

From: Fred Klancnik <fklancnik@tds.net>
Sent: Friday, October 20, 2023 3:08 PM
To: Sturm, Michael <MSturm@cityofmadison.com>; Knepp, Eric <EKnepp@cityofmadison.com>; Allen Arntsen <allenarntsen@gmail.com>; Lake Monona Waterfront Committee <LMWCommittee@cityofmadison.com>
Cc: ROSS STREET DESIGN, LLC <Carol@RossStreetDesign.com>; Larry Matel <ljmatel@gmail.com>
Subject: Providing Alternative Modes of Transportation in the Lake Monona Waterfront Master Plan

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Mike, Eric, Allen and Members of the LMW Ad Hoc Committee -

Carol Richard (AIA), Larry Matel (P.E. - Transportation Engineering) and Fred Klancnik (P.E. - Civil Engineering) would like you to consider our comments and recommendations for improving the Alternative Modes of Transportation that are currently being proposed for the Law Park Ledge Area. The attached technical memorandum is brief and to the point, focusing primarily on the proposed Bike/Ped Path and Transient Boat Dockage improvements that are aimed at improving the connection between Downtown and Lake Monona.

Fred Klancnik

Alternative Modes of Transportation in the Lake Monona Waterfront Master Plan

Sasaki's master plan for the Lake Monona Waterfront (LMW) is taking shape! The Lake Lounge concept plan passing under John Nolen Drive (JND) and Law Park Ledge concept plan (bridging over JND) are two improvements that are integral to the success of both the LMW and a new John Nolen Drive. We are pleased and excited by the inclusion in the Draft LMW Master Plan of the Gateway Underpass Park Entry between North Shore Drive and Broom Street, under John Nolen Drive and the railroad tracks, that will seamlessly connect the waterfront with Madison's downtown environs. It will be an anchor for non-motorized access to all the planned improvements the Lake Monona shoreline will have to offer. Madison is taking this step forward by providing a first class protected bike/pedestrian safety improvement. This improvement sets the standard for the rest of the non-motorized transportation (NMT) elements serving the final plan for downtown Madison, Lake Monona and greater Madison and Dane County.

With the maturing of the nation's motorized roadway system and facilities, progressive communities like Madison are looking to providing alternatives to the automobile for safe and efficient modes of transportation used by pedestrians, bicyclists the handicapped, the elderly and others – which is to say all of us sooner or later. Consider that every trip we make has a NMT element in it. The old paradigm of giving cars first consideration and other modes second thought is changing, and rightly so. Communities are rethinking their old policies to see where alternative forms of transportation improvements can be retrofitted into the existing urban fabric. In Madison's case, the LMW provides the opportunity to consider these necessary changes, now, to integrate needed access improvements into the vision for a future that will be implemented by the plan.

The Draft LMW Master Plan presented today recognizes the need to provide for these future needs by the inclusion of the Gateway Underpass Park Entry, but can and should do more to advance a truly sustainable transportation ethic with respect to movement of people to, in and around the planning area, its connections to the downtown, and greater Madison. Other items that ought to be presented or emphasized in the final plan include:

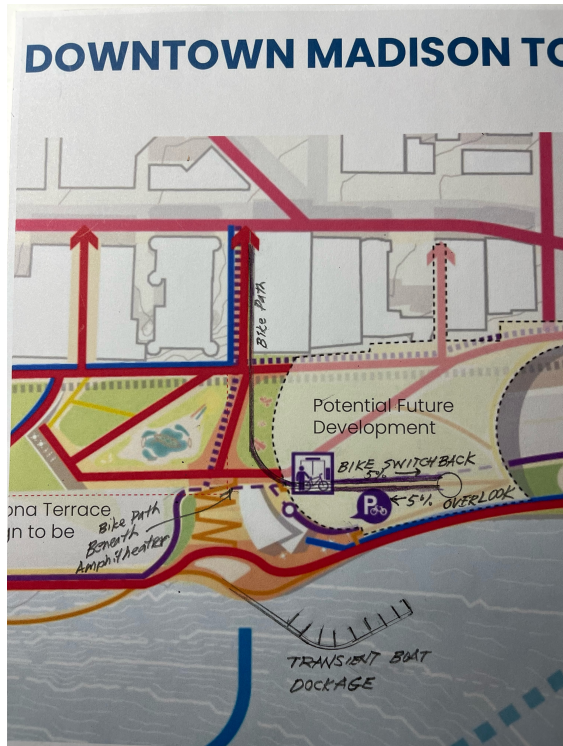
- A multi-modal ADA Ped/Bike path from the Wilson Street Park Access Easement to the lakefront path
- Improved bicycle connection from the Southwest Commuter Bike Path to the Gateway Underpass
- Improved bicycle connection from Broom Street and North Shore Drive to the Gateway Underpass
- Transient Dockage for visiting recreational boats (sailboats, power boats, paddle craft) near Downtown restaurants and shops

We recommend including a multi-modal Bike/Ped ADA path from Downtown (Wilson Street) down to the lakeshore path in the first phase of the Law Park Ledge project. Downtown bicyclists want safe and convenient access to the new Signature Park from their homes, offices

and hotel rooms located at the top of the bluff, instead of being forced to walk their bikes over the new bridge and down a pedestrian path. The reality is that many of the bicyclists will ignore “no bike riding” signage and will ride their bikes down the path creating potential safety conflicts between pedestrians and bicyclists.

A transient boat pier also makes sense near the proposed boathouse because it provides a safe and convenient place for Downtown day-visitors to tie up their boat while eating at one of the

numerous restaurants on the top of the bluff on Wilson Street and along the lake on Willie Street. One of the siting criteria for the transient boat dock is to minimize motorboat activity where there are currently fish spawning beds. The attached sketch shows a proposed location for the transient boating dockage that has relatively deep water and a low probability of fish spawning beds. A floating transient boating pier structure could be designed as a wave attenuator creating relatively calm water on the land side of the shore parallel pier for safer boarding conditions on windy days.



This sketch indicates a proposed location for the Transient Boat Pier and the route of our proposed ADA bike path from Wilson Street to the lake. We've also included a couple of examples of what a bridge overpass might look.



Thank you for considering!

The opinions presented here are solely those of the authors: Carol Richard, AIA; Larry Matel, PE; and Fred Klancnik, PE. **These three design professionals serve as members of the Nolen Waterfront Technical Task Force.**

From: Fred Klancnik <fklancnik@tds.net>
Sent: Wednesday, October 25, 2023 12:13 PM
To: Sturm, Michael <MSturm@cityofmadison.com>; Knepp, Eric <EKnepp@cityofmadison.com>; Allen Arntsen <allenarntsen@gmail.com>; Lake Monona Waterfront Committee <LMWCommittee@cityofmadison.com>; Anna Cawrse <acawrse@sasaki.com>; Ed Freer <ed.freer@graef-usa.com>
Cc: ROSS STREET DESIGN, LLC <Carol@RossStreetDesign.com>; Larry Matel <ljmatel@gmail.com>
Subject: Transient Boat Dockage and the ADA Ped/Bike path at the Proposed Amphitheater and Concessions/Elevator

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I was happy to hear that the LMW Ad Hoc Committee decided to include a transient boat pier in the Law Park Ledge area of the LMW project -one that will provide a safe place for Downtown day-visitors to tie up their boat while eating at one of the numerous restaurants on Wilson Street and Willie Street. Last night at the Ad Hoc Committee meeting, there was a concern raised about adding motor boat activity where there are currently fish spawning beds. As you can see on the attached drawing, the proposed transient pier is located in relatively deep water (not on a shallow shelf) South of the mapped fish habitat area.



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MOVE BIKE PATH

5% 863

853

Fish Habitat

TRANSIENT
BOAT DOCKAGE

Dock time

John Nolen D

Potential Future Development

