



South Capitol District Planning Committee



CITY OF
MADISON, WI

SOUTH CAPITOL TRANSIT ORIENTED DEVELOPMENT (TOD) DISTRICT PLANNING STUDY

February 13, 2014



Kimley-Horn
and Associates, Inc.



Agenda

- Focus Group meeting – East Gateway
- East Gateway concept, discussion
- West Gateway
- Wilson Street
- Paths and Parks
- Bridge concepts
- Intermodal Transit Center
- Public Meeting #3



East Gateway – Focus Groups





City Bike Map





CONNECTIVITY

Legend



Impact intersections



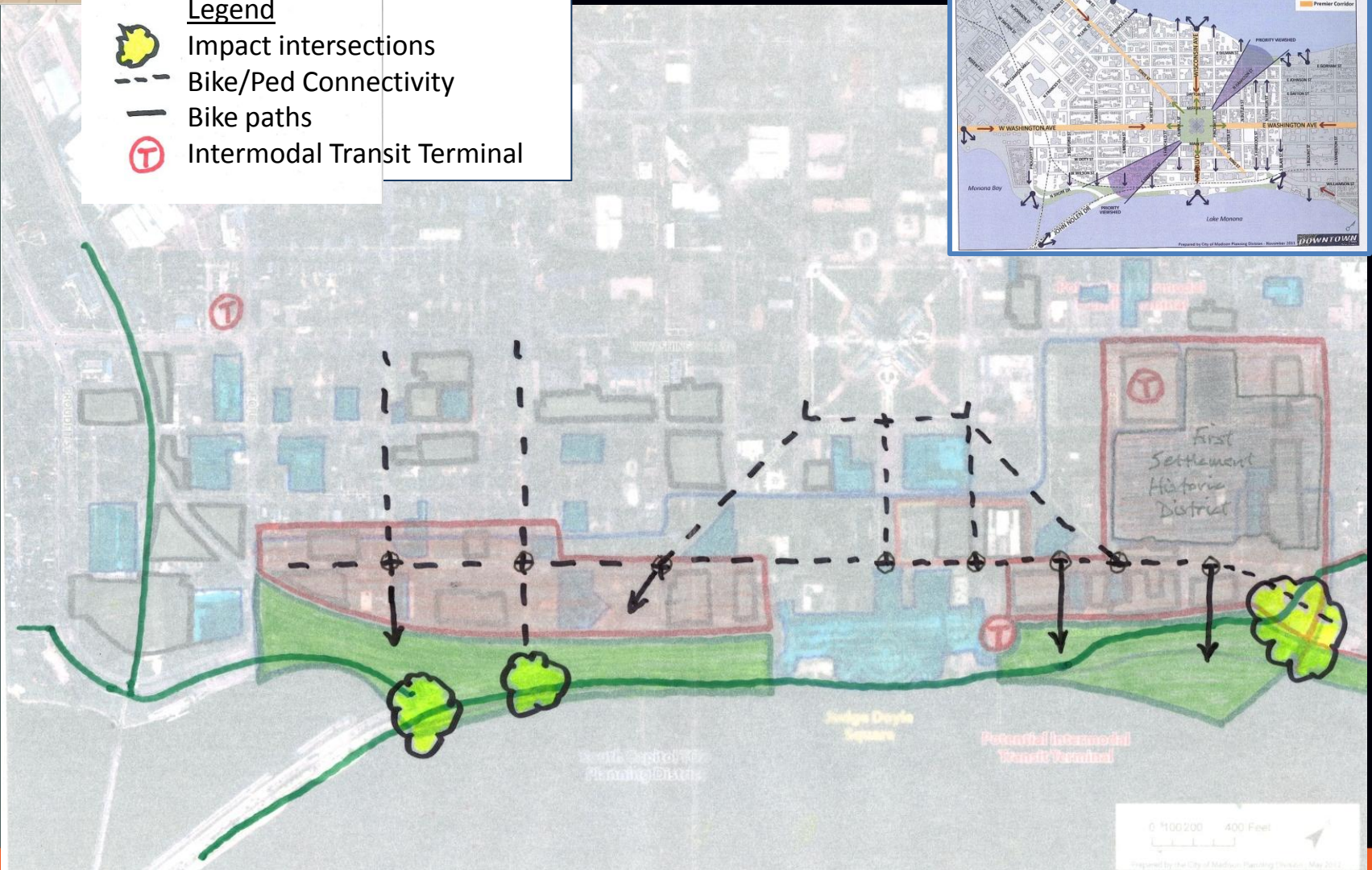
Bike/Ped Connectivity



Bike paths



Intermodal Transit Terminal





DOWNTOWN PLAN KEYS

1. Celebrate the Lakes
2. Strengthen the Economic Engine
3. Ensure Quality Urban Environment
4. Maintain Strong Neighborhoods, Districts
5. Enhance Livability
6. Increase Transportation Choices
7. Build on Historic Resources
8. Expand Recreational, Cultural and Entertainment Offerings
9. Become a Model of Sustainability

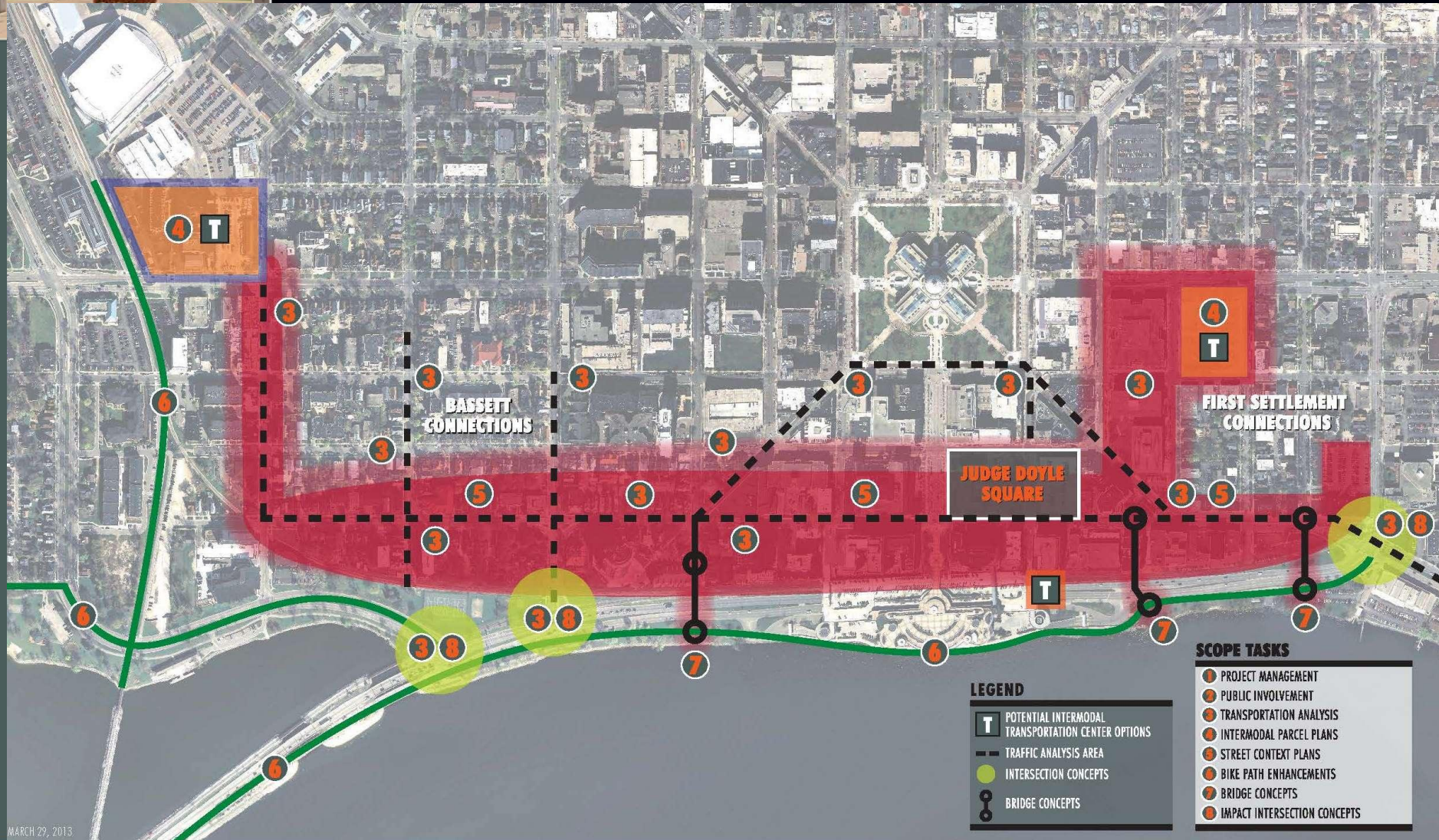


SCTOD - PROJECT GOALS

- Improve multi-modal accessibility to the downtown
- Improve the connectivity between uses and transit facilities
- Connect the downtown to the Lake Monona waterfront
- Improve key intersections
- Identify a location and development concept for an intermodal facility
- Further develop redevelopment opportunities along key streets and set the tone for high quality urban design



