

City of Madison

Blair St and John Nolen Dr Corridor Study



**Public Involvement
Meeting**

November 30th 2016

Google Earth

Presentation Outline:

- Study Corridor and Reasons for Study
 - Upcoming Projects
 - Previous Studies and Longer Term Opportunities
- Background and Current Conditions
- Study Process and Schedule
- Questions and Answers
- Goals Exercise

Study Limits → Project Location



Study Corridor

- Project Limits



Study Corridor

Programmed Project

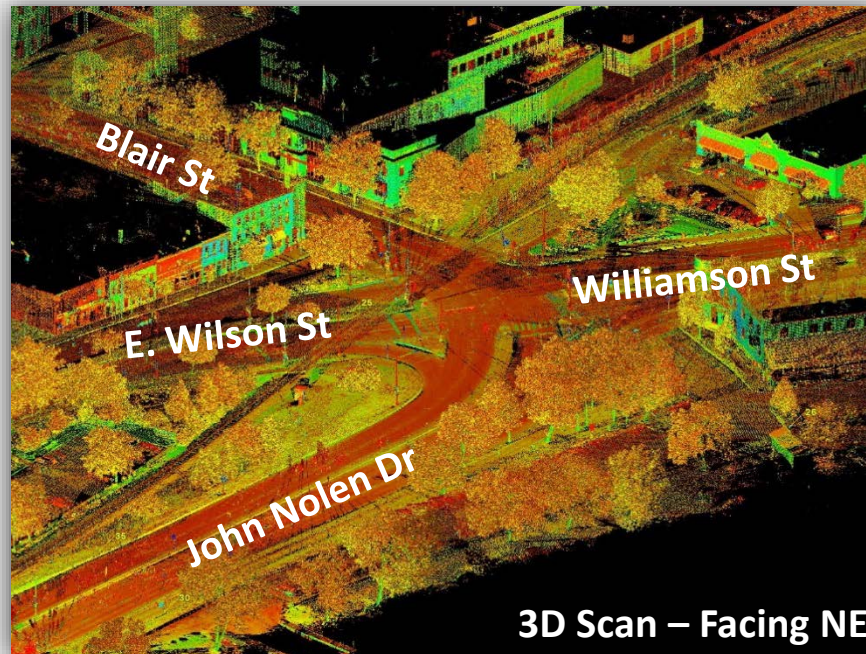
**Expected;
Not Programmed**

Long Term Planning



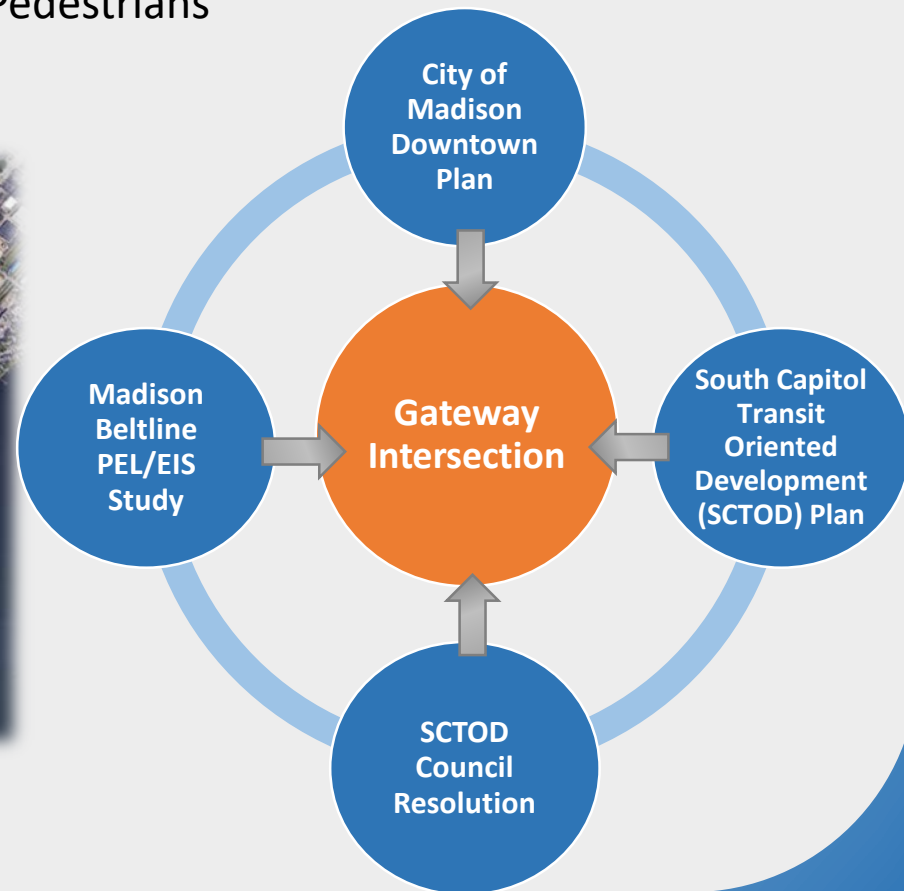
Reasons for Study

- Short Term
 - Scheduled 2018 Pavement Replacement
 - Wilson/Williamson (Franklin → Blount)
 - Blair Street (John Nolen → East Washington) not programmed

