



Joint Campus Area Committee Meeting

Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route (#22A2N)

April 25, 2024

Lakeshore Path Bicycle & Pedestrian Bypass Route

Joint Area Campus Committee Agenda

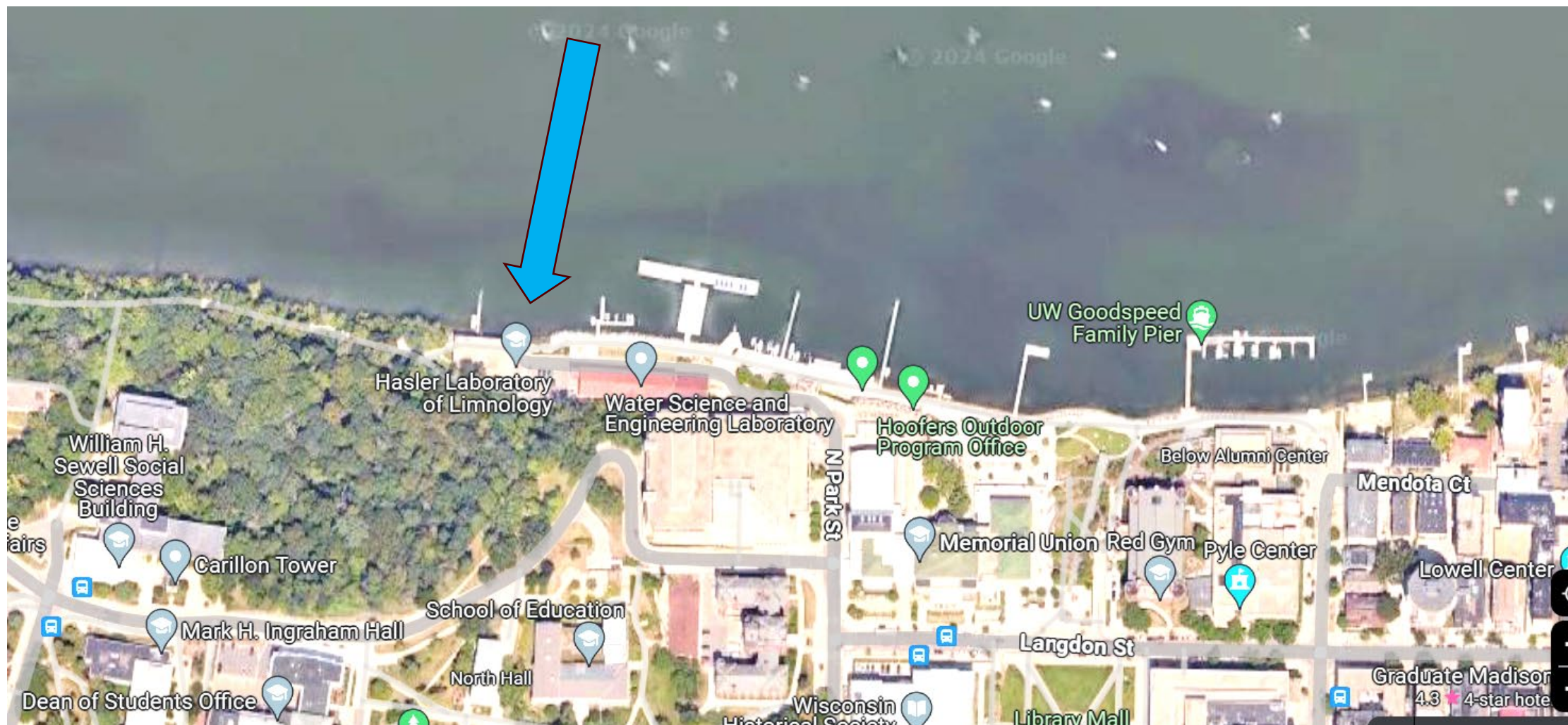
1. Introductions
2. Stakeholders
3. Project Need
4. Bypass Options
5. Retaining Wall Selection
6. Schedule
7. Next Steps

