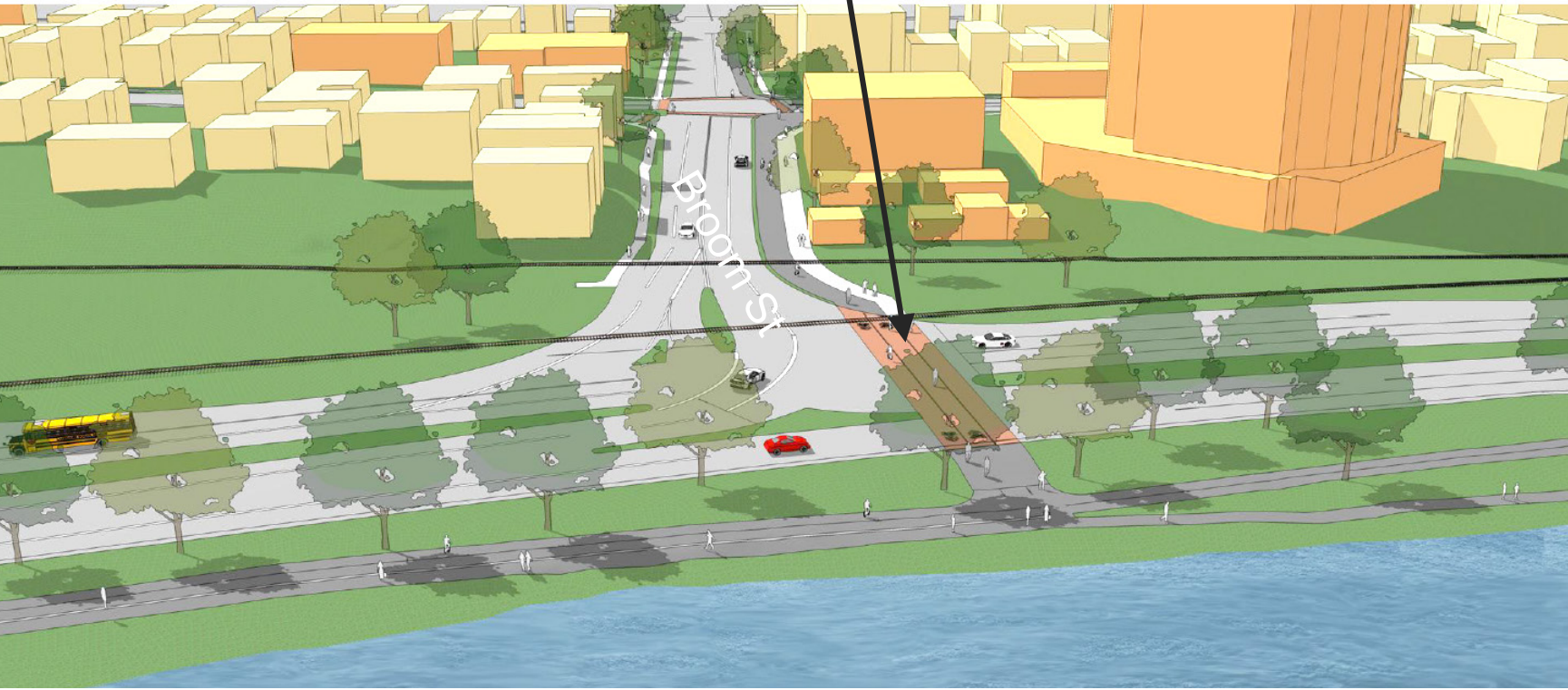
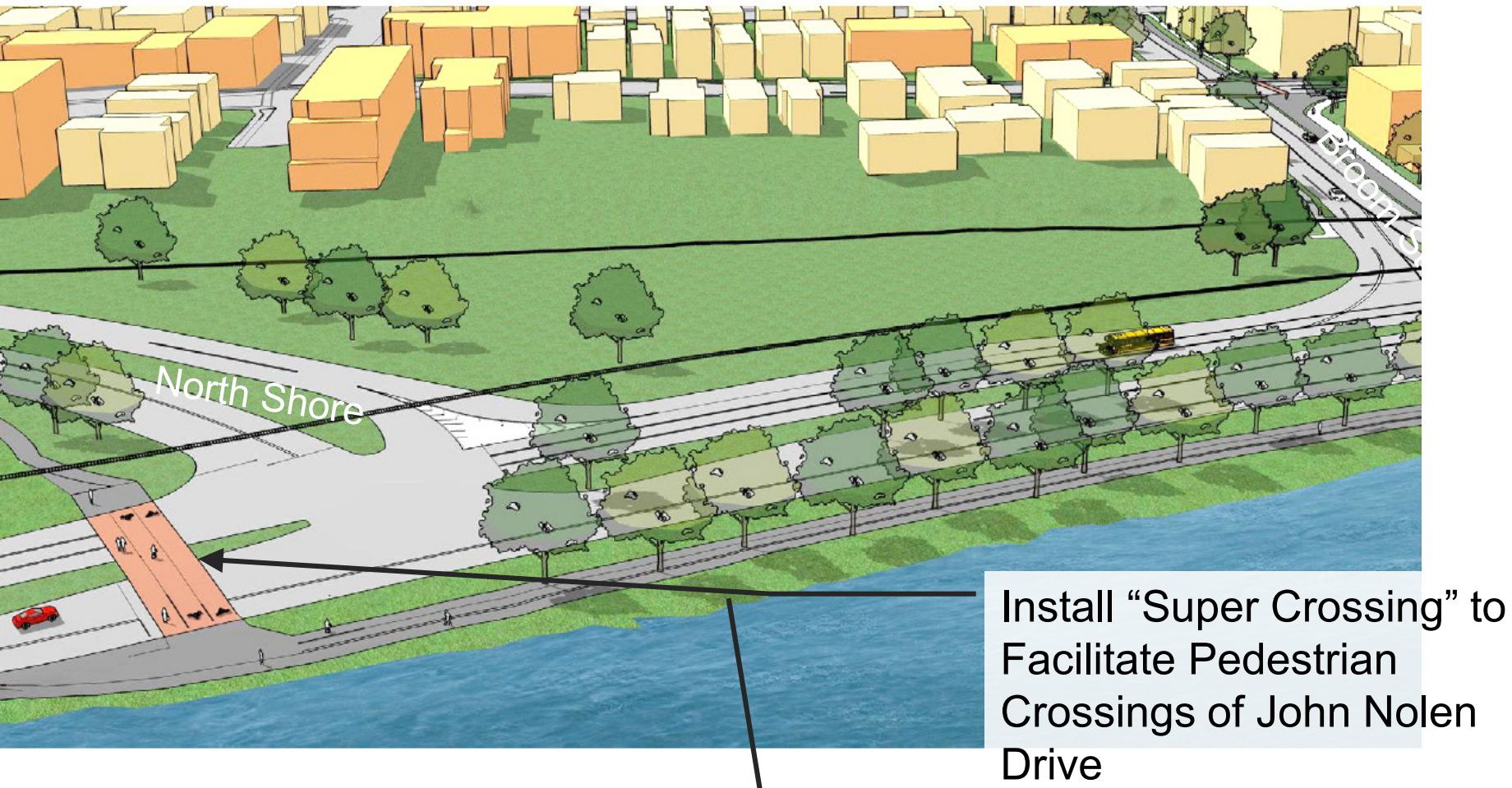