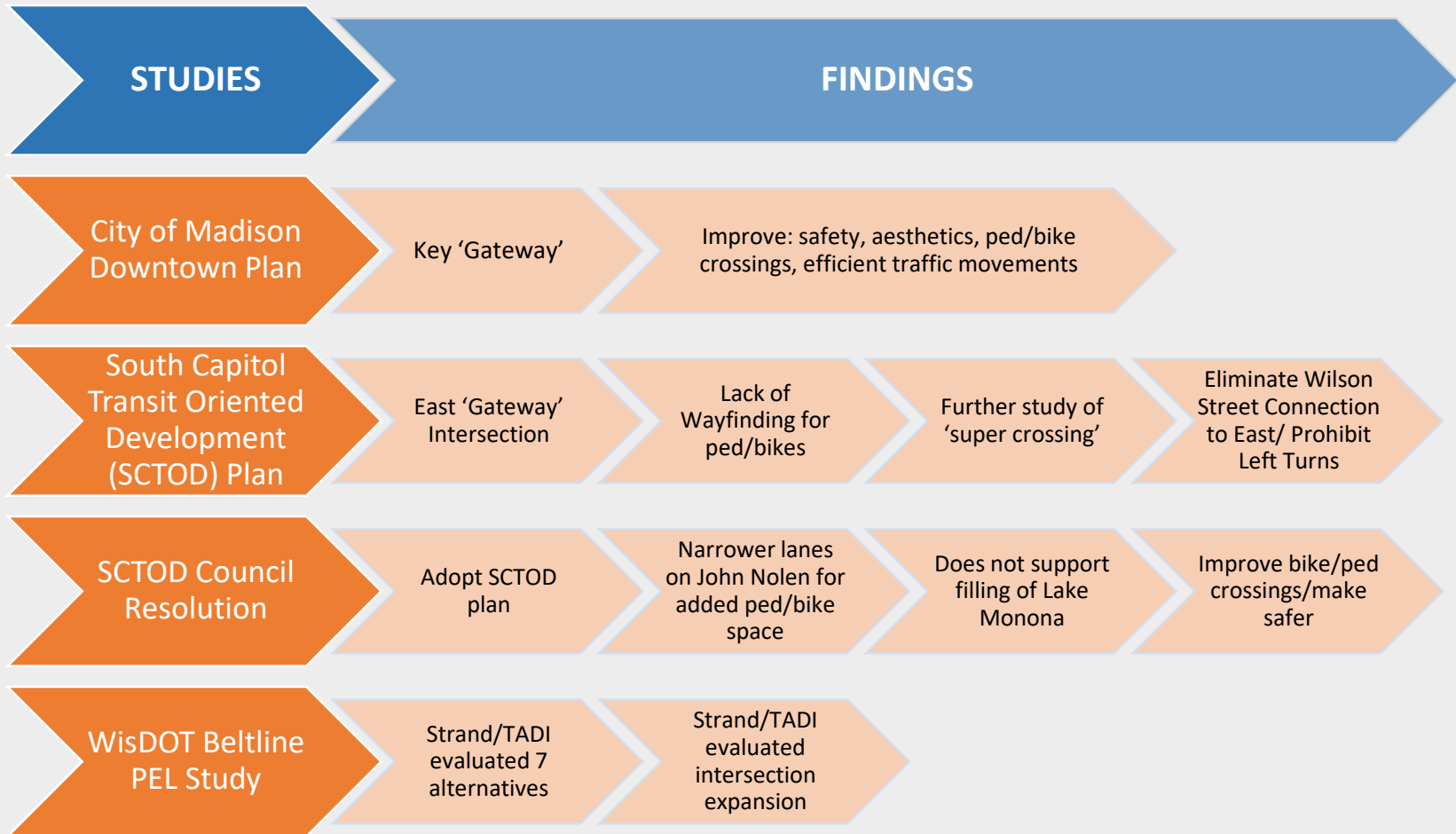


Reasons for Study

- Long Term
 - Several studies concluded → '*gateway intersection*'
 - For Vehicles/ Trains/ Bicyclists/ Pedestrians



Reasons for Study



Reasons for Study

- Timeline of Vision Studies





LAW PARK AND LAKE MONONA SHORELINE PLANNING HISTORY		
1909	John Nolen Plan sets out to strengthen the “organic relation between the new Capitol and Lake Monona.”	
1911	John Nolen’s <i>Madison: A Model City</i> plan recommends acquiring the property between the Capitol Square and Lake Monona.	
1939	Ladislav Segoe’s <i>Comprehensive Plan of Madison and Its Environs</i> recommends a series of terraces that include an amphitheater, pedestrian promenade, boat landings and a four-lane parkway with parking for 600 cars.	
1967	Wesley Peters’s <i>Monona Basin Project</i> harmonizes plans for nearly three miles of lakeshore from Olin Turville Point to Williamson Street with a series of fountain jets, a convention and community center, boat launch and marina.	
1986	City’s <i>Capitol Square Southeast Plan</i> proposes a marina, parking lot and improved boat launch and pier access. City applies for DNR permit	
1988	The Madison Common Council adopts a preliminary <i>Law Park Redevelopment Plan</i> by the Madison Parks Commission and Aquatic Facility Study Committee. DNR indicates that habitat mitigation activity may be necessary to receive a US Army Corps of Engineering permit approval.	
1989		

Image source: Downtown Plan Excerpts (adopted 2012)

Reasons for Study

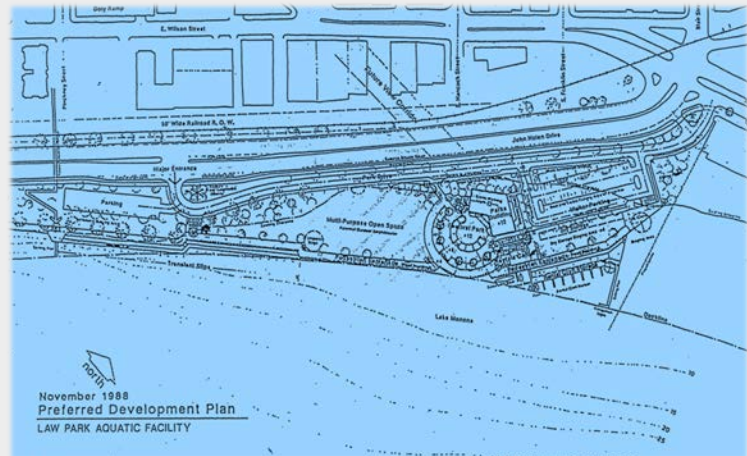
- Timeline of Vision Studies

1989	Evjue Foundation announces a \$1,000,000 grant to pay for a Law Park boathouse based upon Frank Lloyd Wright's original 1893 design.	
1990	The City is granted a permit from the U.S. Army Corps of Engineers to fill approximately 4.0 acres of Lake Monona to expand Law Park with mitigation conditions that limit parking, private boat slips and include open space requirements.	
1992	The City approves referendum on Monona Terrace Community and Convention Center project.	
1993	The City receives an extension and alteration of the US Army Corps of Engineers Permit to build Monona Terrace Community and Convention Center upon lake bed pilings and to create a new fishing pier adjacent to the facility.	
1996	The Parks Division (Schreiber Anderson Assoc.) prepares concept plan for John Nolen Drive lakeshore parkway.	

Image source: **Downtown Plan Excerpts** (adopted 2012)

Reasons for Study

- Previous Vision Studies
 - Law Park Concept



**Image source: 1988 Law Park Proposal
U.S. Army Corps of Engineers Permit**



Image source: 1990 Law Park Proposal

- Recent Plans
 - Parks and Open Space



Reasons for Study

- Recent Plans – Downtown Plan



Downtown's Lake Monona shoreline

Image source: Downtown Plan Excerpts (adopted 2012)

Reasons for Study

- Recent Plans
 - South Capitol Transit Oriented Development Plan



Image source: SCTOD Plan Executive Summary

Reasons for Study

- Ongoing Private Studies (Non-City)

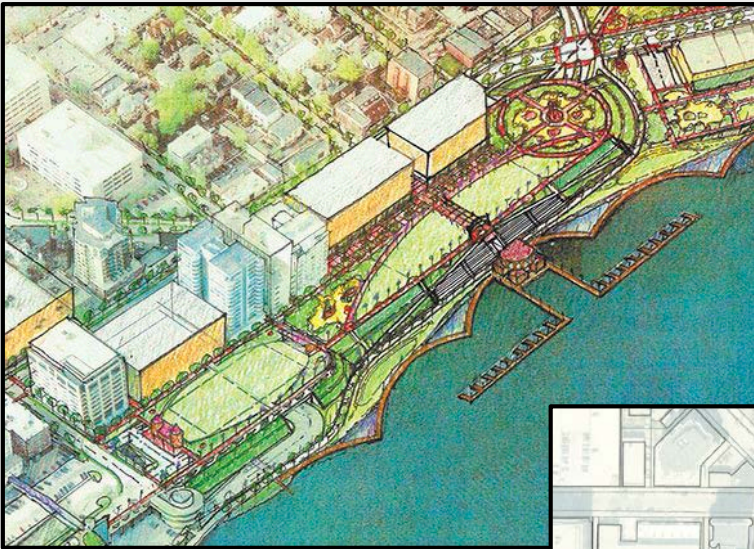


Image source: Isthmus



Image source: Kenton Peters

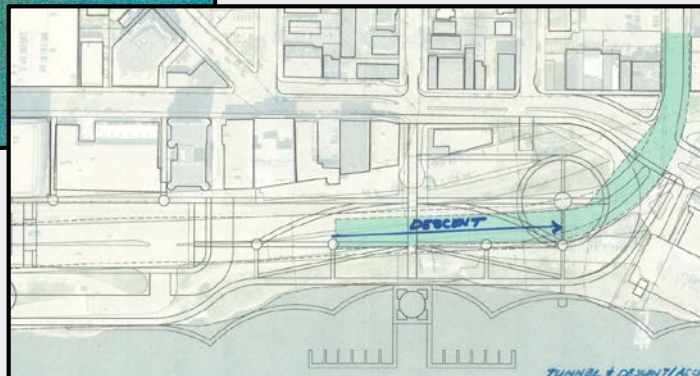
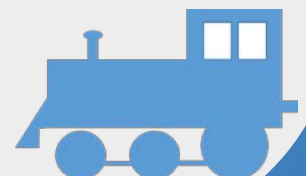


