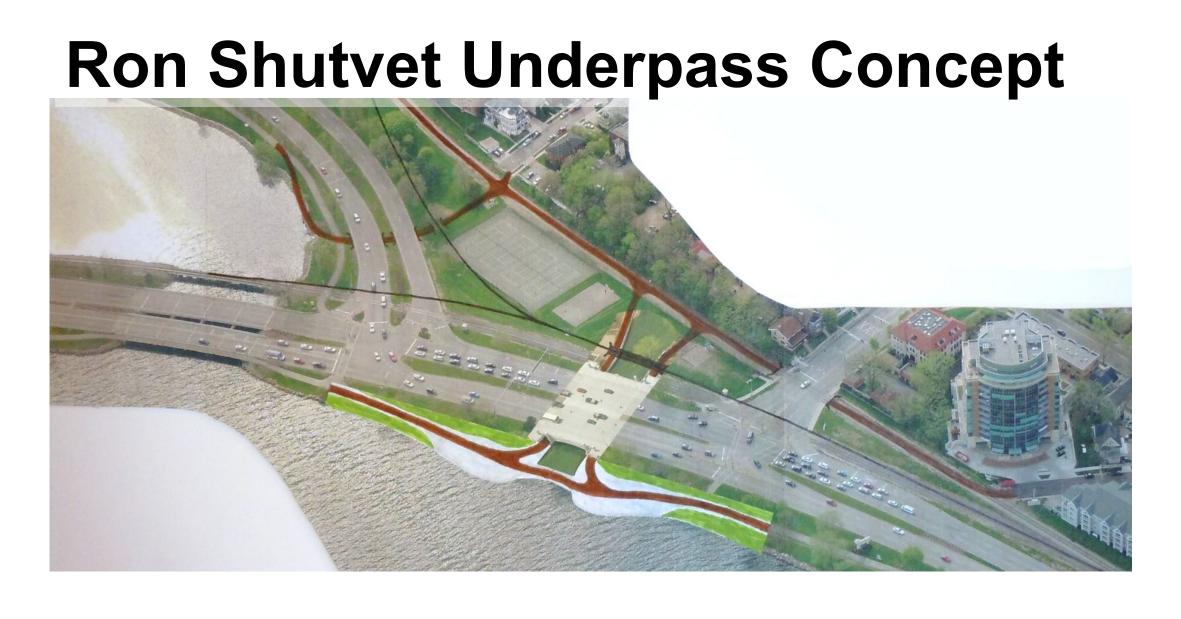


#### **Kenton Peters**

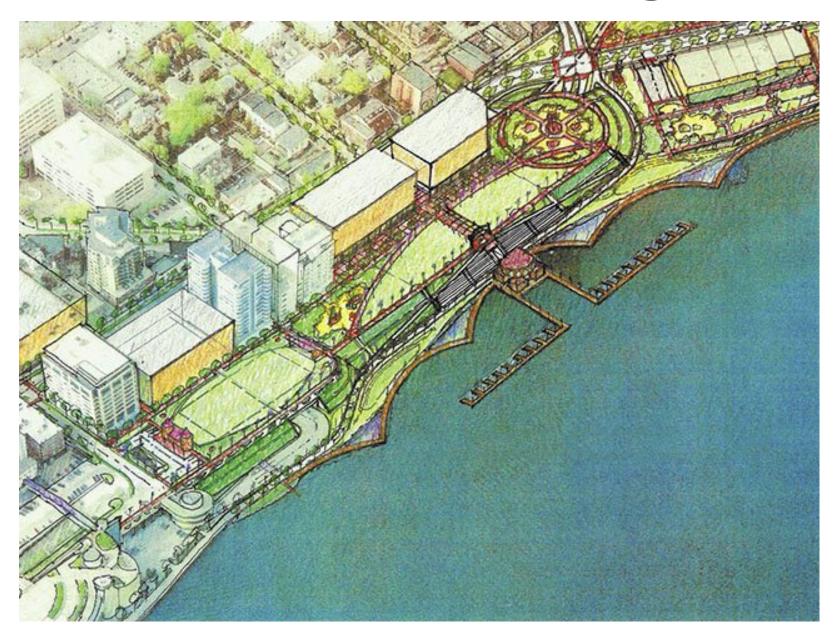


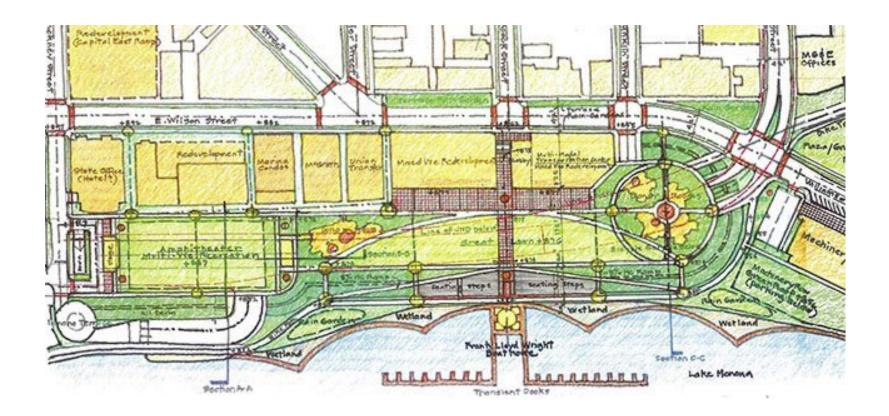
#### Ken Saiki Law Park Concept





#### Madison Design Professionals Workgroup







# John Nolen/Blair/Wilson/Williamson Area







# **Blair/Williamson Intersection Expressed Needs**

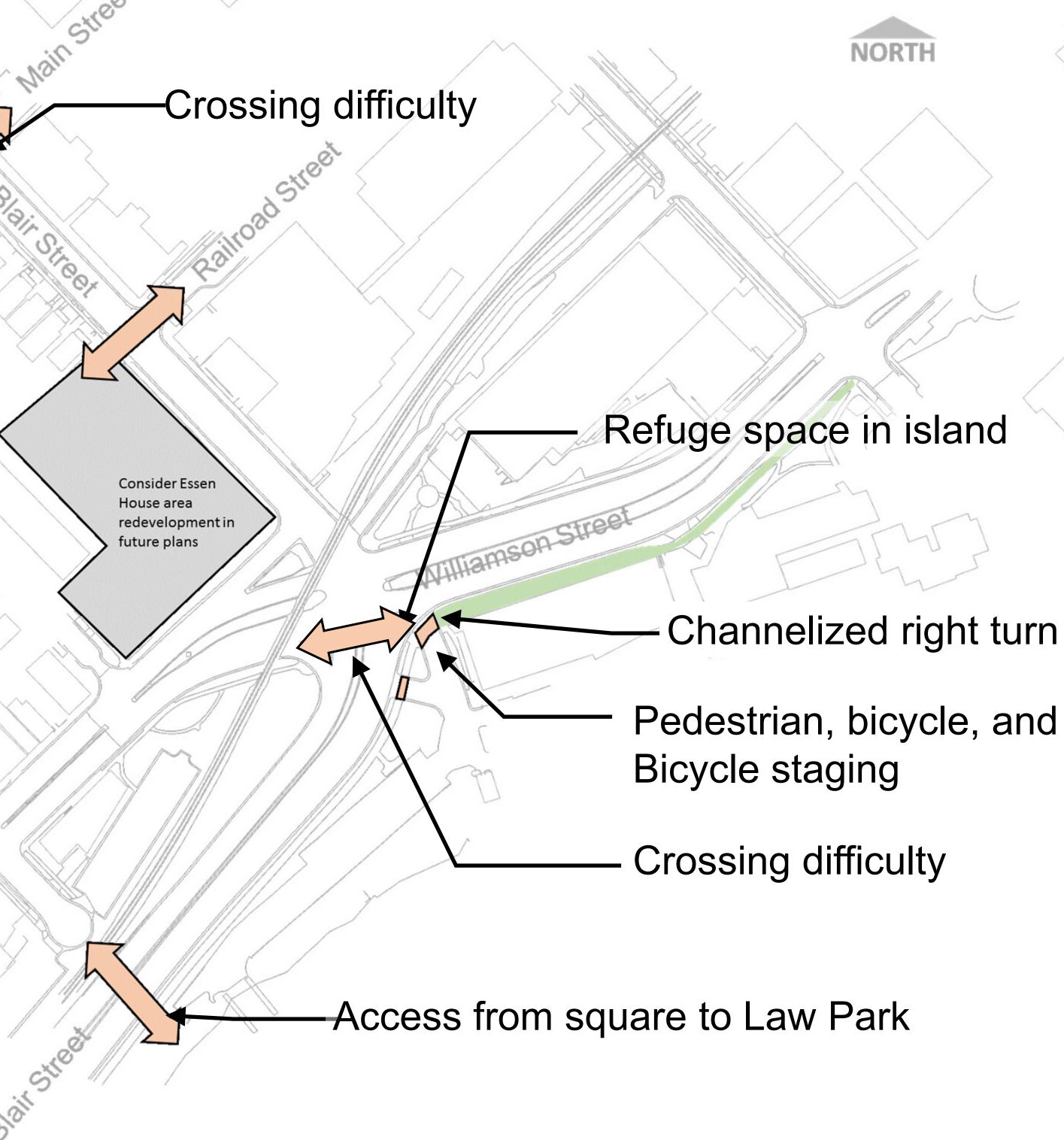
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 Barrier Effect of Blair Street and John Nolen Drive for Pedestrians and Bicycles Need for Modifications to Capitol City Trail from Blount to John Nolen Drive