# Overview of Ideas

## South Capitol Transit Oriented Development Study



The intersections of North Shore Drive and Broom Street with John Nolen Drive are recommended to have "super crossings" that provide dedicated directional bicycle lanes and a shared pedestrian lane. The study also recommends that bicycle and pedestrian queuing areas be expanded on both sides of John Nolen Drive.



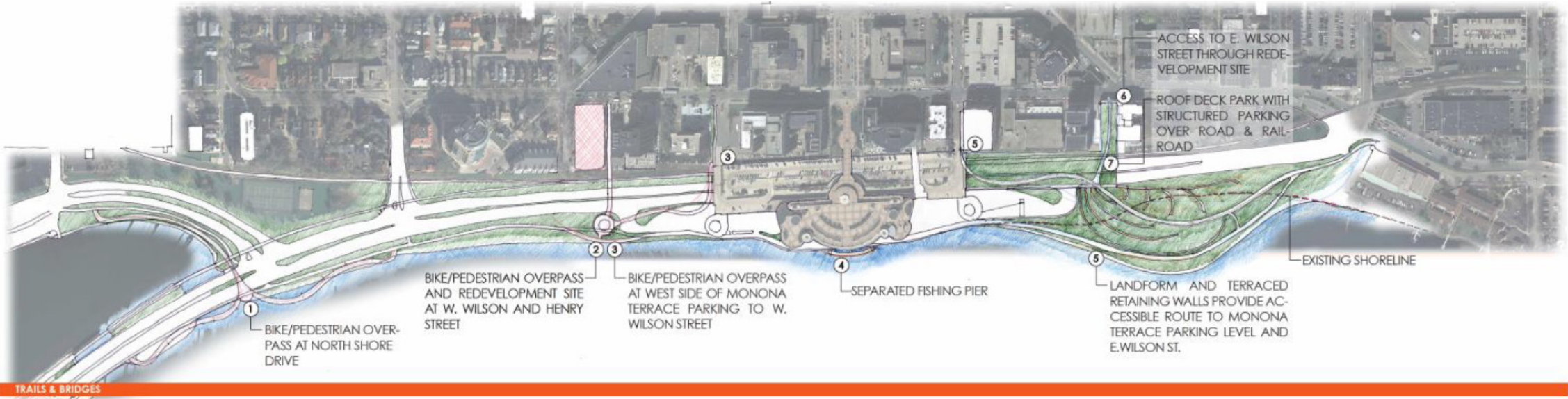
The South Capitol District Planning Committee recommended a plaza bridge concept, east of the Monona Terrace be evaluated and refined to provide access to Law Park. The bridge concept should be coordinated with redevelopment concepts currently being planned on Wilson Street