Image source: Madison Design Professionals Workgroup

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 - Upcoming Projects
 - Previous Studies and Longer Term Opportunities
- **Background and Current Conditions**
- Study Process and Schedule
- Questions and Answers
- Goals Exercise

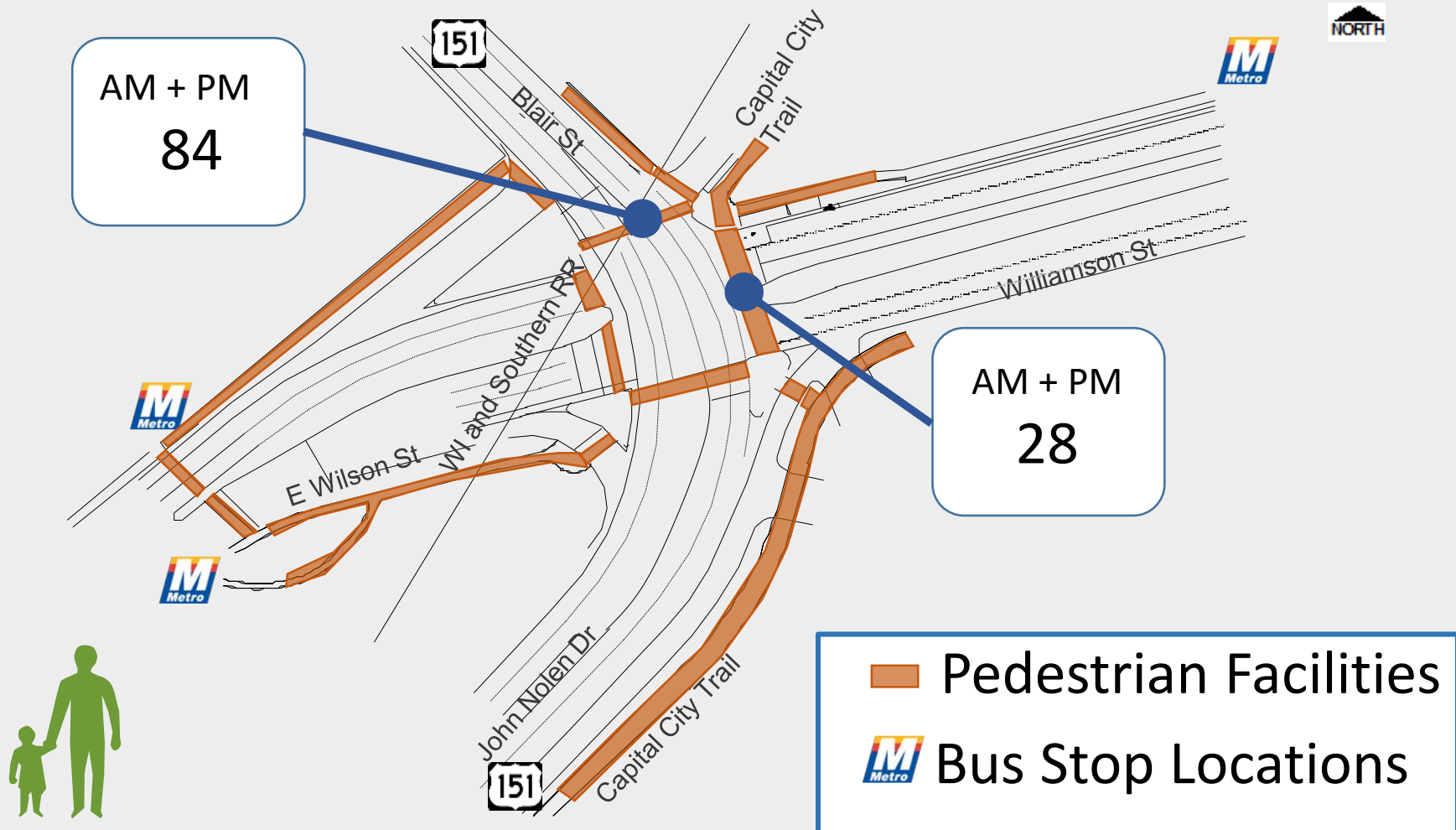


