



Perry Street Study Alternatives Development

Report Summary

Transportation Commission Meeting, July 29



MADISON DEPARTMENT
OF TRANSPORTATION

Introduction



Funded by a federal grant, this study is intended to understand benefits and costs of a connection at or near Perry St



Following the definition of a Purpose and Need statement, alternatives development was conducted in three phases

Phase 1: Conceptual Alternatives

Phase 2: Detailed Alternatives

Phase 3: Additional Concept Based on Public Feedback



There is currently no funding to build a connection and no immediate plans to move forward with a construction project

Purpose and Need

Study Purpose

The purpose of the Perry Street study is to determine benefits and costs of a connection. This is done by developing possible improvements that would establish a connection between the neighborhoods to the north and south of the Beltline (US 12/14/18/151) for residential, commercial, and recreational travel, and to facilitate multi-modal access, connectivity, and safety for all travelers.

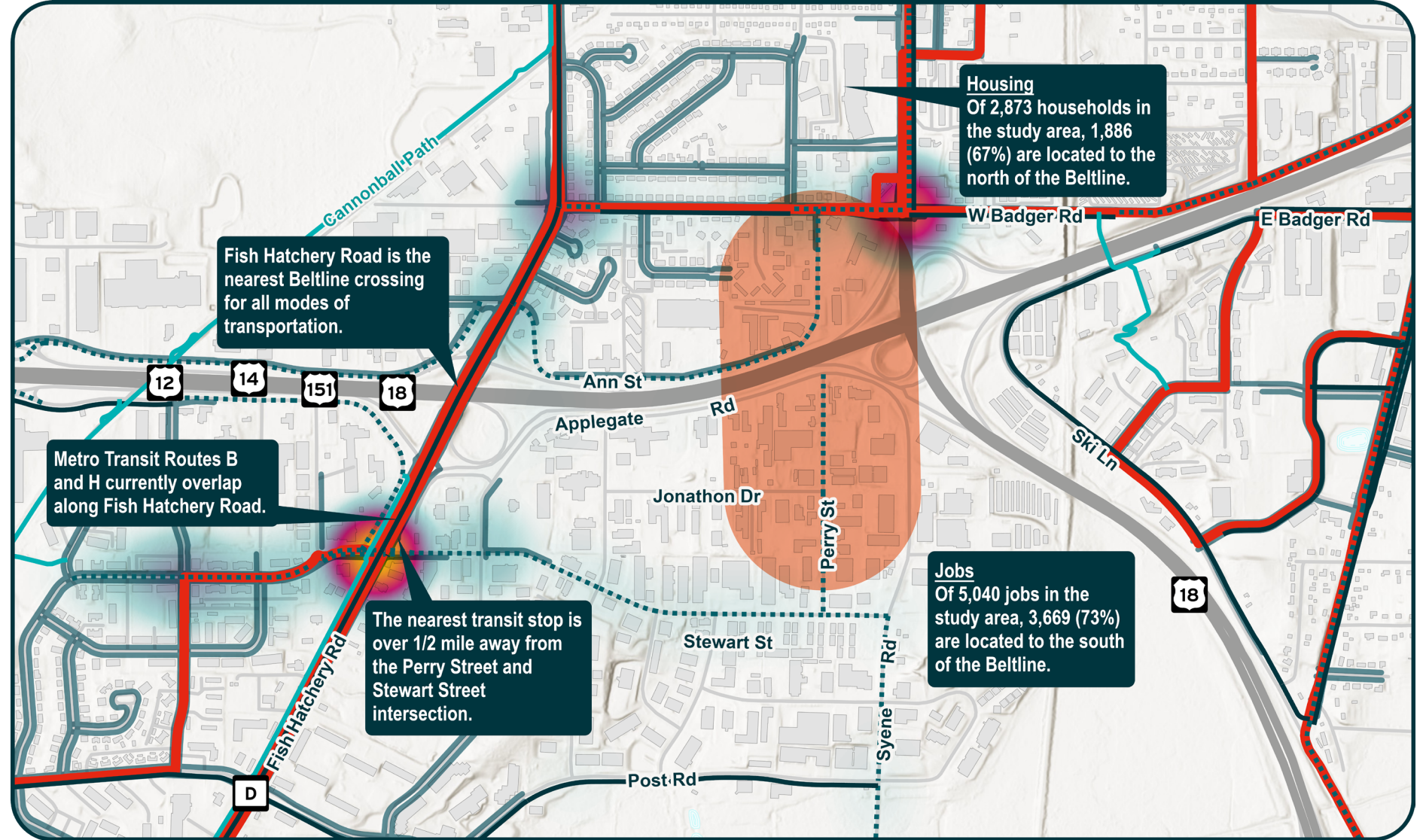
Study Area Needs

Connectivity and Access: North-south connection.