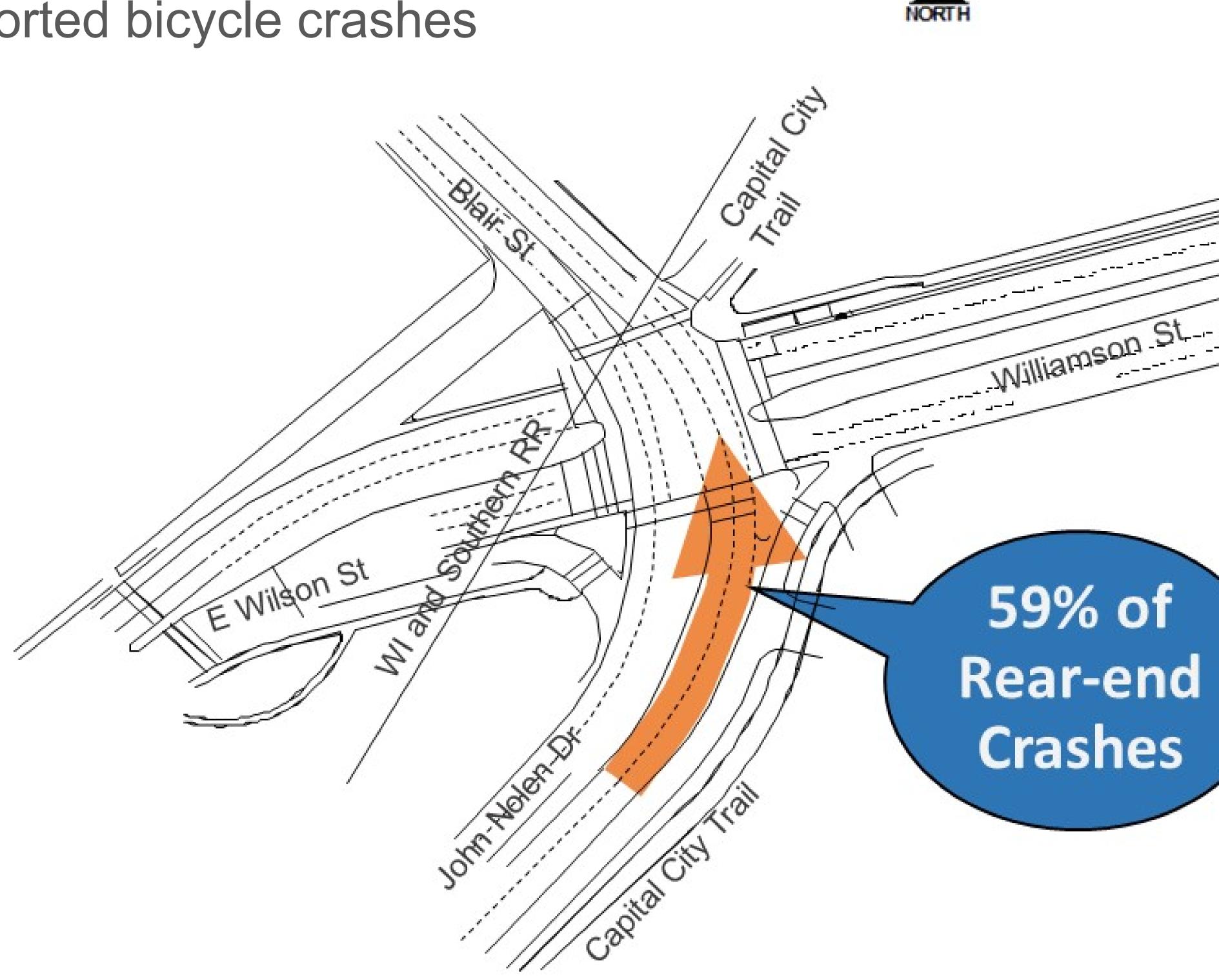


Pedestrian, bicycle, and motor vehicle conflicts



# **Blair/Williamson Intersection Crash Concerns**

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

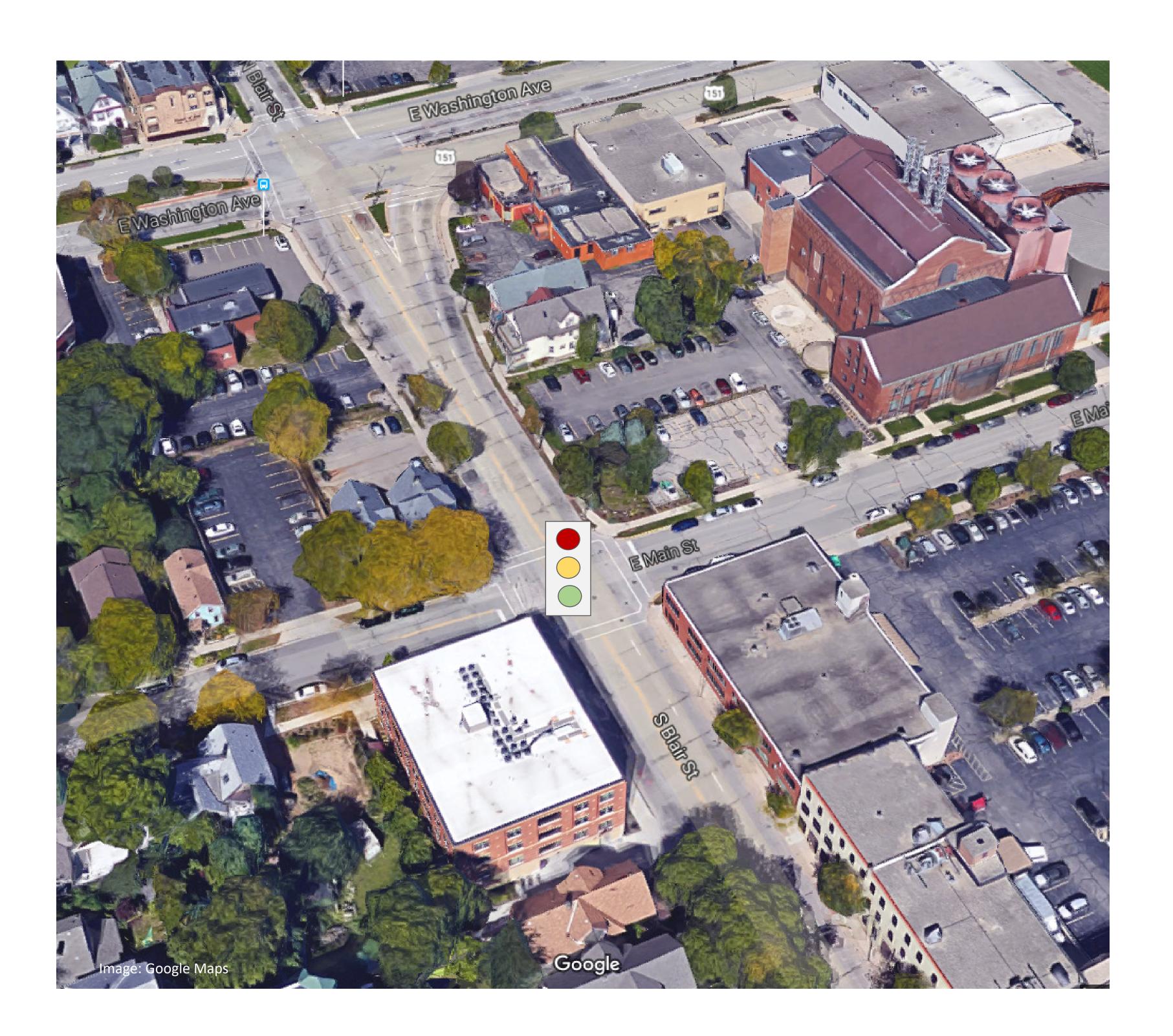




# • 46/92 (50%) were rear-end collisions (lack of left-turn bays)

### **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

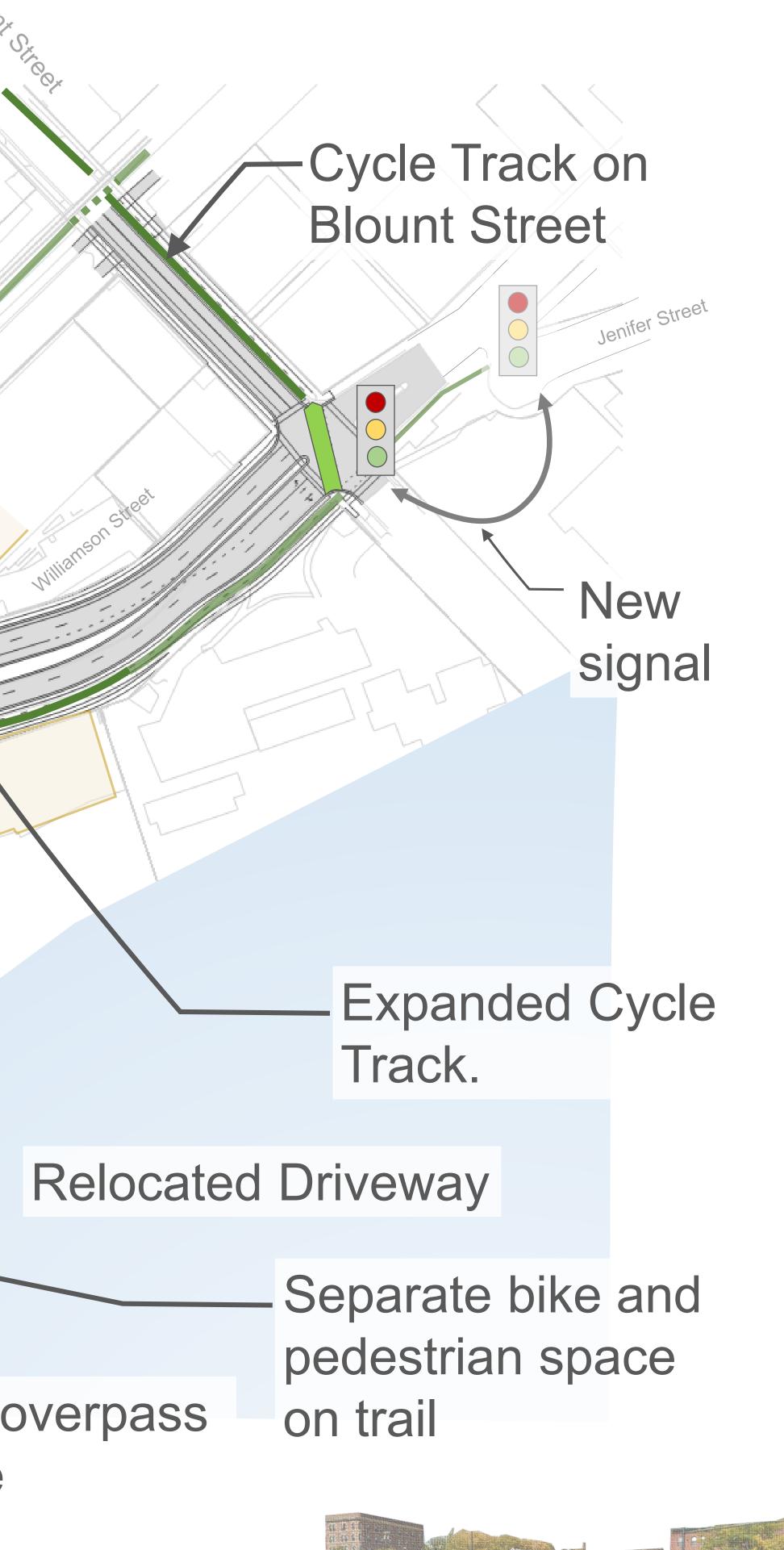






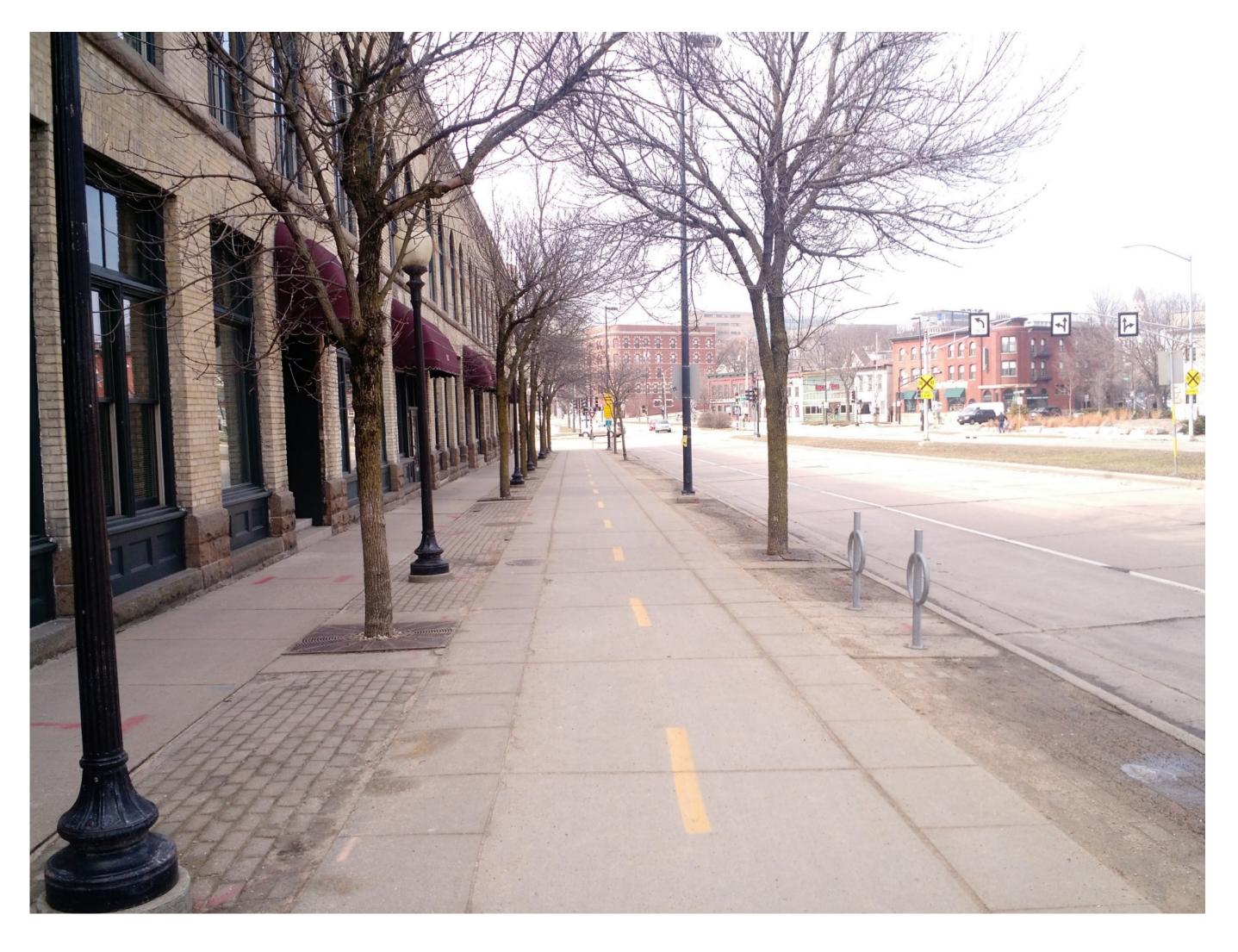
#### • Provide alternate Capitol City Trail route along Williamson Street and Blount Street, crossing diagonally at a new Blount Street signal.

A future pedestrian overpass of John Nolen Drive



# **Bike Routing Options**

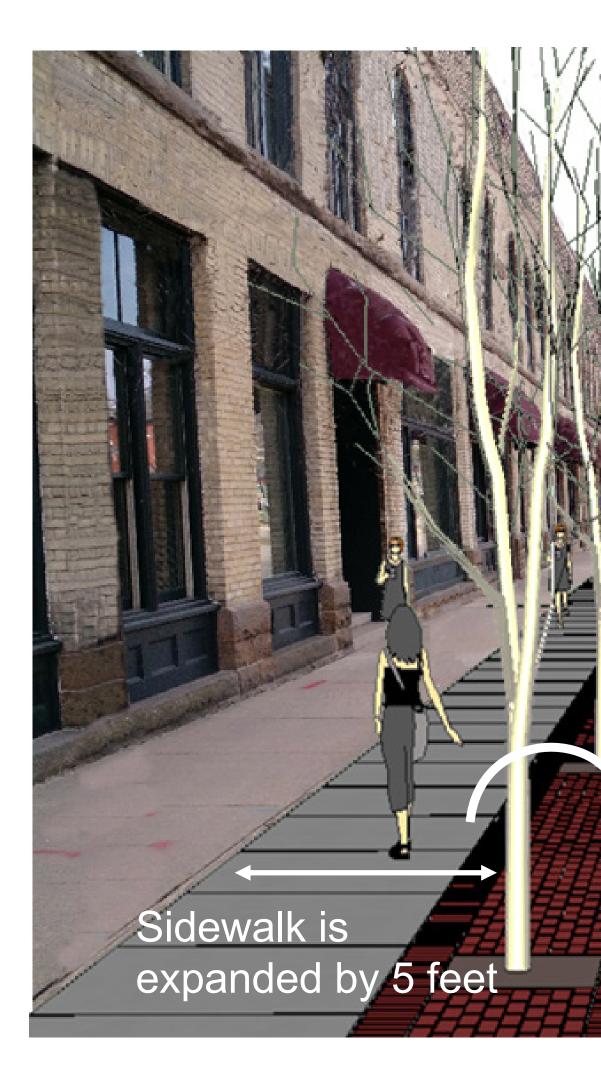
Street.



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.