SCTOD – District Plan



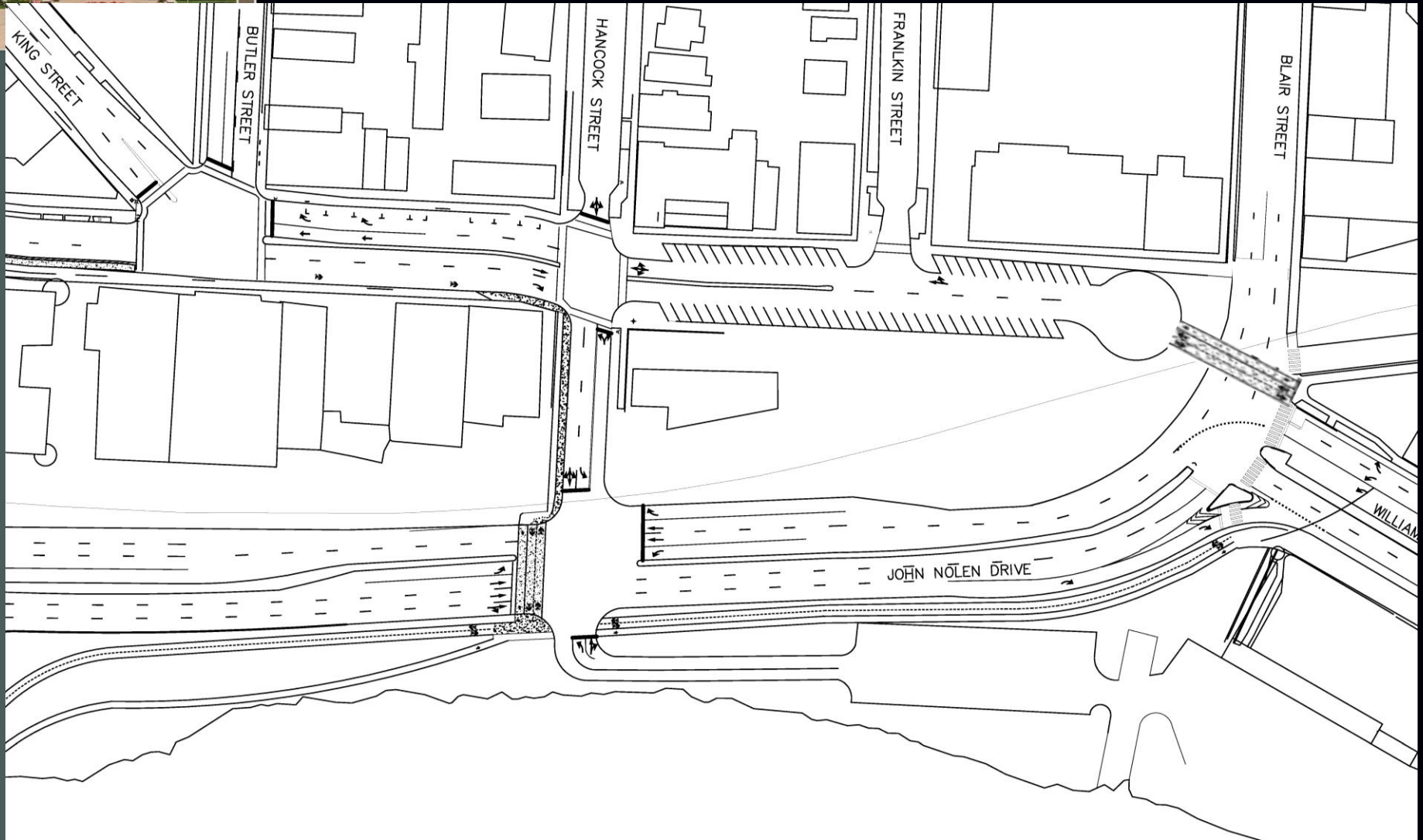


Elements of the District Plan

- Gateways
- Wilson Street
- Paths and Parks
- Connectivity to Square
- Intermodal Transit Center

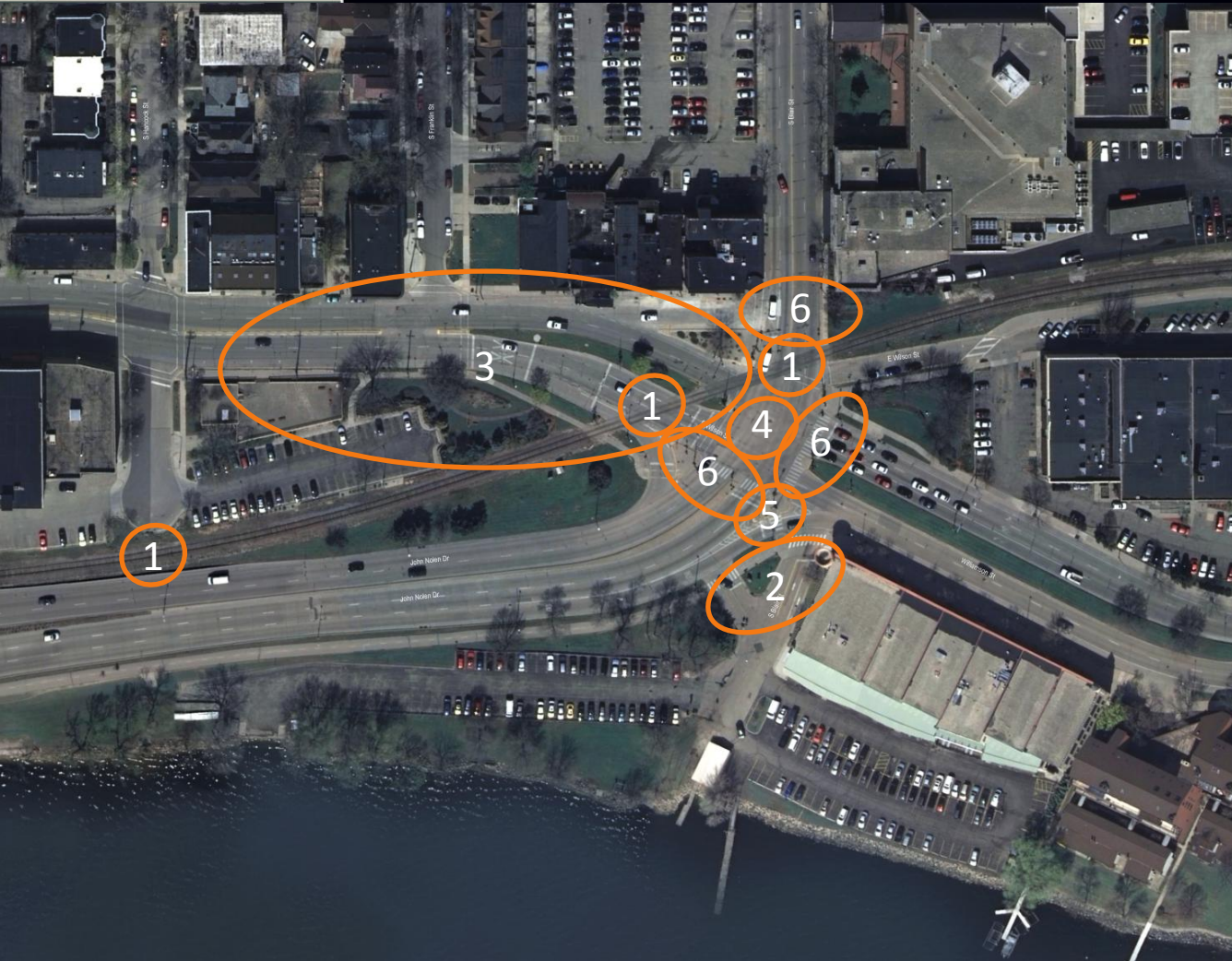


East Gateway Recommendation





East Gateway: Key Issues/Elements



- 1: Railroad Crossings
- 2: Machinery Row Access
- 3: Wilson Street Function
- 4: Signal Phasing
- 5: Channelized Right
- 6: Pedestrian/Bike Crossing



East Gateway: Railroad Crossings



- Eliminating Wilson Street connection can:
 - Improve geometry (vehicles and bicycles crossing tracks will be generally perpendicular)



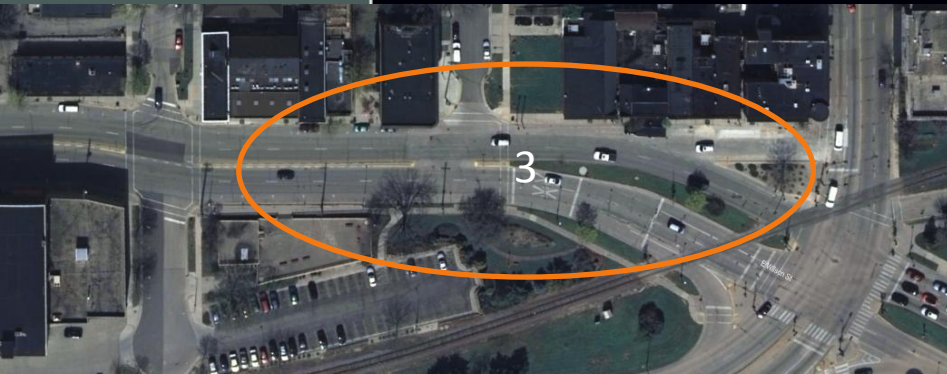
East Gateway: Machinery Row Access



- Relocation would:
 - Improve access from/to more directions
 - Improve safety by being outside functional area of intersection



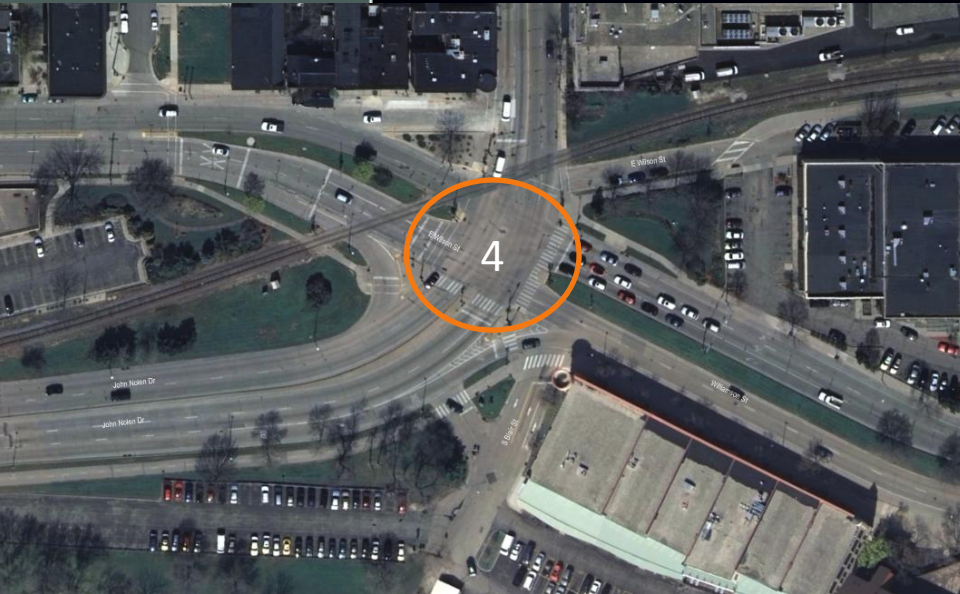
East Gateway: Wilson Street Function



- Wilson Street cul-de-sac could:
 - Calm street
 - Provide parking
 - Provide more open space
 - Allow improved bicycle/pedestrian connections



