

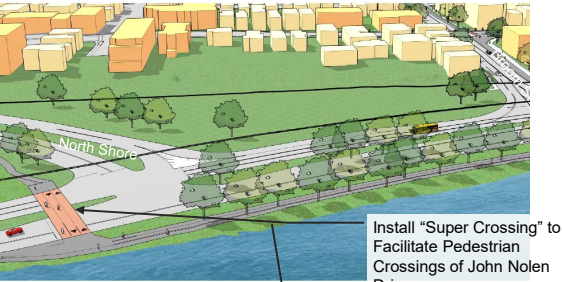
Study Purpose

1. Develop a near-term solution for the Blair/John Nolen/Williamson Street intersection area that:
 - Can be reasonably funded with federal transportation monies within the next 5 to 10 years.
 - Improves operations and safety for
 - Pedestrians
 - Cyclists
 - Motorists
 - Addresses the poor pavement conditions
2. Evaluate short and long-term options that improve pedestrian and bicycle access to the lakeshore from North Shore Drive to Blair Street
3. Evaluate the viewshed effects of proposals that include a structure over John Nolen Drive



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

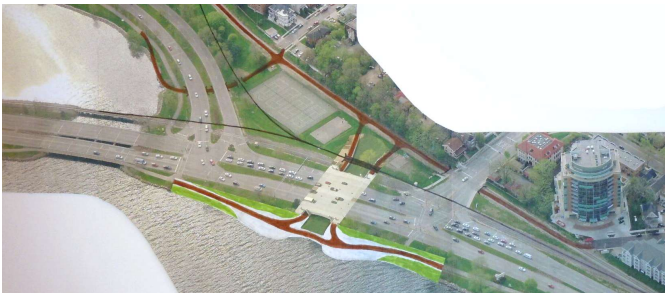


Kenton Peters proposal would cover John Nolen Drive east of the Monona Terrace with both a parking structure and a park on top. The proposal includes one of Frank Lloyd Wright's original proposals for a boat house.

Ken Saiki Law Park Concept

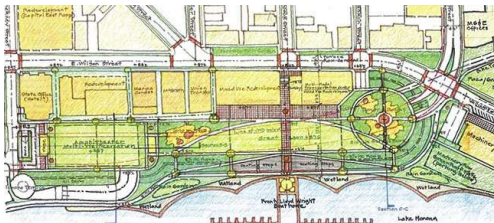
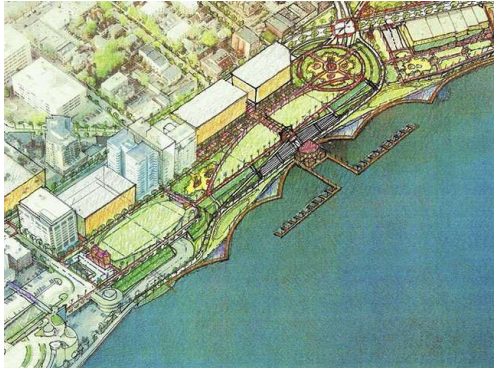


Ron Shutvet Bike/Ped Underpass Concept

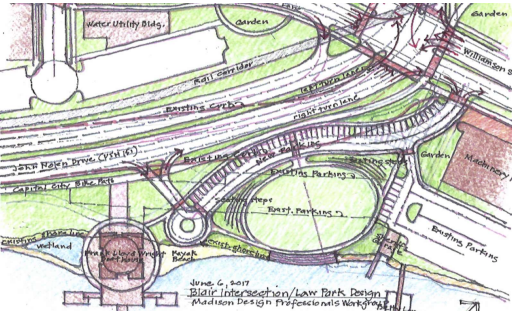


Ron Shutvet proposed building a bike/ped underpass under John Nolen Drive to connect the Capital City Trail with the Southwest Path. He also included connections to Hamilton Street