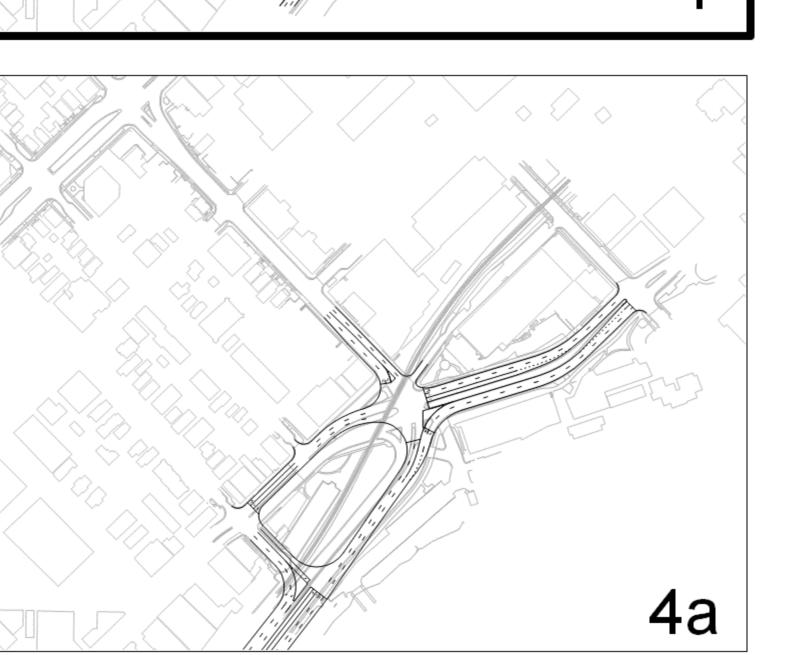
Existing Ash trees are removed. New trees planted at edge of expanded sidewalk.