## Kenton Peters

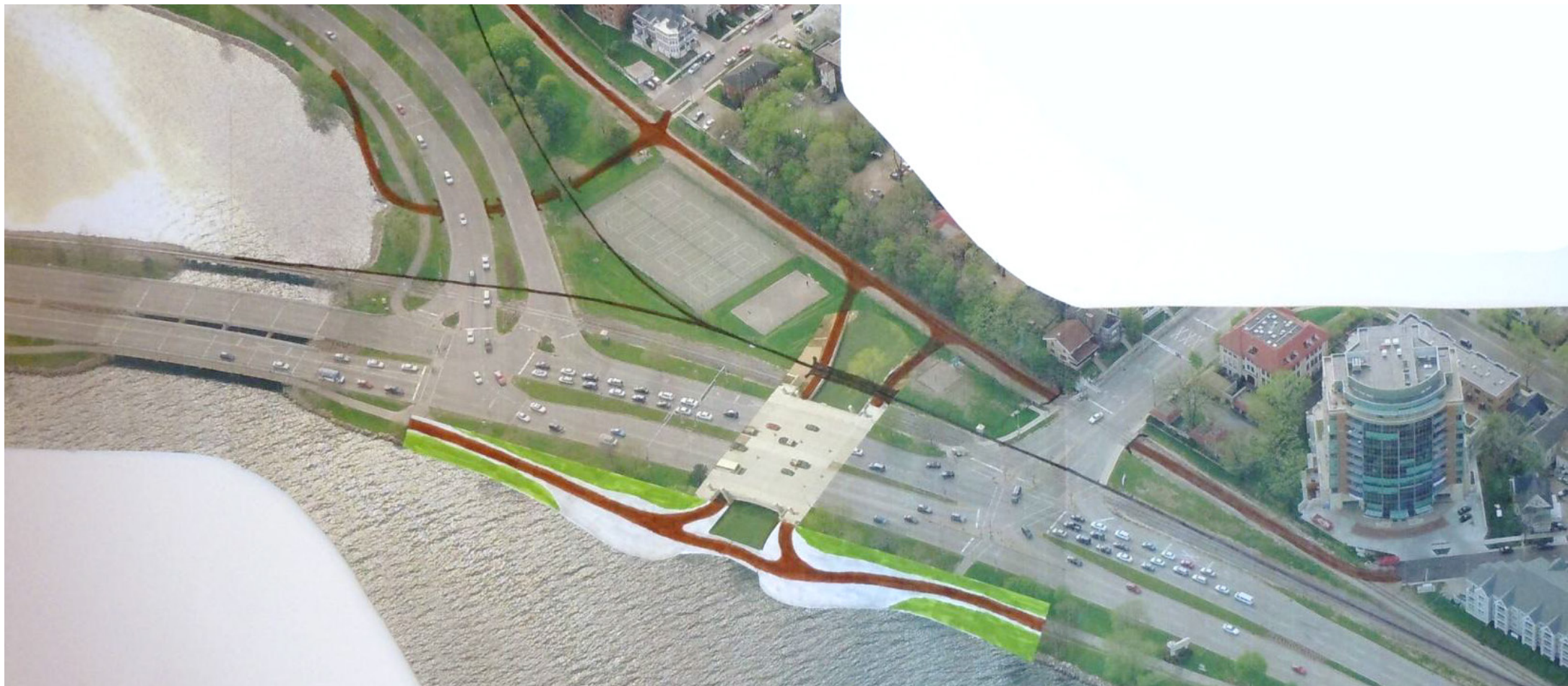


Kenton Peters proposal would cover John Nolen Drive east of the Monona Terrace with both a parking structure and a park on top. The proposal includes one of Frank Lloyd Wright's original proposals for a boat house.

## Ken Saiki Law Park Concept

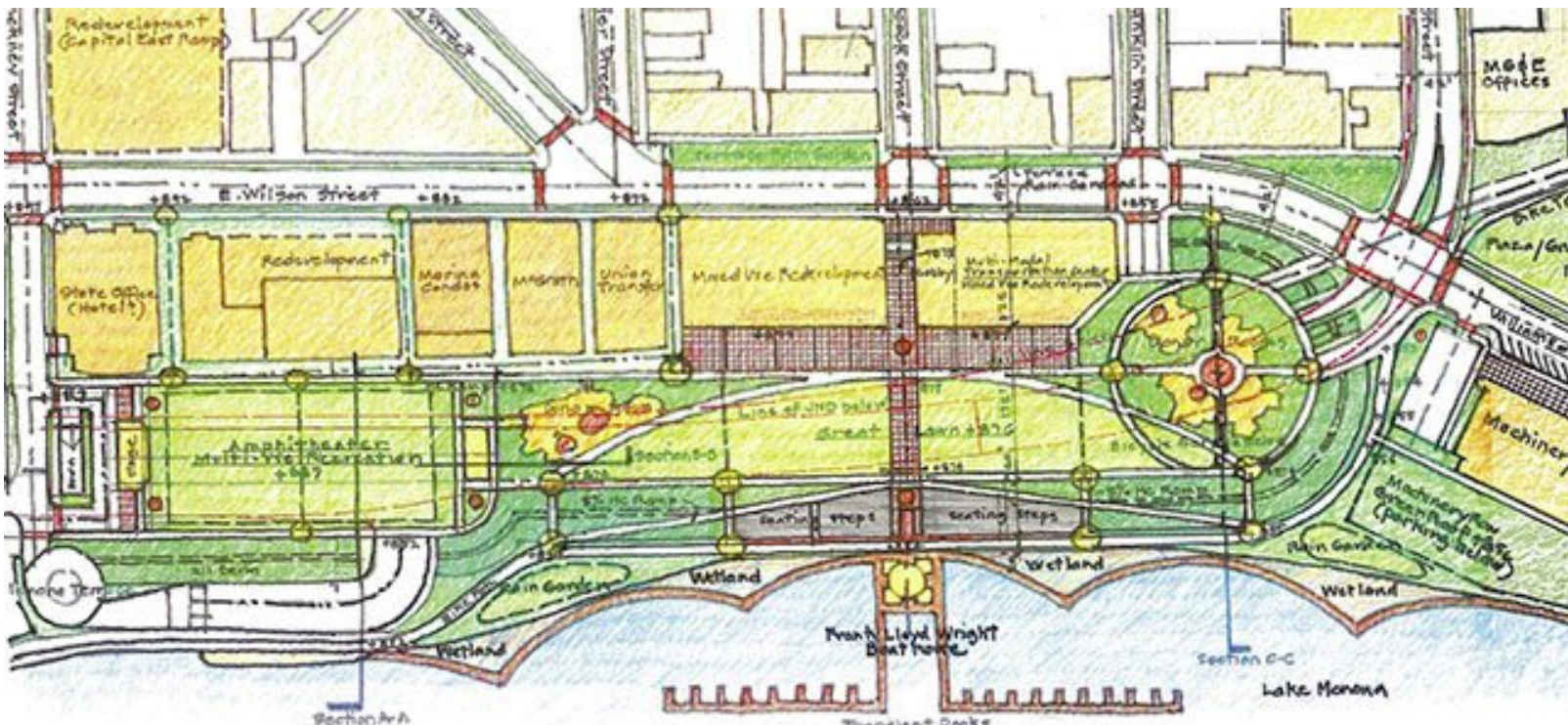
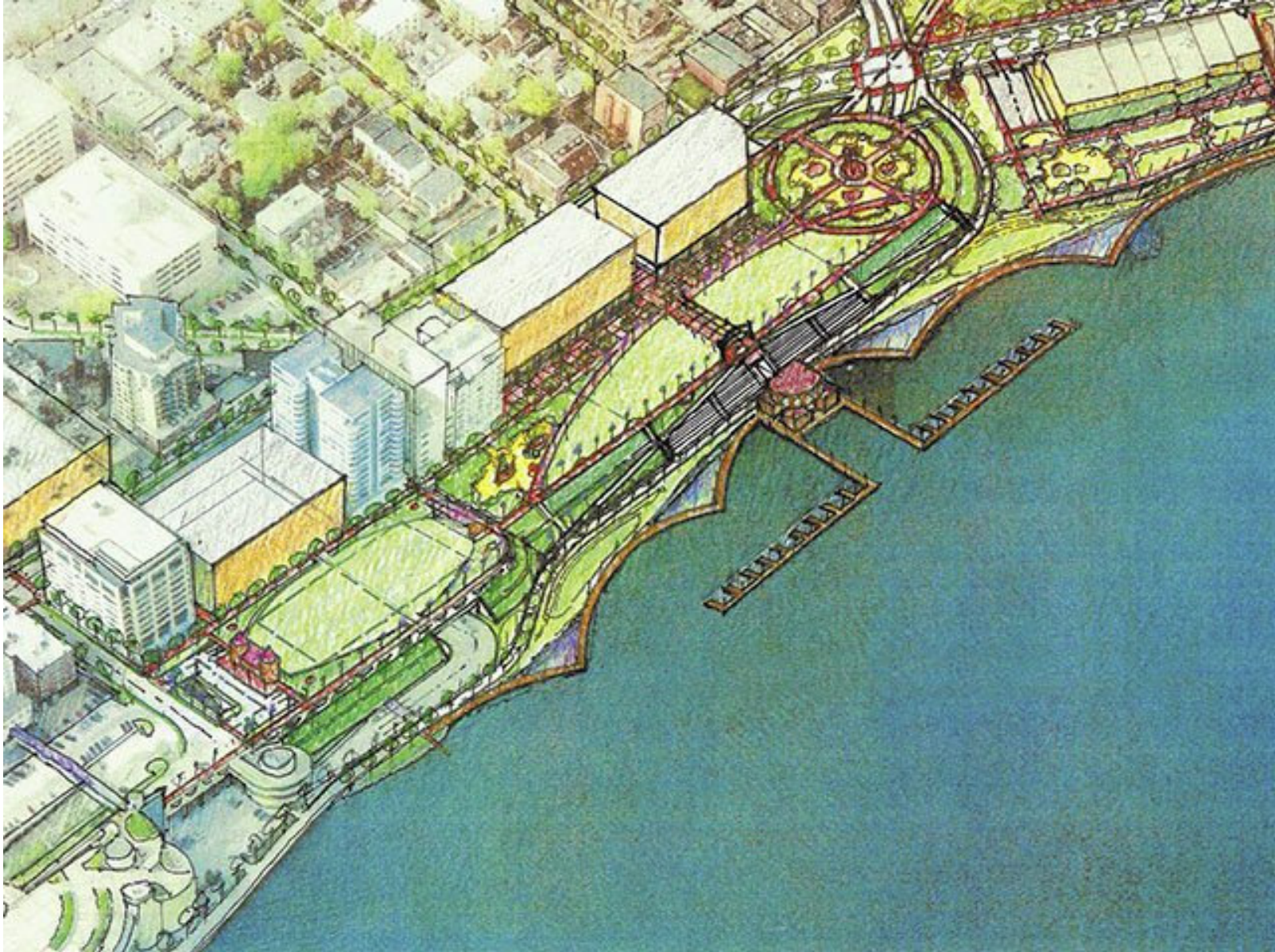


