



Rutledge Street Reconstruction

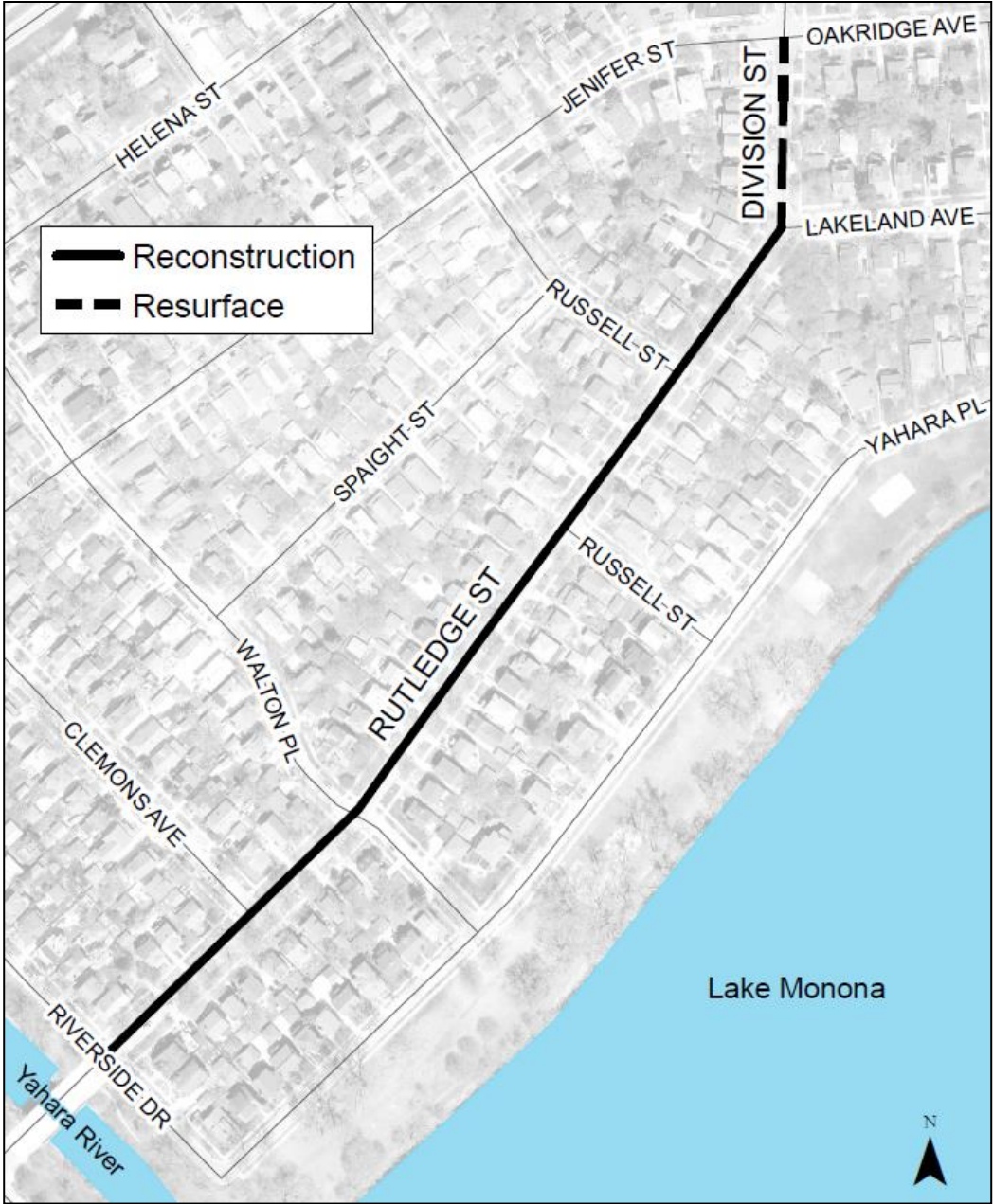
Board of Public Work Hearing
City of Madison Engineering Division
February 21, 2024



Presentation Overview

- **Project Location**
- Meeting Purpose
- Proposed Street Design
- Proposed Street Design Options
- First Questionnaire Results
- Second Questionnaire Results

Project Location

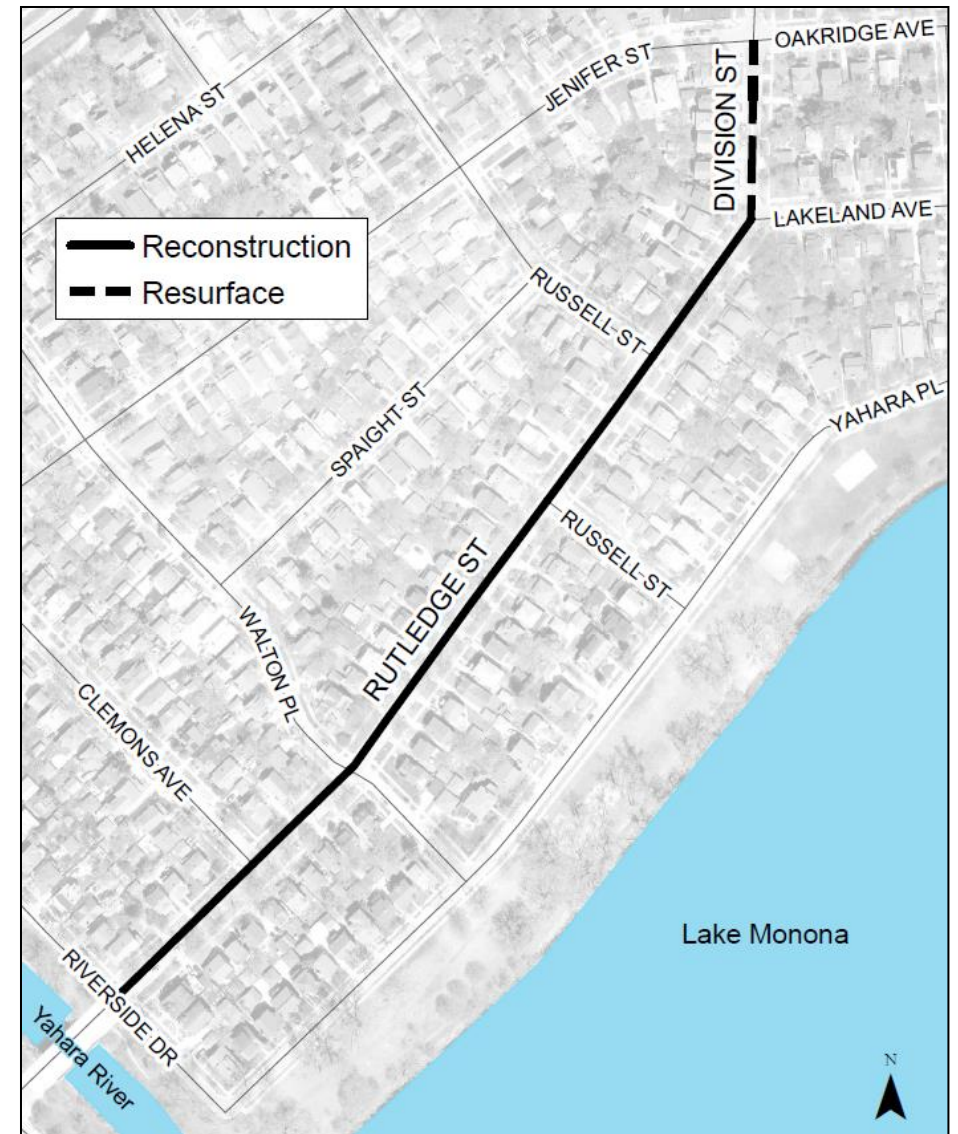


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Meeting Purpose

- Seek Board approval of the plan specifications, and estimate
- Present the project and inform the Board of the feedback on the options from the public and Transportation Commission
- Seek a Board recommendation on the street geometric options.