#### **Expanded Pedestrian Area**

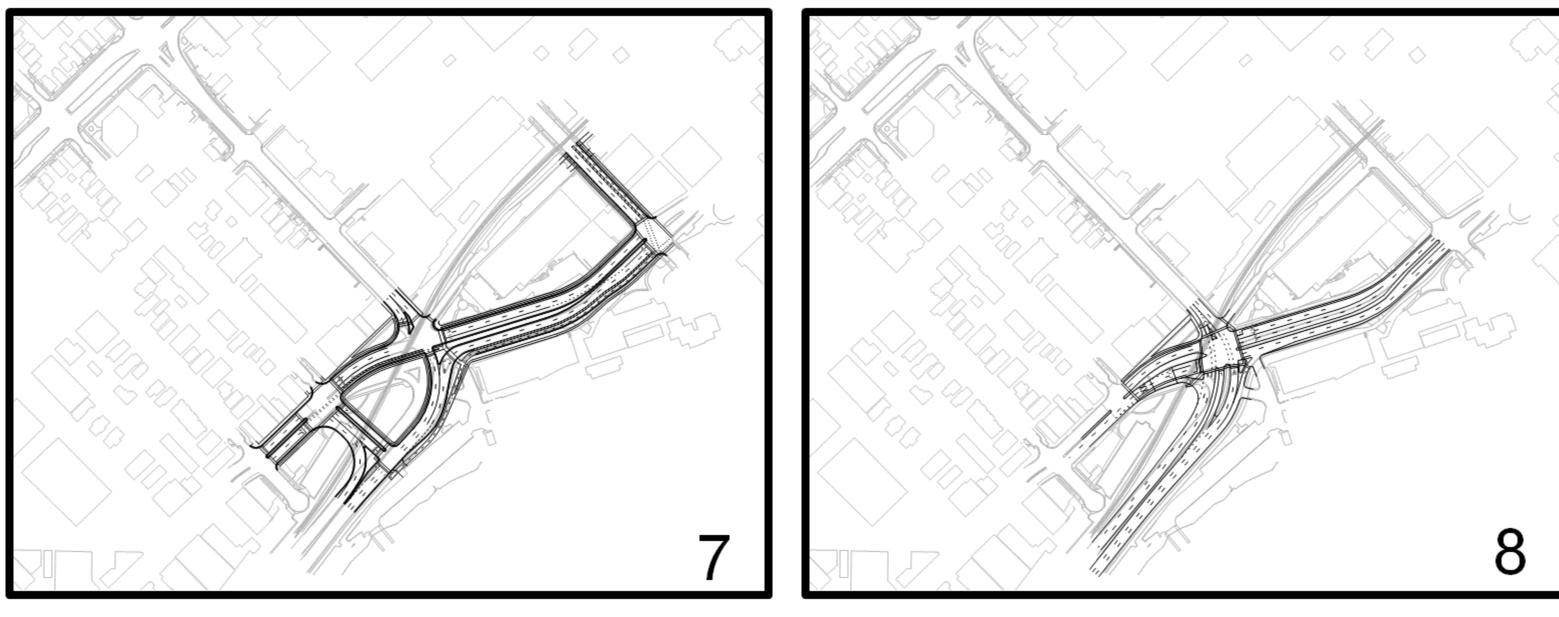


# Multiple Motor Vehicle Options Reviewed



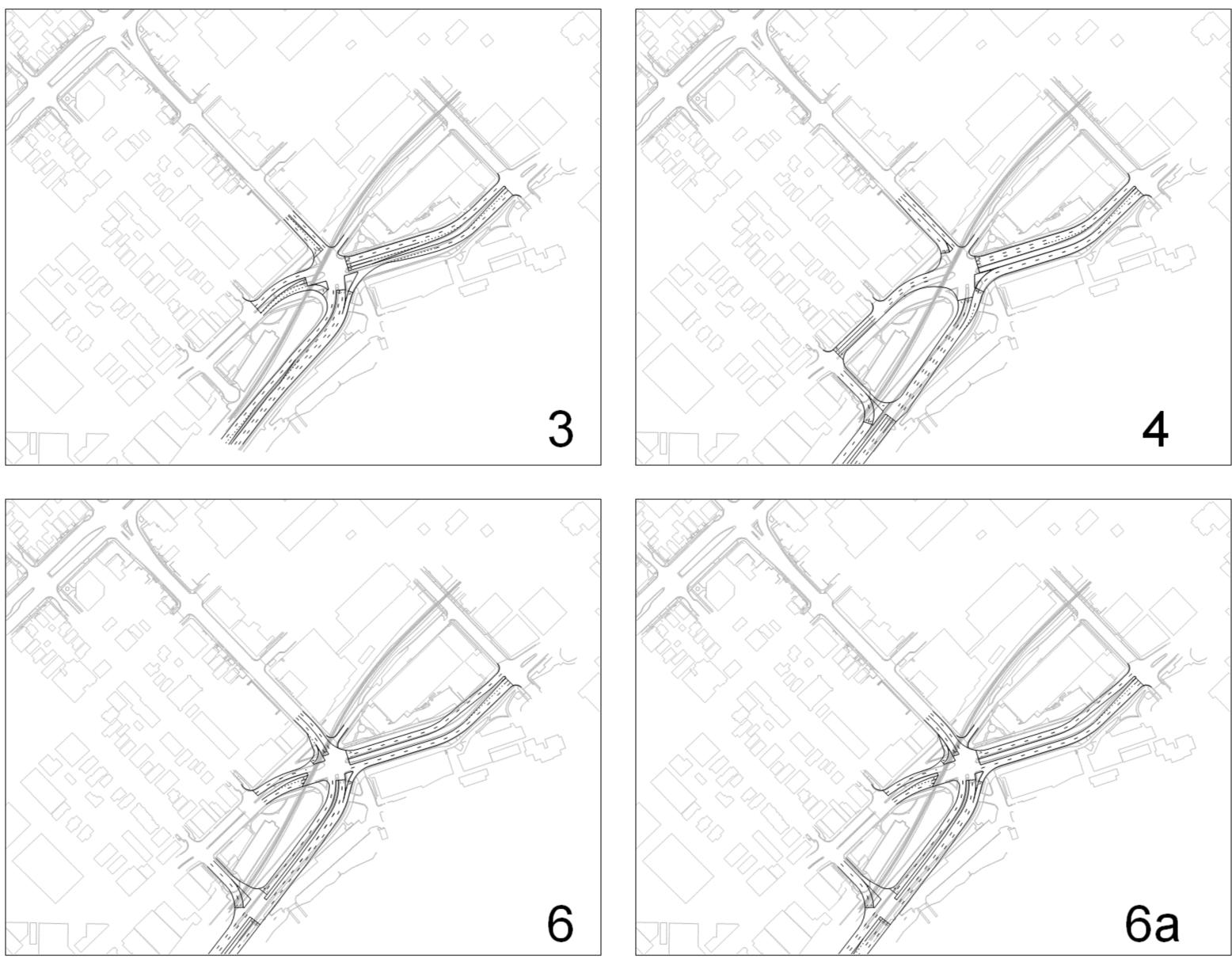


















#### Recommended for Further Study

Nilson





### Alt 7 Circulator

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





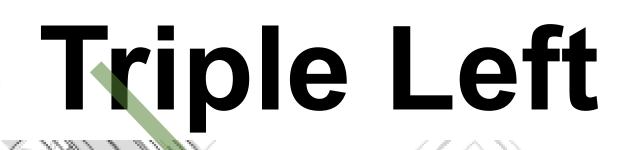


#### Not Recommended for Further Study



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







### Alt 9 One-way Couplet



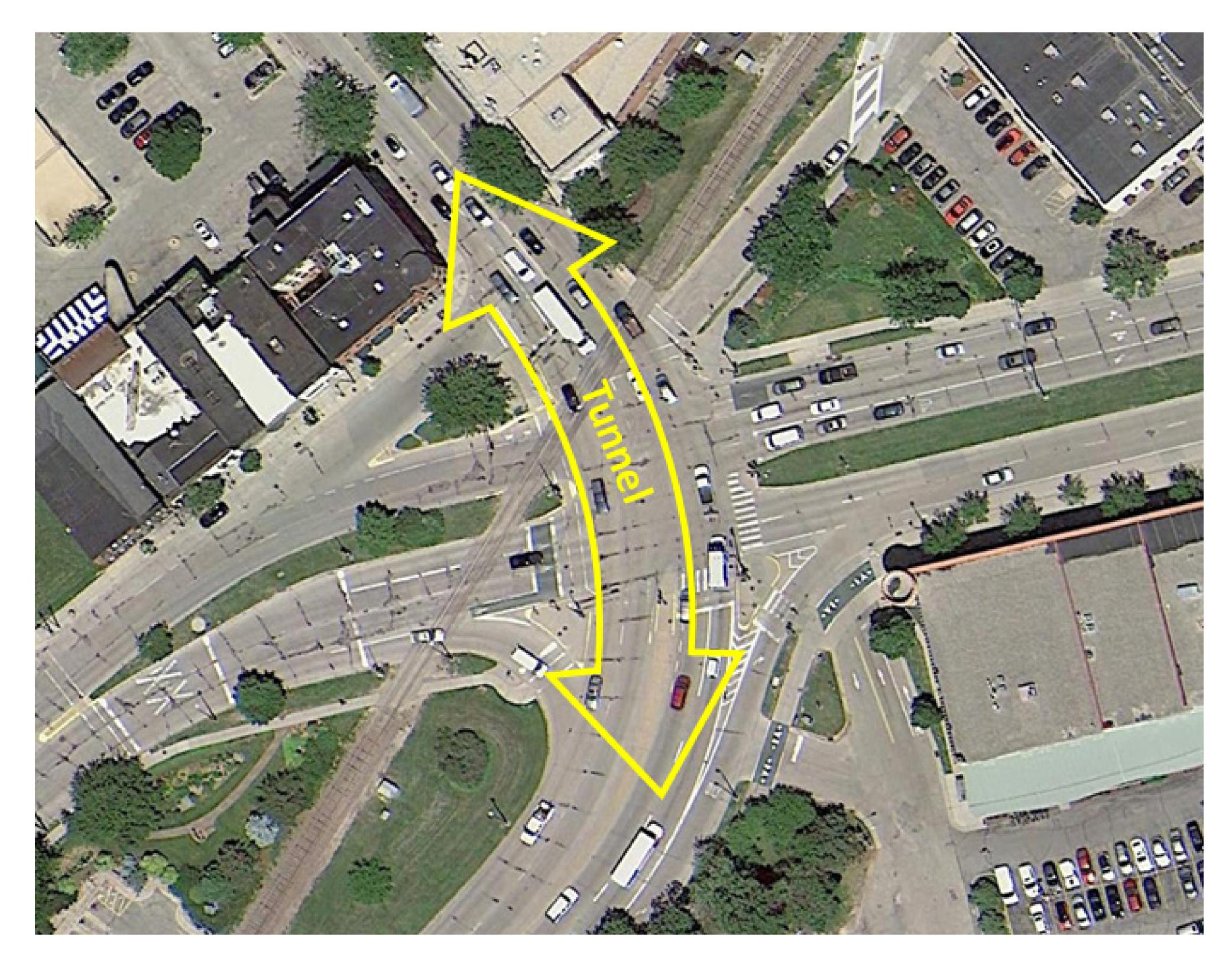






# **Tunnel Concept and Constraints/Challenges**

#### Concept



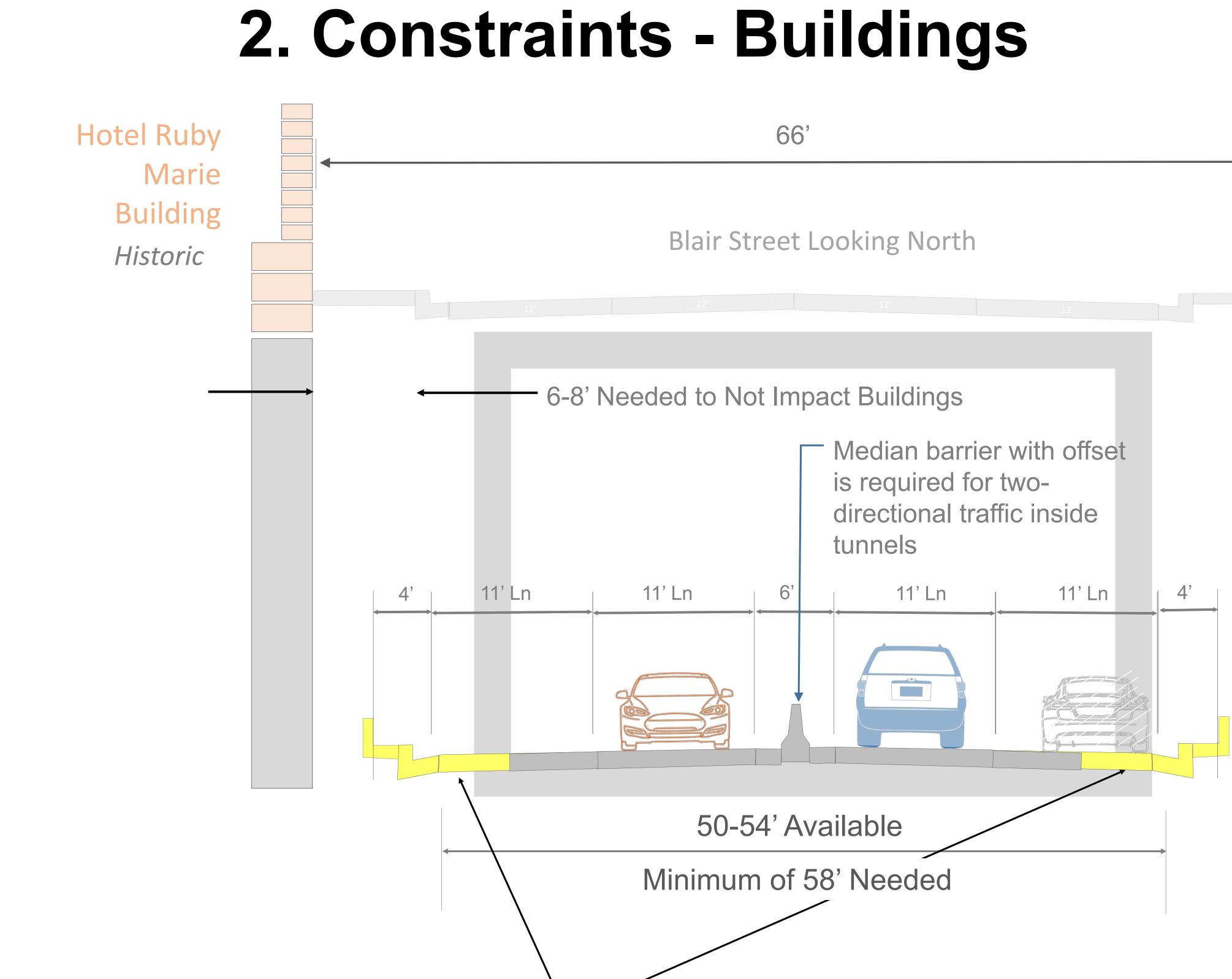








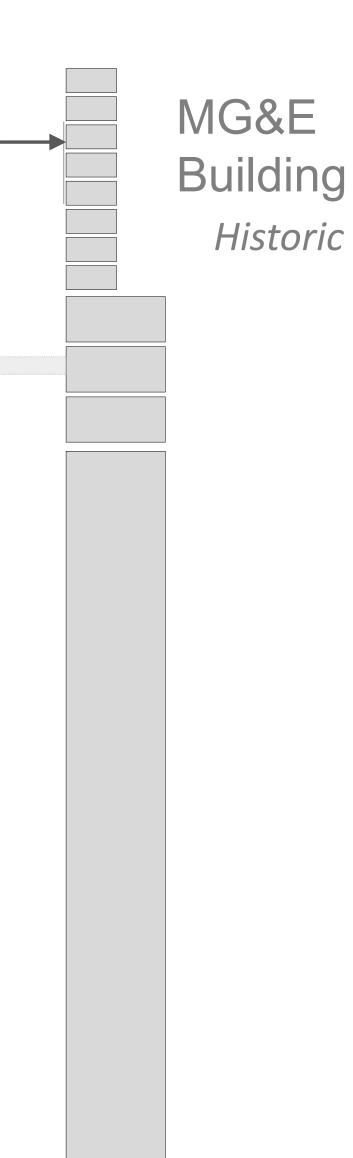
# John Nolen/Blair/Williamson/Wilson Tunnel Alternative





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

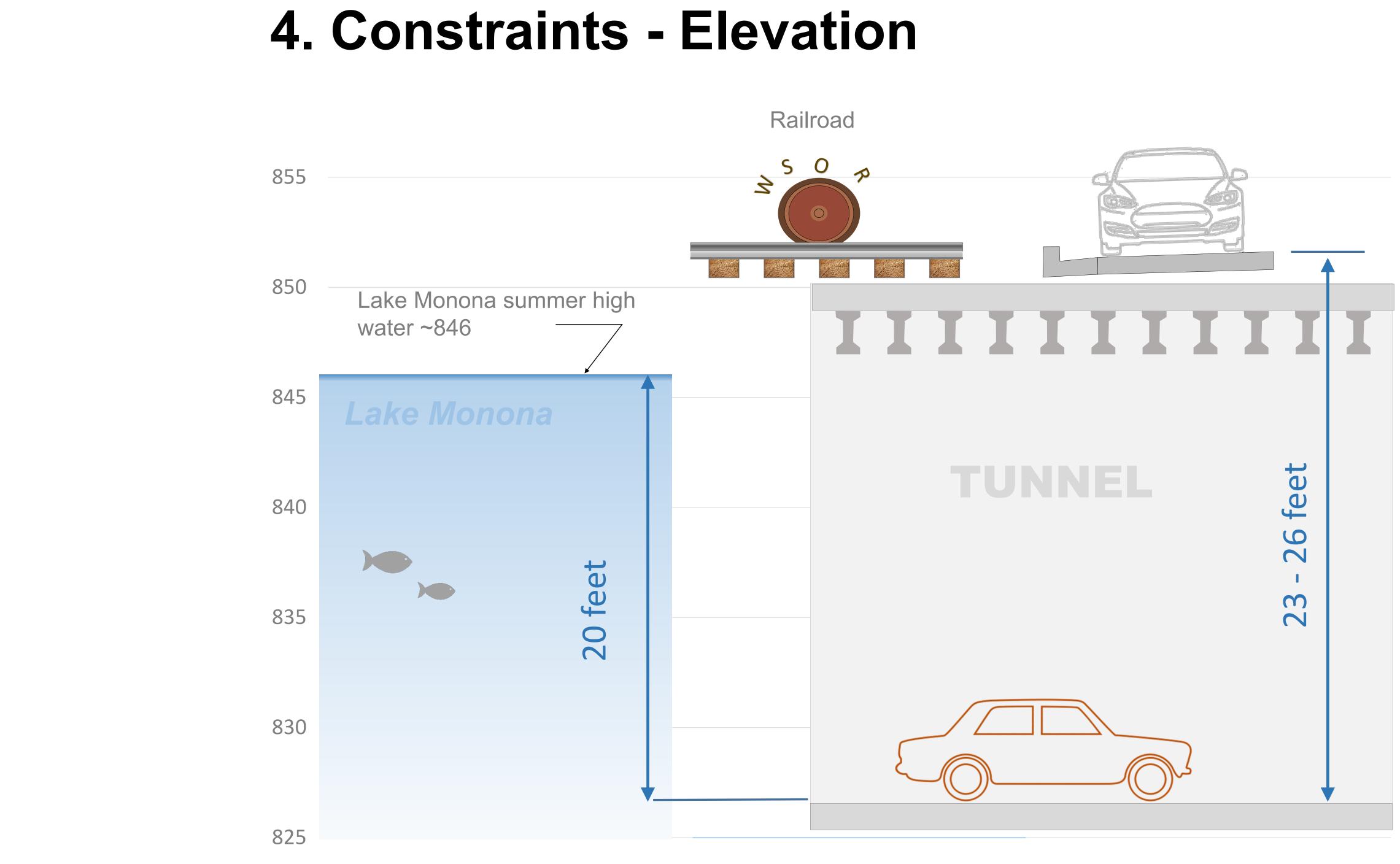
Not enough space for 4 lanes





### John Nolen/Blair/Williamson/Wilson Tunnel Alternative

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







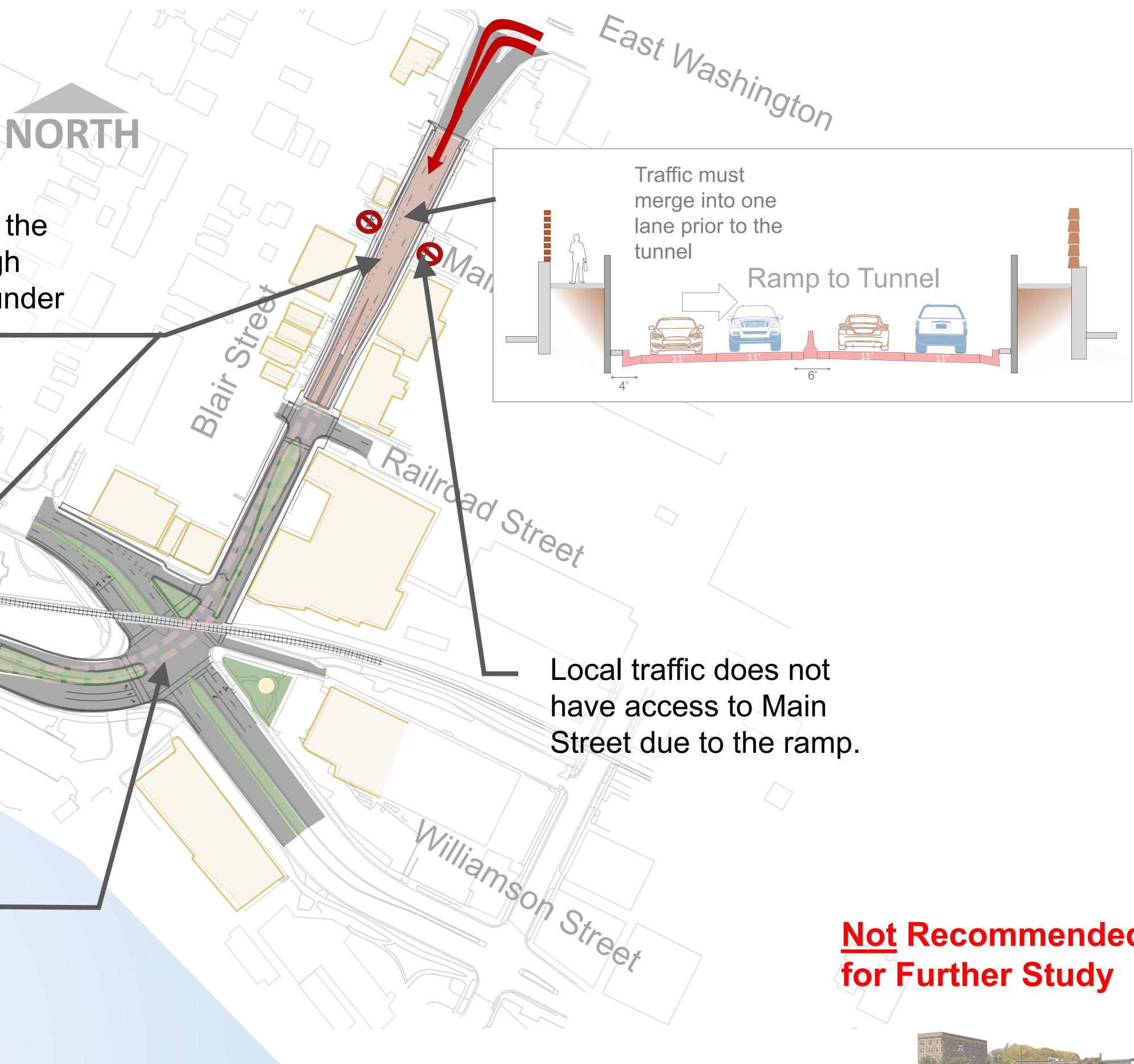
# **Tunnel Layouts and Profile Option 2**