## Ron Shutvet Bike/Ped Underpass Concept



Ron Shutvet proposed building a bike/ped underpass under John Nolen Drive to connect the Capital City Trail with the Southwest Path. He also included connections to Hamilton Street

## Madison Design Professionals Workgroup

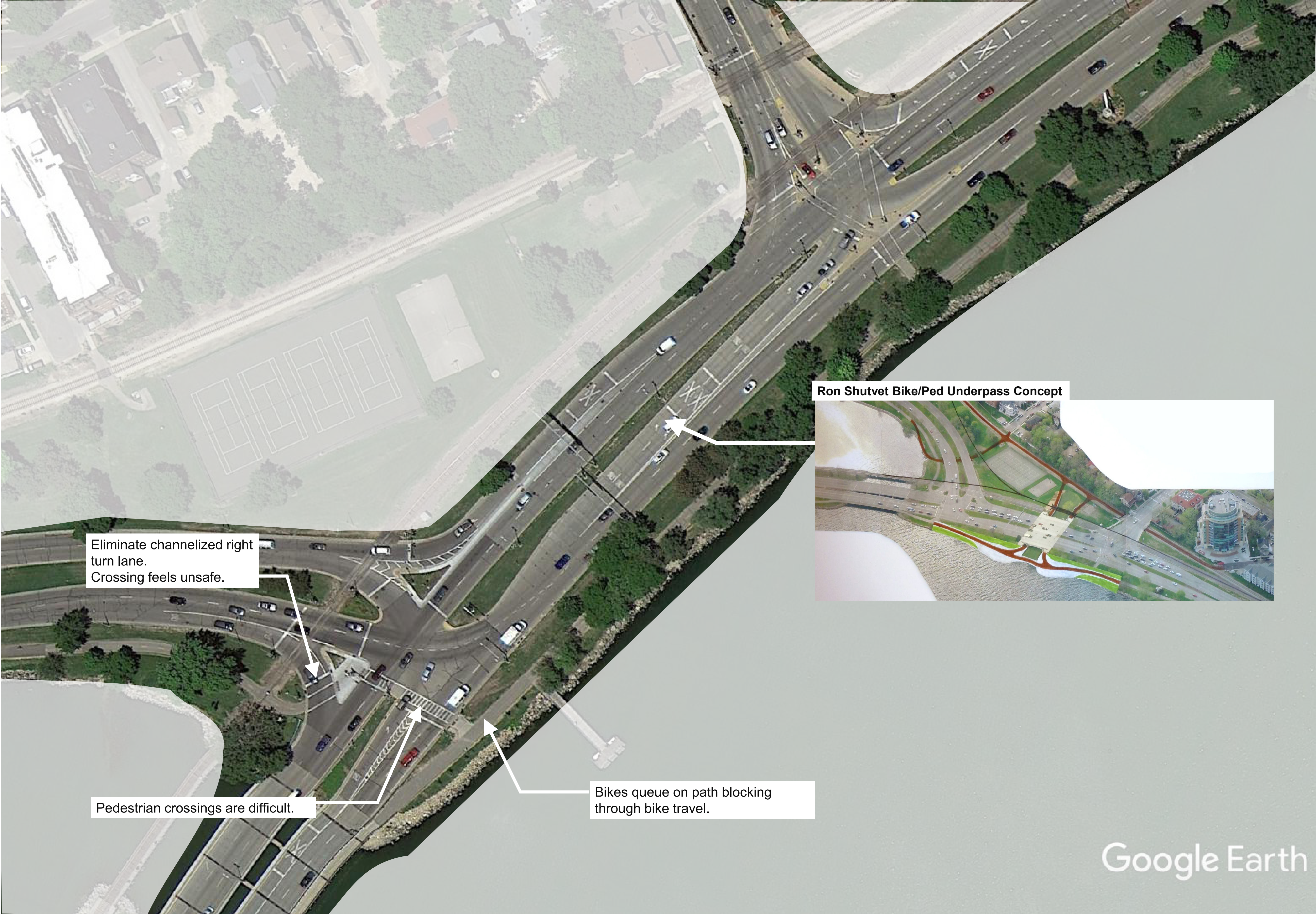


The Law Park plan proposed by the Madison Design Professionals Workgroup would build a park — 1,500 feet long and 200 feet wide over John Nolen Drive — and about 500 stalls of underground parking. It would feature a marina and hilly berms landscaped for casual outdoor gatherings. The shoreline would lose its riprap boulders for wetland plantings and boardwalk.