Madison Design Professionals Workgroup

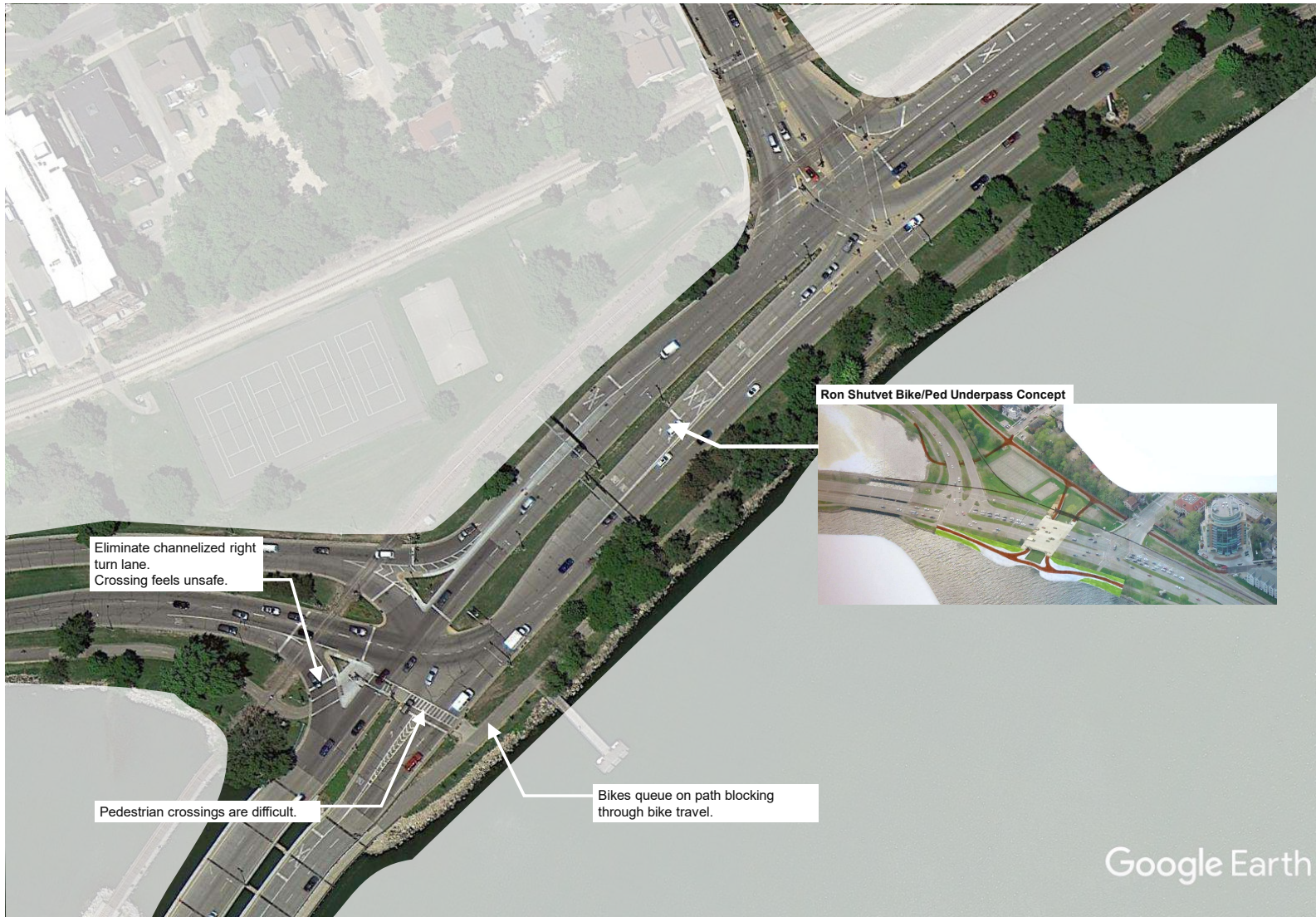


The Law Park plan proposed by the Madison Design Professionals Workgroup would build a park — 1,500 feet long and 200 feet wide over John Nolen Drive — and about 500 stalls of underground parking. It would feature a marina and hilly berms landscaped for casual outdoor gatherings. The shoreline would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

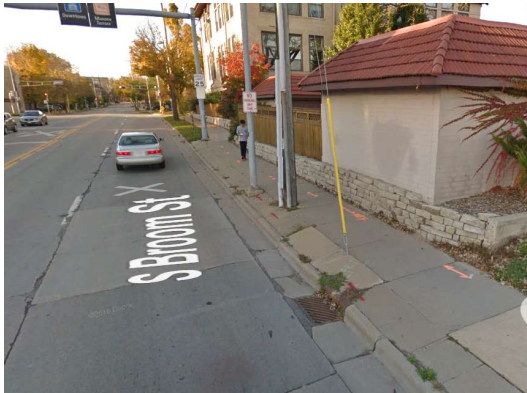


The graphic above shows a more recent rendition from the Madison Design Professionals of Law Park and the boathouse. This concept does not initially include extending the Monona Terrace eastward over John Nolen Drive.