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

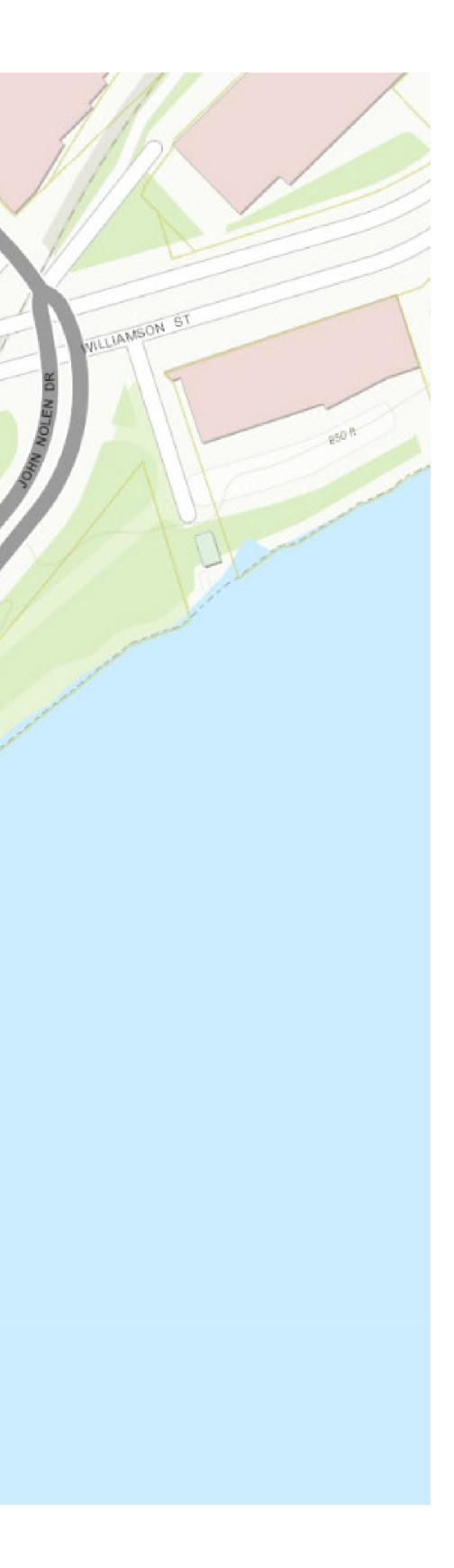
City County Building



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

NORTH

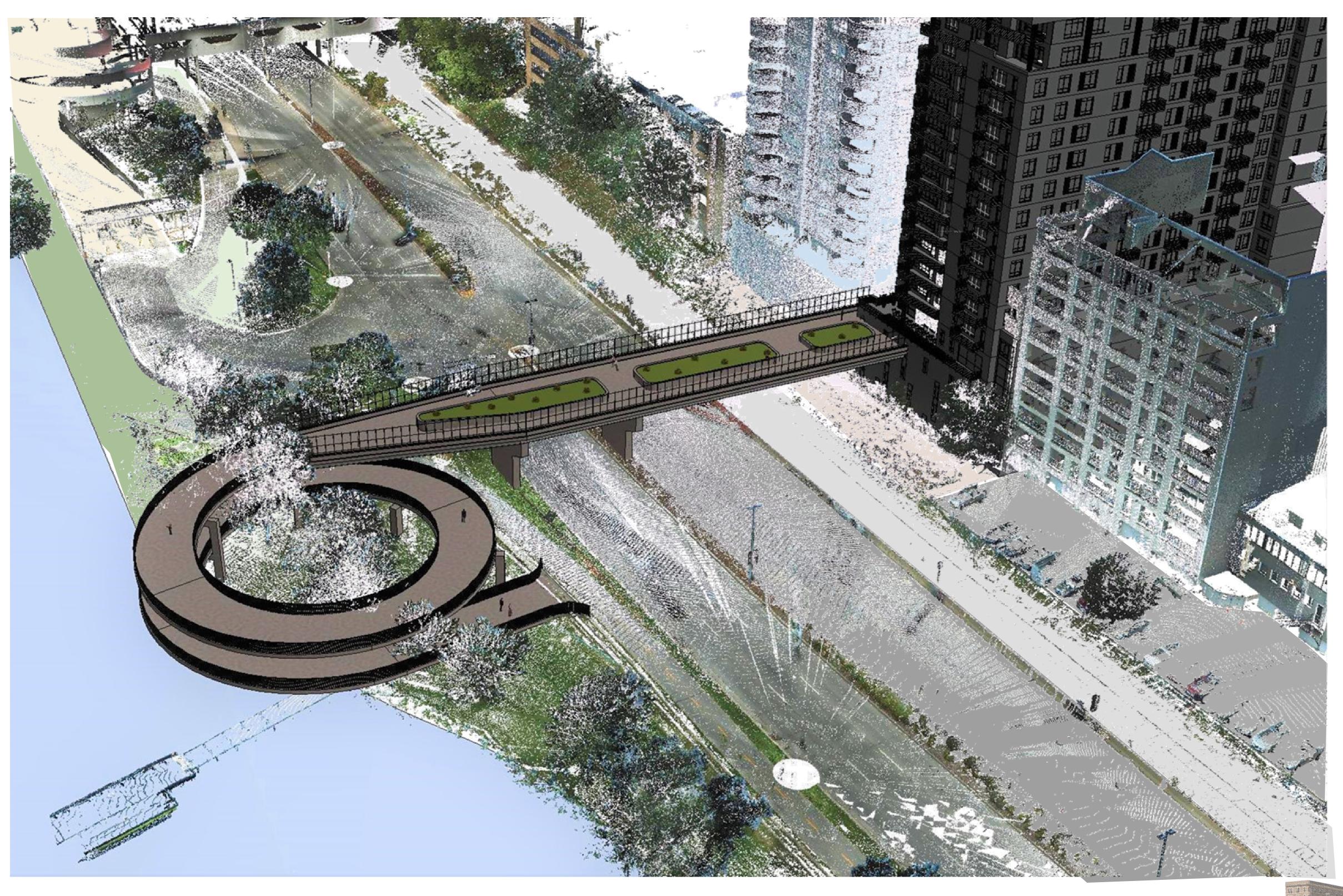






# **Pedestrian Bicycle Connection to Law Park** Rendering is shown Within Design-Level Laser Scan Survey in Realistic Location

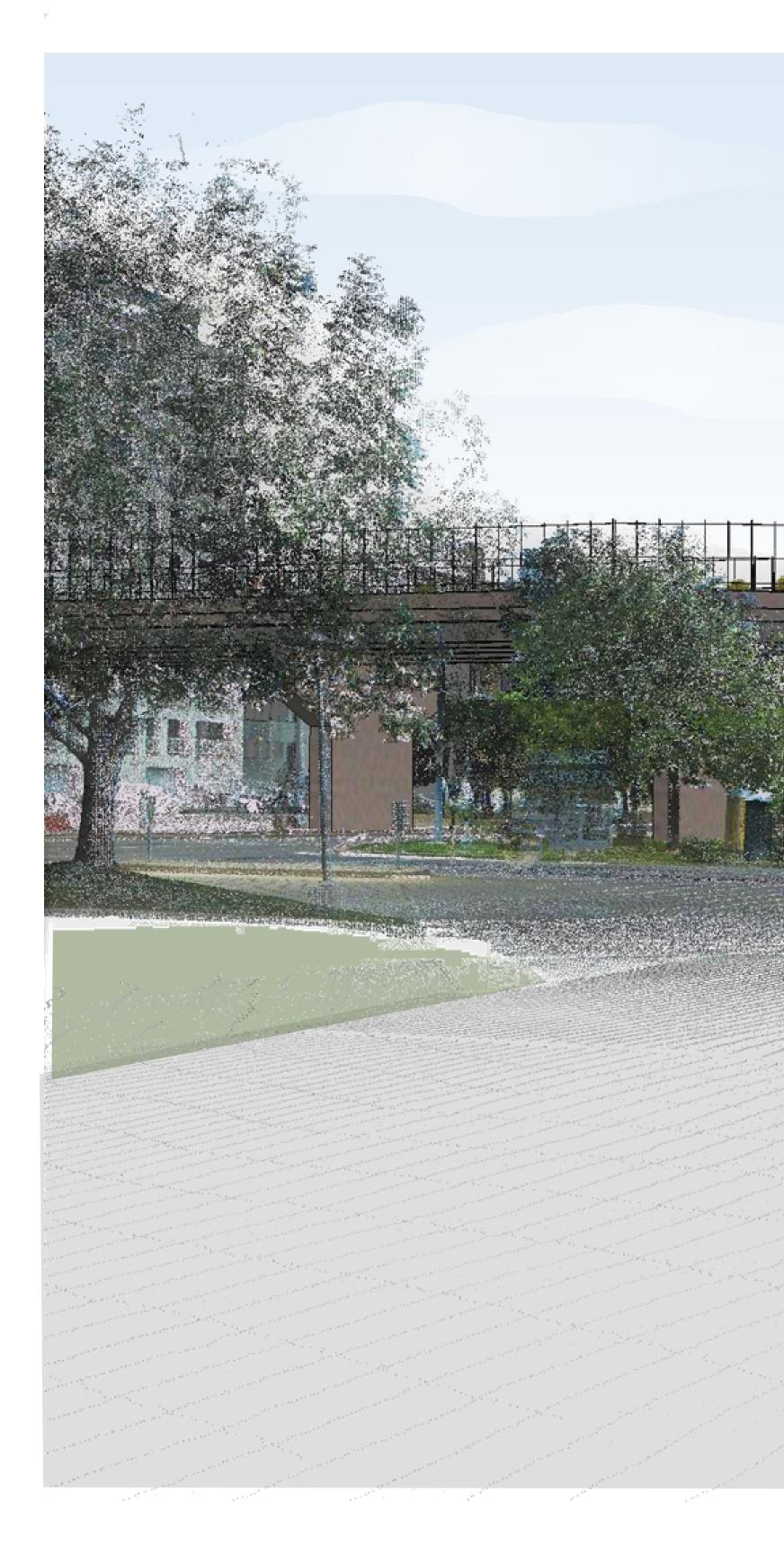
# Concept Only, Additional Design Modifications Expected





**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







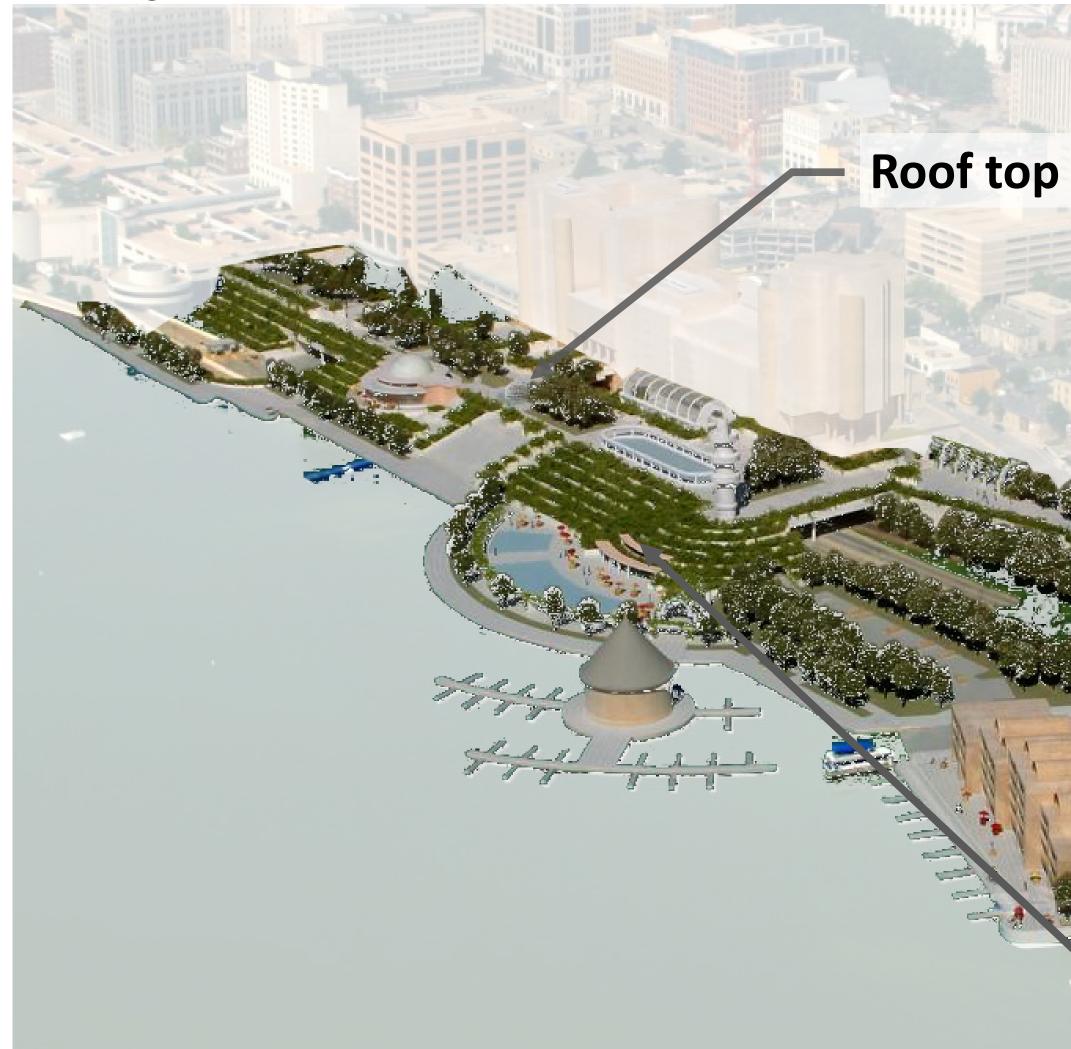
### **Pedestrian Bicycle Connection to Law Park** Rendering is shown Within Design-Level Laser Scan Survey in Realistic Location Concept Only, Additional Design Modifications Expected





#### **Kenton Peters Concept**

Looking Northwest





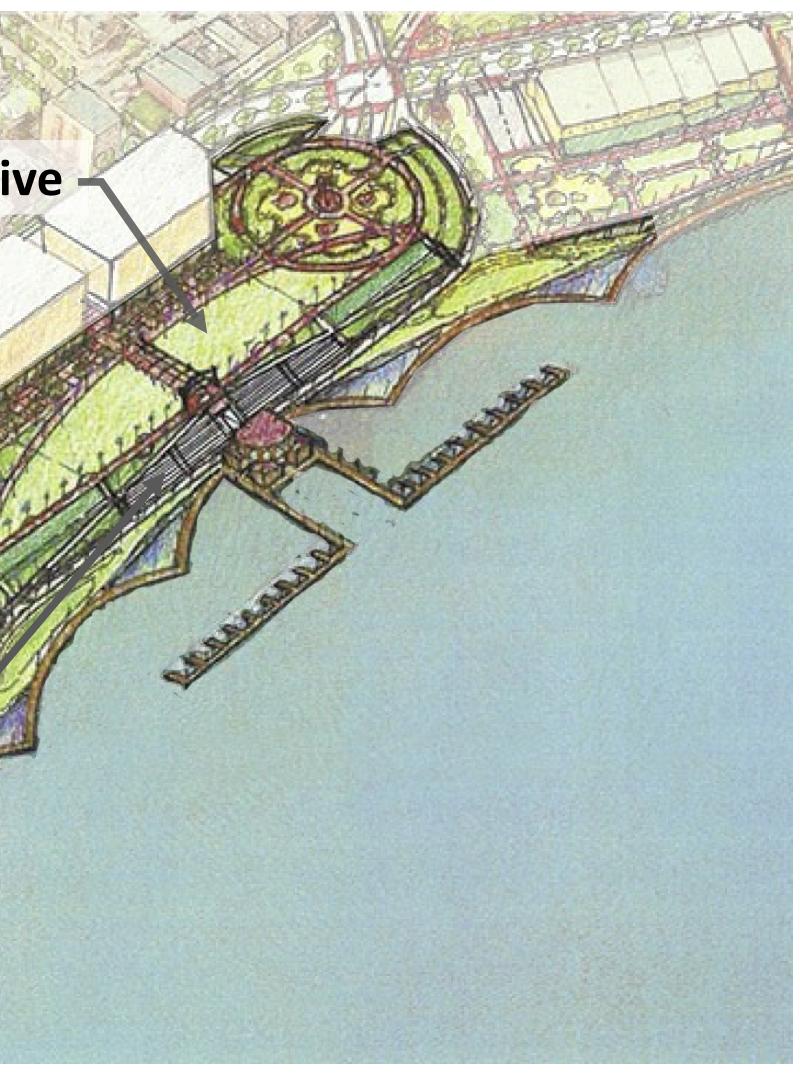
#### Madison Design Professionals Workgroup Concept