- Transit Conditions



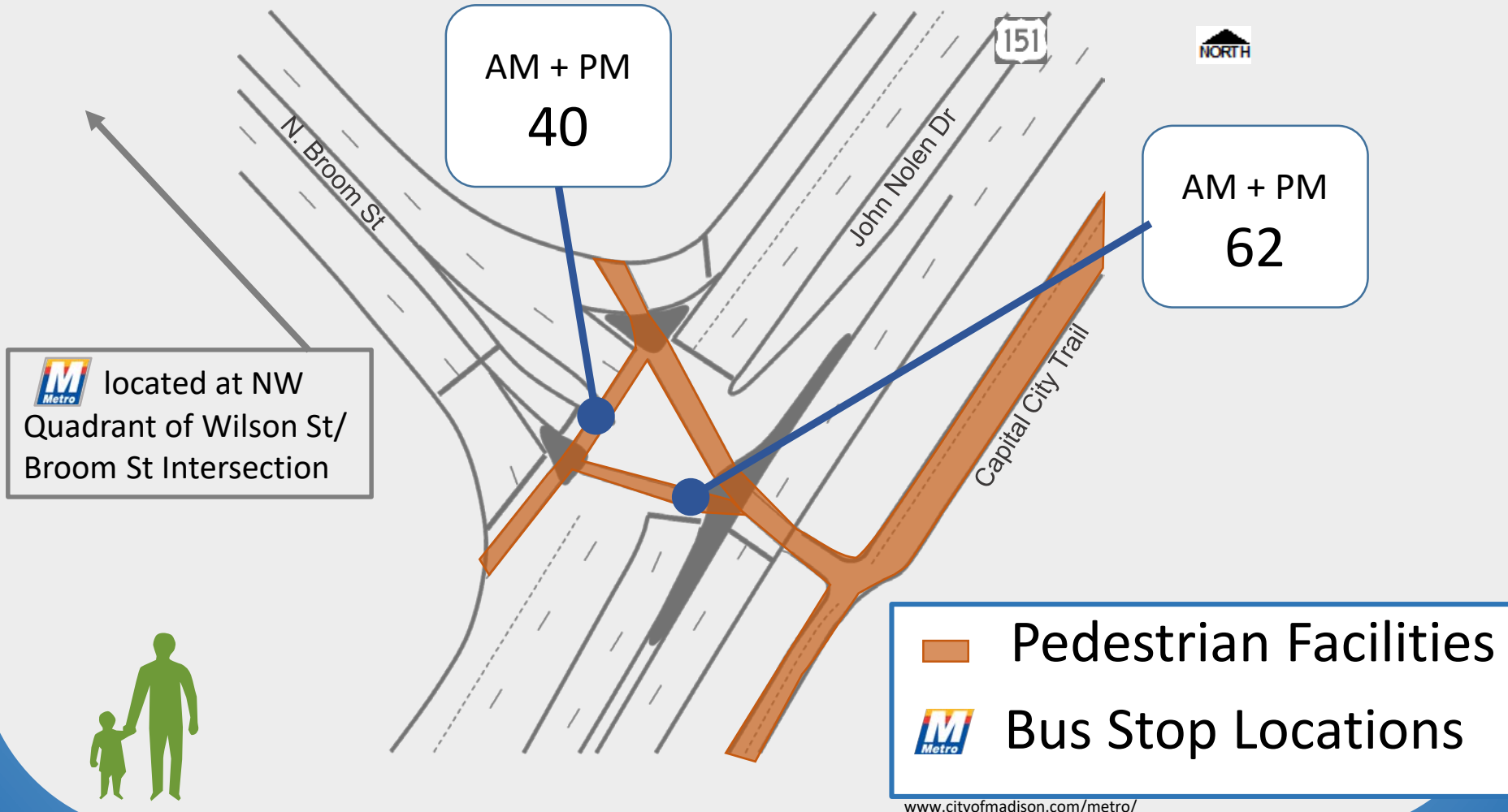
Background and Current Conditions

- Pedestrian and Transit Conditions



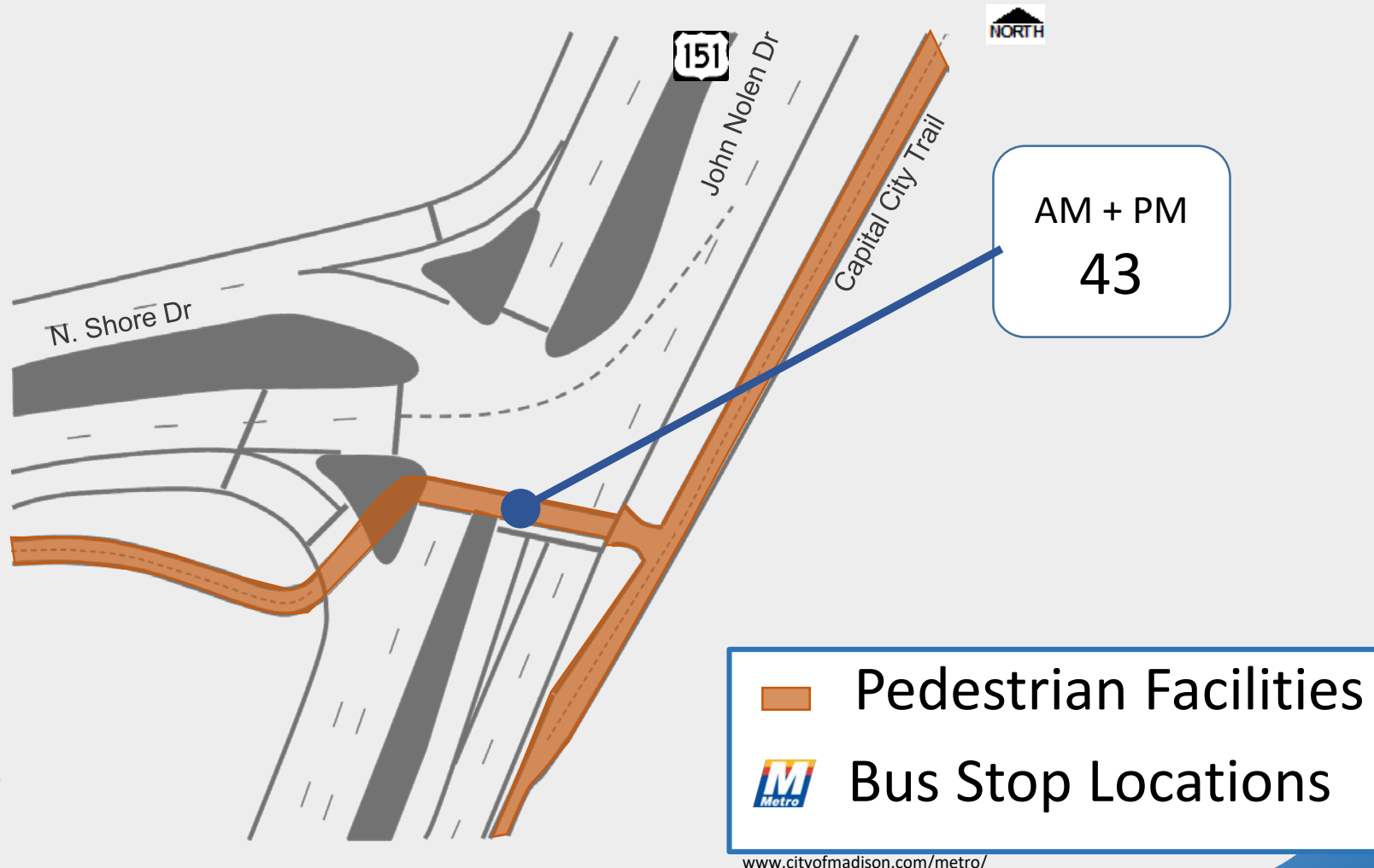
Background and Current Conditions

- Pedestrian and Transit Conditions



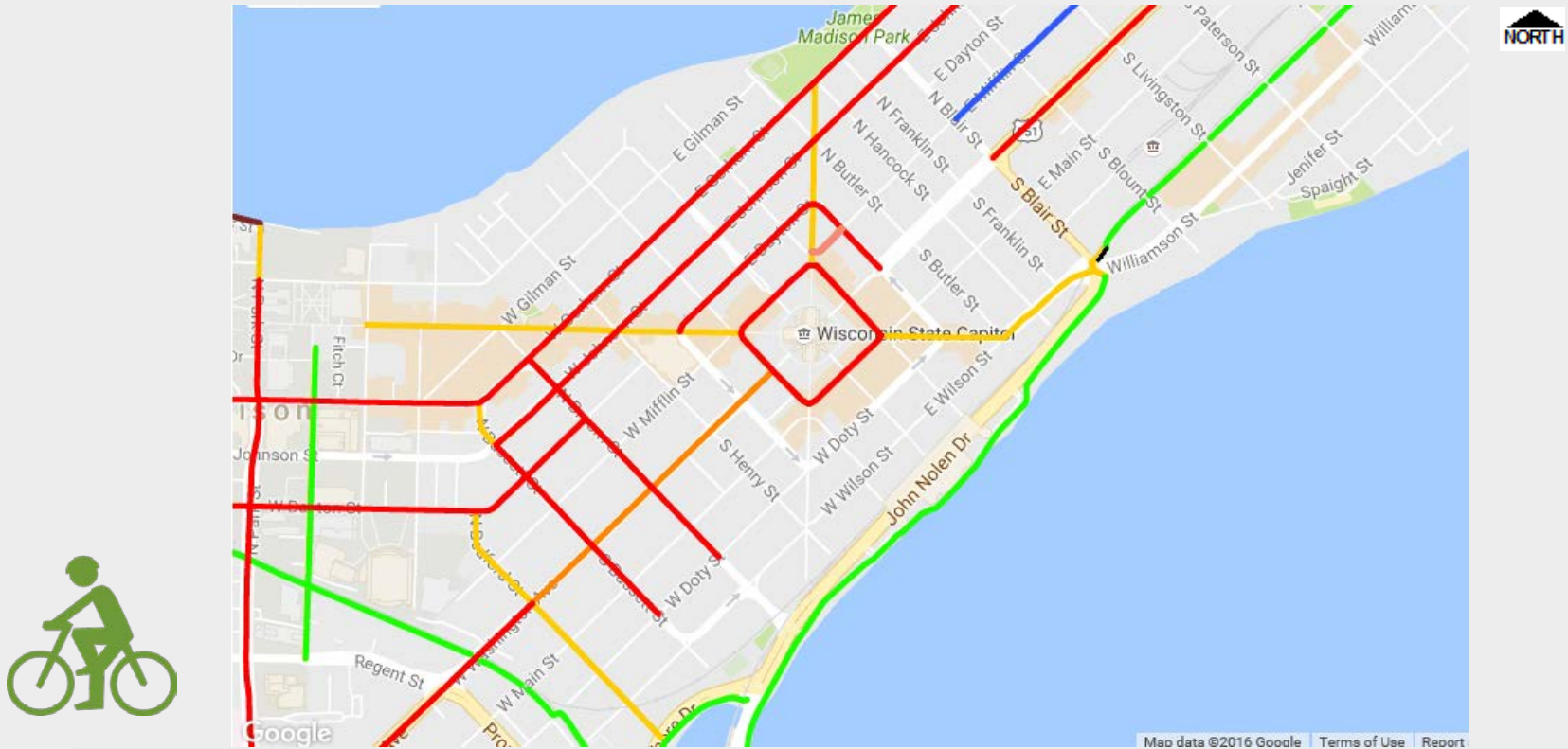
Background and Current Conditions