Project Stakeholders and On-going Coordination

Campus Groups:

- UW Center for Limnology
- Water Science and Engineering
- Transportation
- Grounds
- Campus Planning & Landscape Architecture
- Lakeshore Nature Preserve
- City of Madison Fire Department
- Environmental Health & Safety
- Sustainability
- Capital Project Delivery

Project Location



Project Location

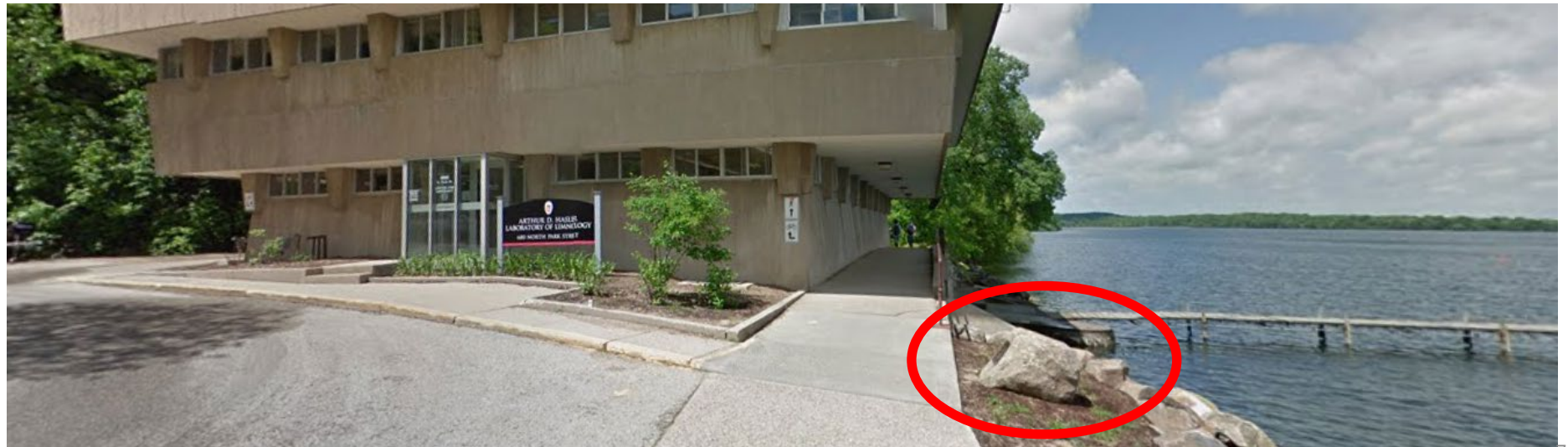


Trail Logistics and Flow



Existing Memorial Site

- John “Vietnam” Nguyen
- 2012 Student
- Coordination with Nguyen family



Consistency with 2015 UW Long Range Transportation Plan

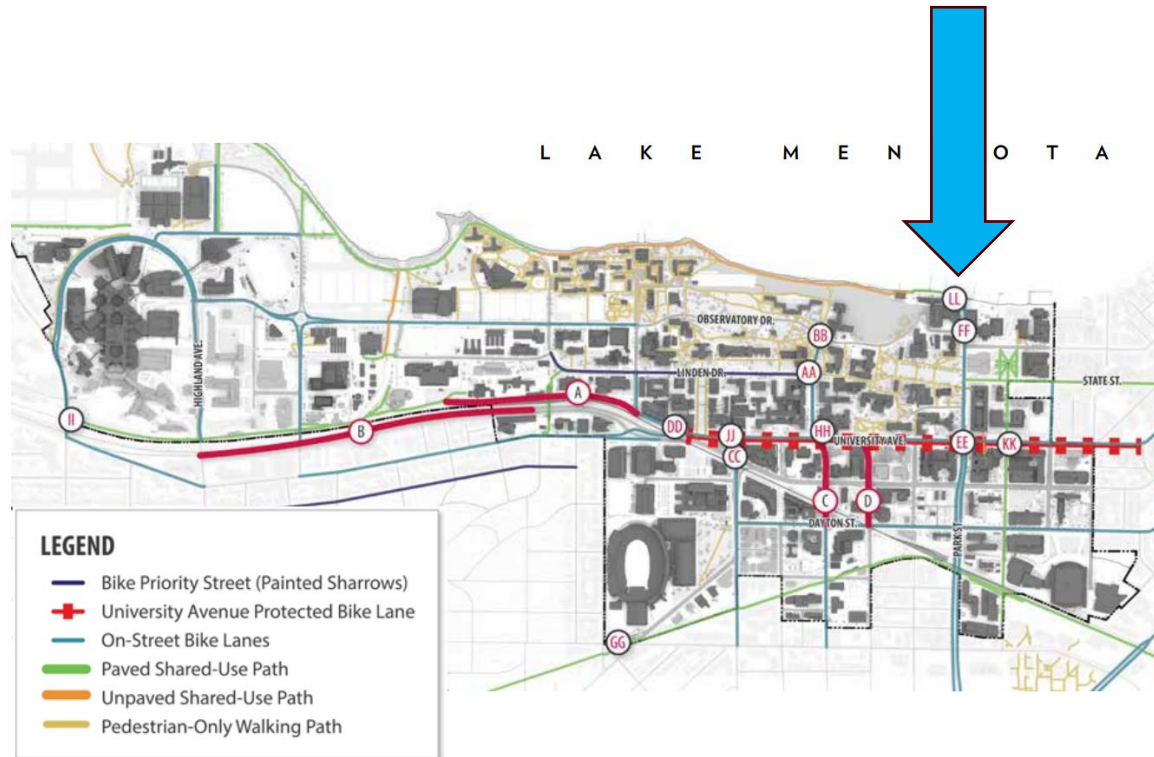


Table 2-1 Summary of Gaps in Walking and Biking Connectivity

Route ID	Location	Challenge/Need
A	Campus Drive Path and Linden Drive	Need for connection between end of path at Veterinary Medicine to Babcock Drive and University Avenue to the east
B	West Campus Connection over Campus Drive	Additional north-south crossing of Campus Drive for pedestrians and bicyclists between existing bridge and Walnut Street
C	N. Charter Street between W. Dayton Street and University Avenue	Primary north-south route connecting north campus with campus and neighborhoods to the south Need for bicycle accommodations on N. Charter Street between W. Dayton Street and University Avenue
D	N. Mills Street between W. Dayton Street and University Avenue	Primary north-south route, similar to N. Charter Street Need for bicycle accommodations between W. Dayton Street and University Avenue to connect northern parts of campus to the neighborhood area to the south Will have to integrate with on-street parking

Table 2-2 Summary of Locations Where Challenges Exist

Location ID	Location	Challenge
HH	N. Charter Street and Linden Drive	High non-motorized volumes; peak 15 minute pedestrian volume from 10:45 - 11:00 a.m. on a Tuesday in April 2015 of 2,199 pedestrians and 95 bicyclists Conflicts between modes, major transit delays
BB	N. Charter Street and Observatory Drive	High non-motorized volumes; peak 15 minute pedestrian volume from 10:45 - 11:00 a.m. on a Tuesday in April 2015 of 1,299 pedestrians and 26 bicyclists Conflicts between modes, major transit delays
CC	Campus Drive and N. Randall Avenue	Skewed intersection, long crossing Various turning movements, high vehicle speeds and volumes Pedestrian, bicyclist, and vehicle yielding confusion Railroad crossing