North Shore Drive/North Broom Street Expressed Needs



Broom Street



Short term solution

- Restripe Broom to 10', 10', 12.5', 10', 12.5'
- Place sharrow on 12.5' lanes (SB middle lane, NB outside lane)

Short term solution

- Colored pavement directing cyclists to island
- Bike box for EB to NB cyclist

Long term solution

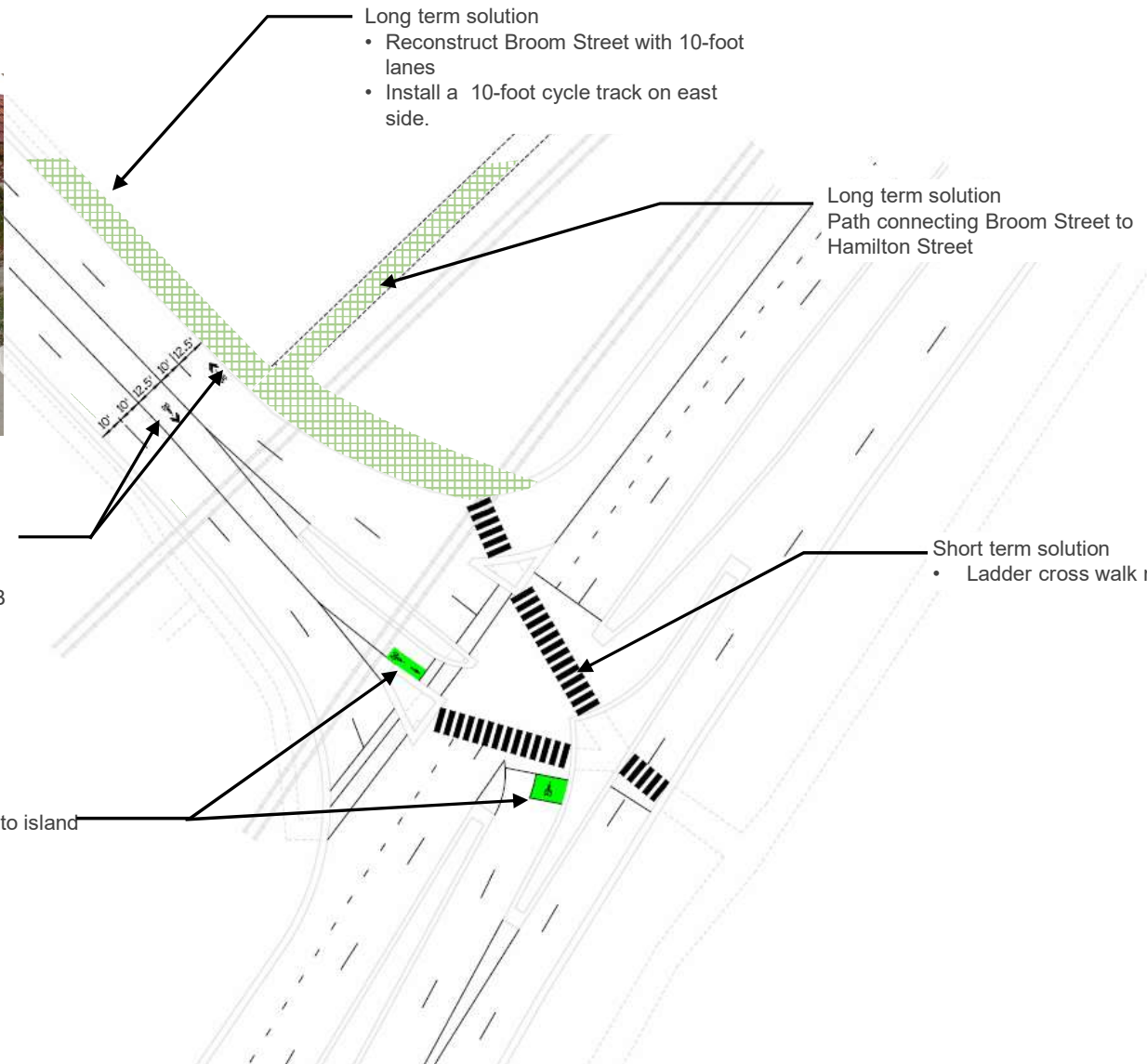
- Reconstruct Broom Street with 10-foot lanes
- Install a 10-foot cycle track on east side.