- Pedestrian and Transit Conditions



Background and Current Conditions

- Bicycle Conditions



BICYCLING NETWORK LEGEND

Off street
paved path

Off street
paved path -
Trail Pass
required

Bicycle
boulevard

Bike lane or
paved shoulder

Contra-flow
bike lane

Wide curb lane

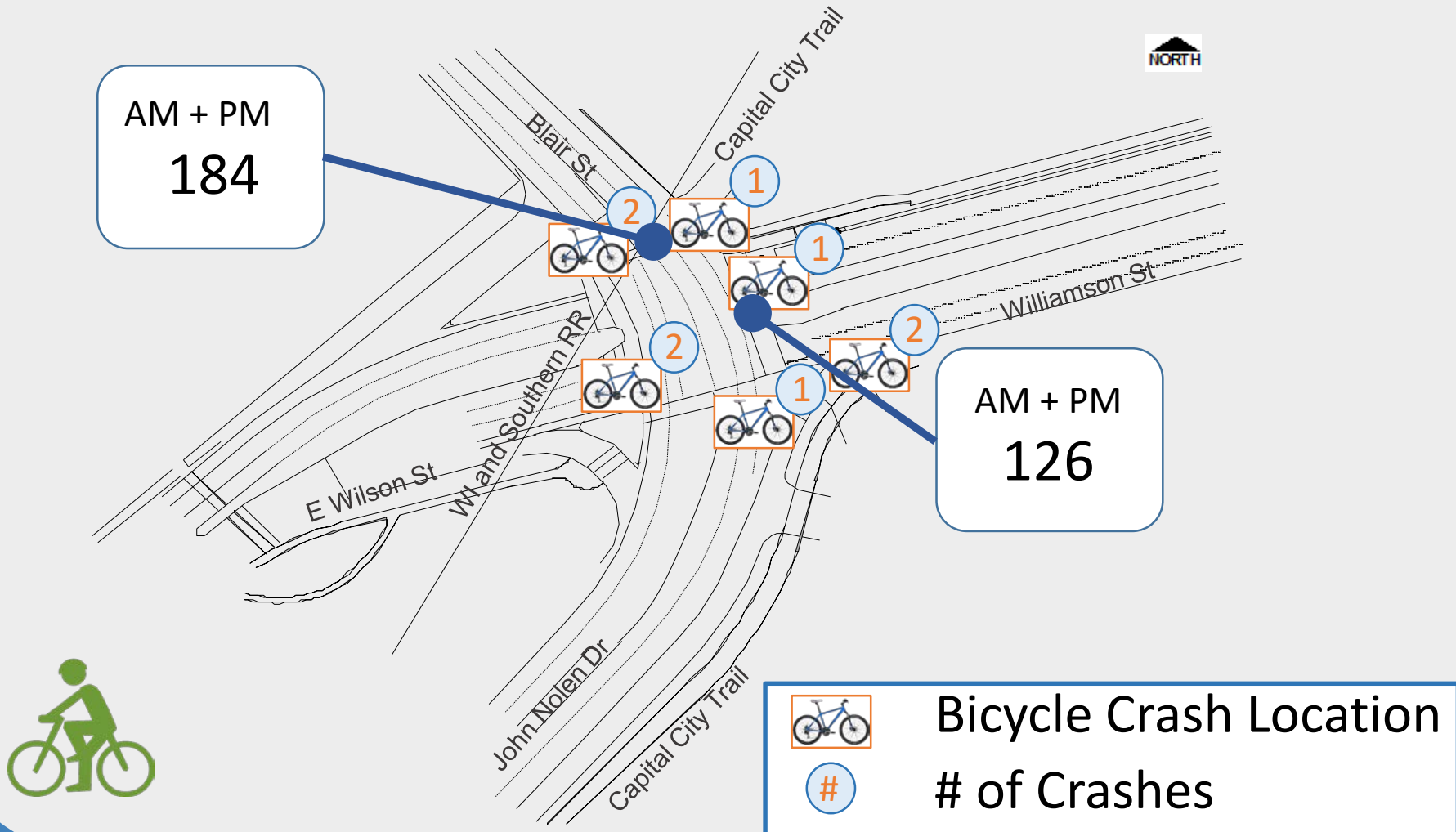
On street route

Off street
unpaved path