Location ID	Location	Challenge
DD	Campus Drive, University Avenue, and Babcock Drive	Skewed intersection, long crossing Various turning movements, high vehicle speeds and volumes Pedestrian, bicyclist, and vehicle yielding confusion Railroad crossing
EE	N. Park Street and University Avenue	Various turning movements, high vehicle speeds and volumes Pedestrian, bicyclist, and vehicle yielding confusion Very high pedestrian and bicycle traffic
FF	N. Park Street and Observatory Drive	Highly skewed and offset intersection Transit layover area on west side of Memorial Union All mode turning movements Low pedestrian and bicycle compliance
GG	Southwest Path, Regent Street, Breese Terrace, Crazy Legs Lane, and Monroe Street	City has worked to address green pavement markings, bike specific signal going westbound, and other measures Highly skewed intersection results in a lot of confusion between all modes and intersection shared-use path
HH	University Avenue and N. Charter Street	Skewed intersection with difficult crossings for pedestrians and bicyclists Modal conflicts, transit delay
II	University Bay Drive and Campus Drive Path	Bicyclists crossing this intersection come into conflict with buses, emergency hospital vehicles, and high vehicle volumes
JJ	University Avenue and N. Randall Avenue	No pedestrian crosswalk at the west leg of the intersection Long crossing with high motor vehicle traffic speeds and volumes
KK	University Avenue in front of Chazen Museum	Intercity buses park in front of Chazen Museum, forcing Metro Transit buses to use the westbound bike lane to pass
LL	Lakeshore Path at the Limnology Building	Lakeshore Path ends and users must use the narrow sidewalk next to the Limnology Building or travel through the building's parking lot to access N. Park Street

Project Need

Context

Major regional bike/pedestrian connection

Up to 15,000 cyclists and pedestrians pass through the area daily

Limnology requires front, rear, and underground building access

Parking is extremely limited in this area of campus

Used by Limnology, Water Science, permit holders, garbage & recycling, Hoofers, Physical Plant, emergency vehicles, pedestrians, cyclists, and people with disabilities

Site is next to Lake Mendota: need to be mindful of salt/sand and other impacts to lake and habitat, including shading

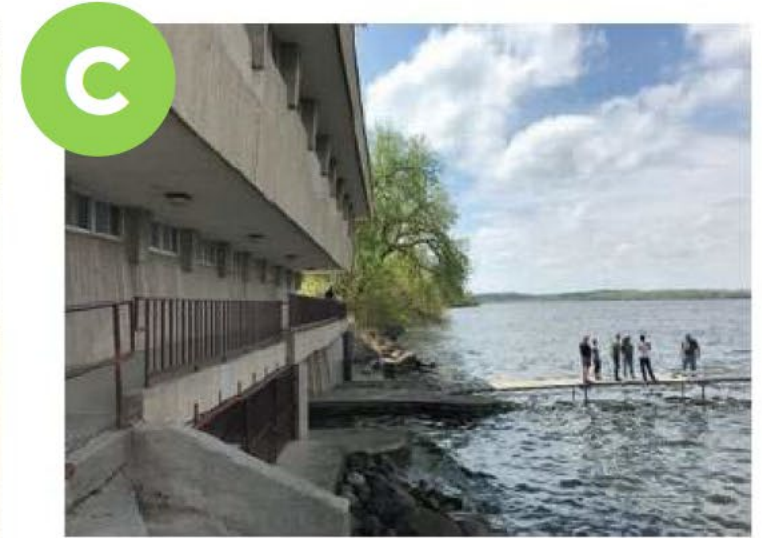
Project Need



Pedestrian
path and
service drive
into Lot 8



Blind corner and
dumpsters at
Water Science
Building



Boat access on
north side of
Limnology
Building

Project Need

D



Primary
bike/bike
conflict point

E



Pinch point
south of
Limnology
(looking east)

F



Loading zone
conflict south
of Limnology
(looking west)