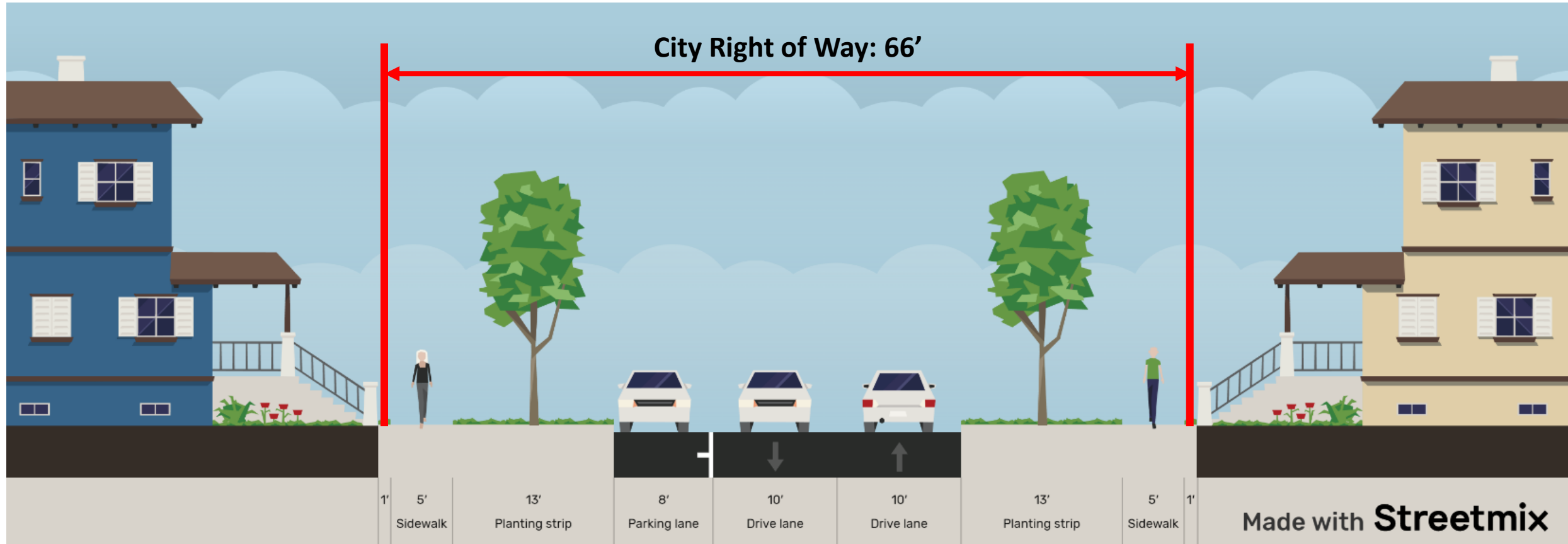


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- **Proposed Street Design**
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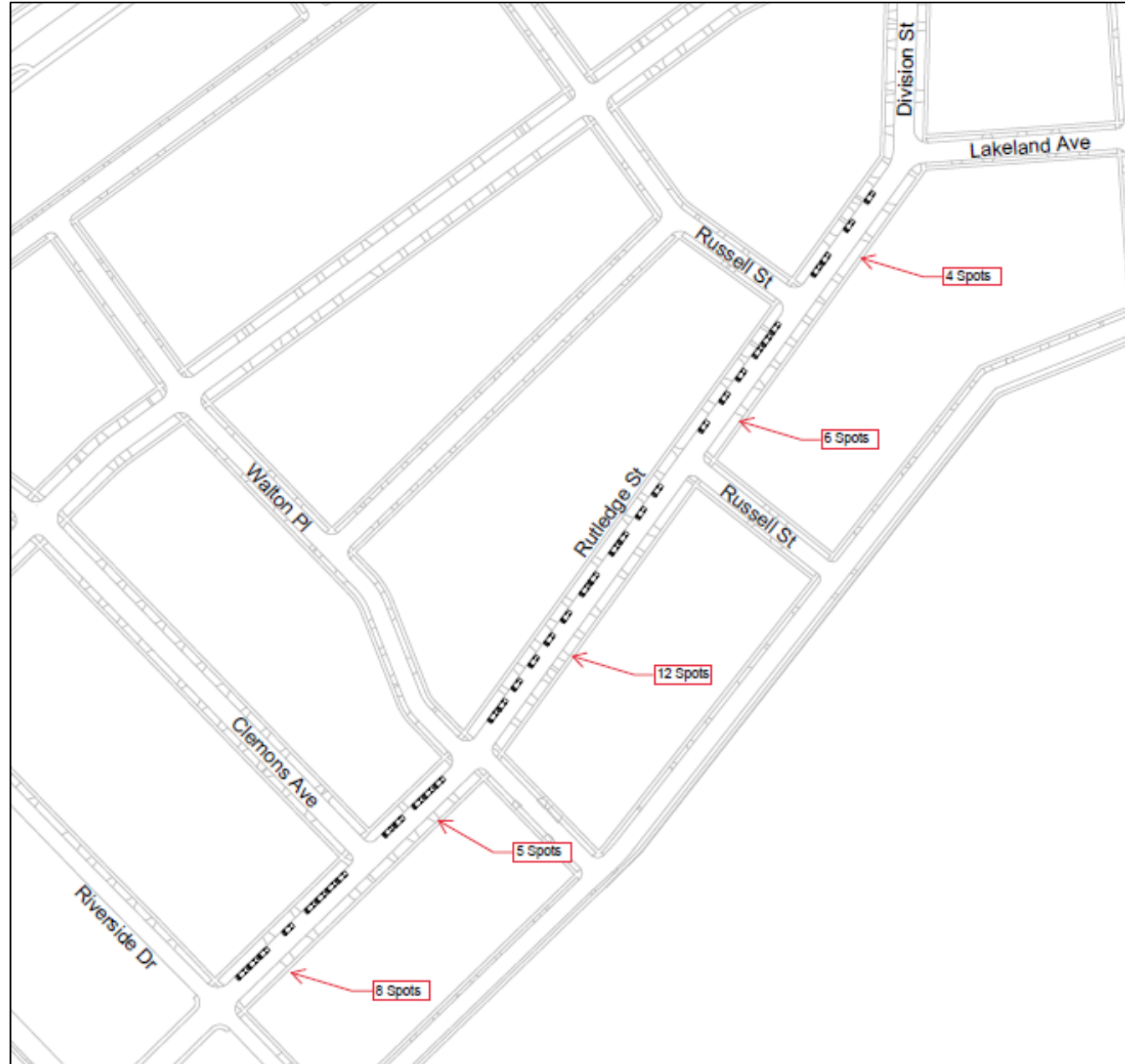
Proposed Street Design Options

- Option 1A – Riverside Drive to Division Street



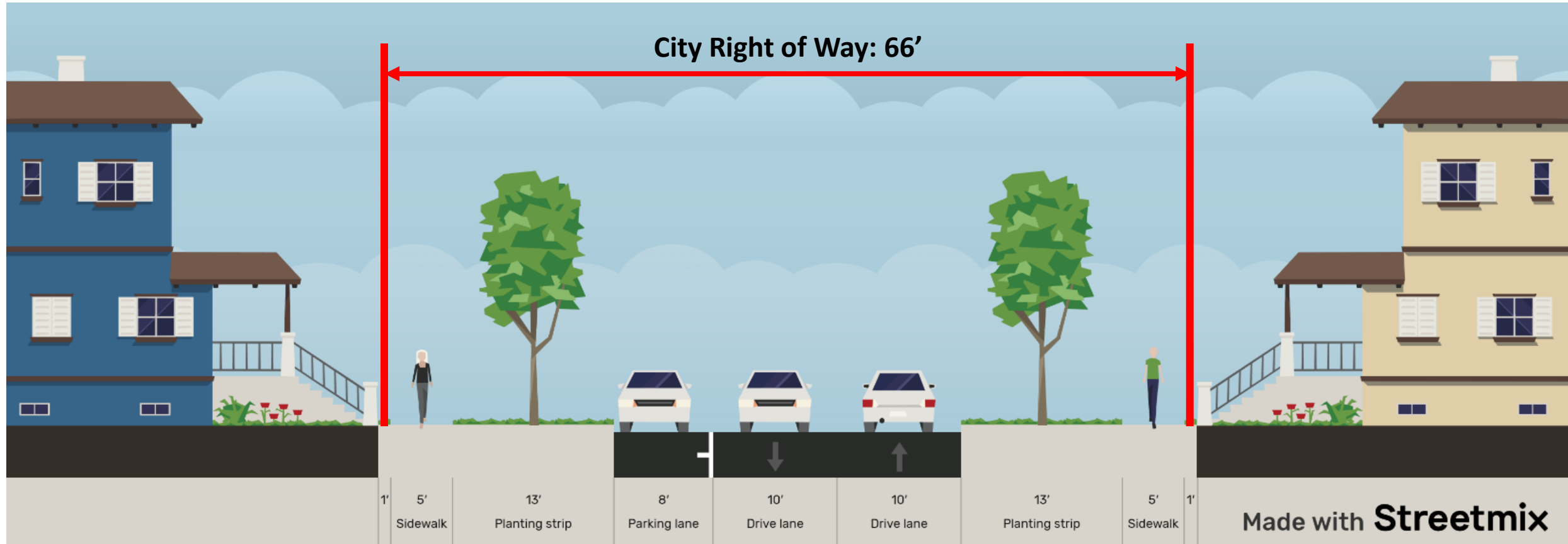
Proposed Street Design Options

- Option 1A – Riverside Drive to Division Street
 - 14' vehicles lanes with curb & gutter
 - On street parking will remain the same
 - Fitting 34 cars
 - Two cars can pass each other side-by-side
 - Option with wider pavement
 - Visually more open
 - Higher vehicle speed
 - Publics preferred option