Bicycle route
on sidewalk

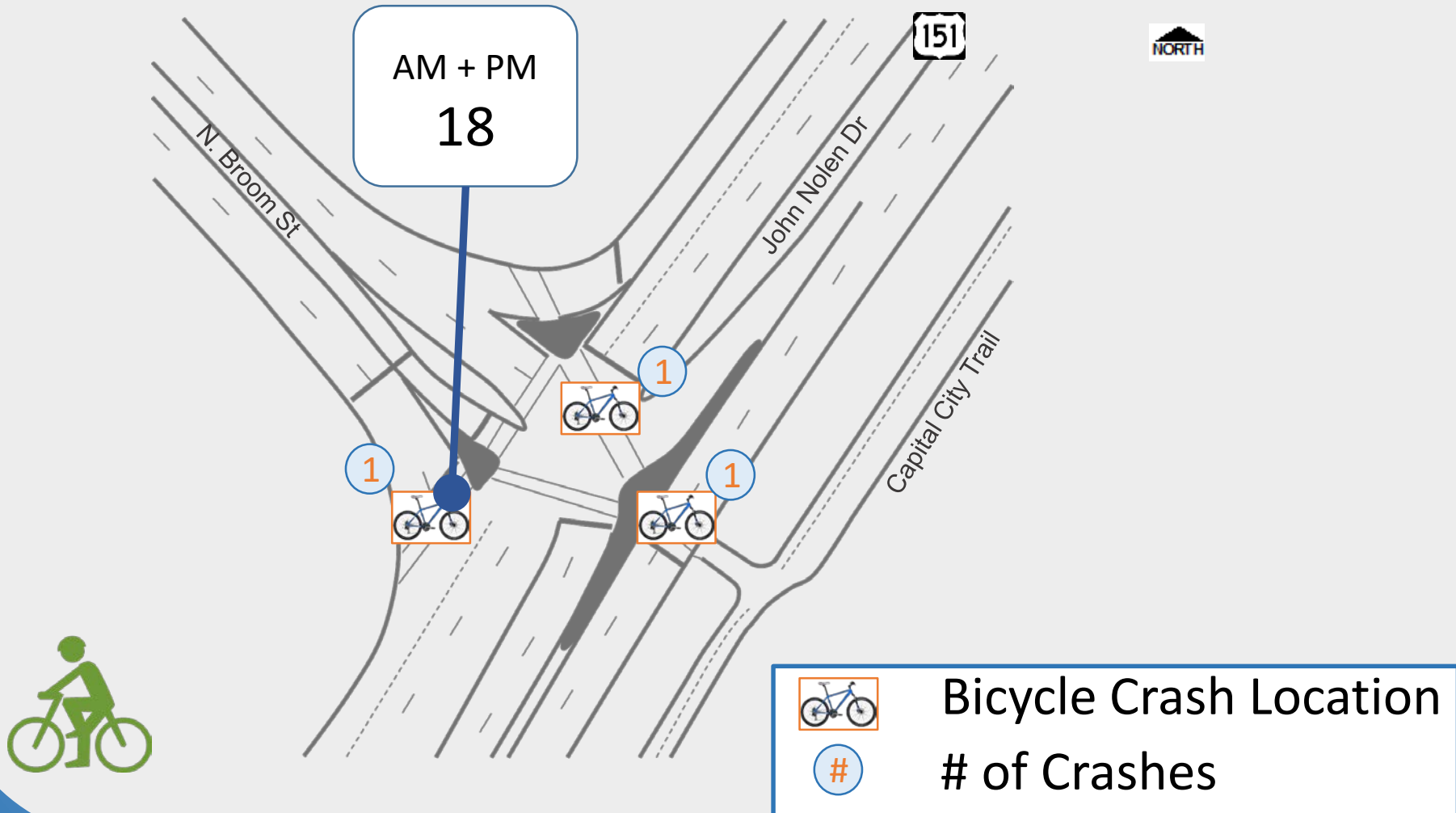
Background and Current Conditions

- 9 Reported Bike Crashes (2011-2015)



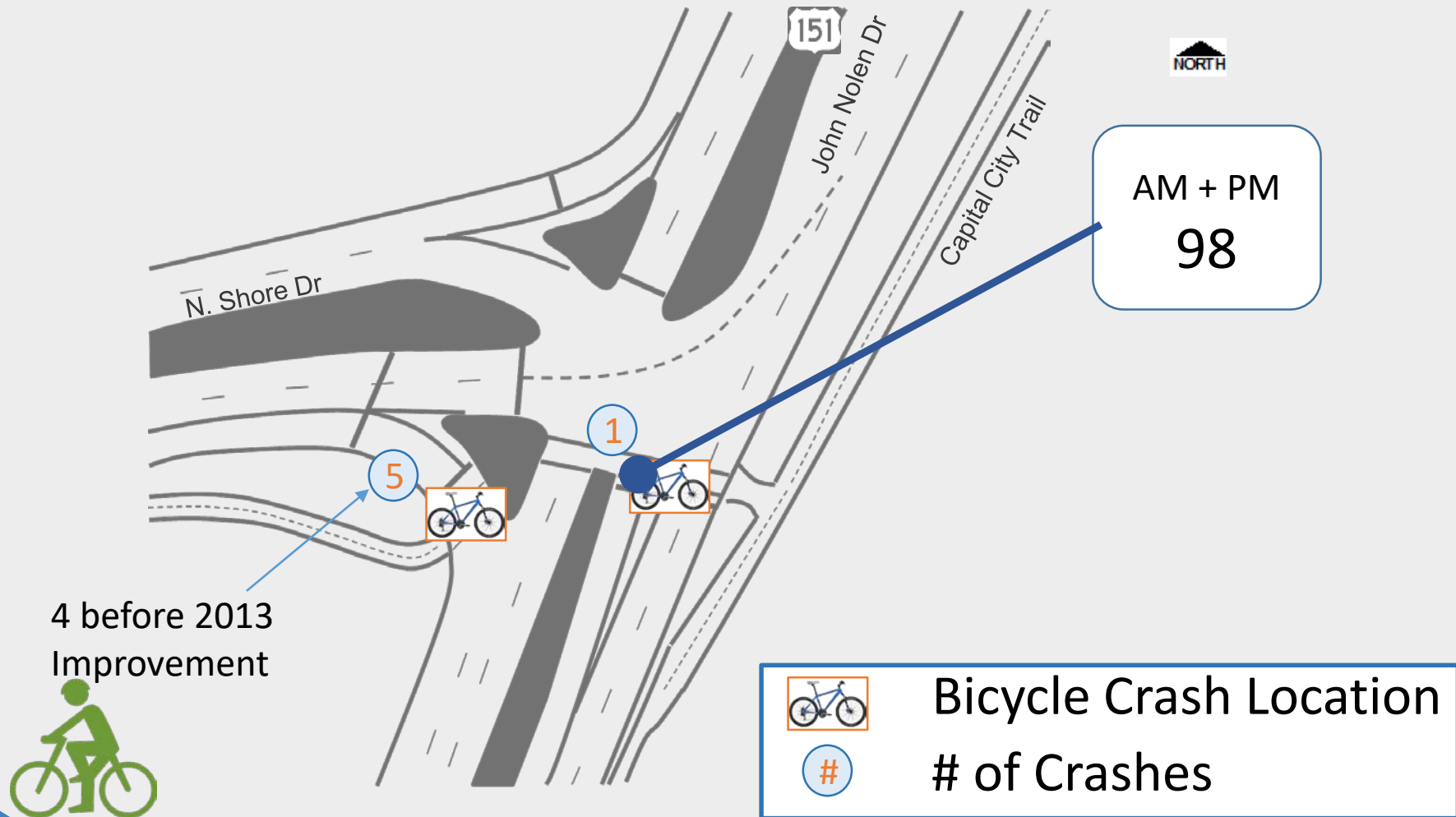
Background and Current Conditions

- 3 Reported Bike Crashes (2011-2015)



Background and Current Conditions

- 6 Reported Bike Crashes (2011-2015)