Looking Northeast

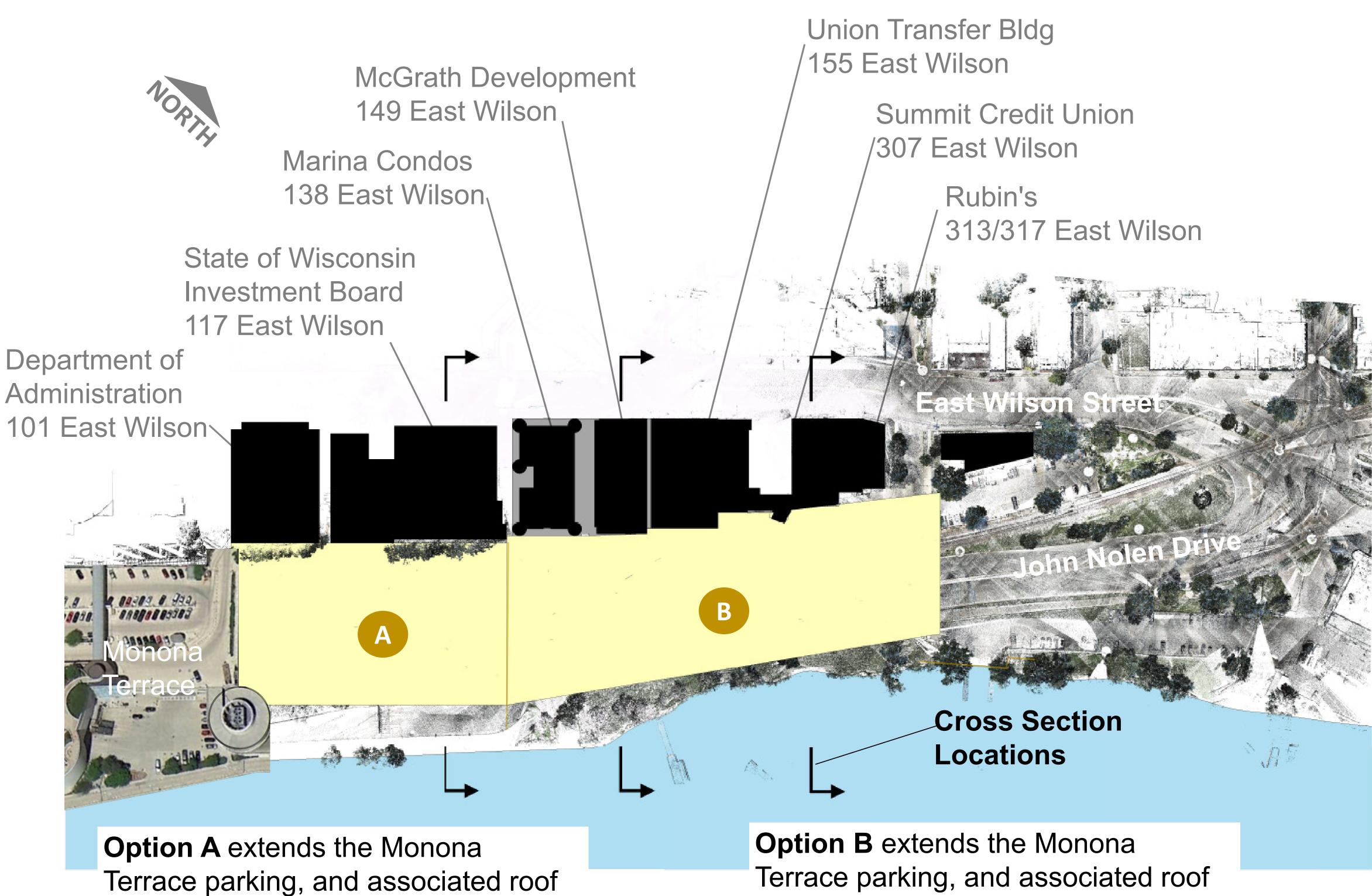
Roof top park over structured parking built over John Nolen Drive