Long term solution

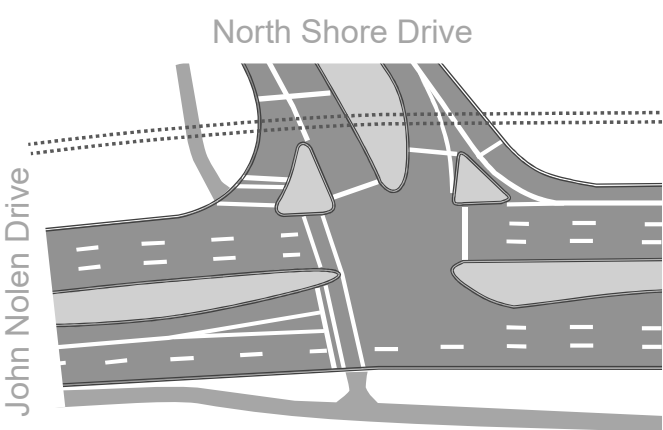
- Path connecting Broom Street to Hamilton Street

Short term solution

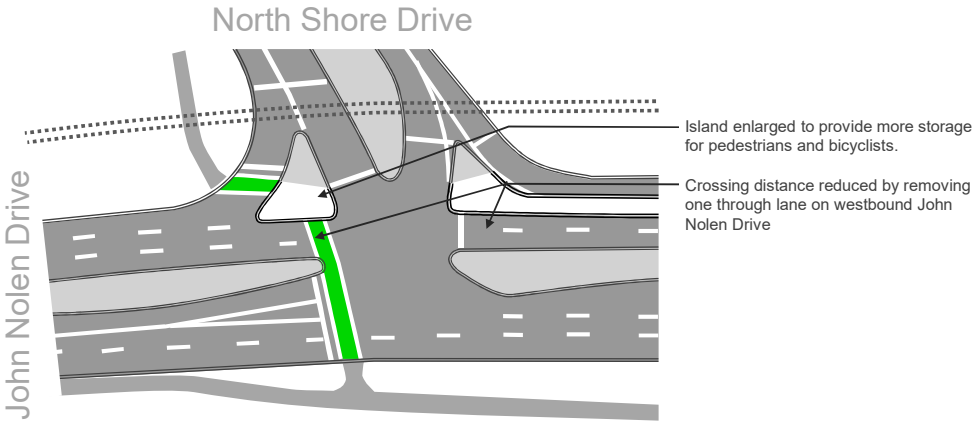
- Ladder cross walk markings



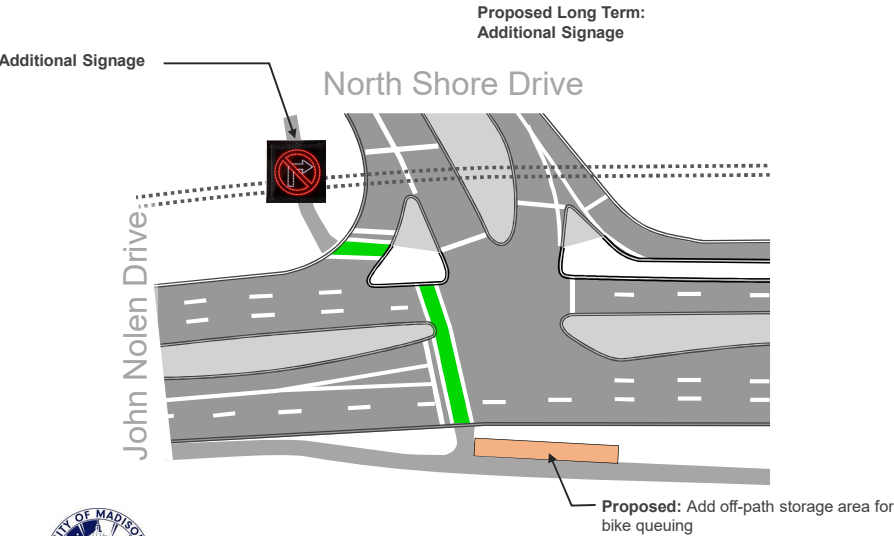
North Shore Drive



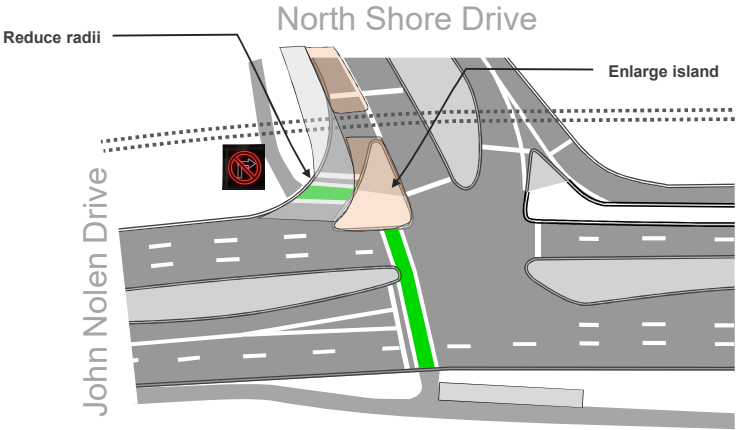
As constructed in 1995



2013 Improvements



Short Term Solution



Longer Term Option



Right Turn Channelization

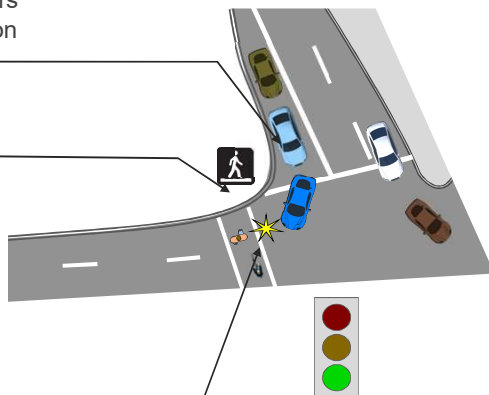
Role of the channelized right turn lane

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.