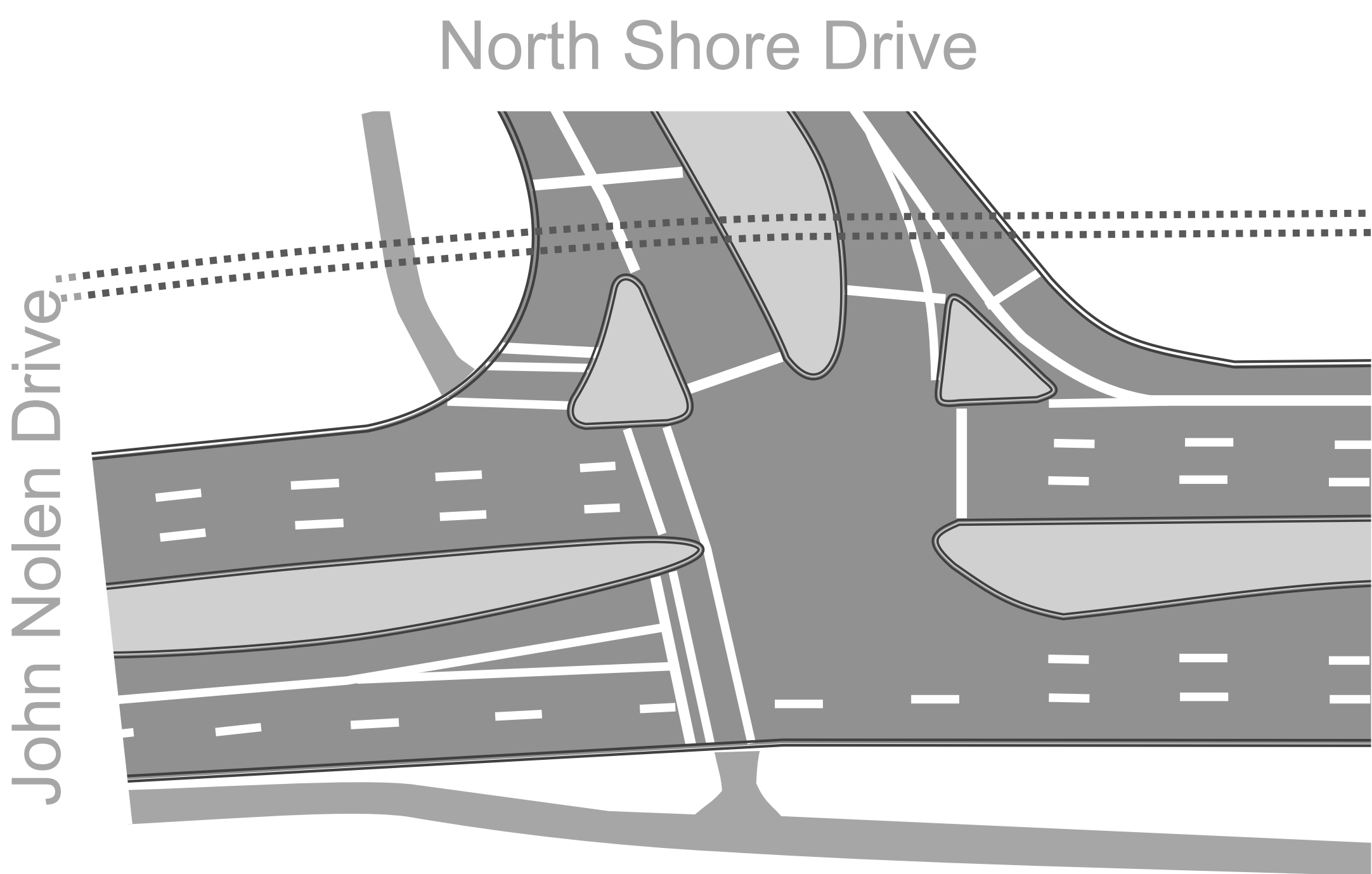
# North Shore Drive/North Broom Street Expressed Needs