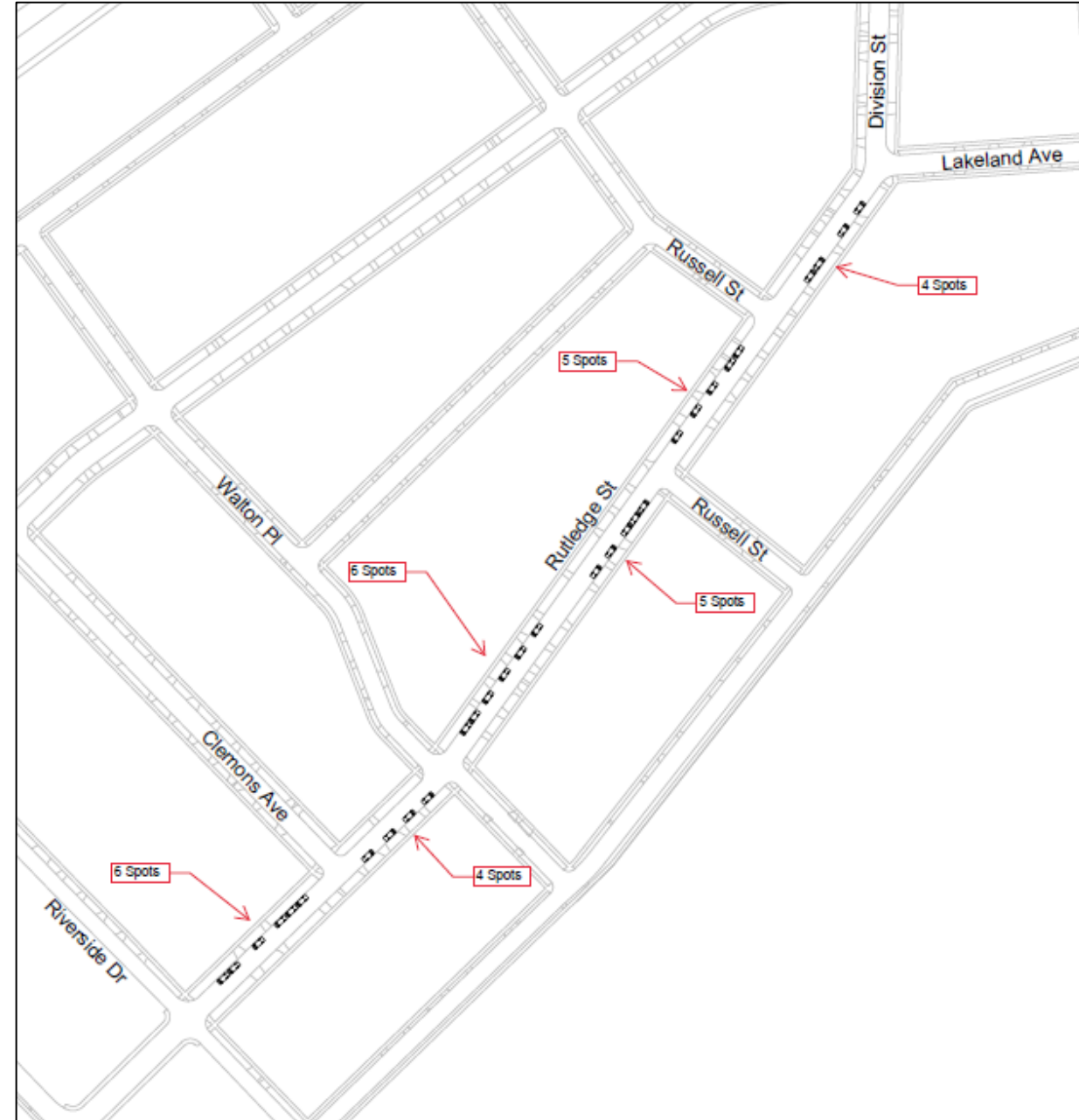
Proposed Street Design Options

- Option 1B – Riverside Drive to Division Street



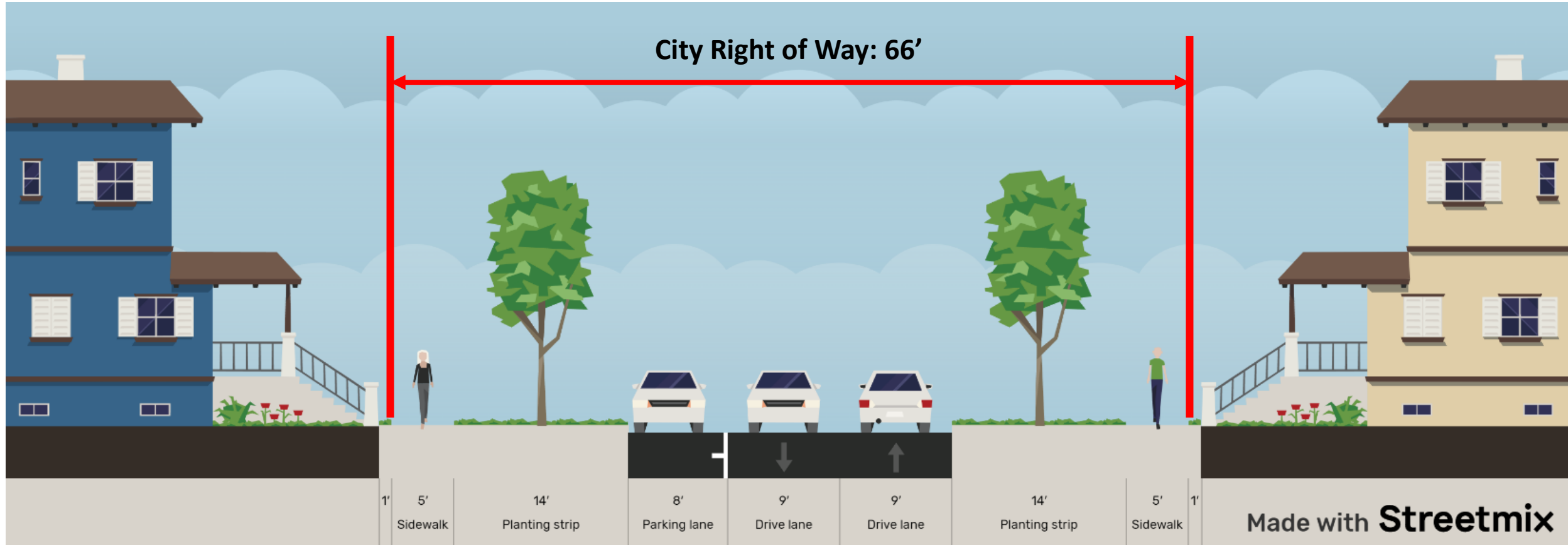
Proposed Street Design Options

- Option 1B: Riverside Drive to Division Street
 - 14' vehicle lanes with curb & gutter
 - On street parking alternating per block
 - Fitting 25 cars per block
 - Traffic calming