Social Demands: A connection was identified in the South Madison Neighborhood Plan and Connect Greater Madison 2050 Plan.

Safety: Safety is a concern for bicyclists and pedestrians.

Purpose and Need



Legend

Bicycle Pedestrian Network

- Existing Shared-Use Path
- Existing Bike Facilities
- Existing Sidewalk
- Planned Bike Facilities

Metro Transit Route



Crash Density



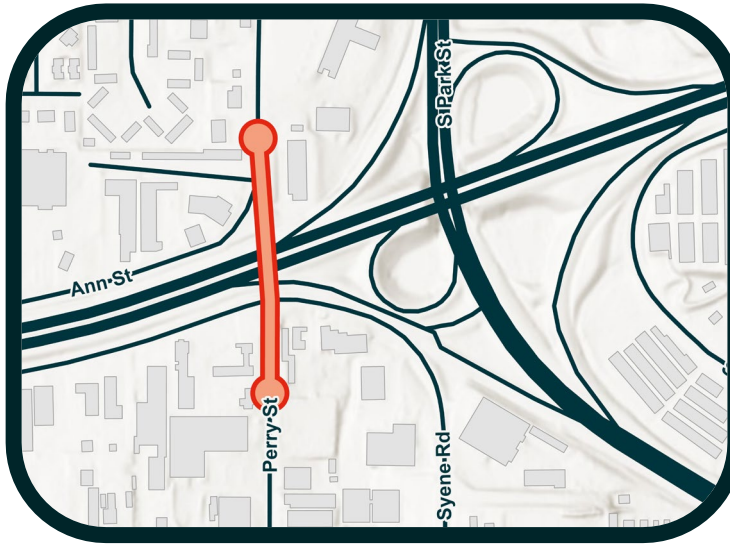
Project Area



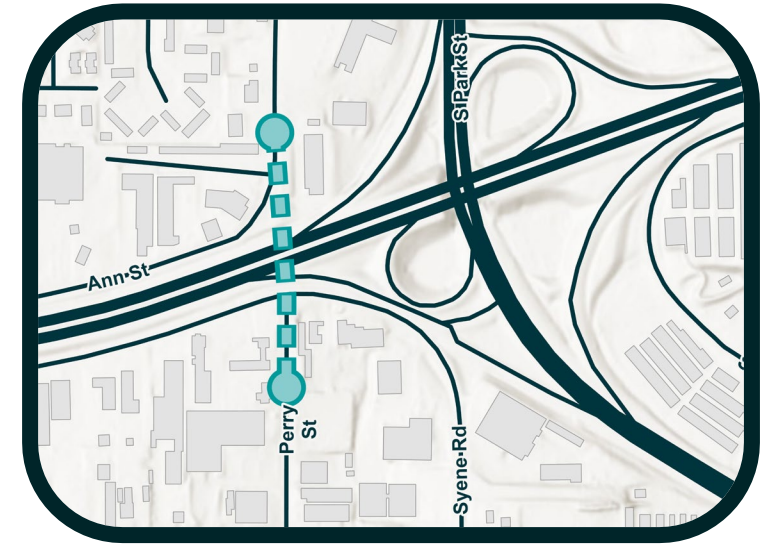
Conceptual Alternatives (Phase 1)

- A range of conceptual alternatives were considered to address the needs.
- All four conceptual alternatives were evaluated on which best meet the purpose and need.
- Alternatives with most potential to meet project needs while minimizing impacts and cost were carried forward.