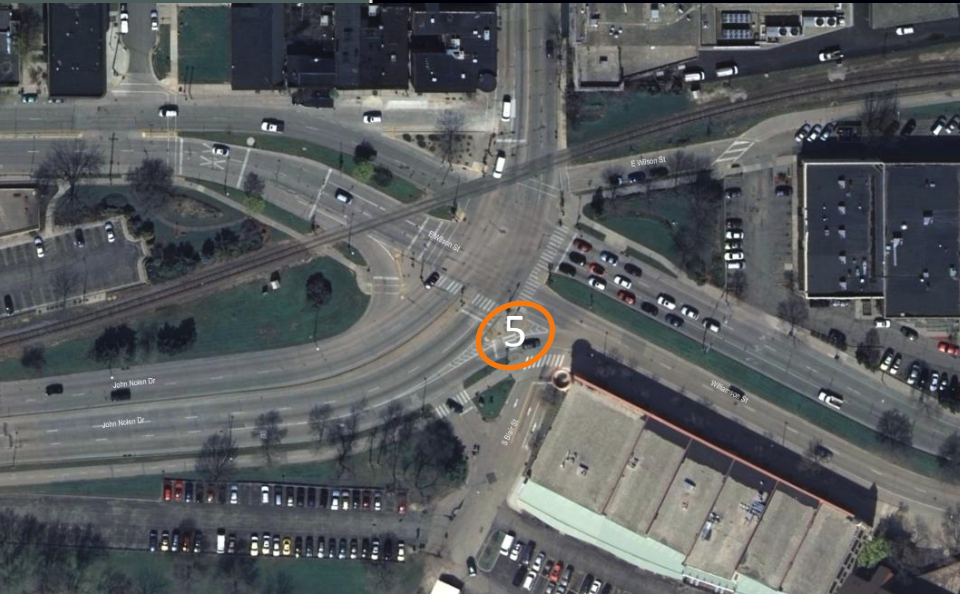
East Gateway: Signal Phasing



- Eliminating Wilson Street connection would:
 - Simplify intersection operations
 - Reduce lost time to signal phase changes
 - Reduce delay for all modes



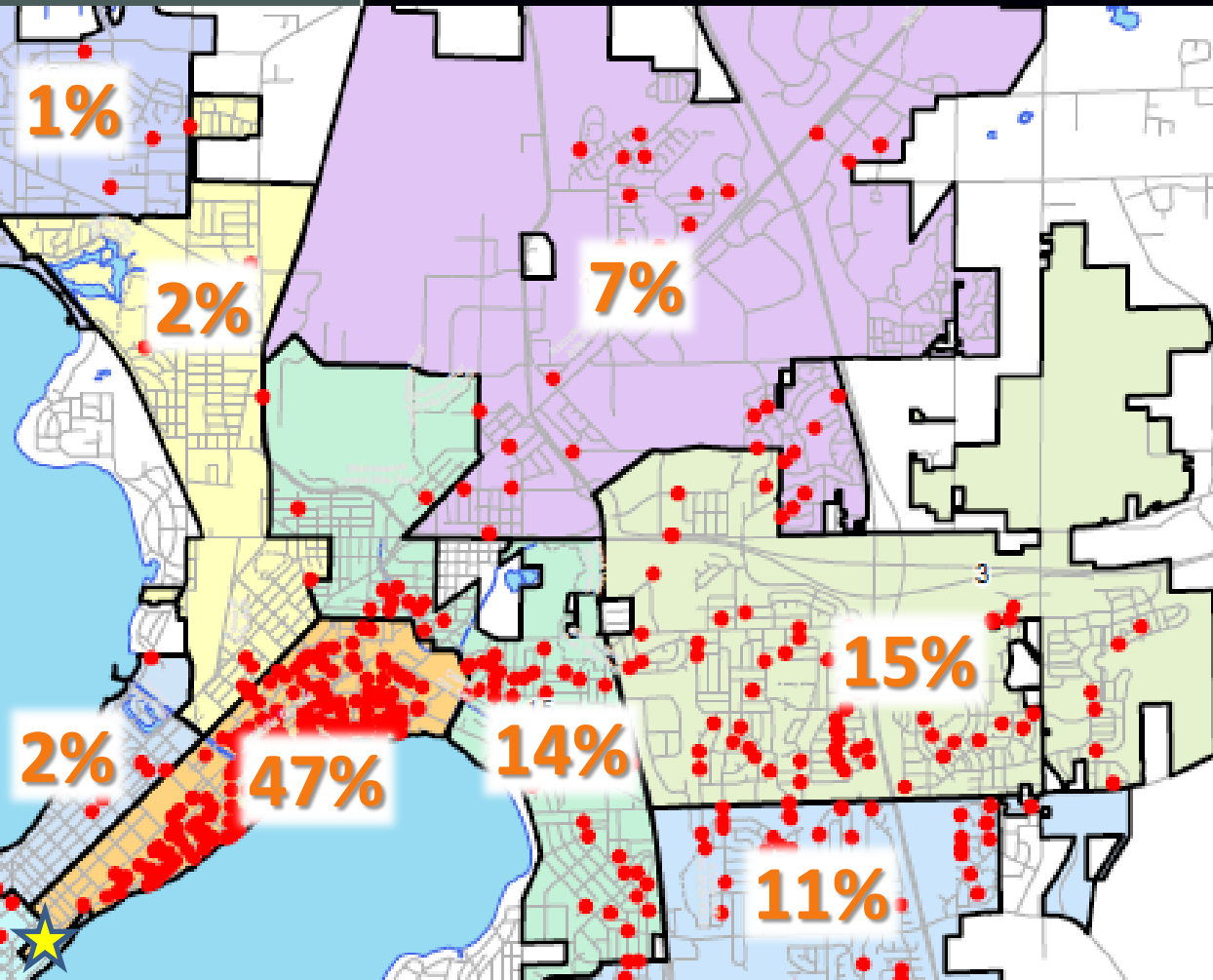
East Gateway: Channelized Right



- Larger radius adds approx. 15-20% auto capacity
- Provides more crossing time for bicycles/pedestrians
- Signal phasing: doubles capacity for NBR phase
 - NBR over capacity without channelization (800 vph)



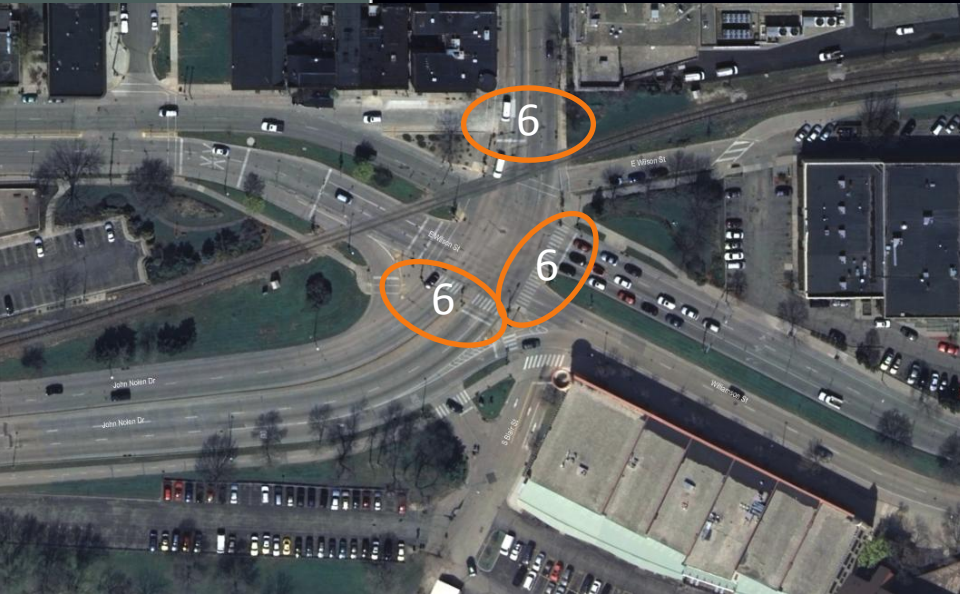
City License Plate Survey



- About 90% of vehicles traveling east of Blair utilizing channelized right are destined for locations south of Washington Avenue