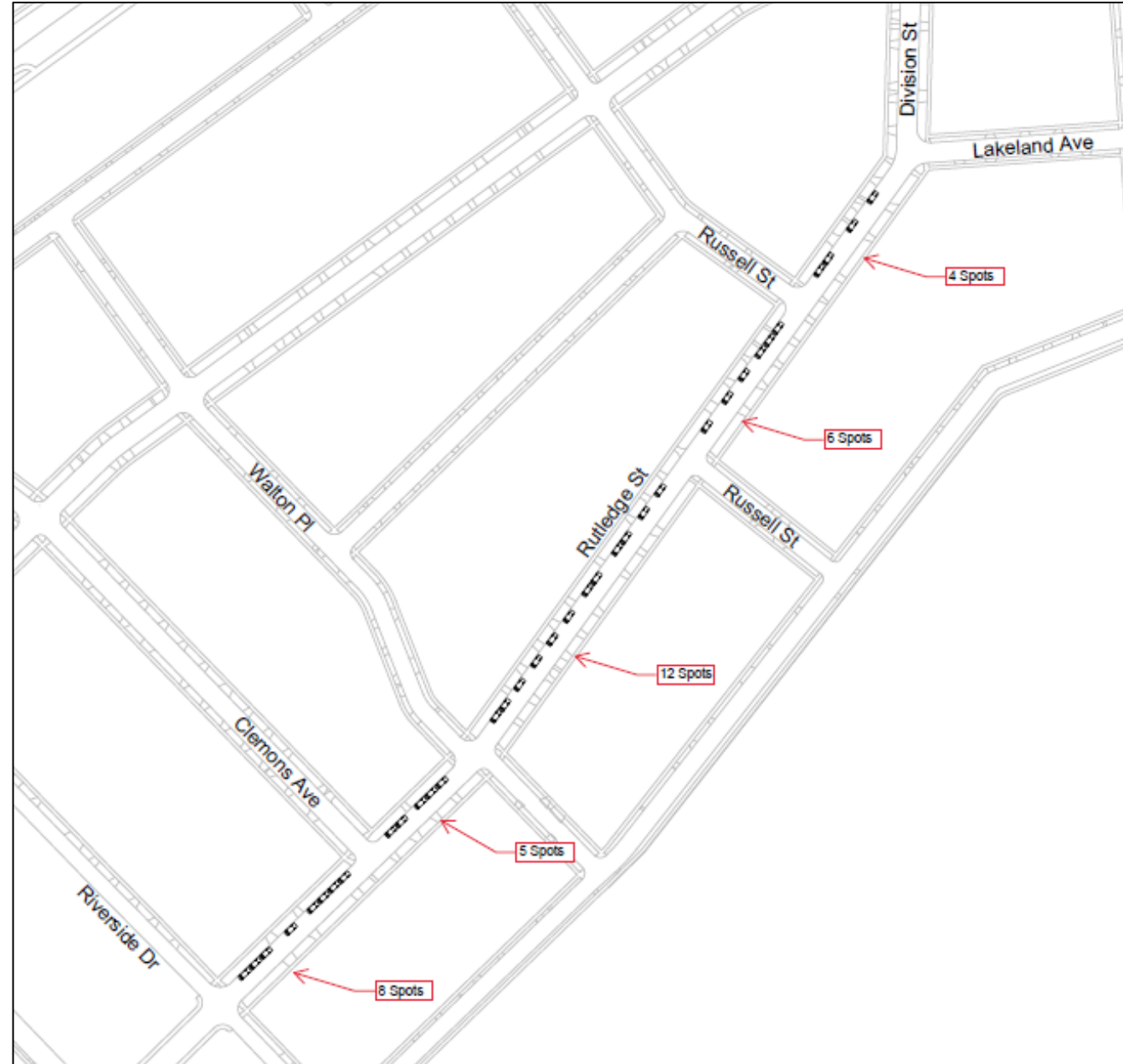
Proposed Street Design Options

- Option 2A – Riverside Drive to Division Street



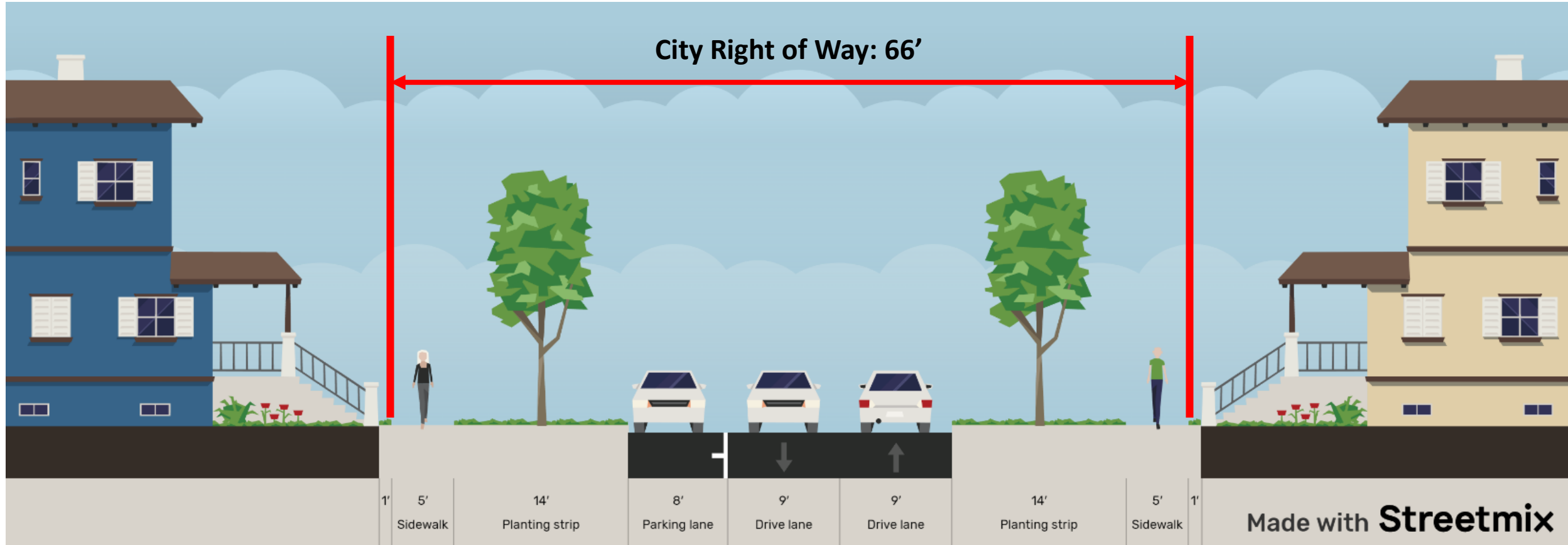
Proposed Street Design Options

- Option 2A – Riverside Drive to Division Street
 - 13' vehicles lanes with curb & gutter
 - On street parking on one side
 - Fitting 35 cars
 - Two cars can pass each other side-by-side
 - Narrow street for lowering vehicle speeds
 - Traffic calming
 - Less impervious area
 - Provides and addition 1' space for terraces on each side
 - Future transportation options would be limited