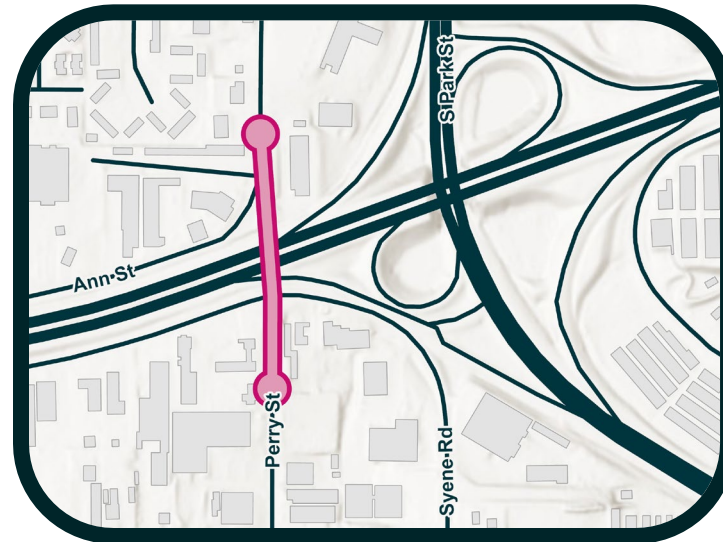
Straight Bridge



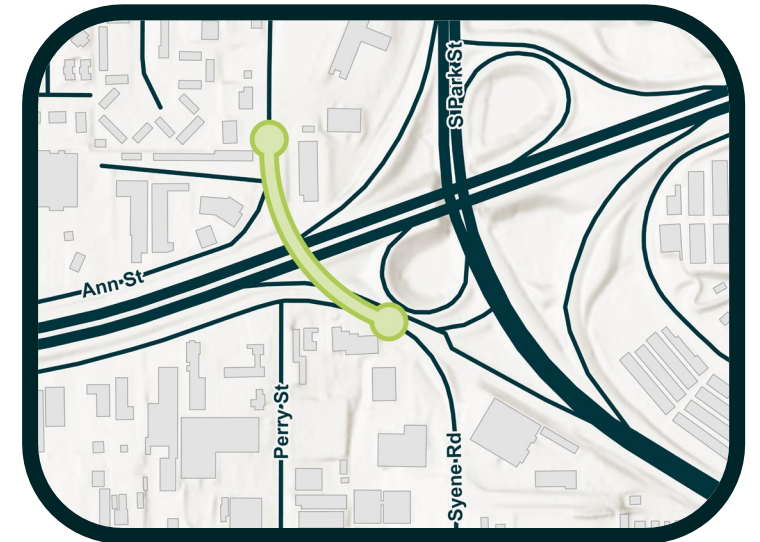
Straight Tunnel



Bike Ped Bridge **Carried Forward**



Angled Bridge **Carried Forward**



Evaluation Factors

Factors	Alternatives				
	No Build	Straight Bridge	Bike Ped Bridge	Straight Tunnel	Angled Bridge
Local Street Connectivity Impacts					
Connectivity Across the Beltline					
Bicycle and Pedestrian Accommodations					
Emergency Services					
Compatibility with Existing Plans					
Property Impacts					
Feasibility					

Red	Yellow	Gray	Green	Blue
Does not meet Purpose and Need / Negative impacts	Partly meets Purpose and Need / Minor or Manageable impacts	No change from existing conditions	Meets Purpose and Need / Beneficial Impacts	Exceeds Purpose and Need / Most beneficial impacts

Conceptual Alternatives Analysis

Straight Bridge **Dismissed**

- Moderate public support for an all-modes overpass at the Beltline.
- Would result in adverse impacts to adjacent properties, including relocations, real estate acquisition, and access modifications.

Bike Ped Bridge **Carried Forward**

- Relatively strong support for bicycle and pedestrian only overpass.
- Maintains access to Applegate Rd and Ann St.
- Fewer property relocations and more limited real estate acquisition and driveway modifications.

Straight Tunnel **Dismissed**

- Limited public support for an all-modes underpass.
- Would eliminate access to Applegate Rd and Ann St
- Would result in adverse impacts to adjacent properties, including relocations, real estate acquisition, and access modifications.