eastwar below 1

Stepped access to Lake Monona



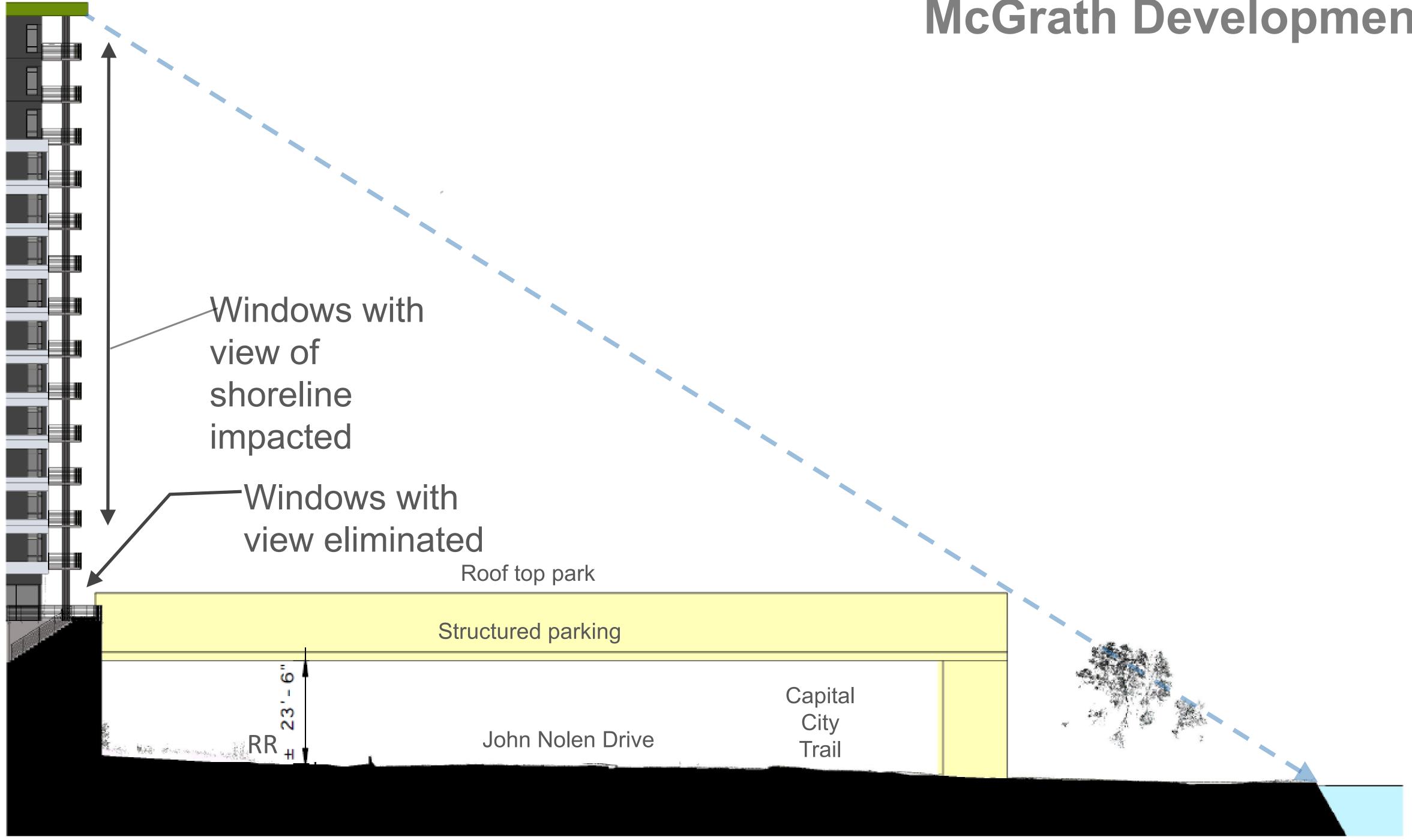




top park, to 149 East Wilson

Terrace parking, and associated roof top park beyond Hancock Street





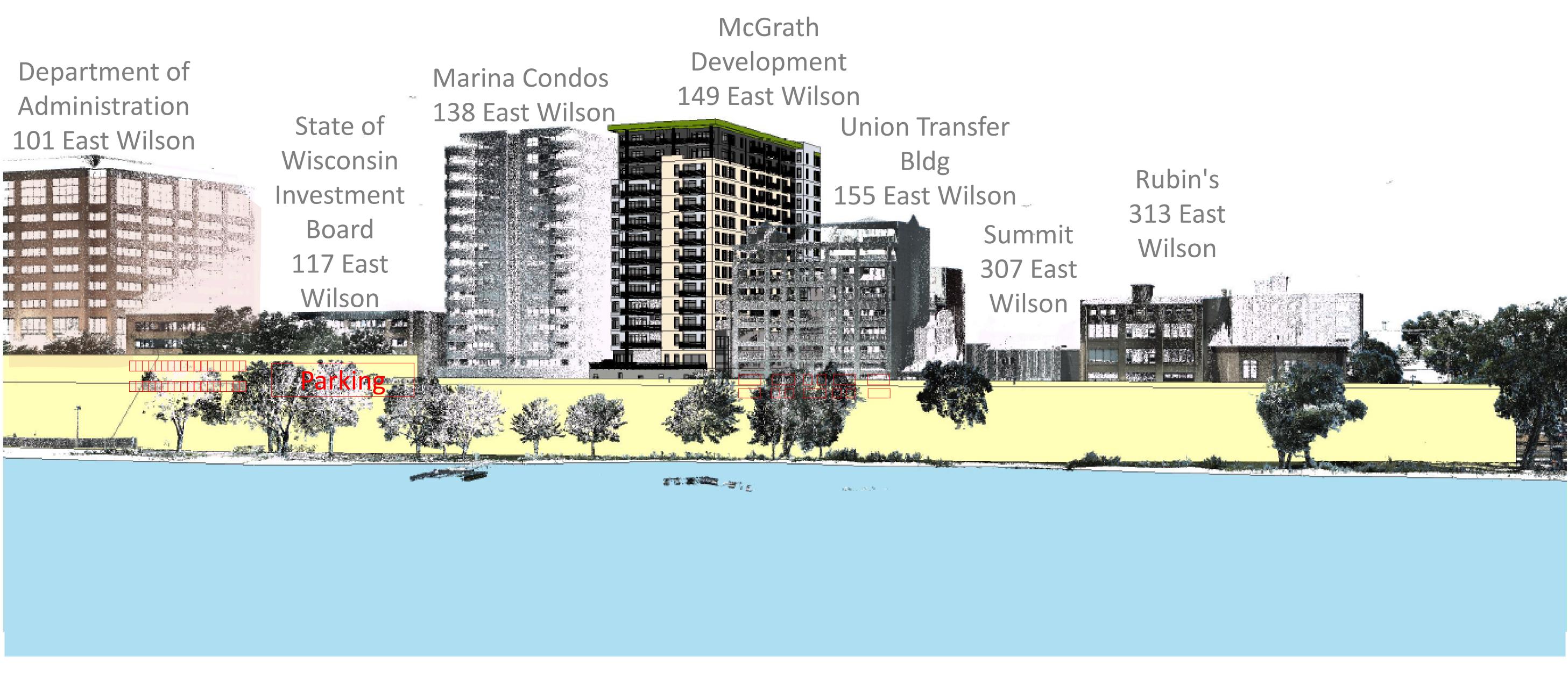


#### **McGrath Development**

#### 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** 

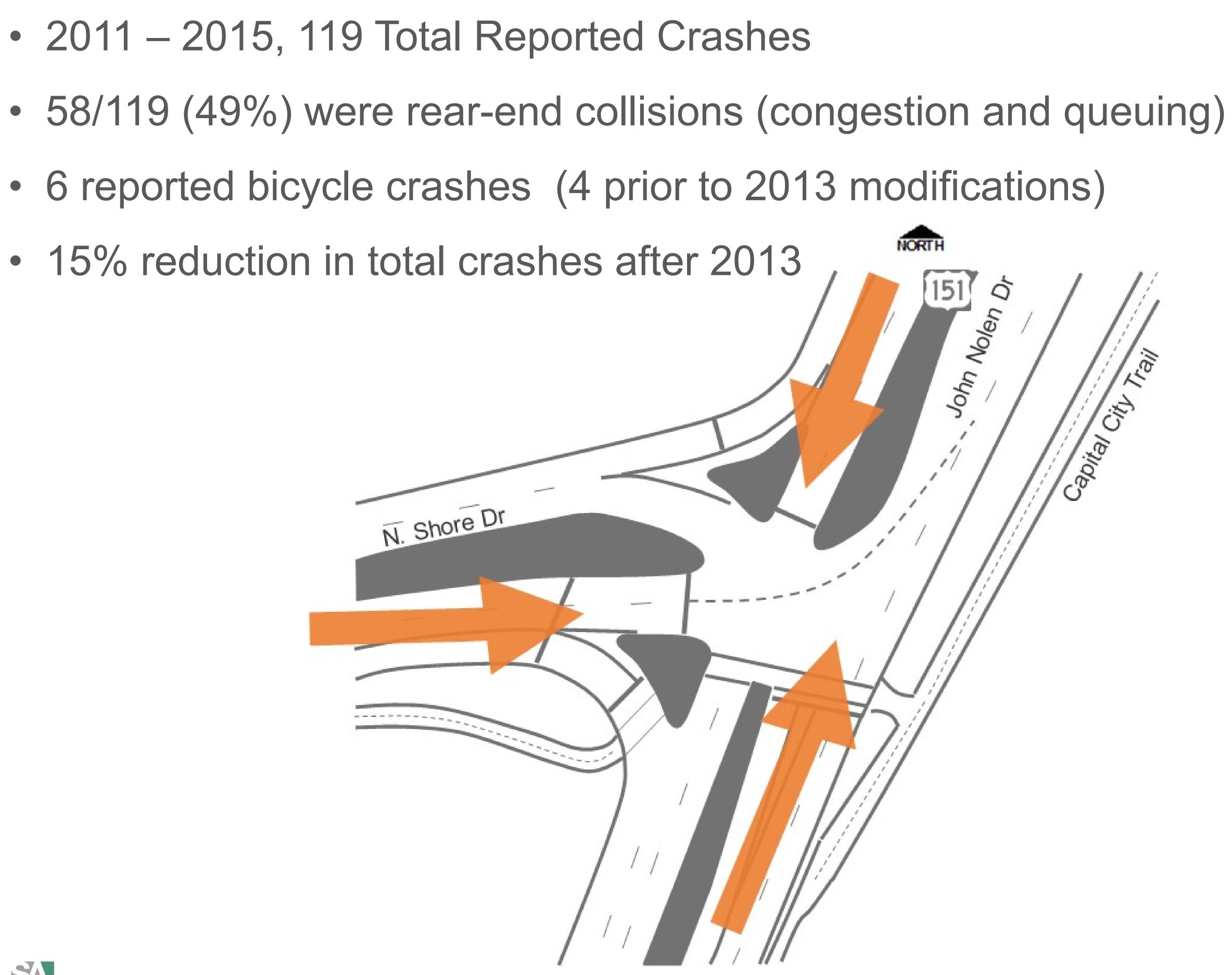
Bikes queue on path blocking through bike travel