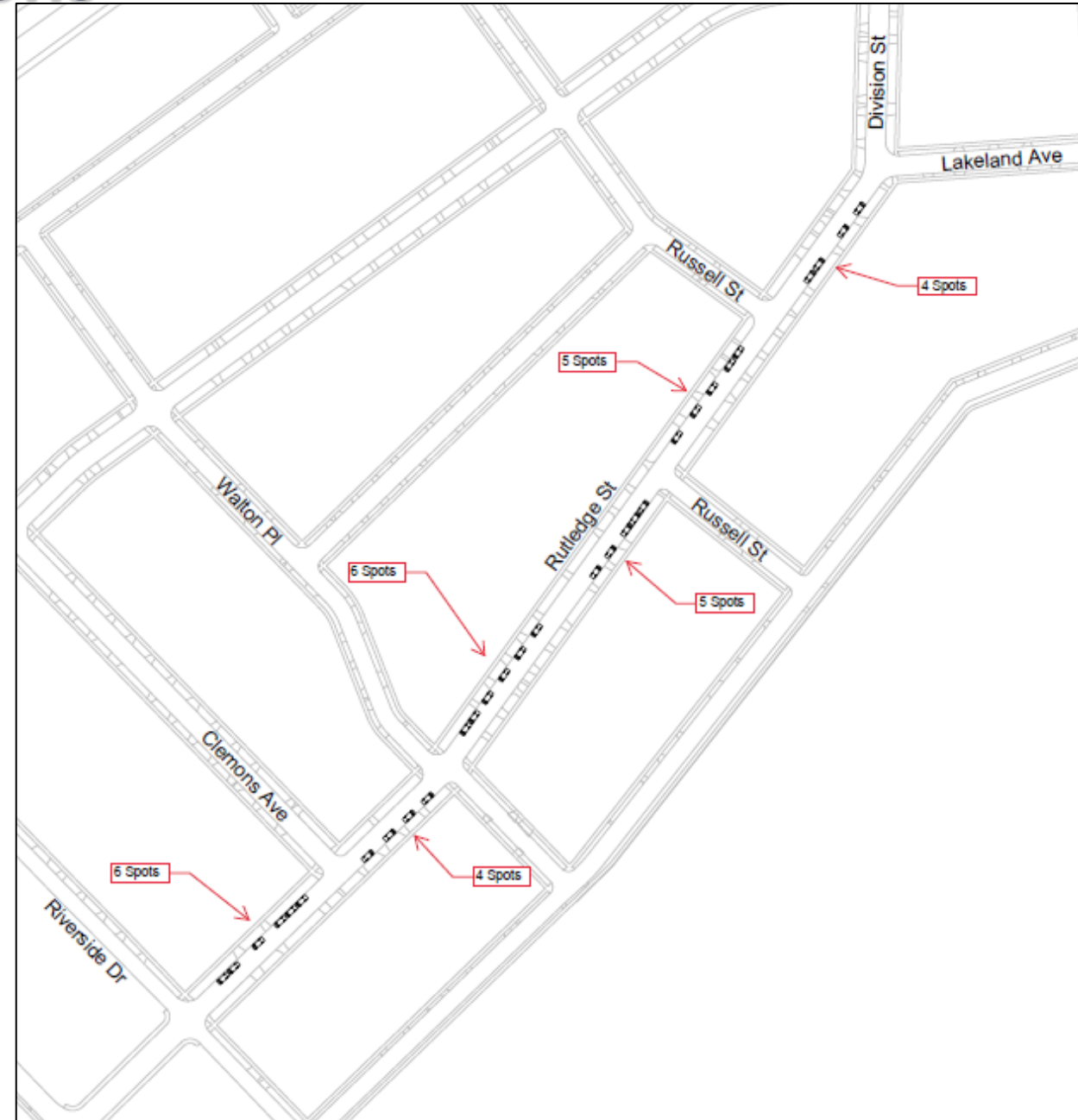
Proposed Street Design Options

- Option 2B – Riverside Drive to Division Street



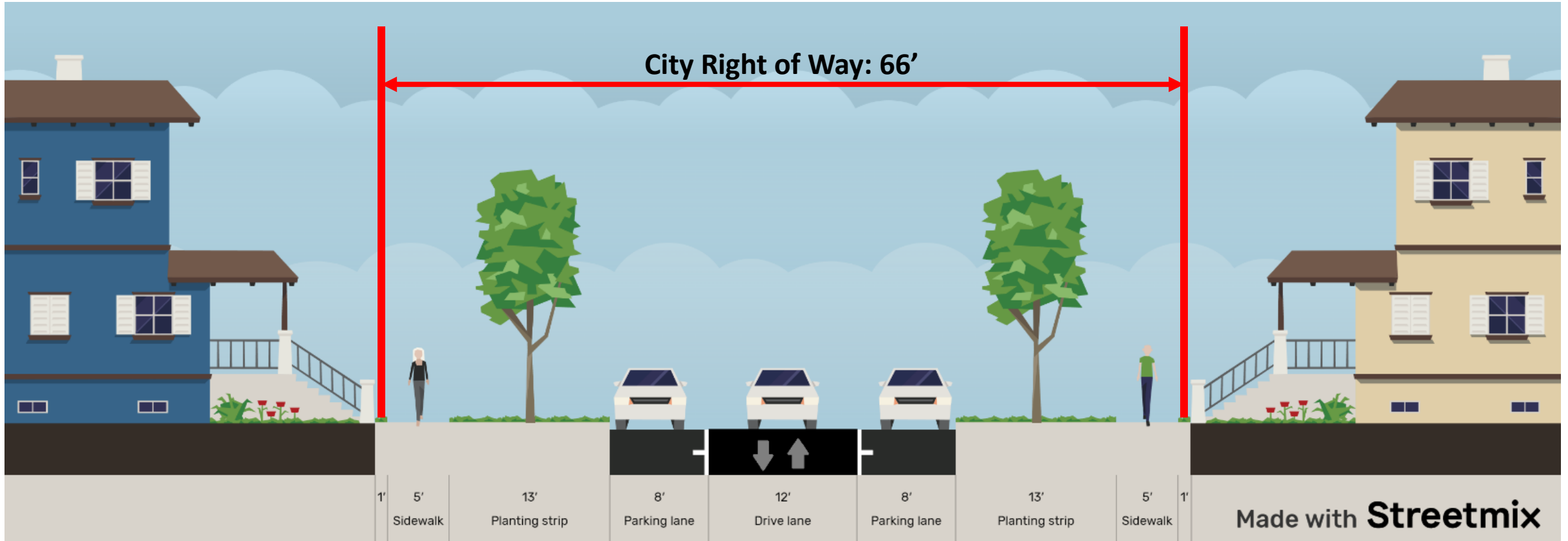
Proposed Street Design Options

- Option 2B: Riverside Drive to Division Street
 - 13' vehicle lanes with curb & gutter
 - Narrow street for lowering vehicle speeds
 - Traffic calming
 - Less impervious area
 - Provides an additional 1' space for terraces on each side
 - On street parking alternating per block
 - Fitting 25 cars per block
 - Traffic calming