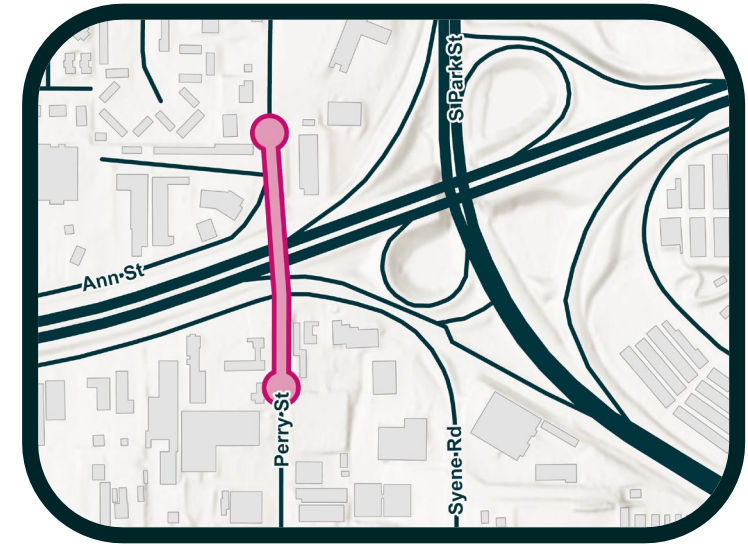
Angled Bridge **Carried Forward**

- Moderate public support for an all-modes overpass at the Beltline.
- Minor or manageable impacts to adjacent properties including some relocations, real estate acquisition, driveway modifications, and access changes.
- Provides regional connectivity to Jenni and Kyle Preserve and Capital City Trail.