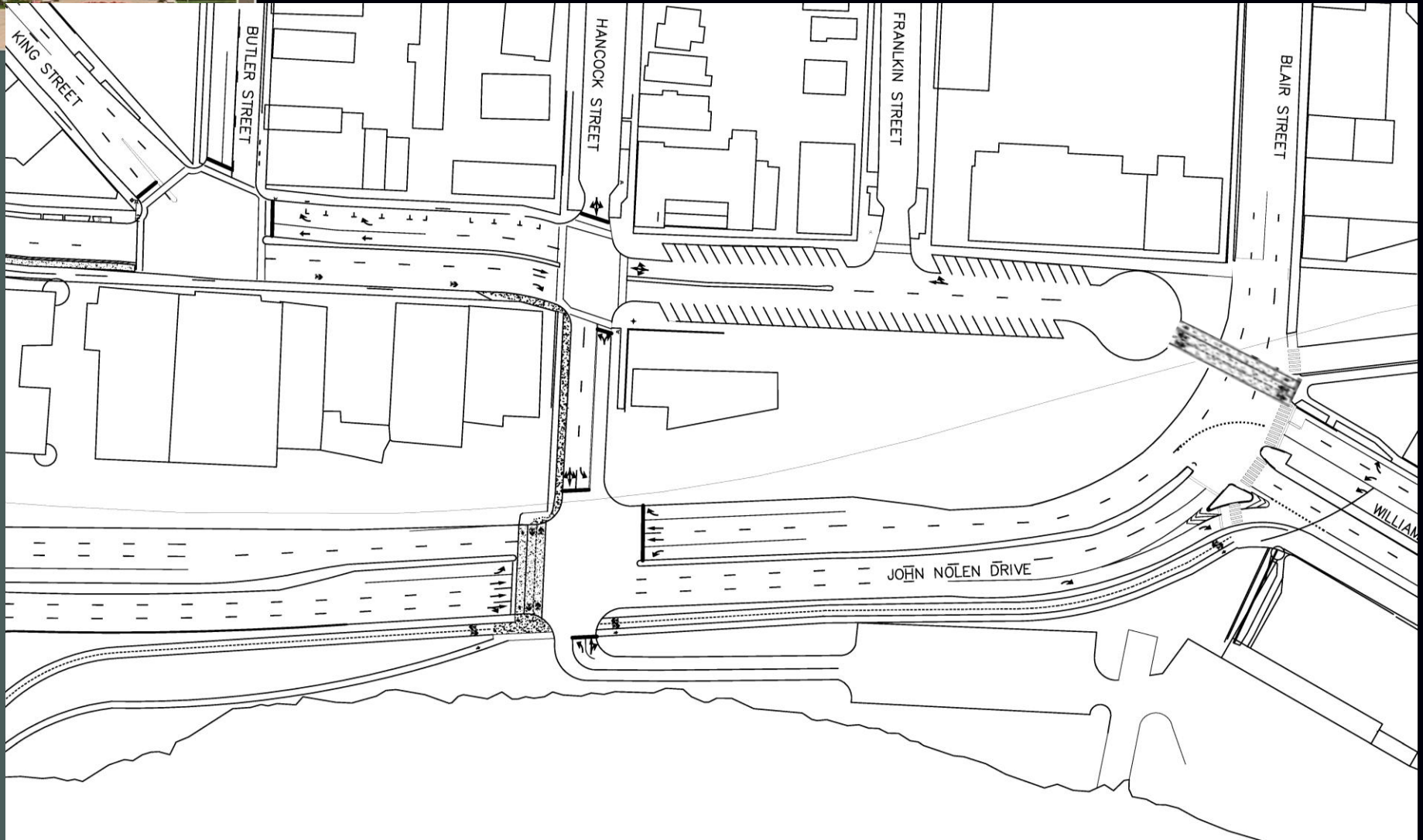
East Gateway: Bicycle/Pedestrian Crossing



- Eliminating Wilson Street motor vehicle connection allows:
 - Improved pedestrian/rail crossings
 - Improved safety
 - Potential for bicycle/pedestrian crossing enhancement



East Gateway Recommendation



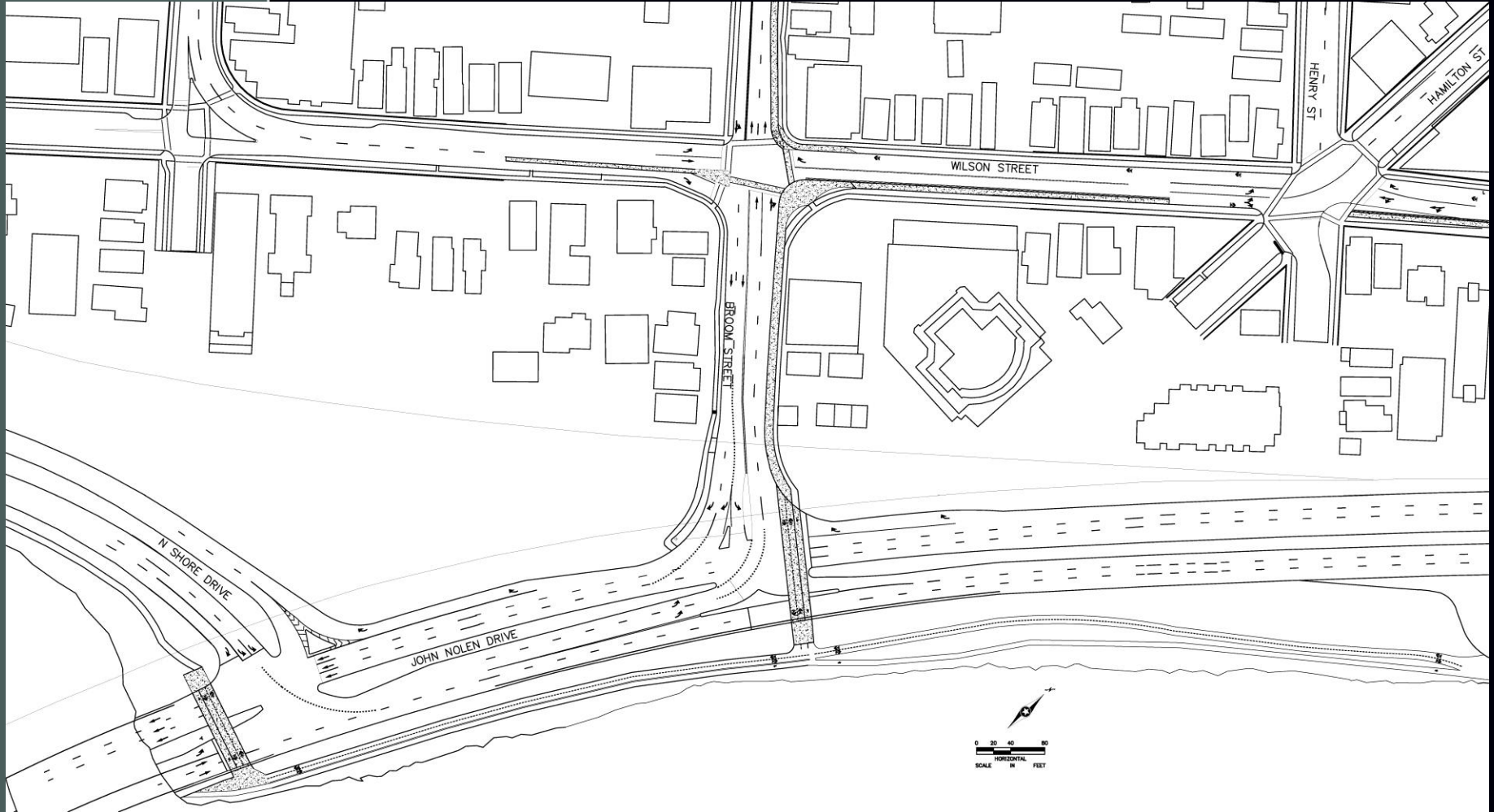


East Gateway

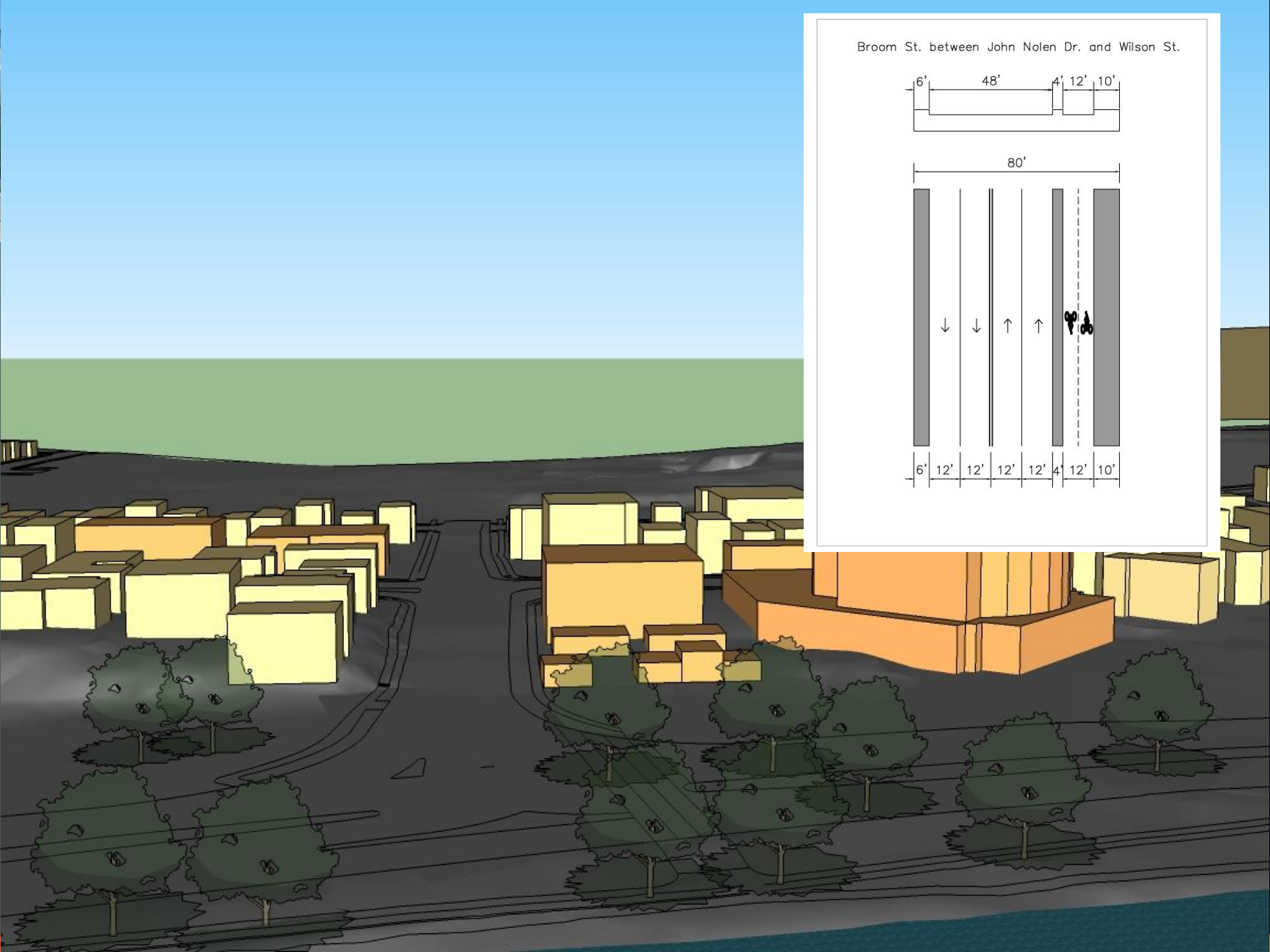
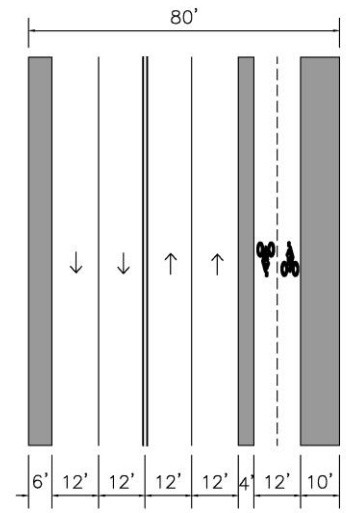
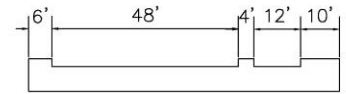