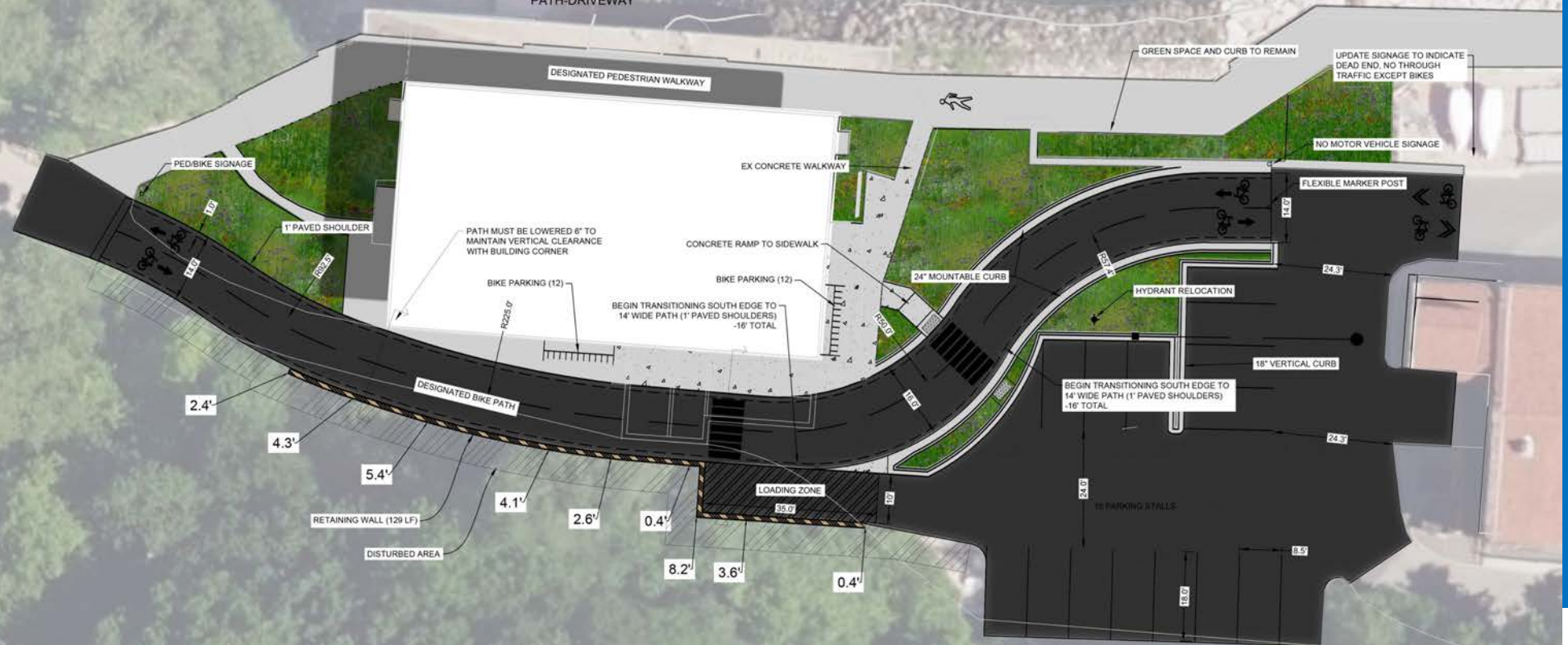
Two Bypass Concepts Developed

Concept 1 & Concept 2

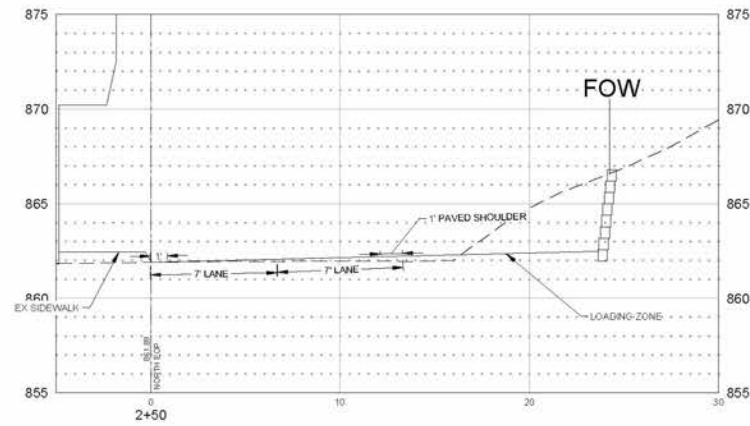
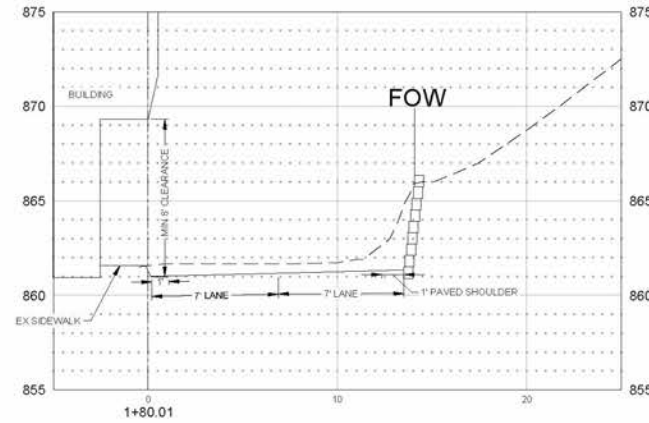
- Conceptual/planning level detail only
- Primary difference is treatment of parking lot
- Both Concepts 1 & 2 retain pedestrian-only access on northside of Limnology
- There are not significant differences in overall costs between the two concepts
- Concept 2 selected by stakeholders



- SMALLER RETAINING WALLS (450 FACE FOOTAGE)=
- EASIER CONSTRUCTABILITY AND SHORTER TIMELINE
- REDUCED CONTINGENCIES DUE TO SMALLER
- RETAINING WALLS
- WALLS ARE SMALLER AND SHORTER THAN CONCEPT 1
- WIDER TRAIL AT SOUTHEAST BUILDING CORNER TO PROVIDE ADDED ROOM AT SHARPEST TURN
- SIGNIFICANTLY MORE PARKING THAN CONCEPT 1 (15 VS 5)
- SIGNIFICANTLY MORE GREEN SPACE
- BETTER TRANSITION TO EASTERLY SHARED PATH-DRIVEWAY



Concept 2



S:\1001\2023\2-28 PM Interim Plan 10/31/2023 2:48 PM X:\2020\WMD\CA\18507\2-28 PM Interim Plan 10/31/2023 2:48 PM X:\2020\WMD\CA\18507\CONCEPT 1.18.mxd

SEH Project	18507	Rev #	Revision/Description	Date	Rev #	Revision/Description	Date
Drawn By	LJC						
Designed By	##						
Checked By	##						



UW-PATH
MADISON, WI

CONCEPT 2 -
X-SECTIONS

4

of 4



Concept 2



Concept 2

SUMMARY:

- 12' wide asphalt bike path
- 1' paved shoulder (14' total width)
- 15 parking stalls
- Wall length ~180'
- Loading zone south of bike trail