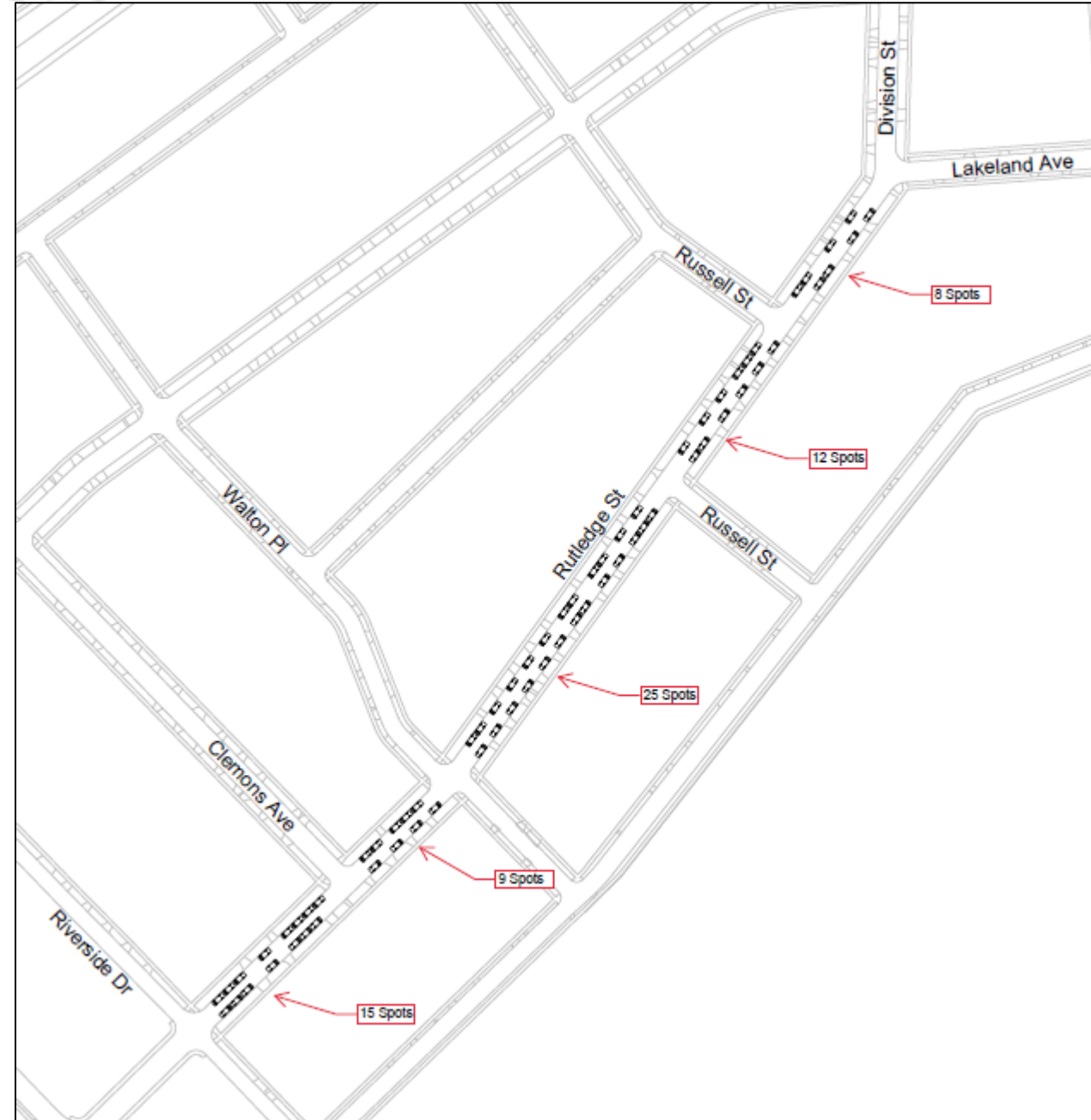
Proposed Street Design Options

- Option 1C – Riverside Drive to Division Street



Proposed Street Design Options

- Option 1C – Riverside Drive to Division Street
 - 14' vehicles lanes with curb & gutter
 - On street parking on both sides
 - Fitting 69 cars
 - Traffic calming by narrowing the perceived width of the street
 - Not enough space for two cars to pass side-by-side
 - Example: Jenifer Street
 - A new option not presented to the public
 - Maintain future for transportation need

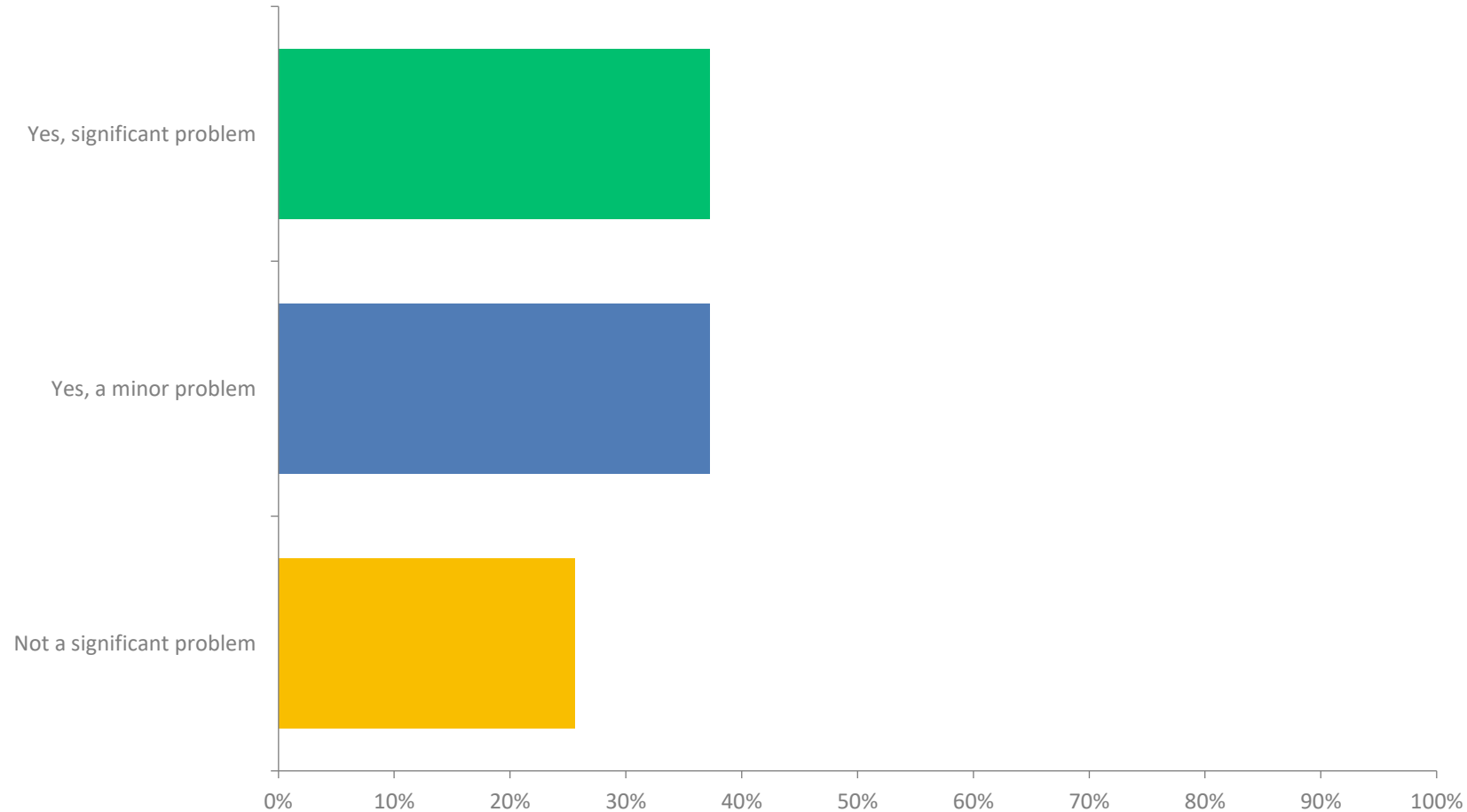


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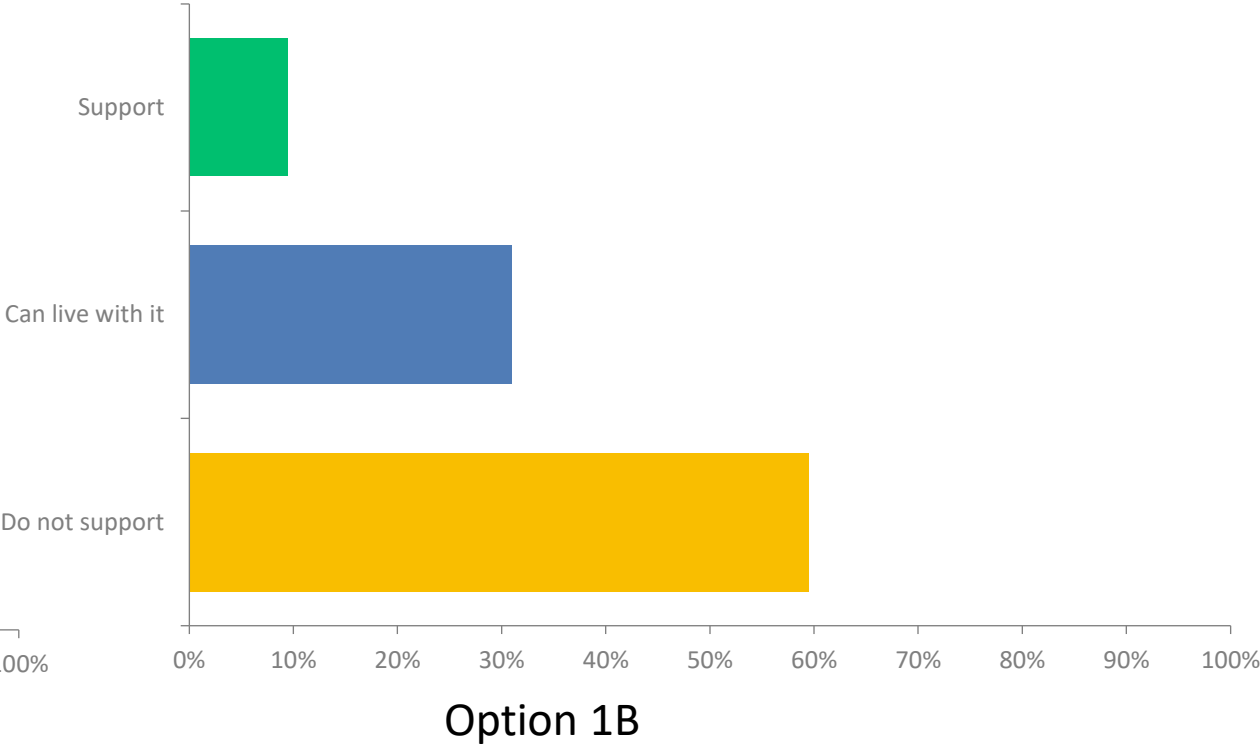
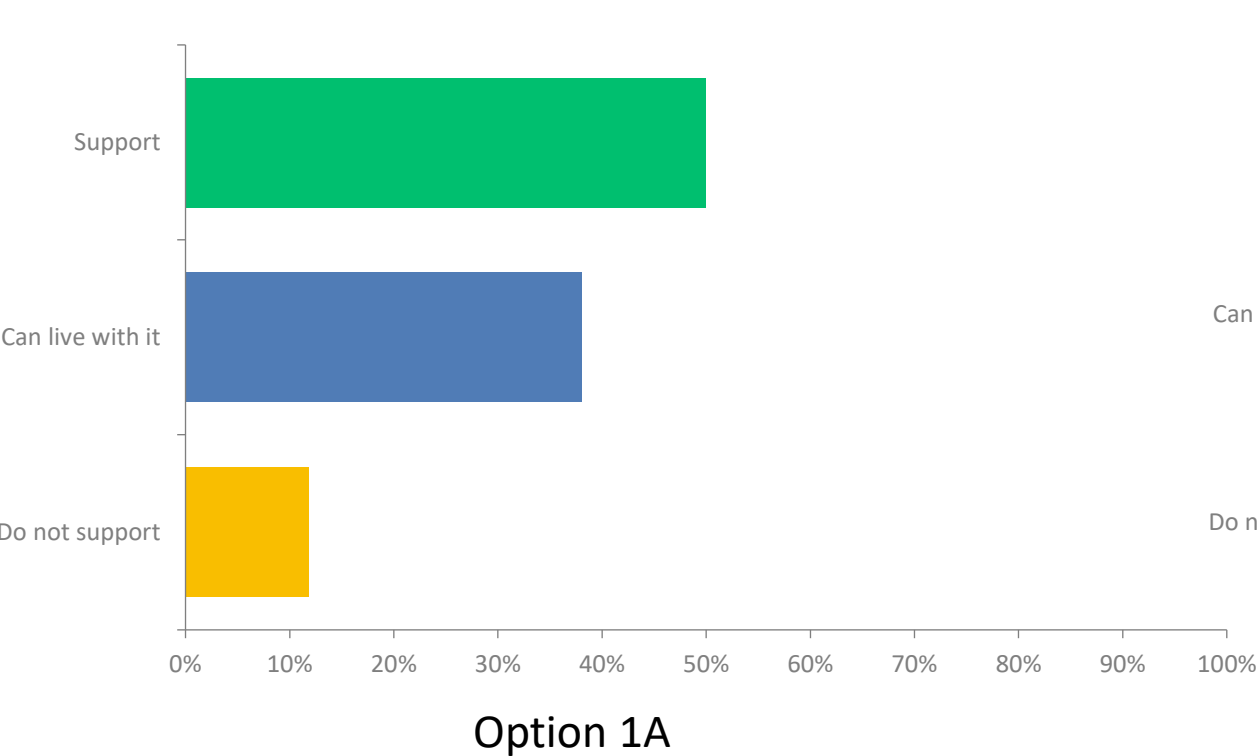
First Questionnaire Results