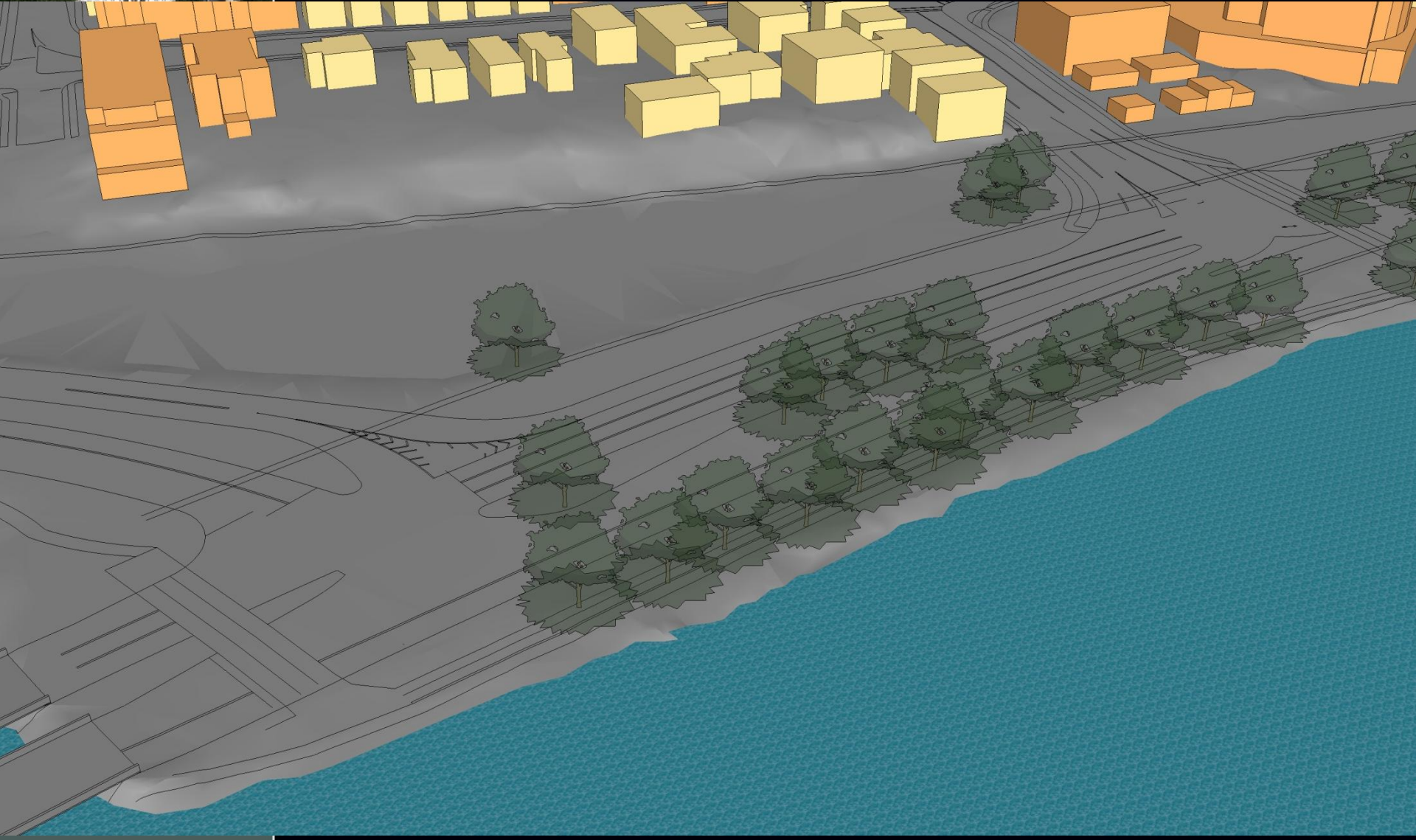


West Gateway



Broom St. between John Nolen Dr. and Wilson St.



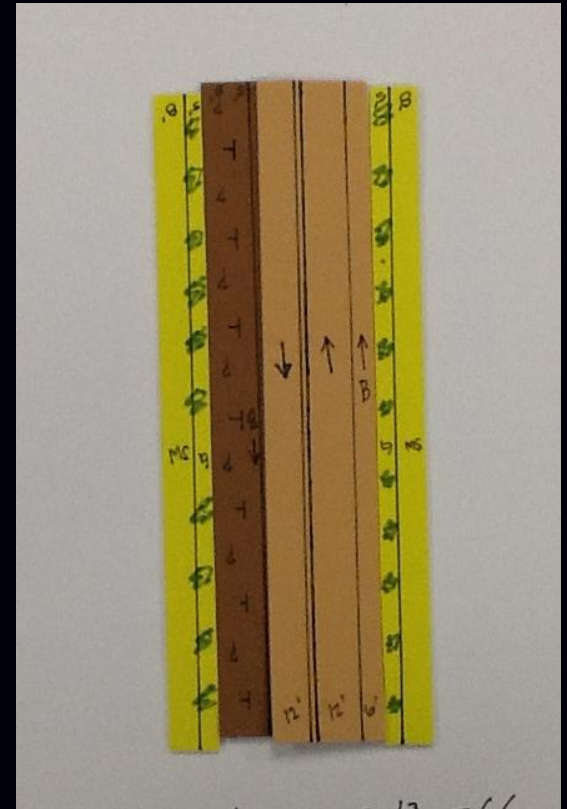
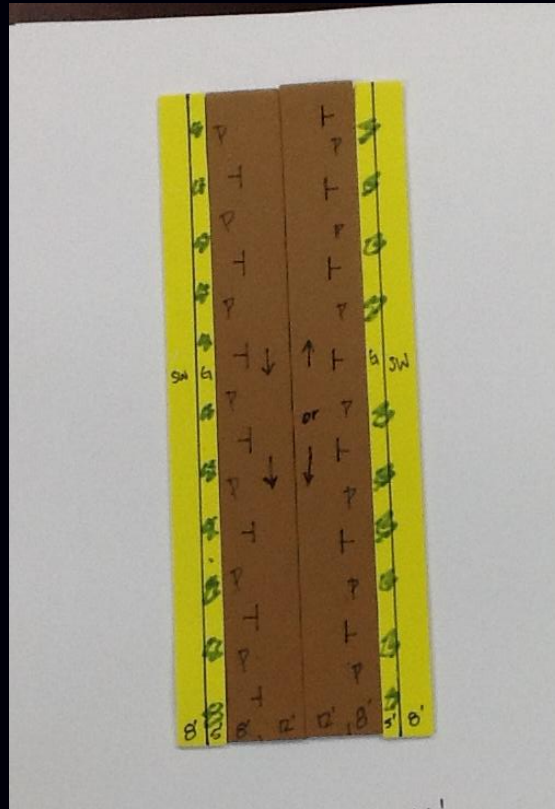


Wilson Street





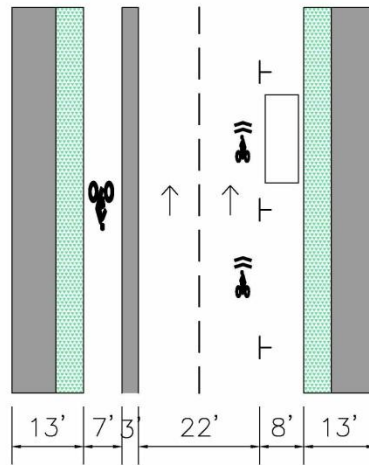
One-way or two way Workshop Alternatives



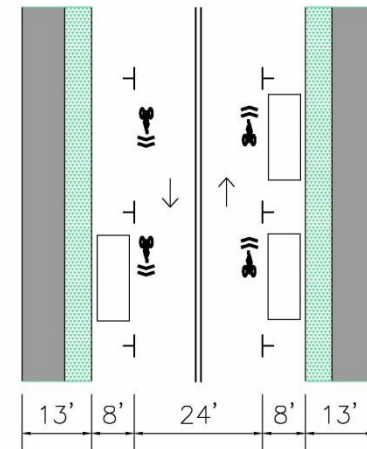


Recommendations

1C – Wilson St. – Sharrow CT



Wilson St. – Sharrow





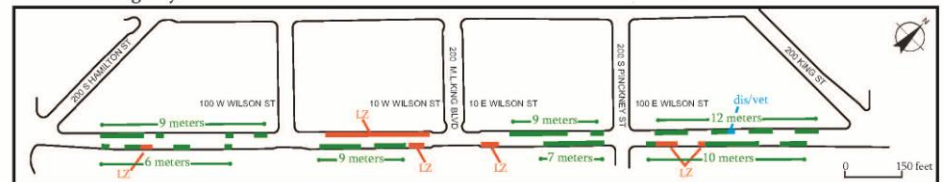
Parking and loading



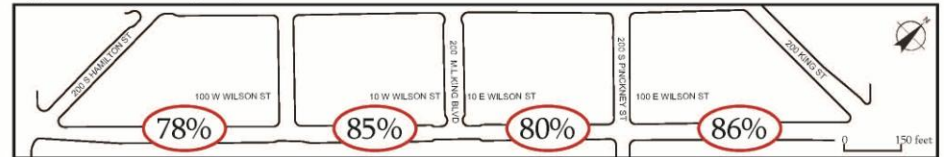
32 spaces, 5 loading zones

Parking on Wilson Street from Hamilton St. to King St.