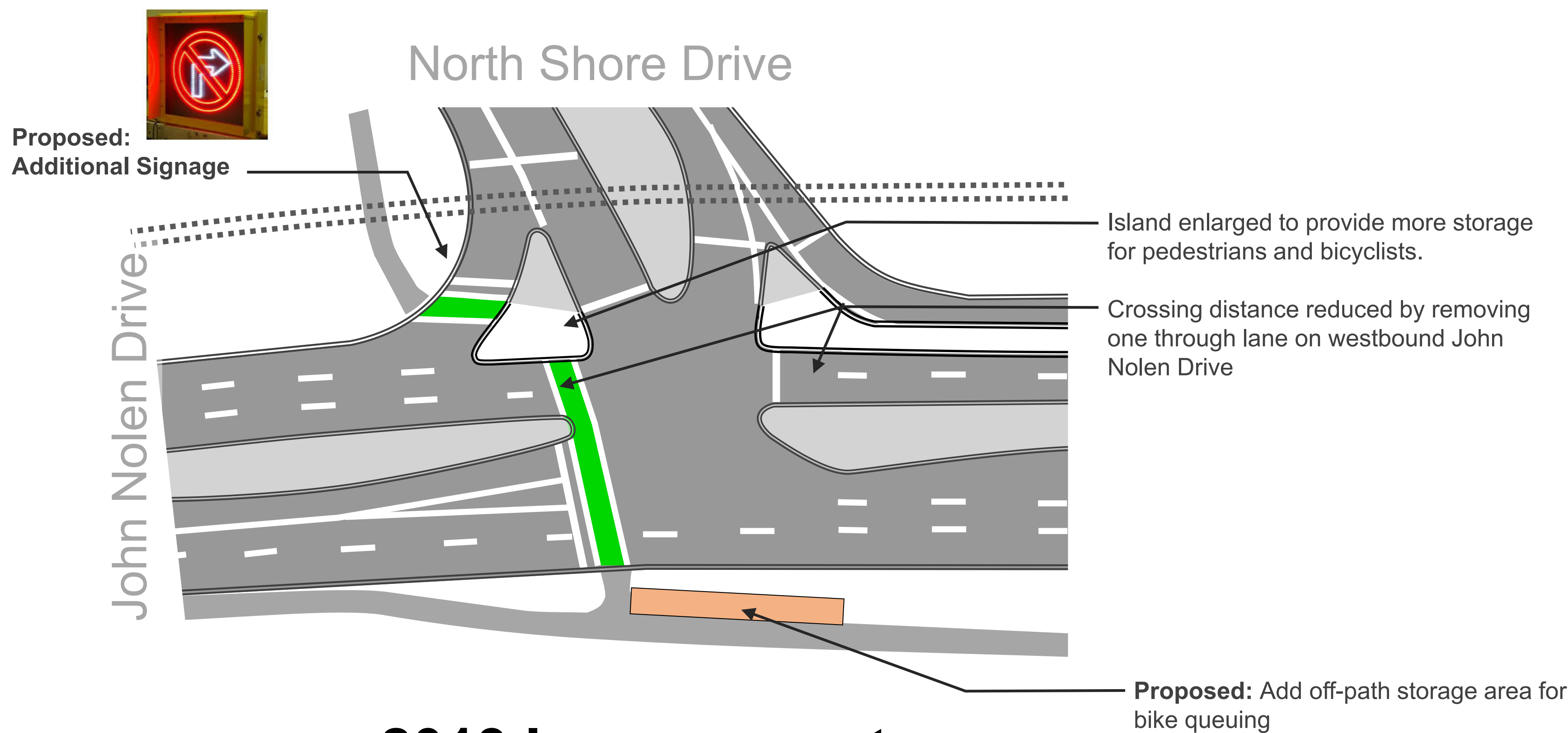


# North Shore and Broom Street

## Recent Improvements



As constructed in 1995



2013 Improvements

Proposed Short-term Solution

## Role of the channelized right turn lane

Channelized right turn lanes with pork chop islands are often criticized for increasing the intersection footprint and increasing pedestrian crossing distances. However, for approaches with high volumes of right turning vehicles they can reduce pedestrian/turning vehicle conflicts. Channelizing the right turn lane allows it to be controlled independently of the through movements and the pedestrian walk signals. While making it a two-stage crossing for pedestrians and cyclists, it can substantially reduce conflicts.

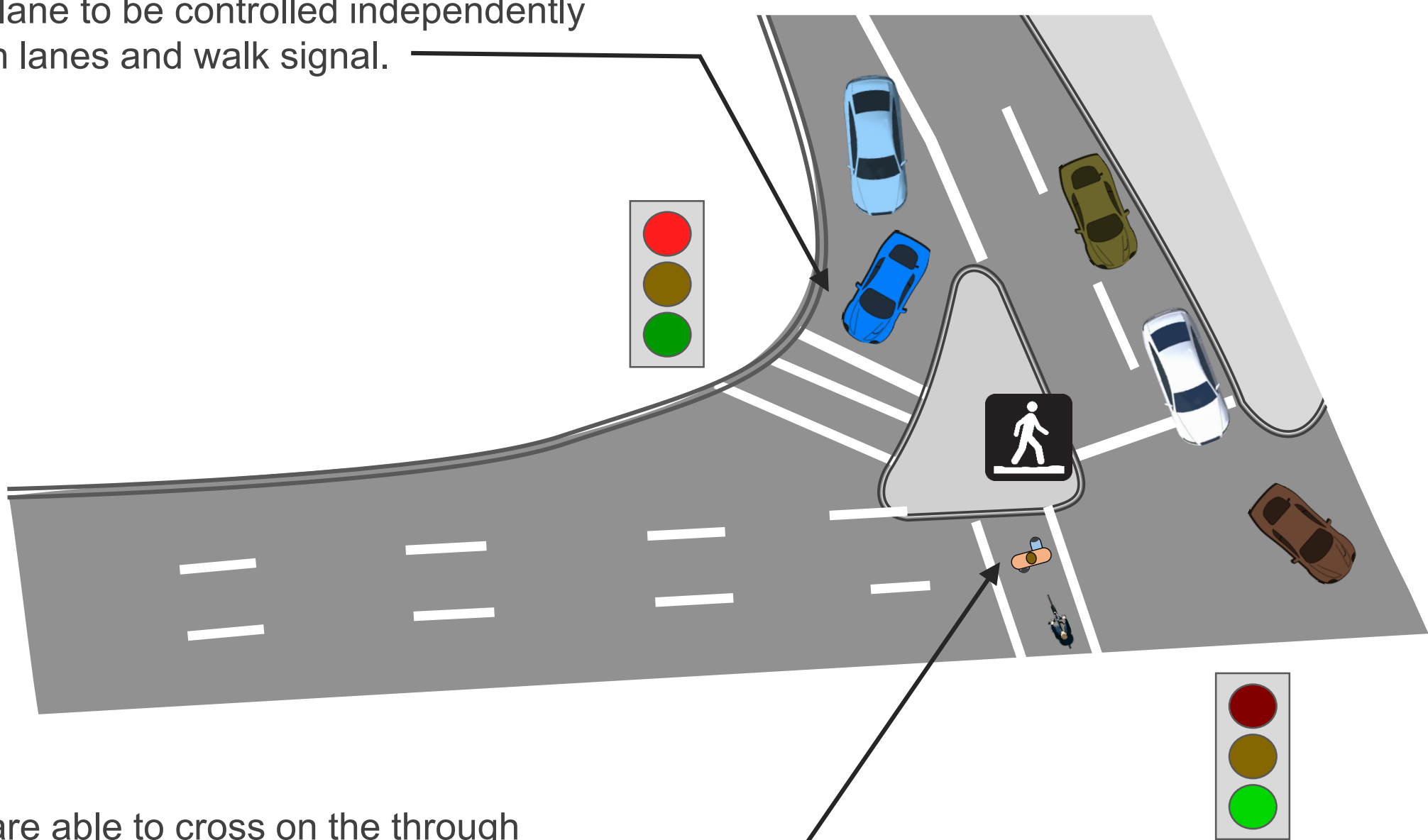
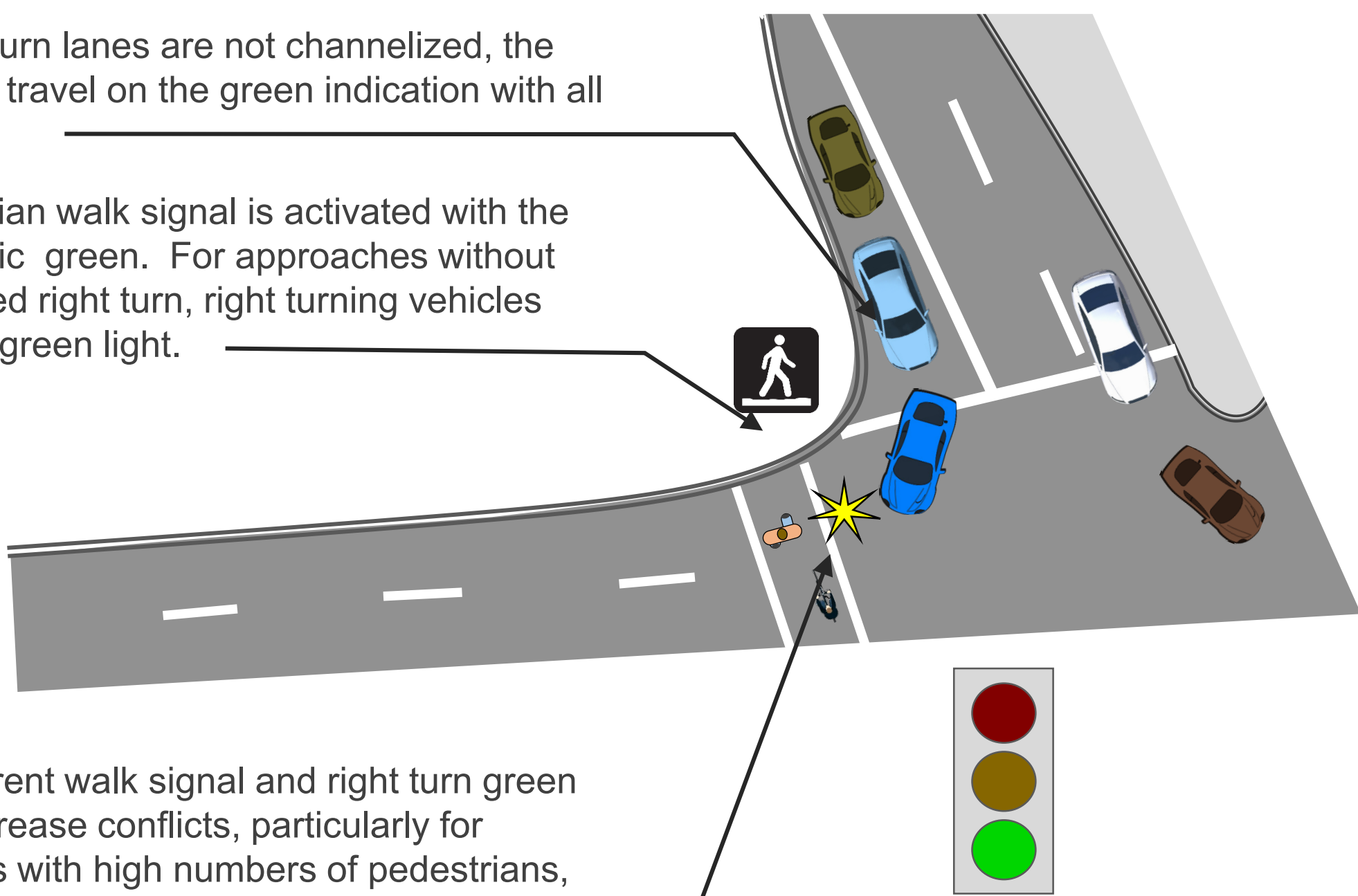
When right turn lanes are not channelized, the right turners travel on the green indication with all other traffic.