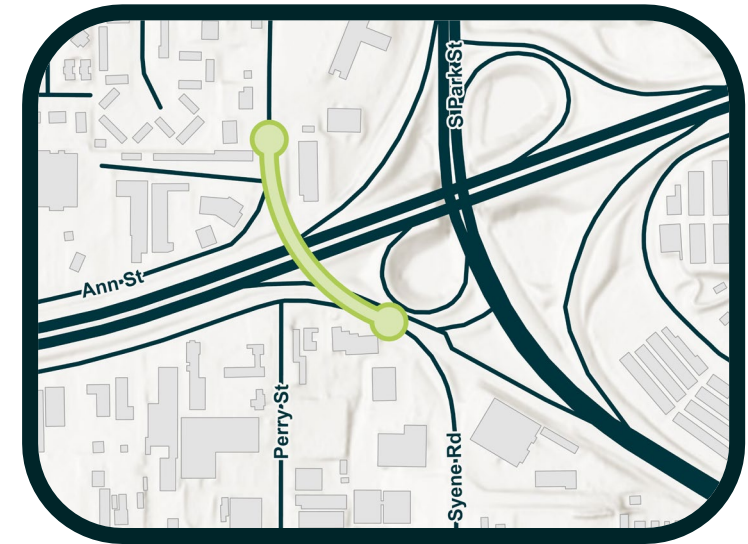
Detailed Alternatives (Phase 2)

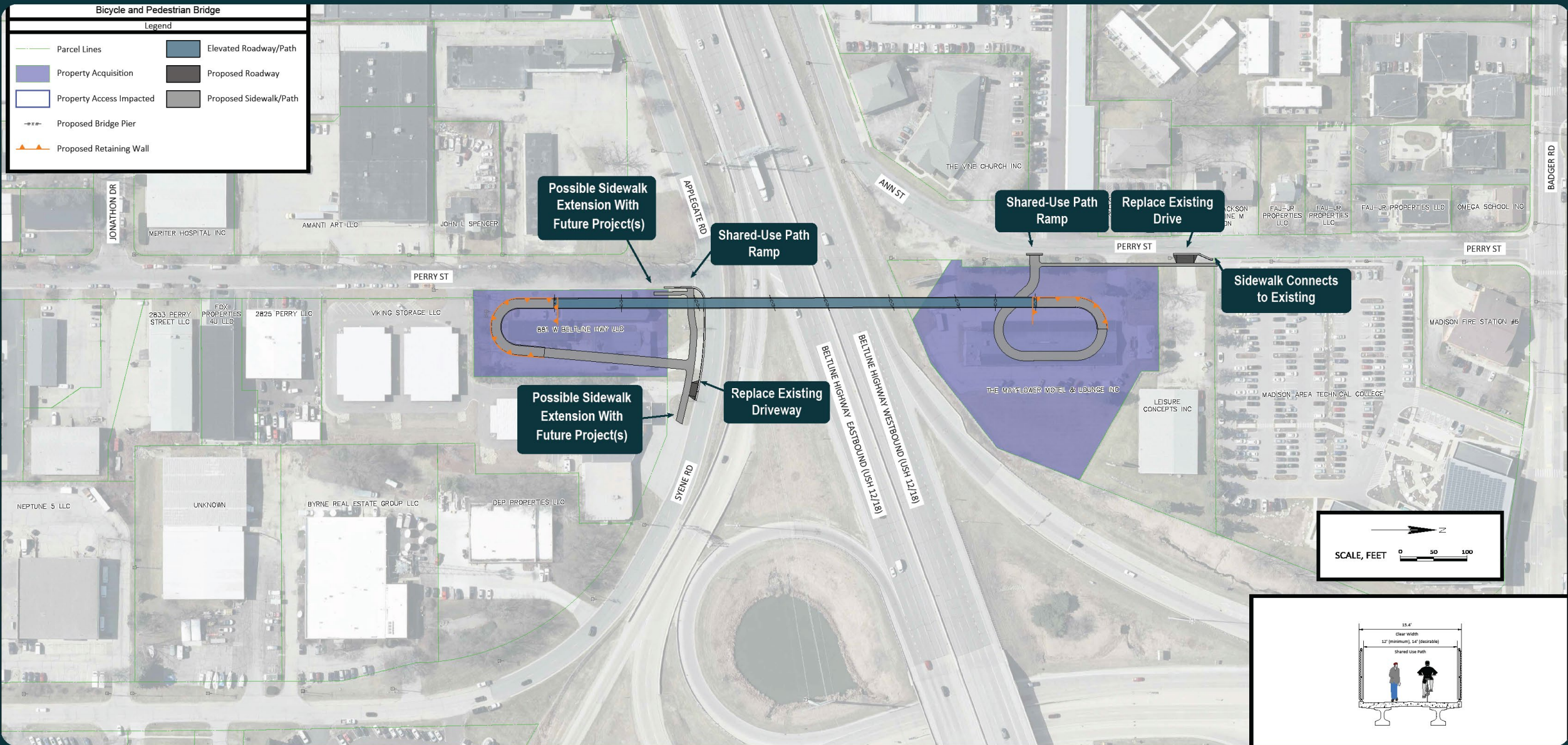
- Two conceptual alternatives were developed to a greater degree of detail for a more precise comparison of their ability to meet project purpose and need and to quantify their potential impacts compared to a no build scenario.