Street Parking Layout

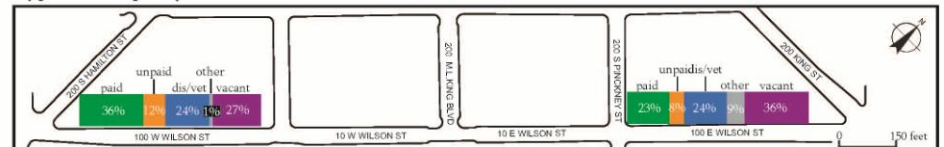


Typical Meter Occupancy Rates*

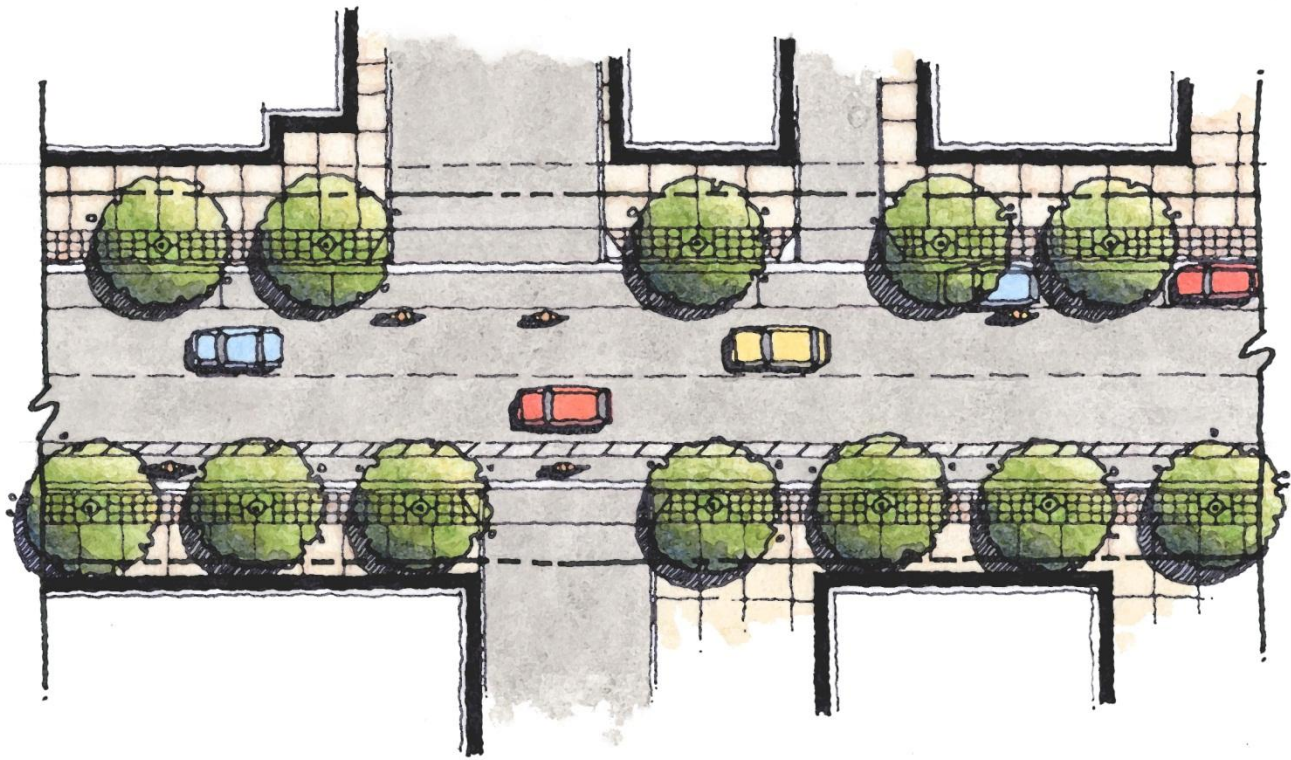


*Averaged from observations made between 11a - 1p on 7/17, 8/13, 9/26/2013. Data do not distinguish between North and South block faces.

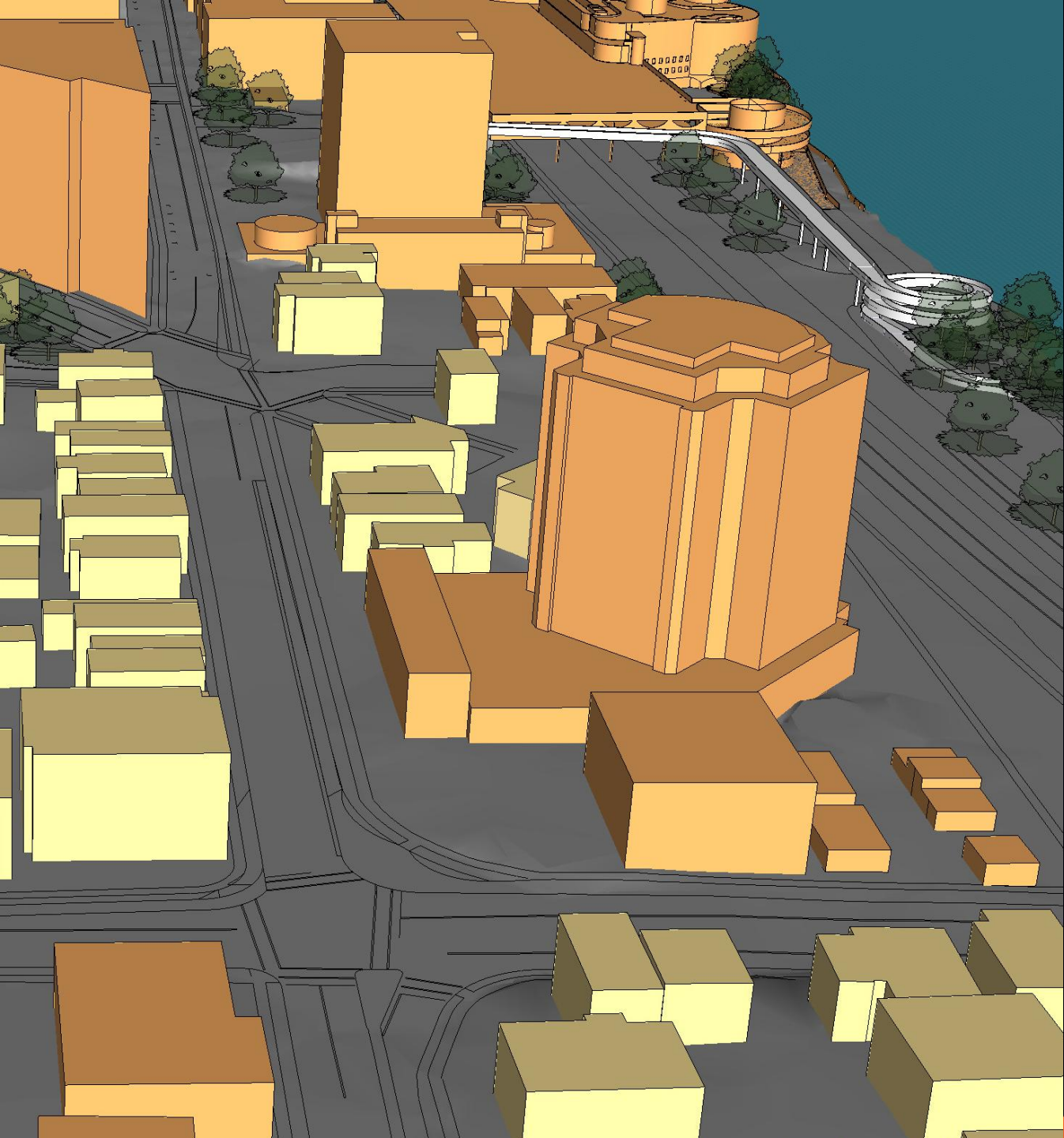
Typical Occupancy Breakdown*



*Averaged from observations made at 8a, 9a, 3p, 4p, 5p on 4/16, 5/23, 6/26/2013. Data available for 100 E Wilson St (N) and 100 W Wilson St (N).