The pedestrian walk signal is activated with the through traffic green. For approaches without a channelized right turn, right turning vehicles also have a green light.

This concurrent walk signal and right turn green light can increase conflicts, particularly for intersections with high numbers of pedestrians, bicycles, and right turning vehicles.

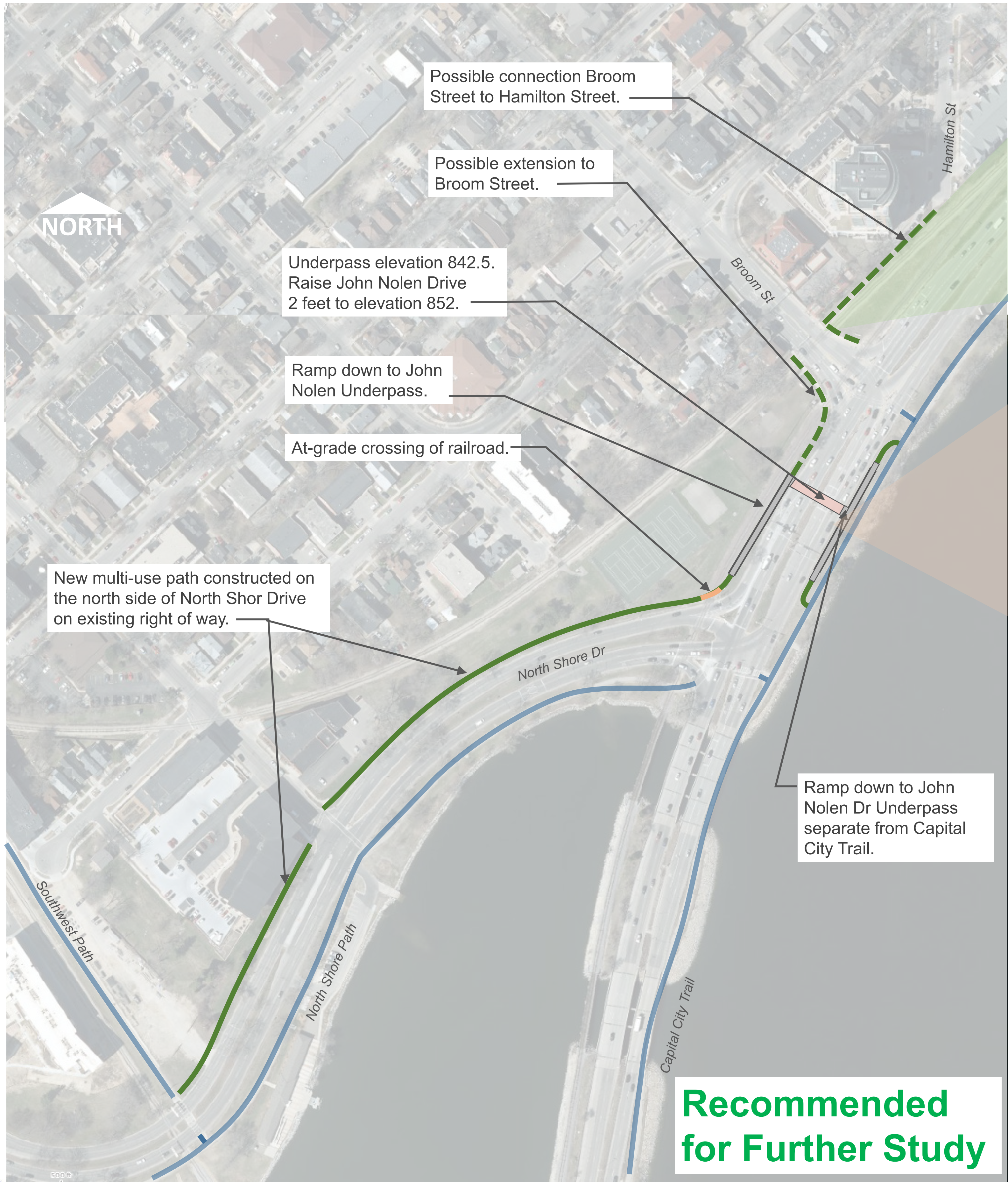
Intersections with channelized right turns allow the right turn lane to be controlled independently of the through lanes and walk signal.