Bike Ped Bridge



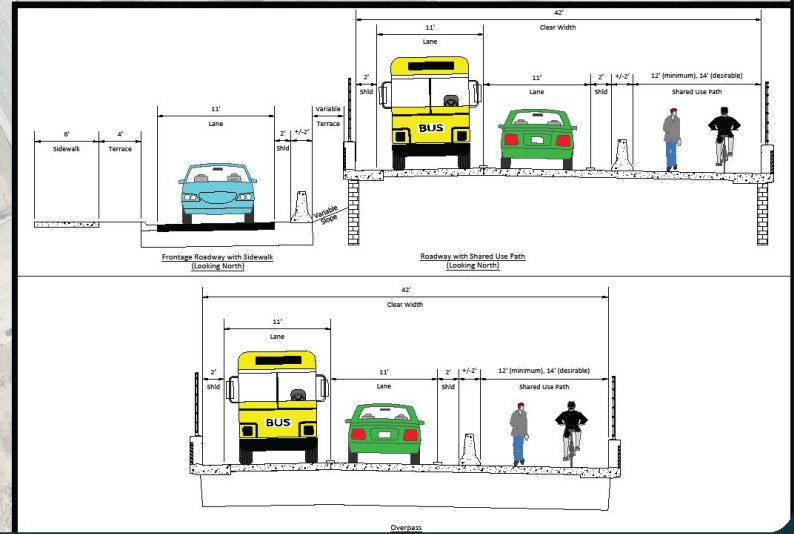
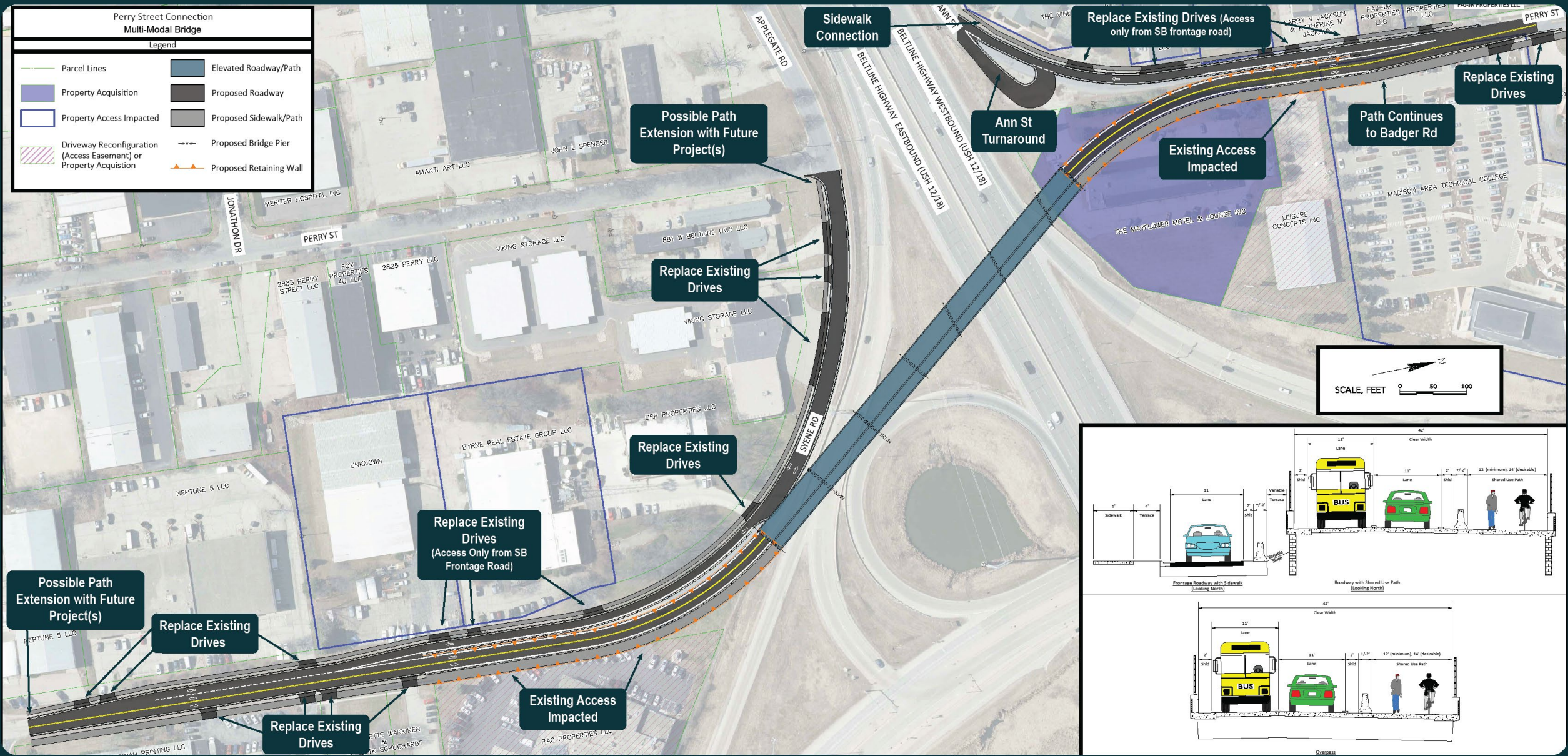
Angled Bridge





Bike Ped Bridge

City of Madison | Perry Street Connection Study



Angled Bridge City of Madison | Perry Street Connection Study

Detailed Alternatives Analysis Factors

	Alternatives		
Factors	No Build	Bike Ped Bridge	Angled Bridge
Construction Impacts			
Project Cost			
Access Changes			
Real Estate Acquisition (Temporary)			
Real Estate Acquisition (Permanent)			
Relocations			
Aesthetic and Visual Impacts (Including Beltline Signage)			
Stormwater impacts (including impacts to existing stormwater retention ponds)			
Historic Resource Impacts			
Public Preference (PIM 2 Survey)			
Ability to meet purpose and need			

Red	Yellow	Gray	Green	Blue
Does not meet Purpose and Need / Negative impacts	Partly meets Purpose and Need / Minor or Manageable impacts	No change from existing conditions	Meets Purpose and Need / Beneficial Impacts	Exceeds Purpose and Need / Most beneficial impacts

Key Takeaways

- No single alternative addressed all transportation needs without notable tradeoffs
- The bike and ped bridge had the lowest impacts, but mixed public support
- The angled bridge connection best addressed the study objectives, but would come with higher costs and greater impacts to surrounding properties