Background and Current Conditions

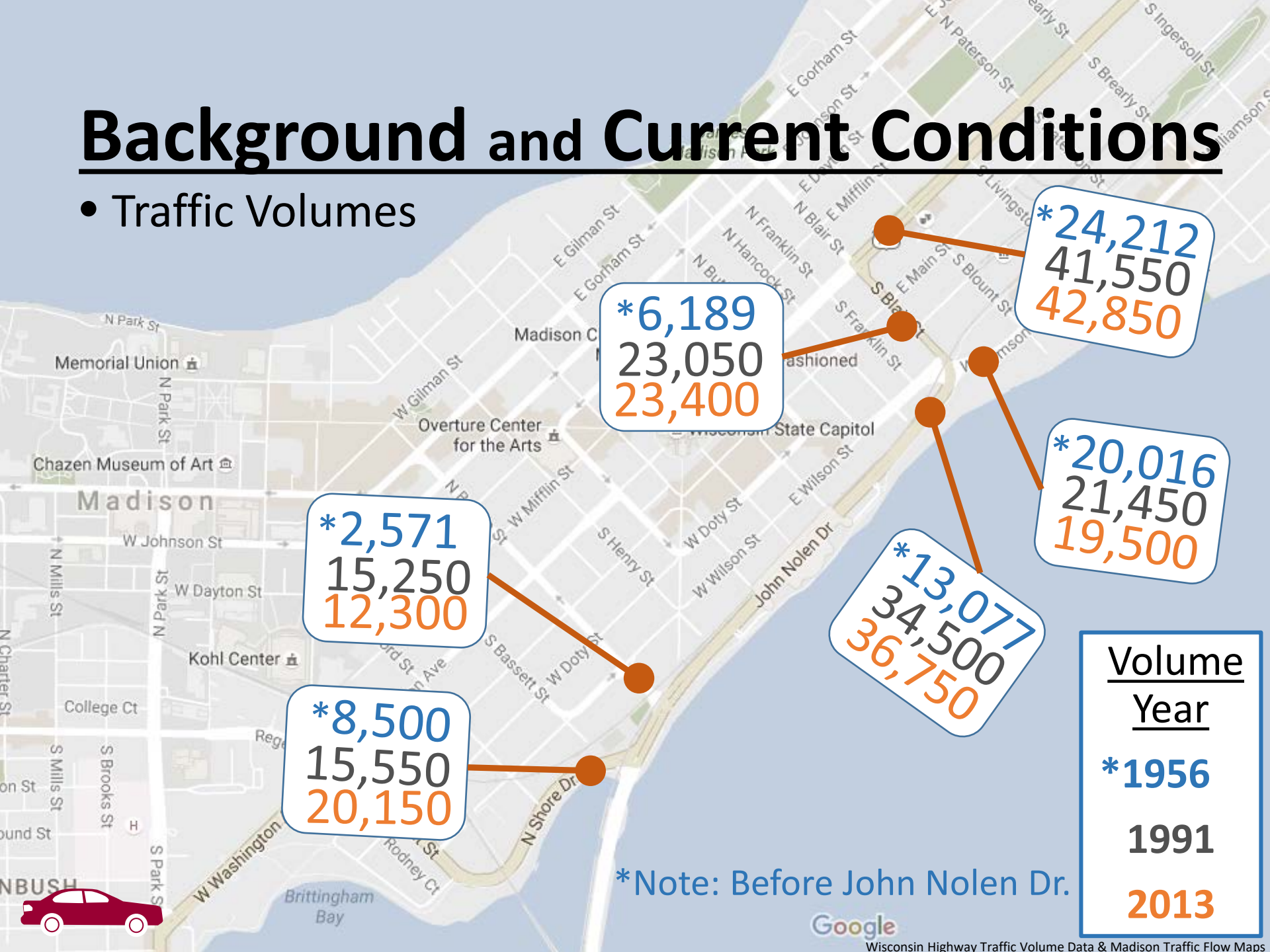
- Intersection Volume → increase by 200% since 1956
- Addition/Expansion of John Nolen Drive