#### Google Earth

# **North Shore Intersection Crash Concerns**





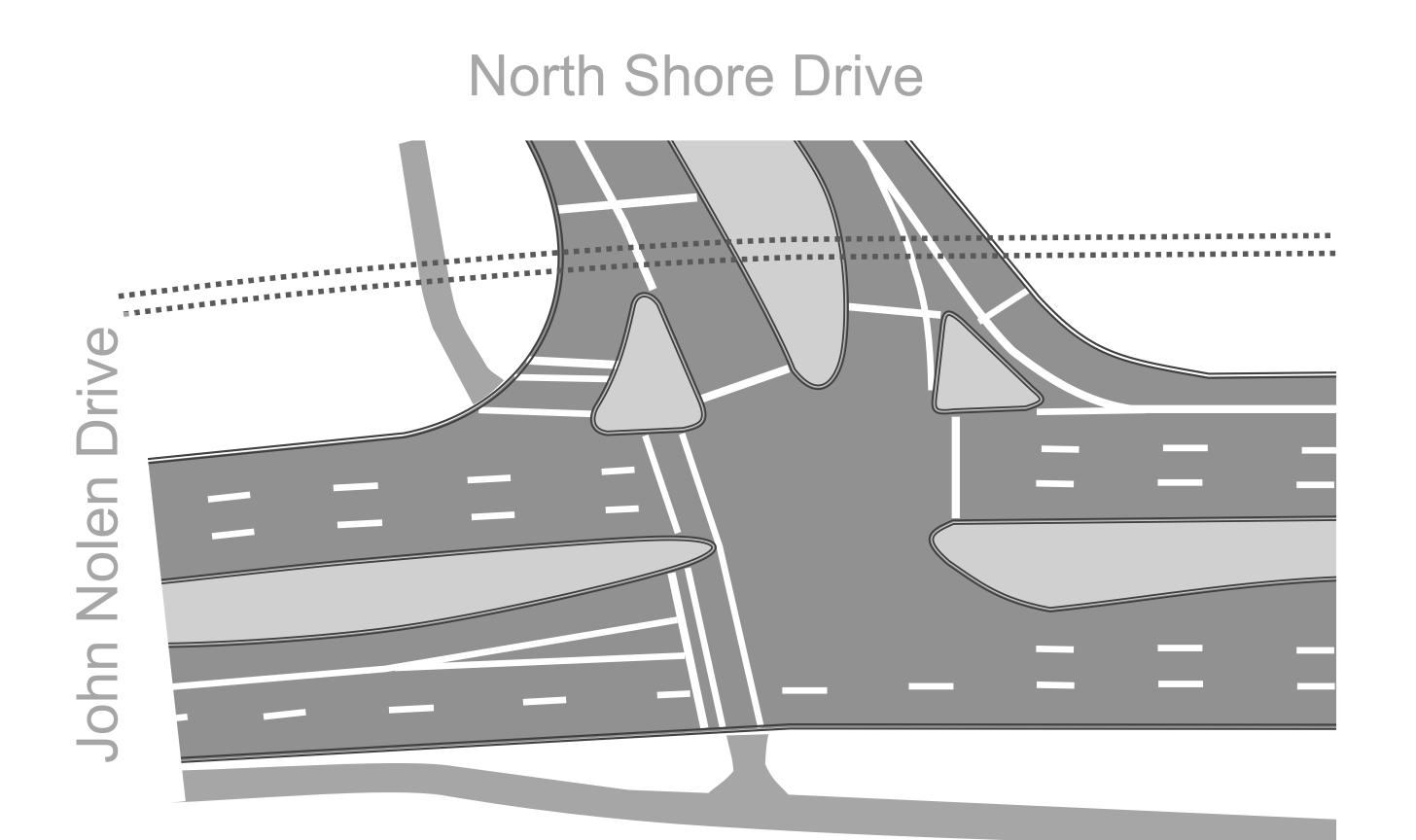






# North Shore and Broom Street

- **Bike Conditions**

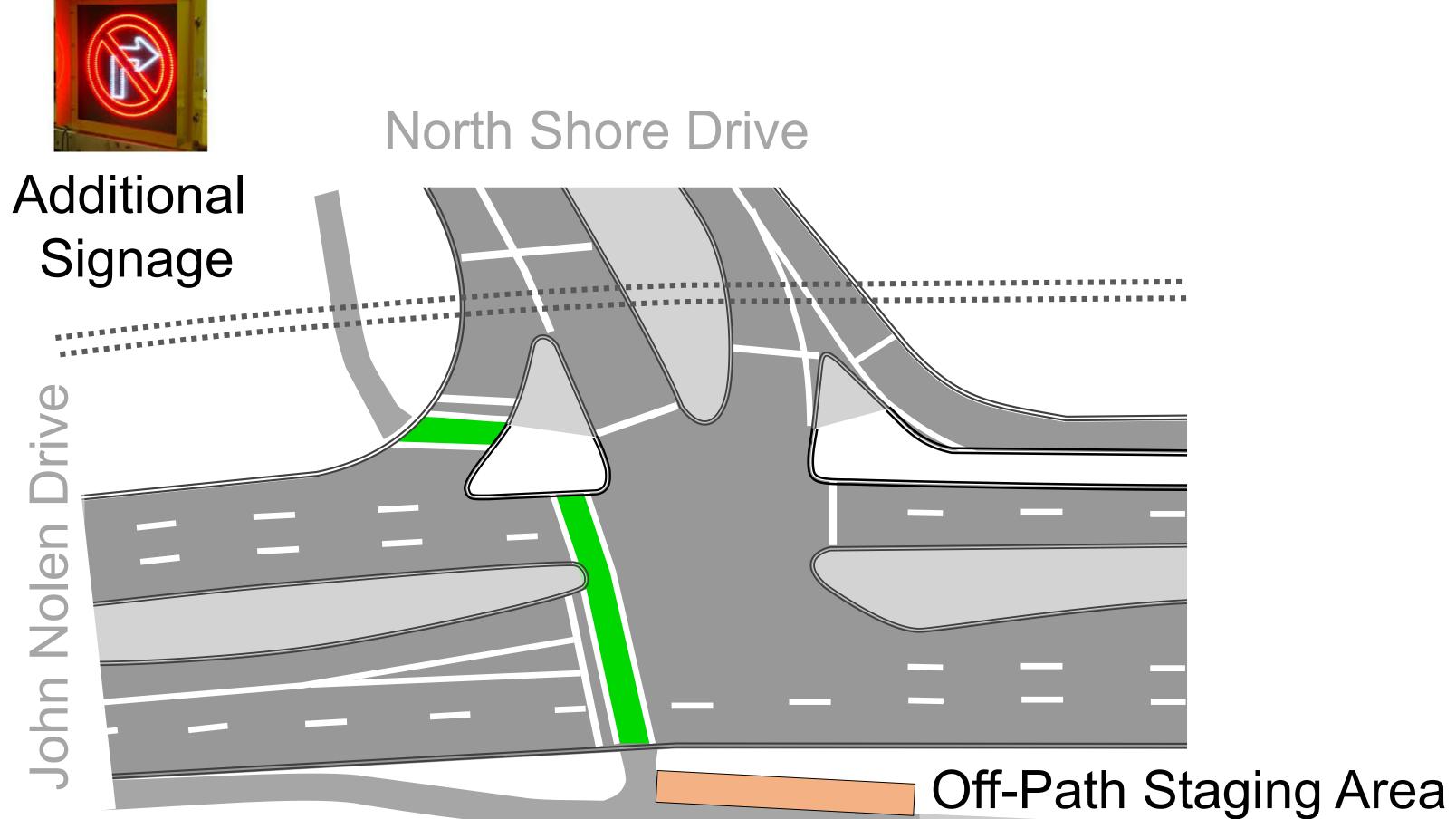


#### As constructed in 1995



Recent Improvements Reduced Motor Vehicle Capacity to Improve Pedestrian and

### Proposing Designated Bike Queuing Area for Cyclists Waiting to Cross



#### **2013 Improvements**

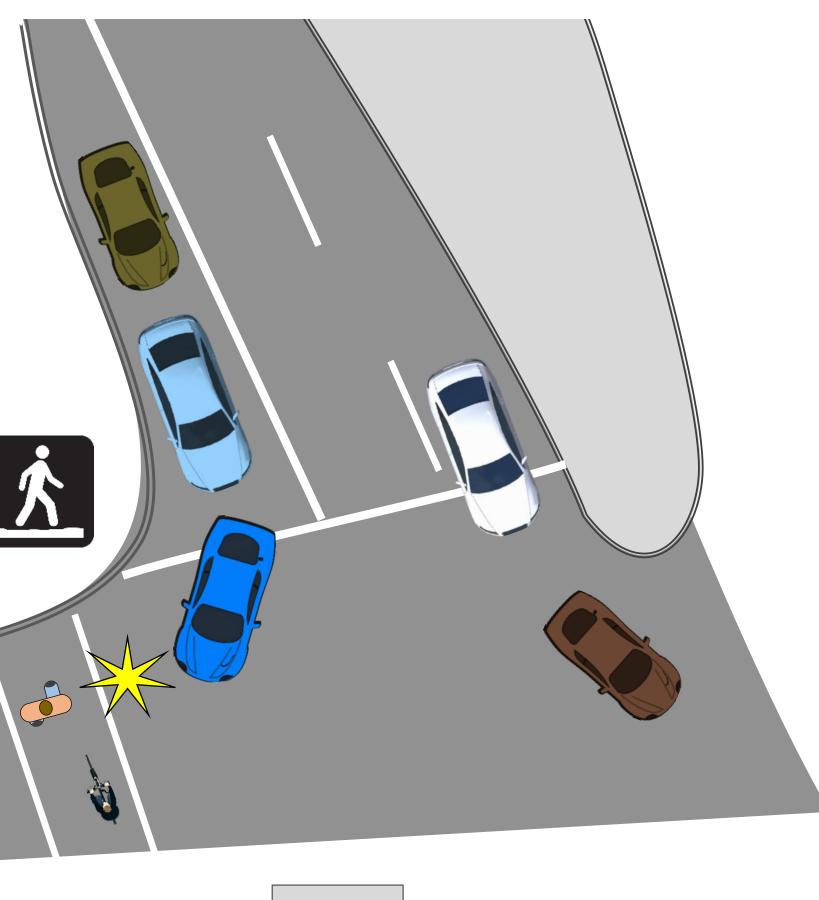
**Proposed Short-term Solution** 

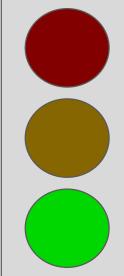


# **Role of Channelized Right Turn Lane**

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



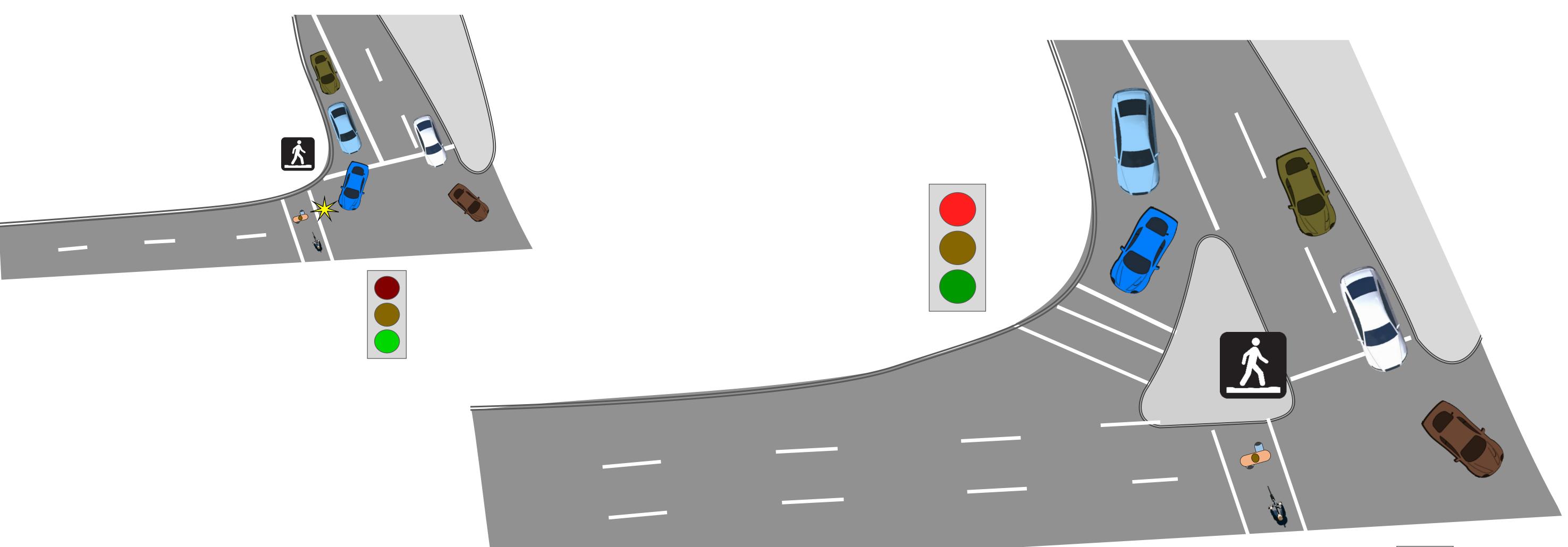




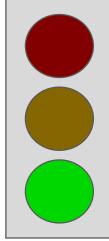


# **Role of Channelized Right Turn Lane**

- 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

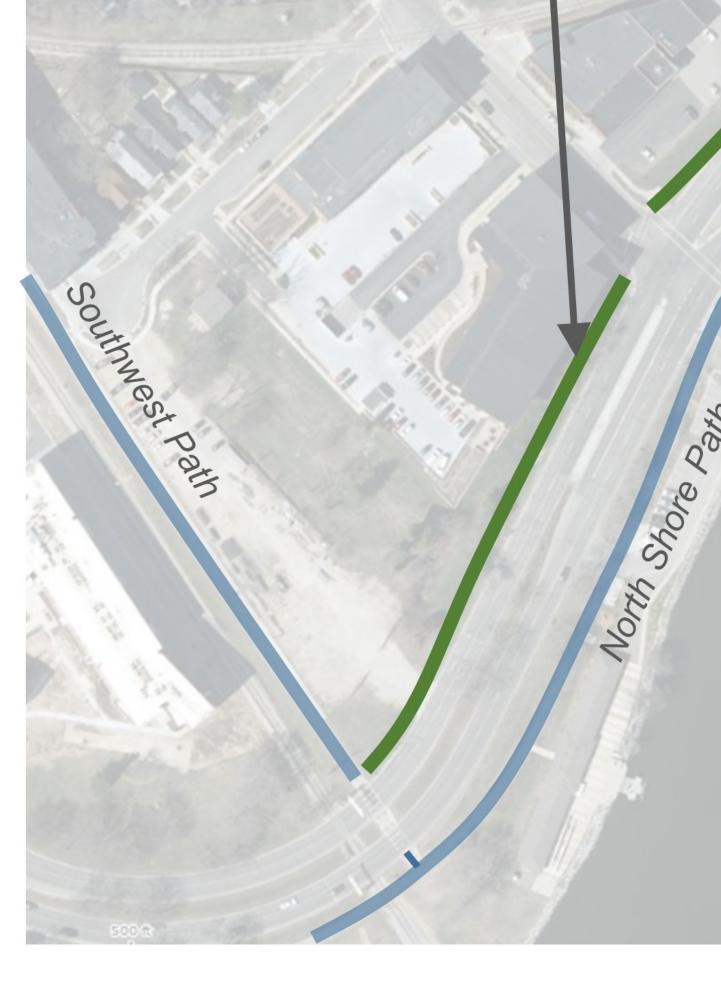
Ramp down

Underpass.

Path

to John Nolen

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





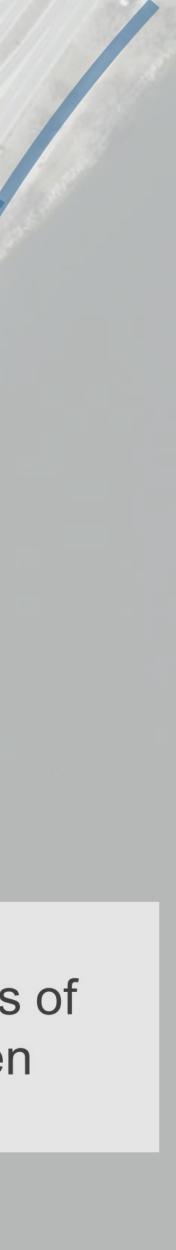
**Bike/Ped** Underpass of John Nolen Drive

1000

Recommended for **Further Study** 

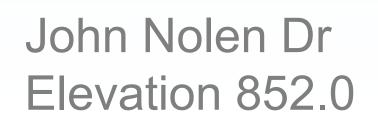
Trai

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

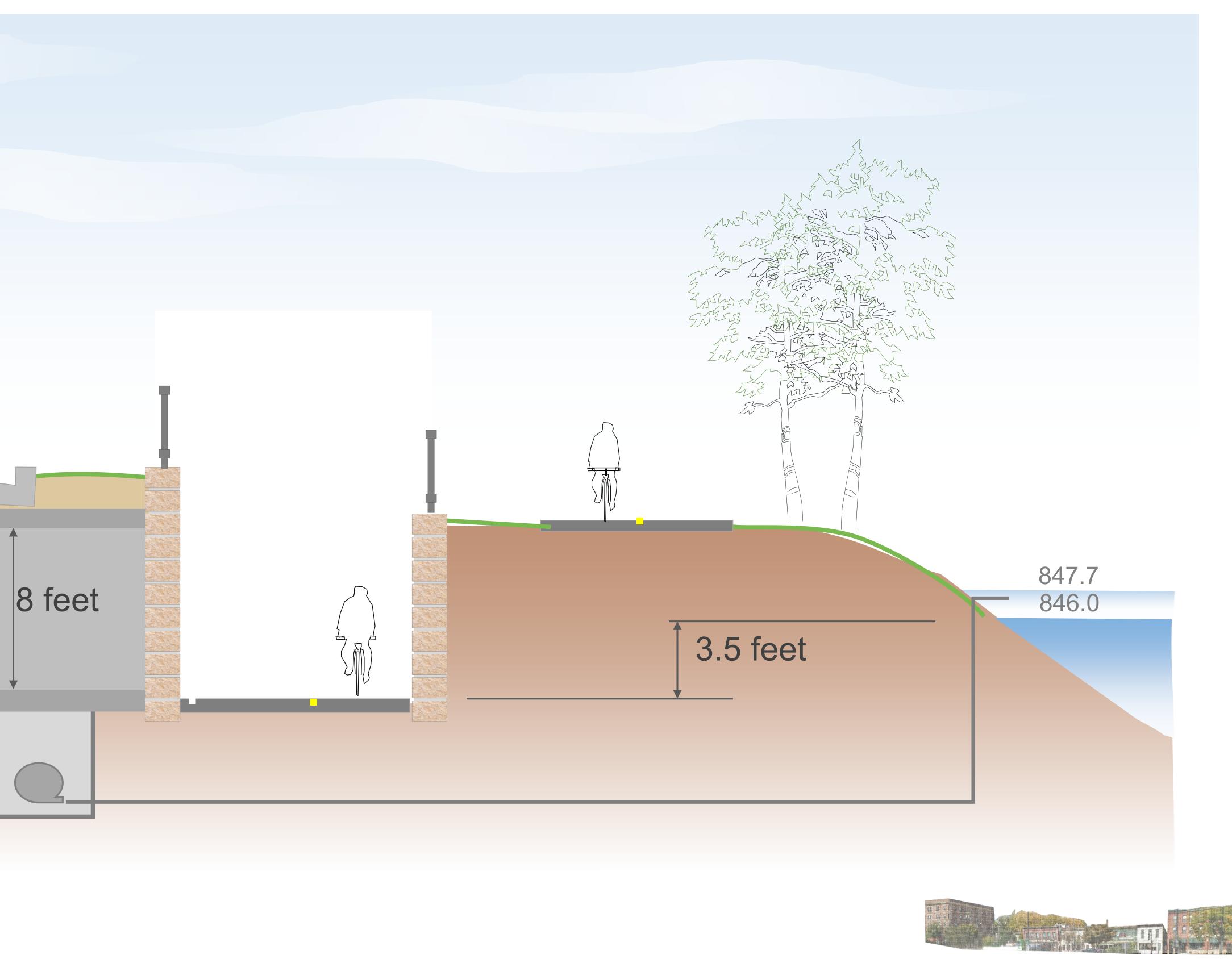




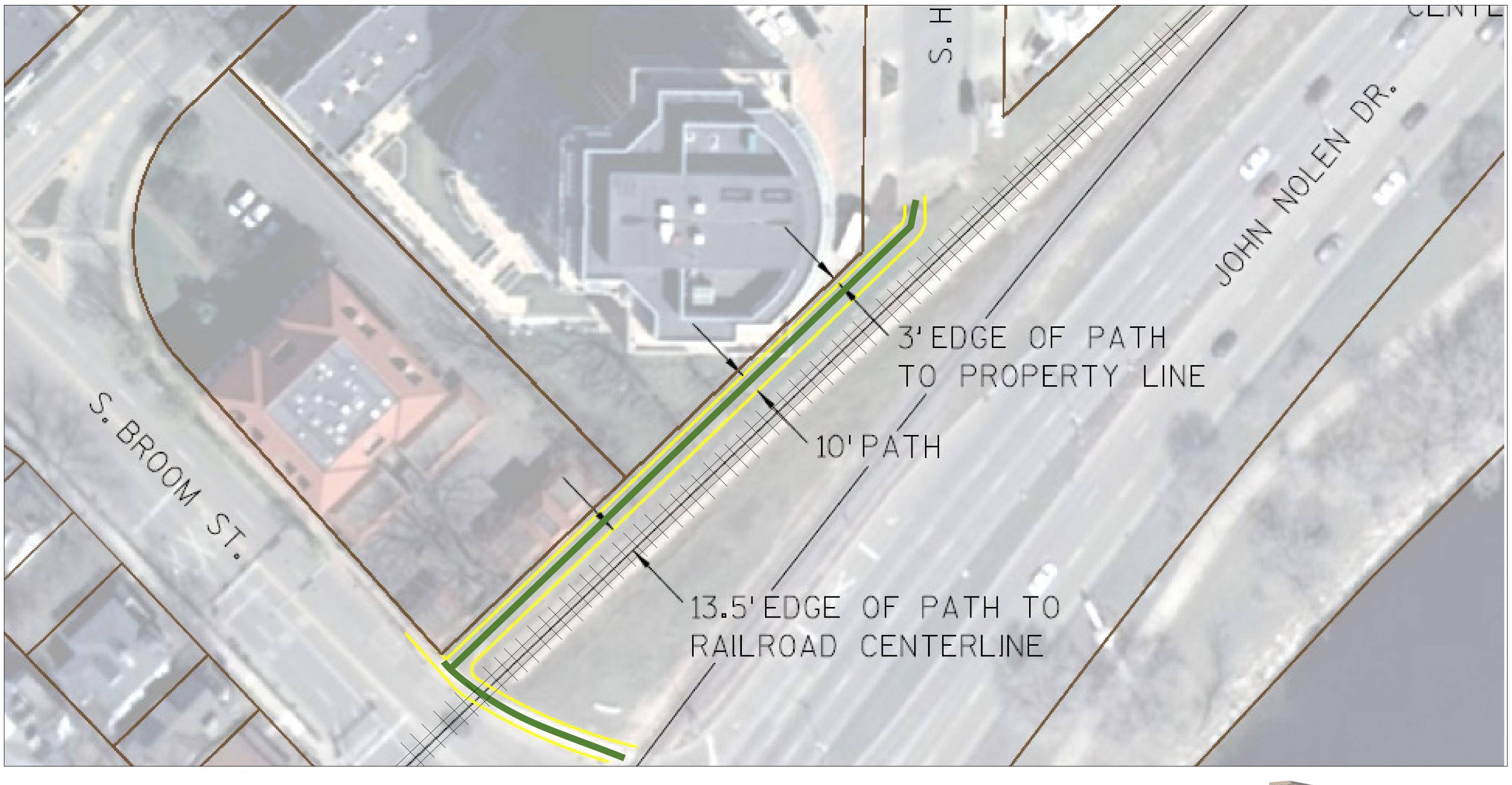
Underpass Elevation 842.5







# **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

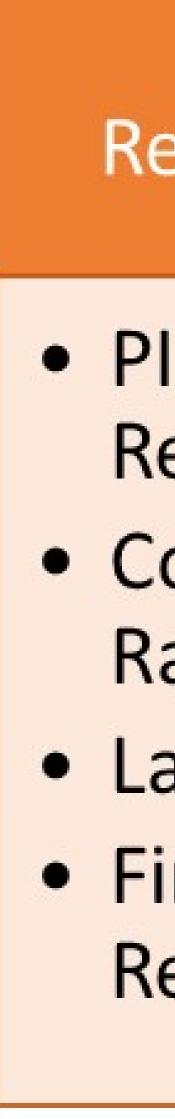
Oct.'16-Mar.'17



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**