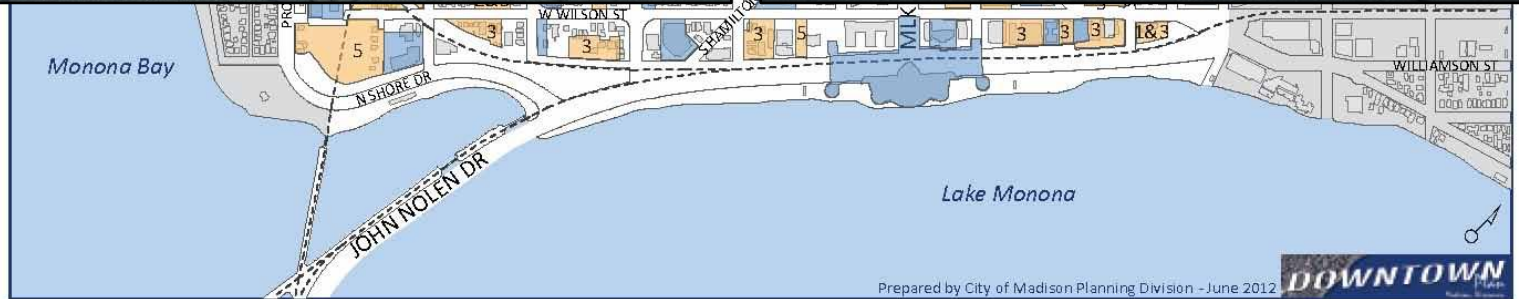
Redevelopment Potential



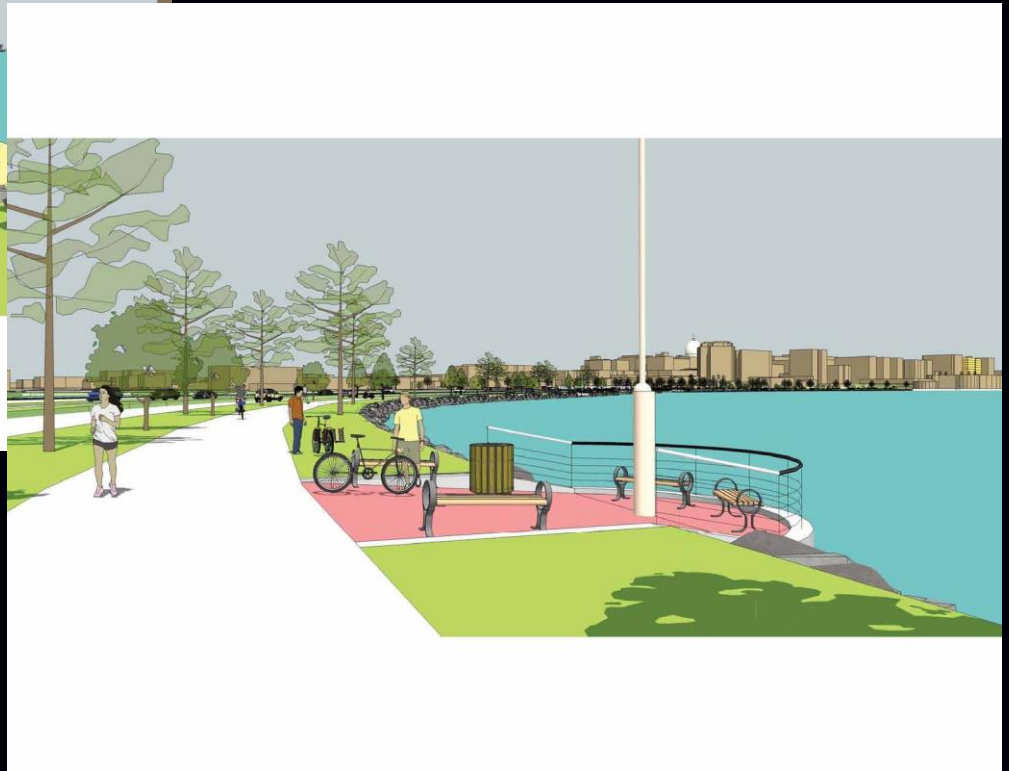
Lake Mendota

PARCEL ANALYSIS

- Recent Development (circa 1995-2010)
- Potential Redevelopment/Infill (over 1/2 acre)
 - 1 - Surface Parking
 - 2 - Zero Lot Line (Other zero lot line buildings shown with an ✱)



Paths and Parks – Downtown Plan





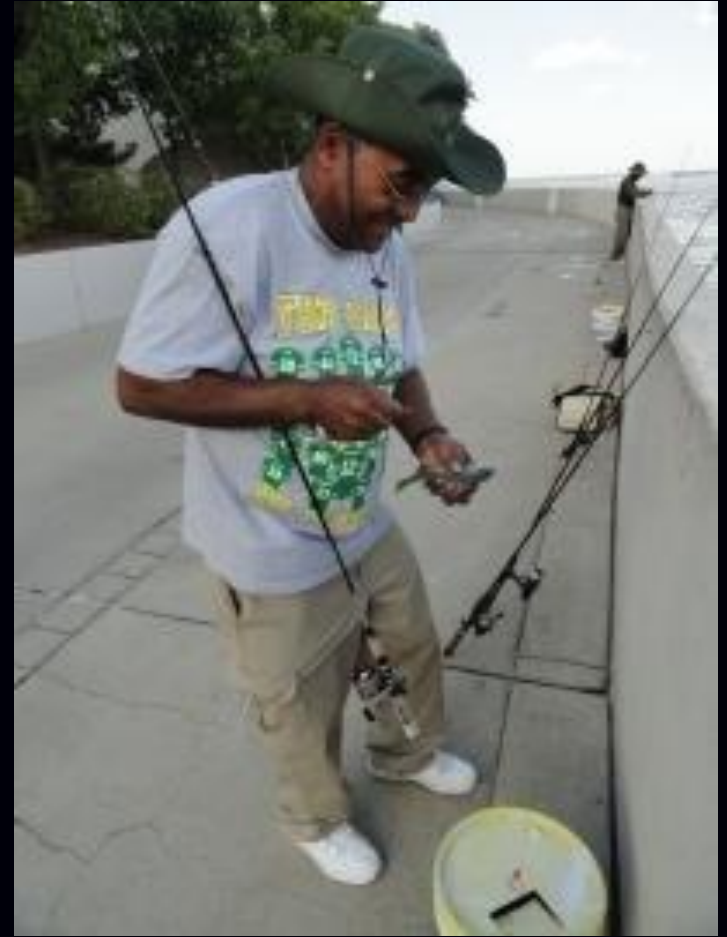
Path Users



Bicyclists and Pedestrians



Fishing "The Wall"