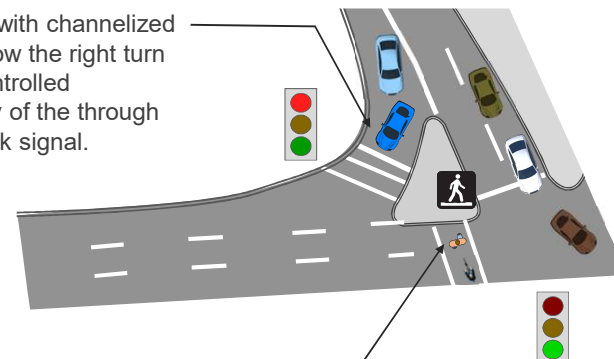
When right turn lanes are not channelized, the right turners travel on the green indication with all other traffic.

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.

Studies show providing a dedicated right-turn lane can reduce all crashes by 15 to 25 percent. Making improvements to an existing channelized right-turn lane can reduce right-turn crashes by 60 percent.

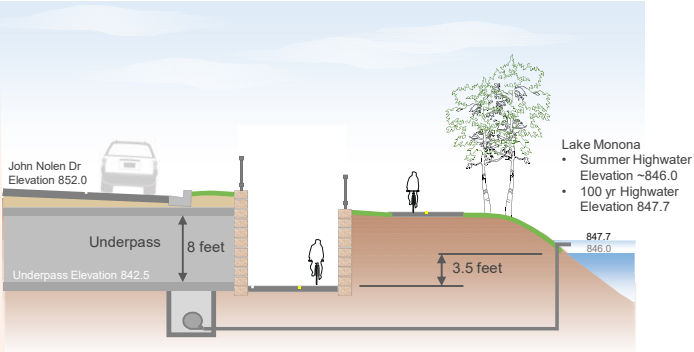


North Shore and Broom Street - Bicycle Underpass



Recommended as Long Term Solution

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