Concept 1

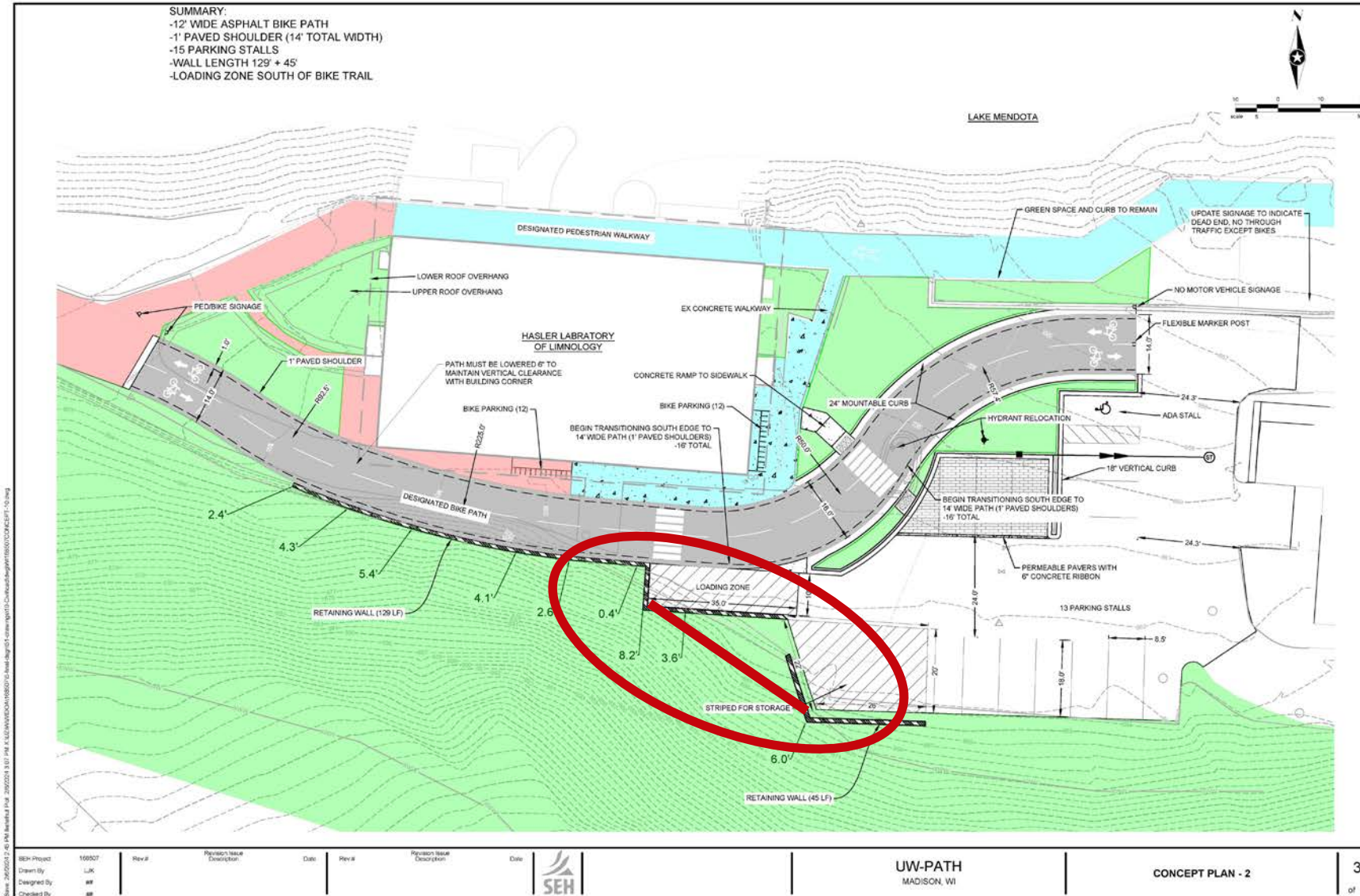


Concept 2

Concept 2



Potential Project Variation – Retaining Wall Extension



Proposed Retaining Wall Selected by Stakeholders

- Gabion Wall



Project Timeline & Milestones

- DRB Meeting #1 – February 2024
- JCAC #1 – February 2024
- 35% Submittal – April 2024
- Board of Regents – April 2024
- JCAC #2 – April 2024
- DRB Meeting #2 – May 2024
- SBC – May 2024
- 90% Final Review – May 2024
- Bid Opening – July 2024
- Construction – September 2024 – January 2025



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