Expansion of John Nolen Drive

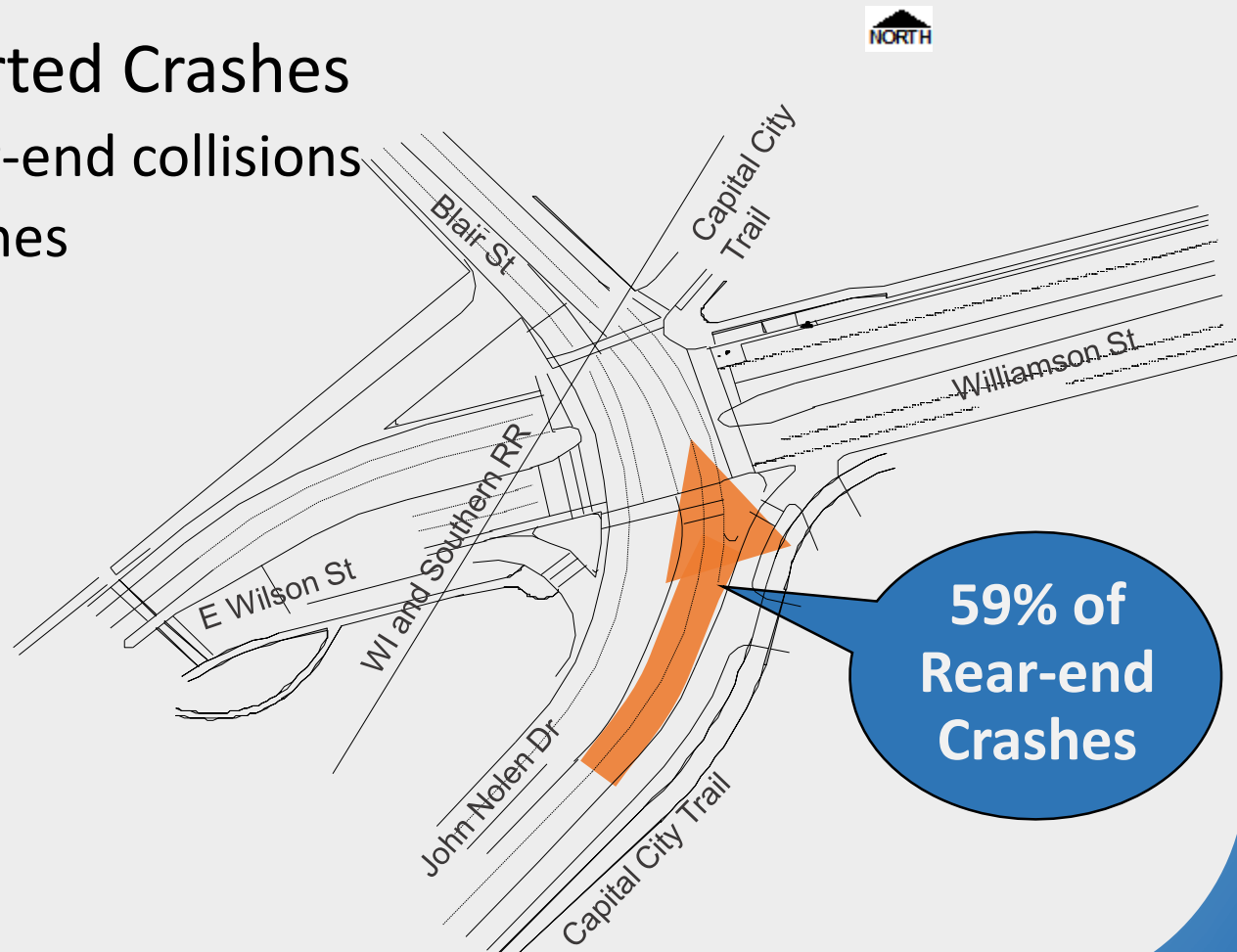
Background and Current Conditions

- Traffic Volumes



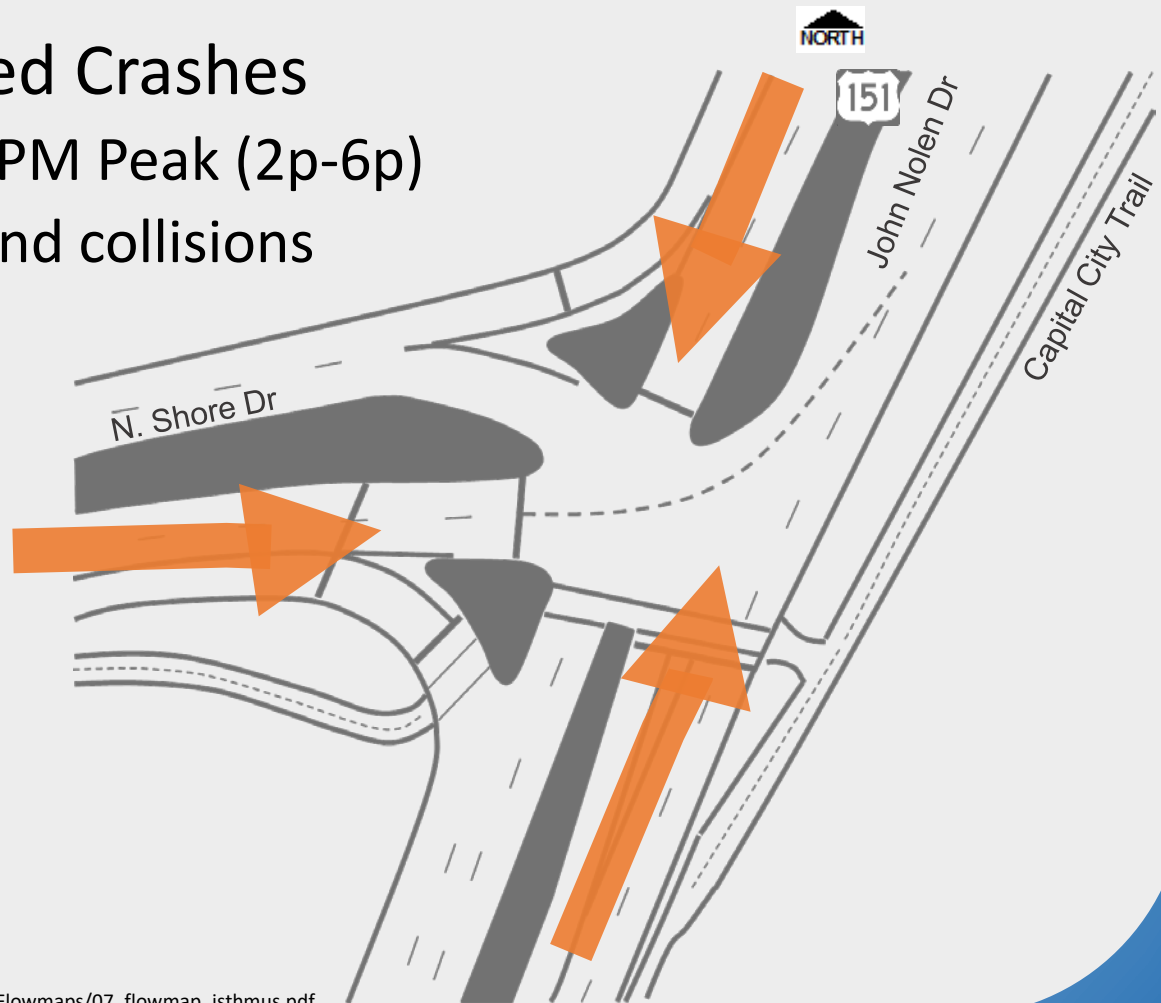
Background and Current Conditions

- Crash History (2011-2015)
 - 92 Total Reported Crashes
 - 46/92 → Rear-end collisions
 - 9 → Bike Crashes



Background and Current Conditions

- Crash History (2011-2015)
 - 119 Total Reported Crashes
 - 40/119 → during PM Peak (2p-6p)
 - 58/119 → Rear-end collisions
 - 6 → Bike Crashes



Background and Current Conditions

- Motor Vehicle Operations - ***Blair/John Nolen & Wilson/Williamson Street***
 - Northbound and Southbound Queueing and Congestion
 - Existing LOS F movements – NB/SB through
 - Left turners block through movement



Background and Current Conditions

- Motor Vehicle Operations - *John Nolen Drive & Broom Street*
 - Northbound and Southbound Queueing and Congestion
 - Existing LOS F movements –SB through



Background and Current Conditions

- Motor Vehicle Operations - ***John Nolen Drive & North Shore Drive***
 - Queueing and Congestion all approaches
 - Existing LOS F movements –NBL and EBL



Background and Current Conditions

- Railroads



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Study 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

Mar.'17-
Jun.'17

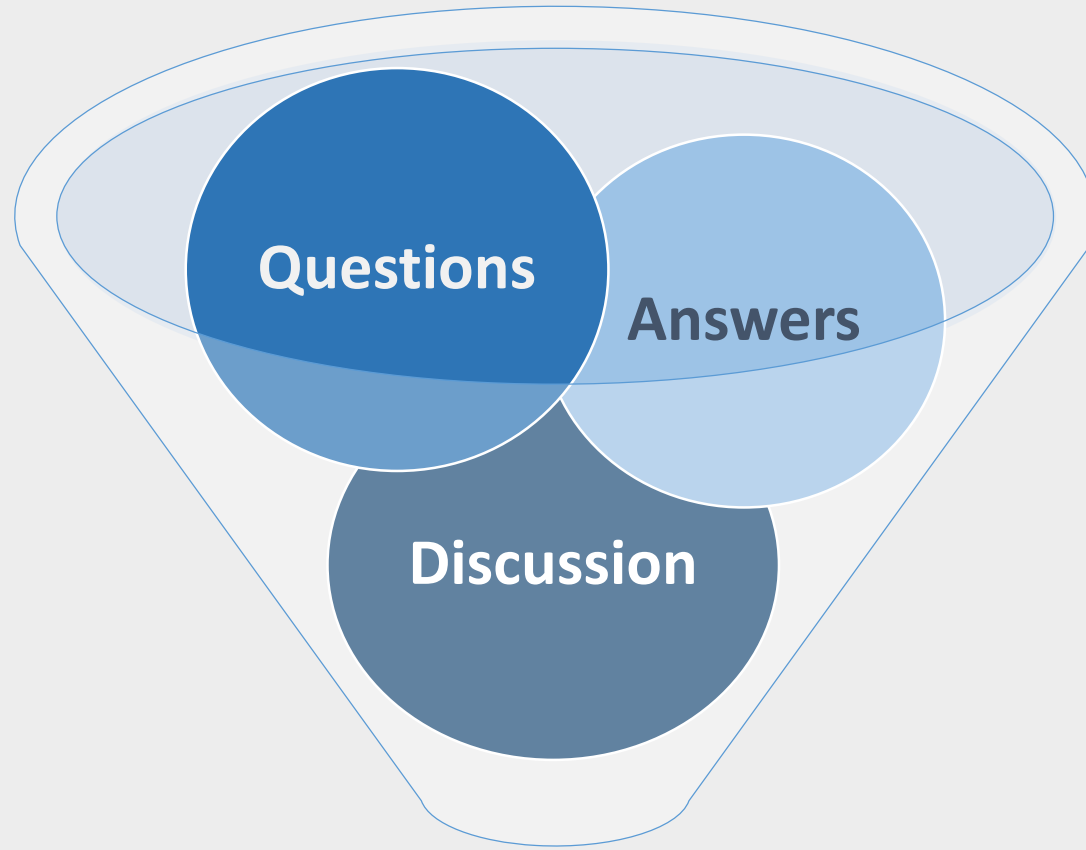
Phase 3 - Recommendations

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

Jun.'17-
Jul.'17

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Better Solutions

Presentation Outline:

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- Study Process and Schedule
- Questions and Answers
- **Goals Exercise**

Goals Exercise

- 1. Discuss top goals (concerns/problems) at your tables.**
- 2. Designate a reporter at your table to present your top 3 goals to the group after ~15-minutes.**
- 3. Add notes to Sticky Notes and then place on the maps.**



How to Get More Information?

City of Madison:

Chris Petykowski, P.E.

cpetykowski@cityofmadison.com

Strand Associates, Inc.:

Jeff Held, P.E.

608-251-4843

jeff.held@strand.com

City of Madison Blair Street Corridor Study



Next Meeting
~March 2017