Pedestrians are able to cross on the through green signal without conflict from right turning vehicles.

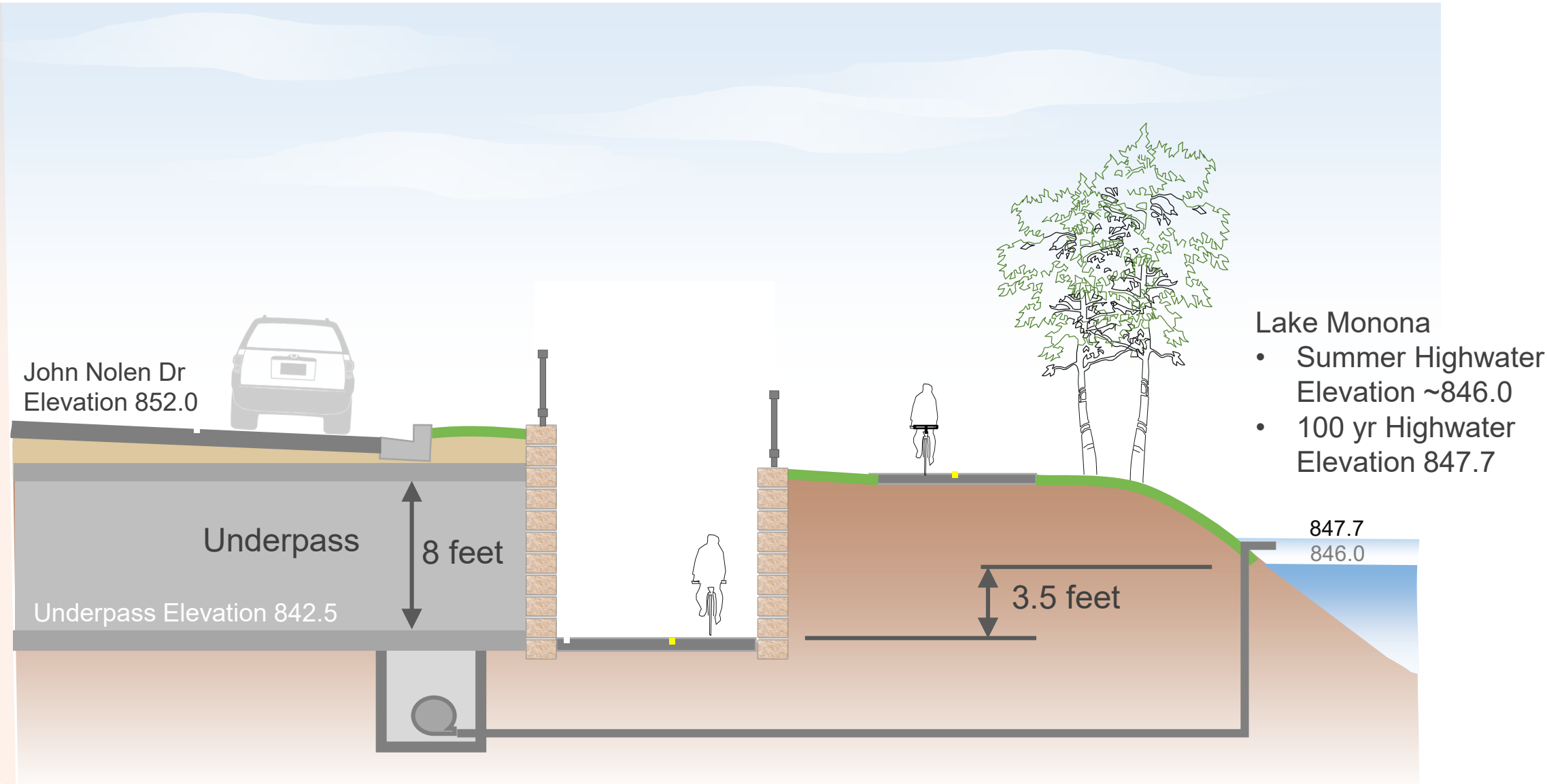




# North Shore and Broom Street - Bicycle Underpass



It is possible to construct a path between Broom Street and Hamilton Street. This option could be stand alone or part of the system associated with an underpass of John Nolen Drive.



The underpass option places a pedestrian-bicycle tunnel underneath John Nolen Drive. This underpass would involve:

- Raising John Nolen Drive about 2 feet between North Shore Drive and Broom Street.
- Having the Capital City Trail run parallel to the ramp to the underpass.
- Constructing the underpass with a floor elevation of about 842.5.
- Because the underpass is beneath the normal lake level, the underpass would need to be watertight and would require a stormwater pump station.



Example of an underpass at the Verona Road interchange