- Speeding concerns on Rutledge St results
 - 46 responses



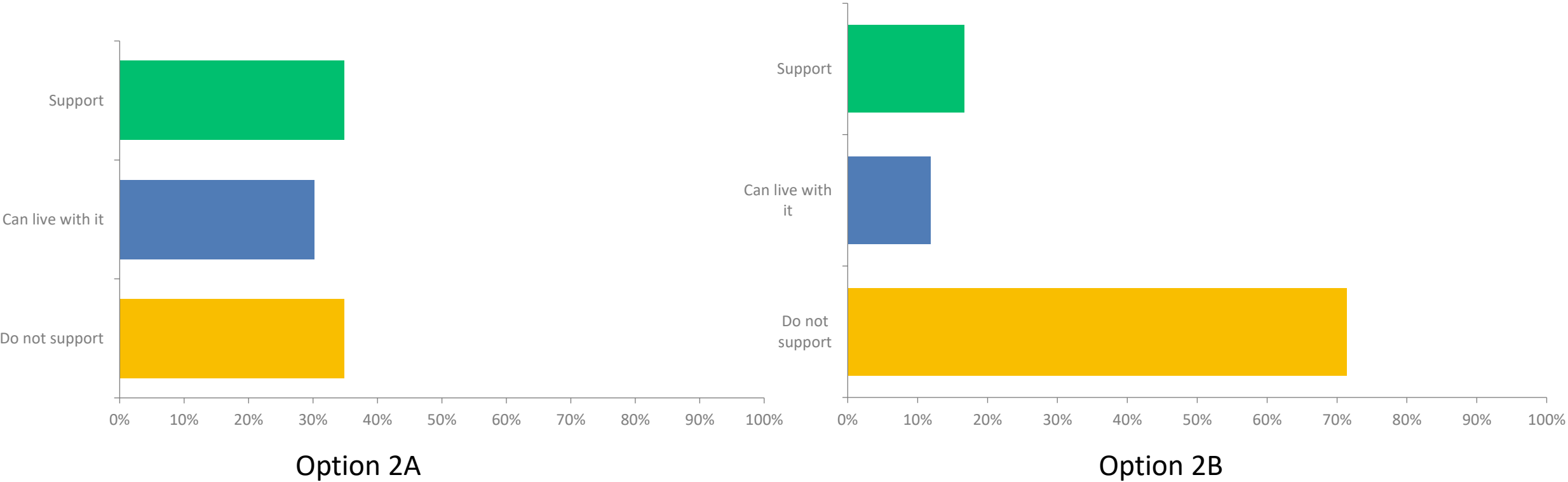
First Questionnaire Results

- Design options results
 - 46 responses



First Questionnaire Results

- Design options results
 - 46 responses



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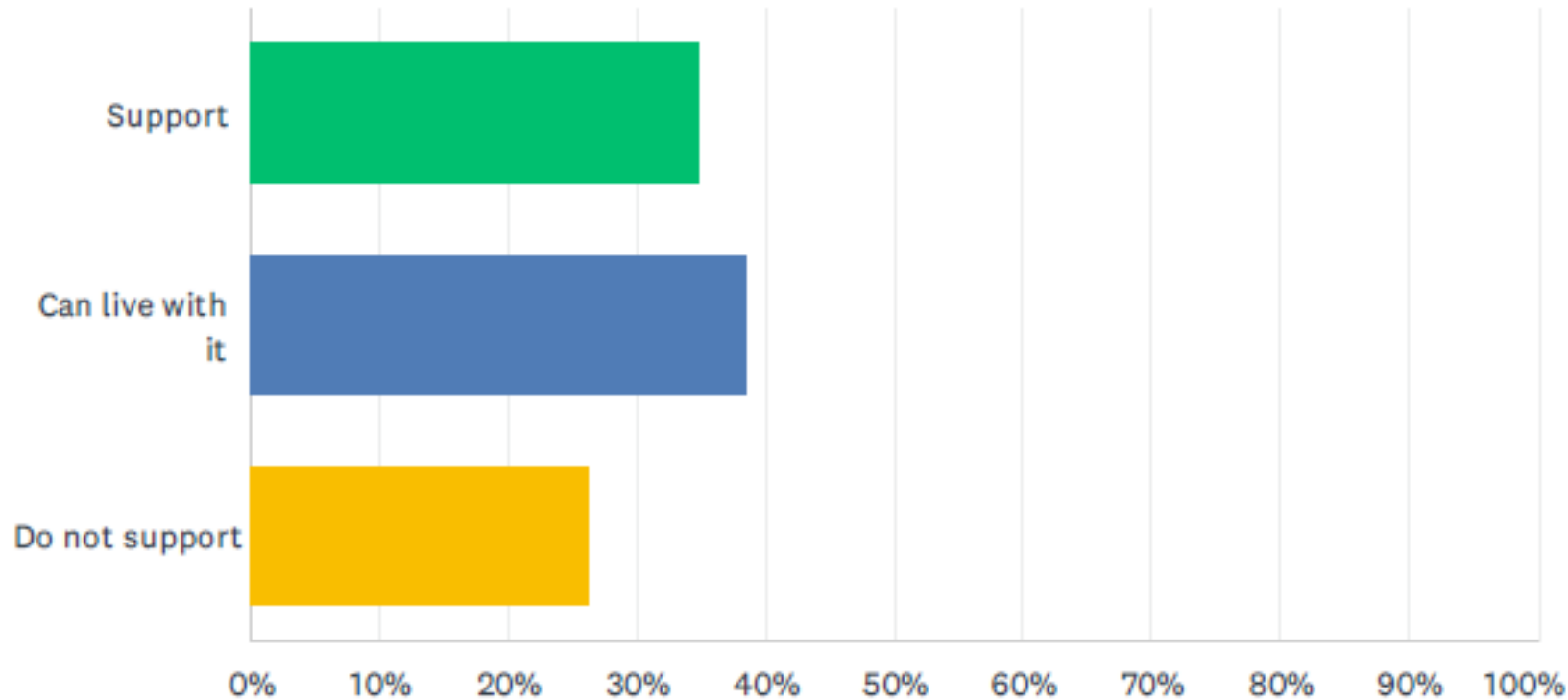
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Second Questionnaire Results