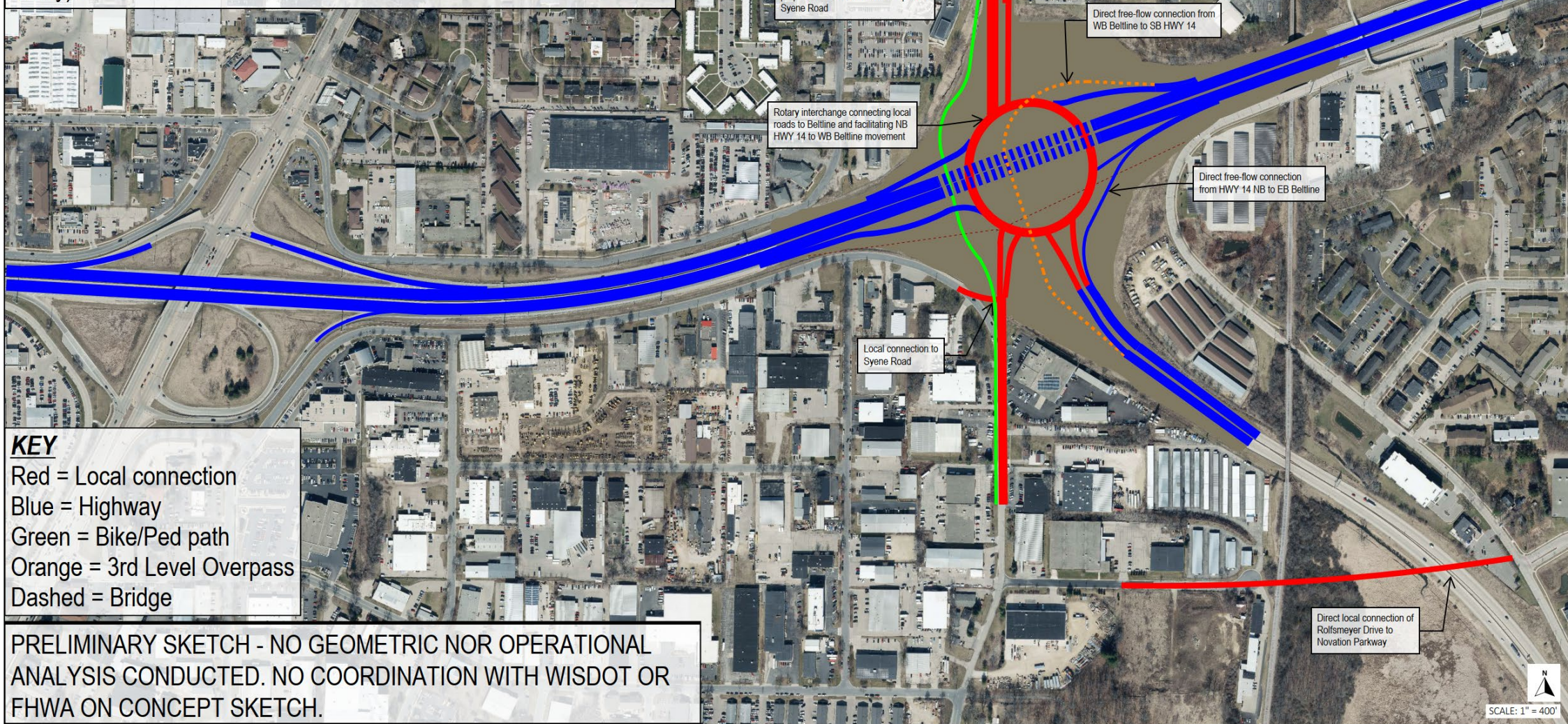
Conceptual Planning Exercise:

Park Street Rotary Interchange

- Public feedback encouraged the study team to think beyond the original alternatives
- A Park Street Rotary Interchange Concept illustrates one long-term approach to improving connections across the Beltline, potentially with fewer community impacts
- It is not a recommended alternative or funded project
- Future evaluation would depend on detailed analysis, funding, WisDOT coordination, and should align with future Beltline planning efforts.

Concept: Rotary Interchange

- Local connection to Beltline and Highway 14 via rotary interchange.
- Direct free-flow connection to and from Highway 14 south of interchange with Beltline east of interchange.
- No direct free-flow connection for Highway 14 (connection through rotary).



Outcomes and Next Steps

Study Outcomes

- Evaluated four potential alternatives and concepts.
- Documented the transportation, community, environmental, and cost implications of each option.
- Created a shared understanding of the opportunities and tradeoffs.

Next Steps

- The Perry Street Study provides information that can help inform future transportation planning and Beltline project development in coordination with WisDOT. **The study does not recommend advancing a build alternative, and no funding has been identified for implementation.**