- Following input received from the neighborhood at the public information meeting, City Traffic Engineering, the Transportation Commission meeting, and Metro Transit, City staff have narrowed down the street layout options
- Design options narrow to three options: 1A, 1C, and 2A
- Flexibility for future transportation needs on Rutledge Street could be beneficial if a transit service would ever be added.
- City staff has heard concerns with speeding
 - Narrow streets or perceived to be narrower
 - Bump outs at intersections
 - Alternating parking

Second Questionnaire Results

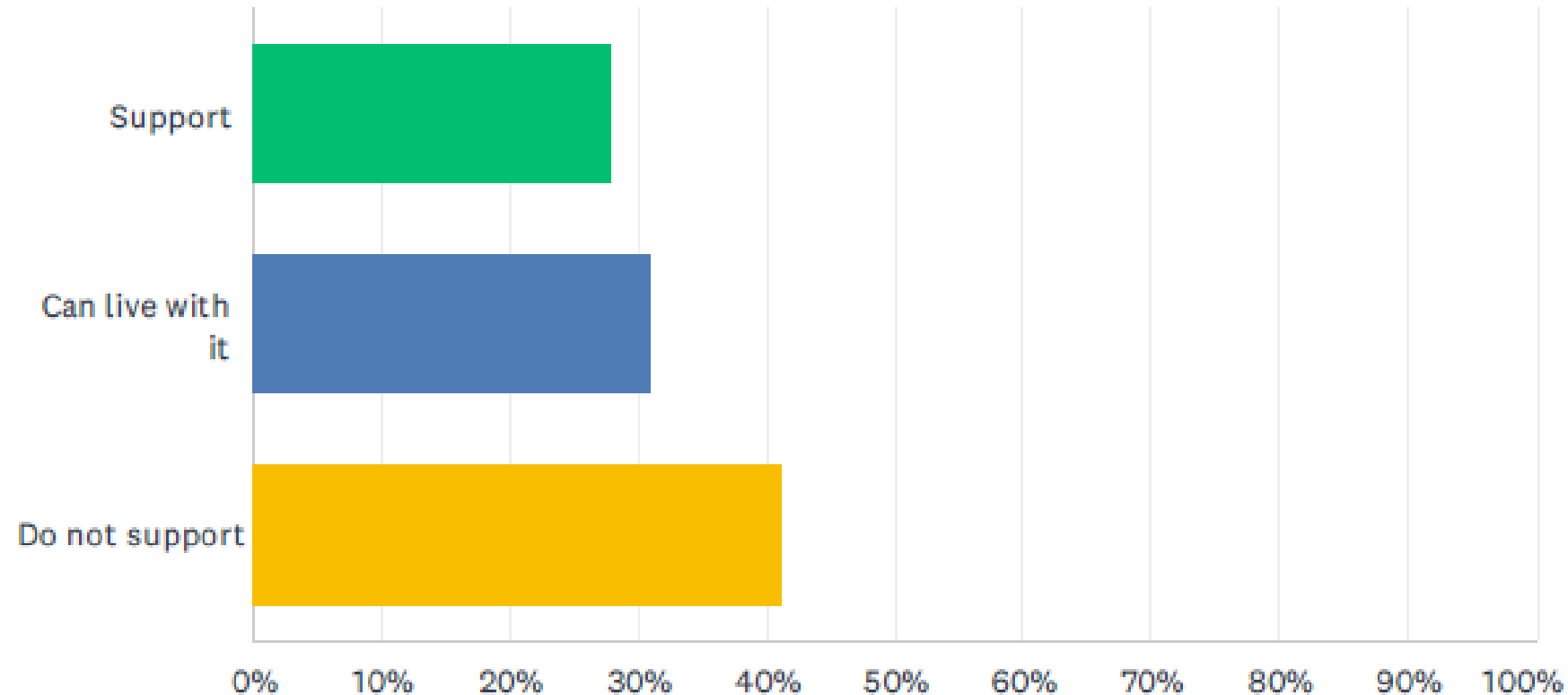
- Design options results
 - 140 responses



Option 1A

Second Questionnaire Results

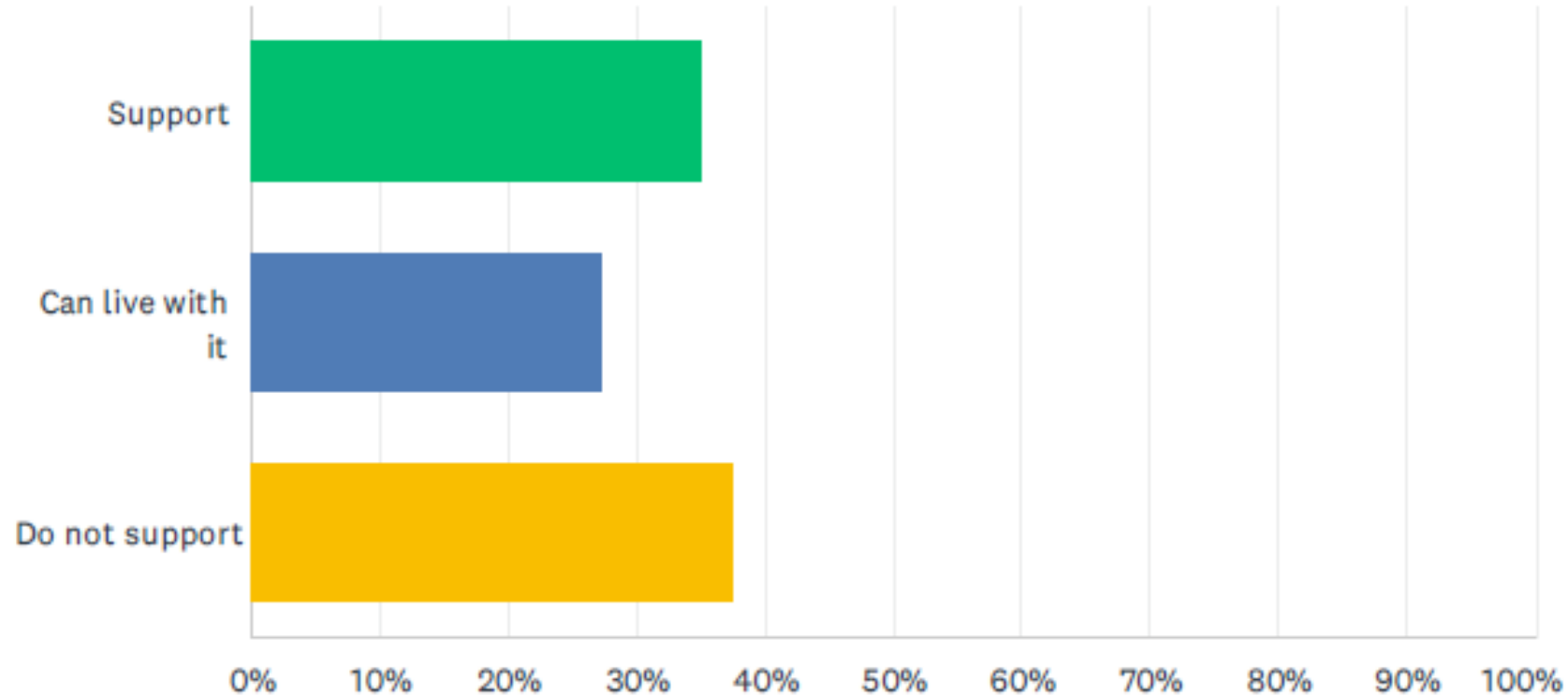
- Design options results
 - 140 responses



Option 1C

Second Questionnaire Results

- Design options results
 - 140 responses



Option 2A