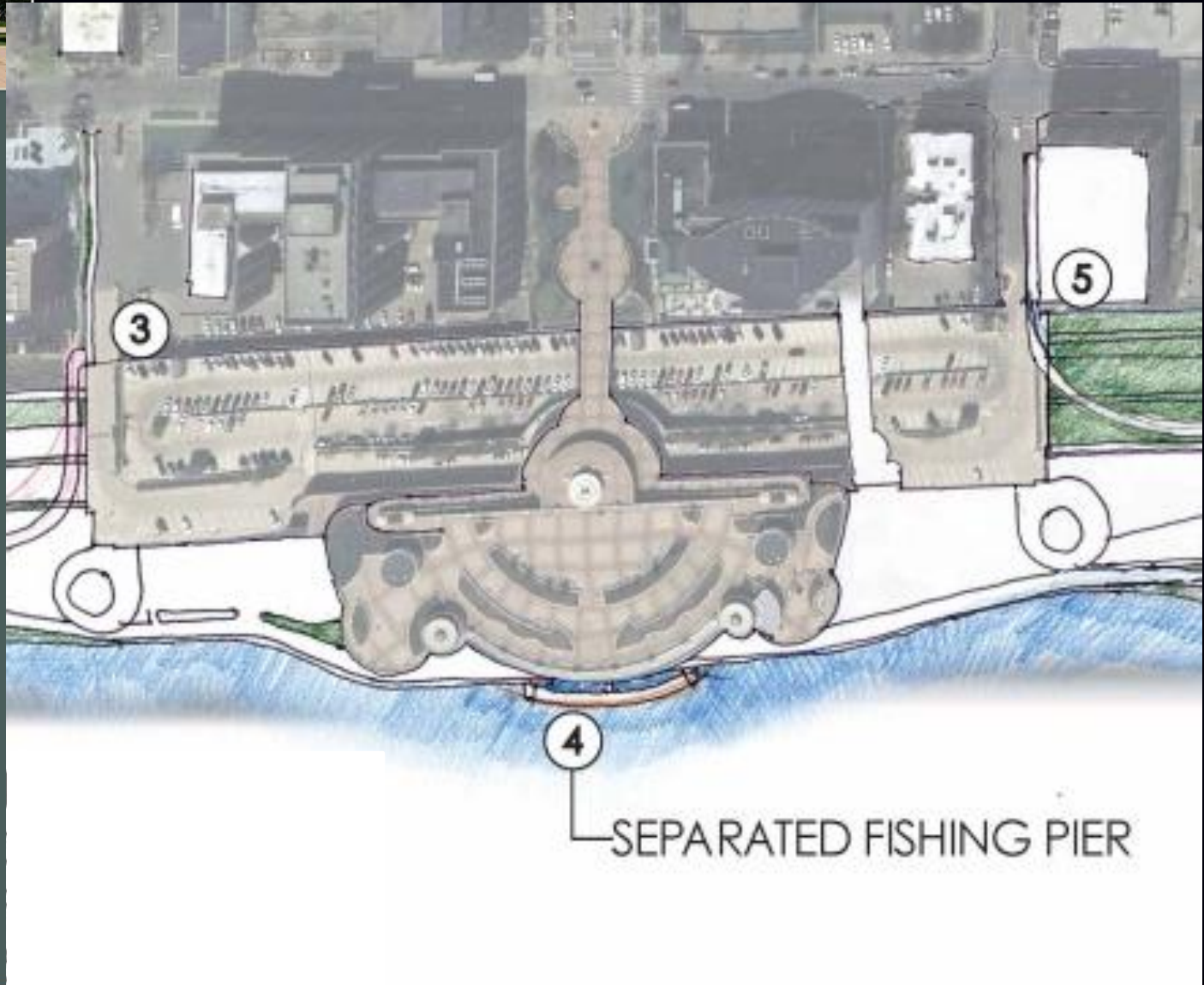
Design Constraints





Design Constraints



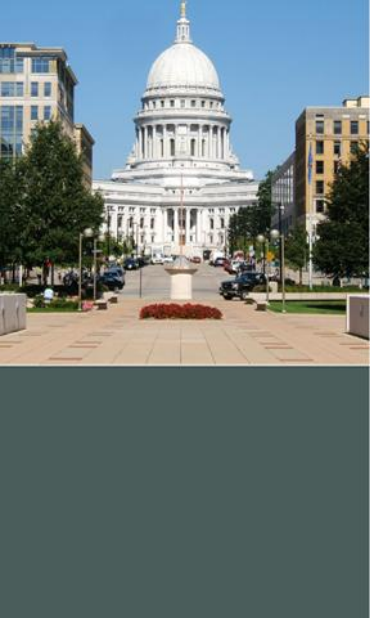


SEPARATED FISHING PIER



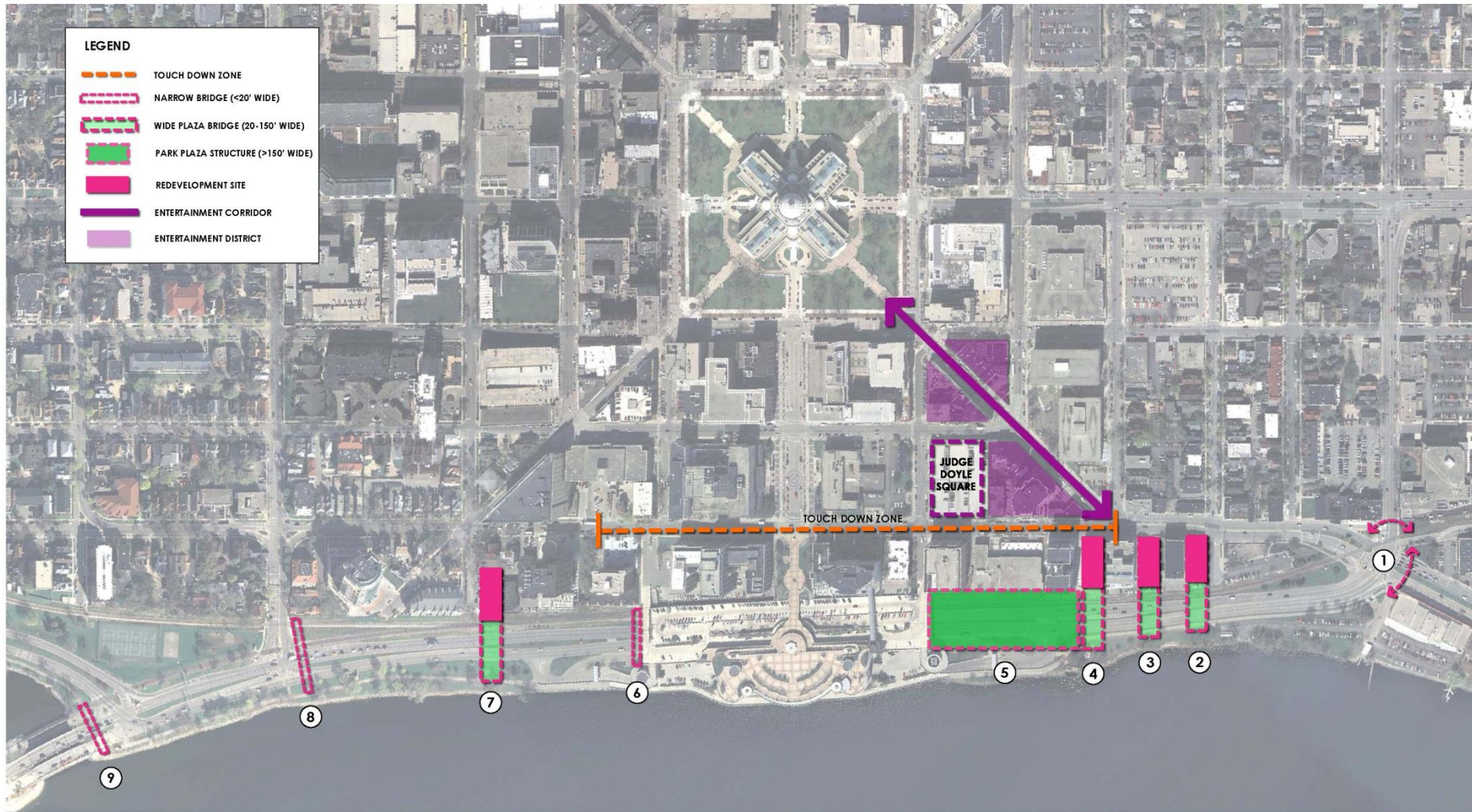


Bridge Concept Alternatives

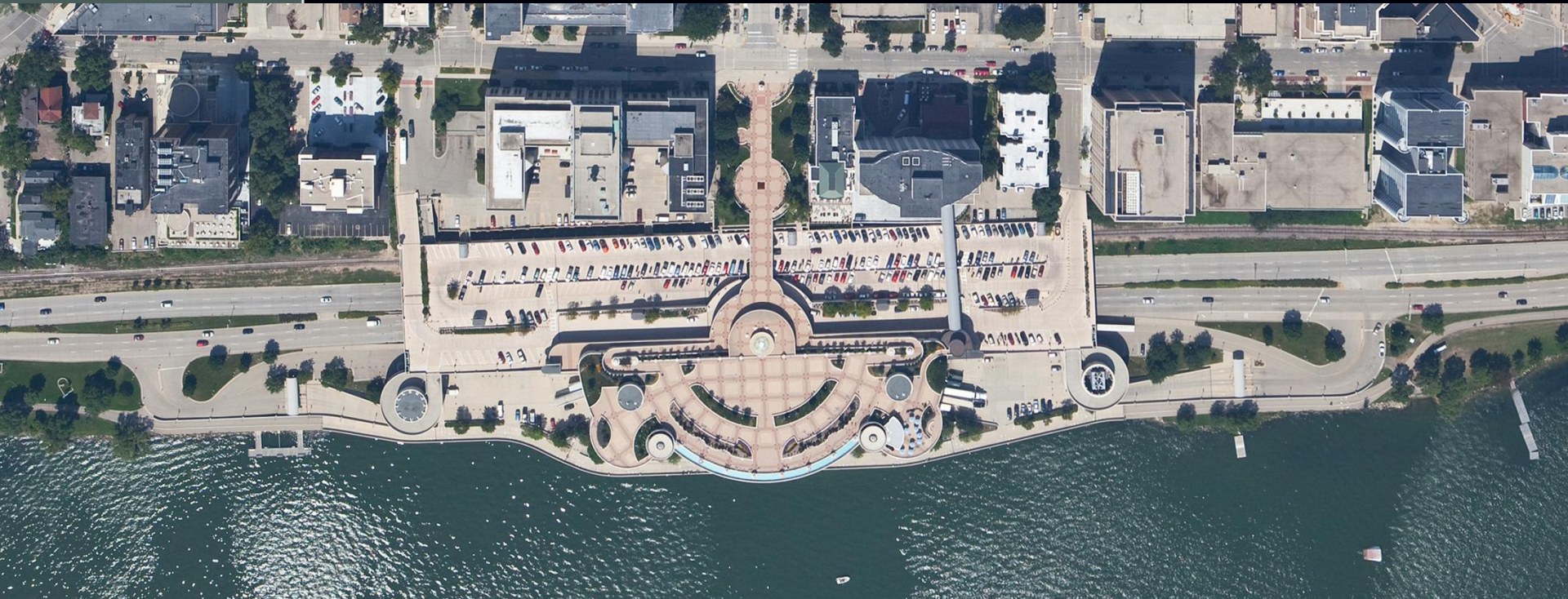




Bridge Concept Locations



Bridge Concept – Location 6





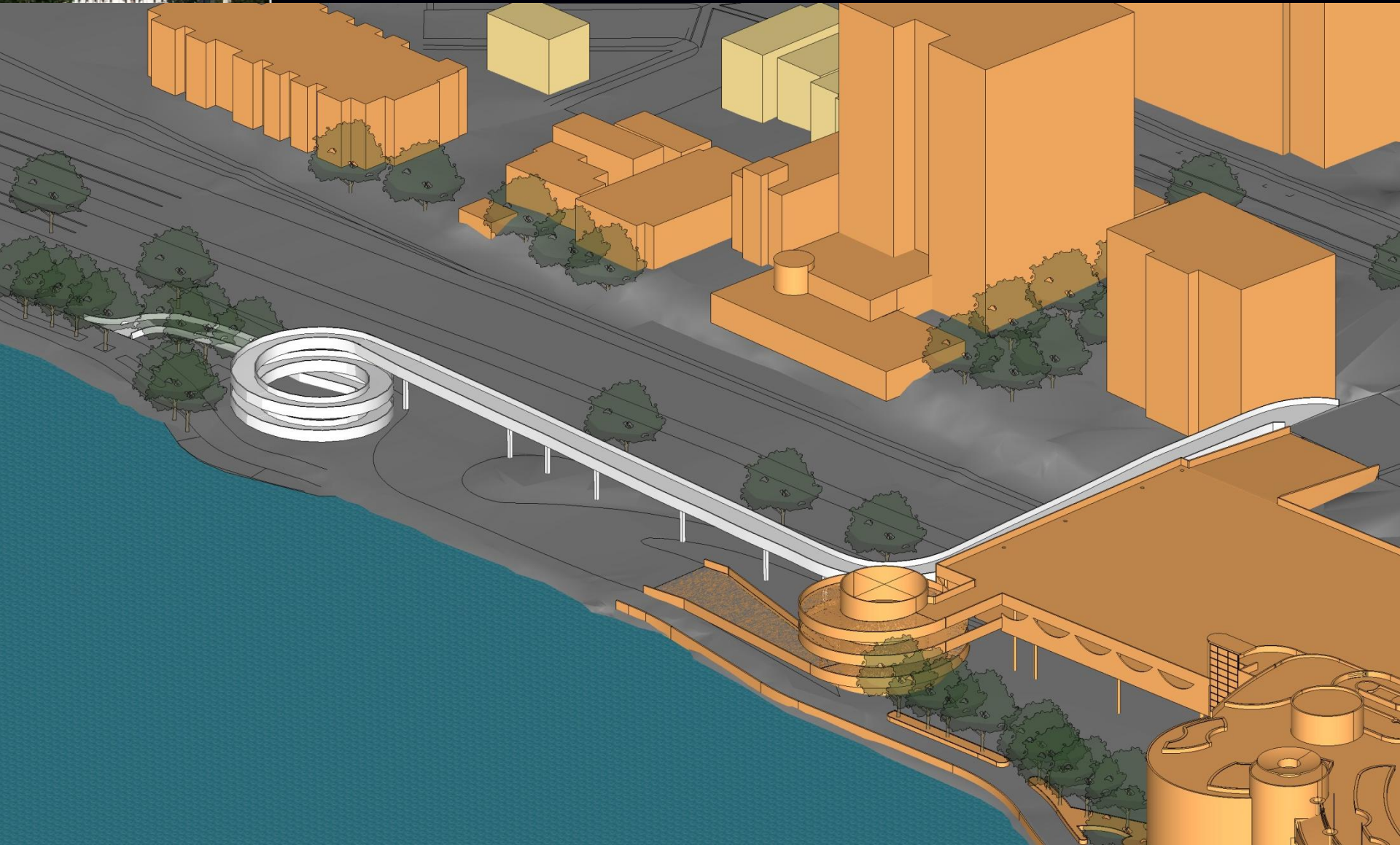




Bridge Location 6 Alternative 2

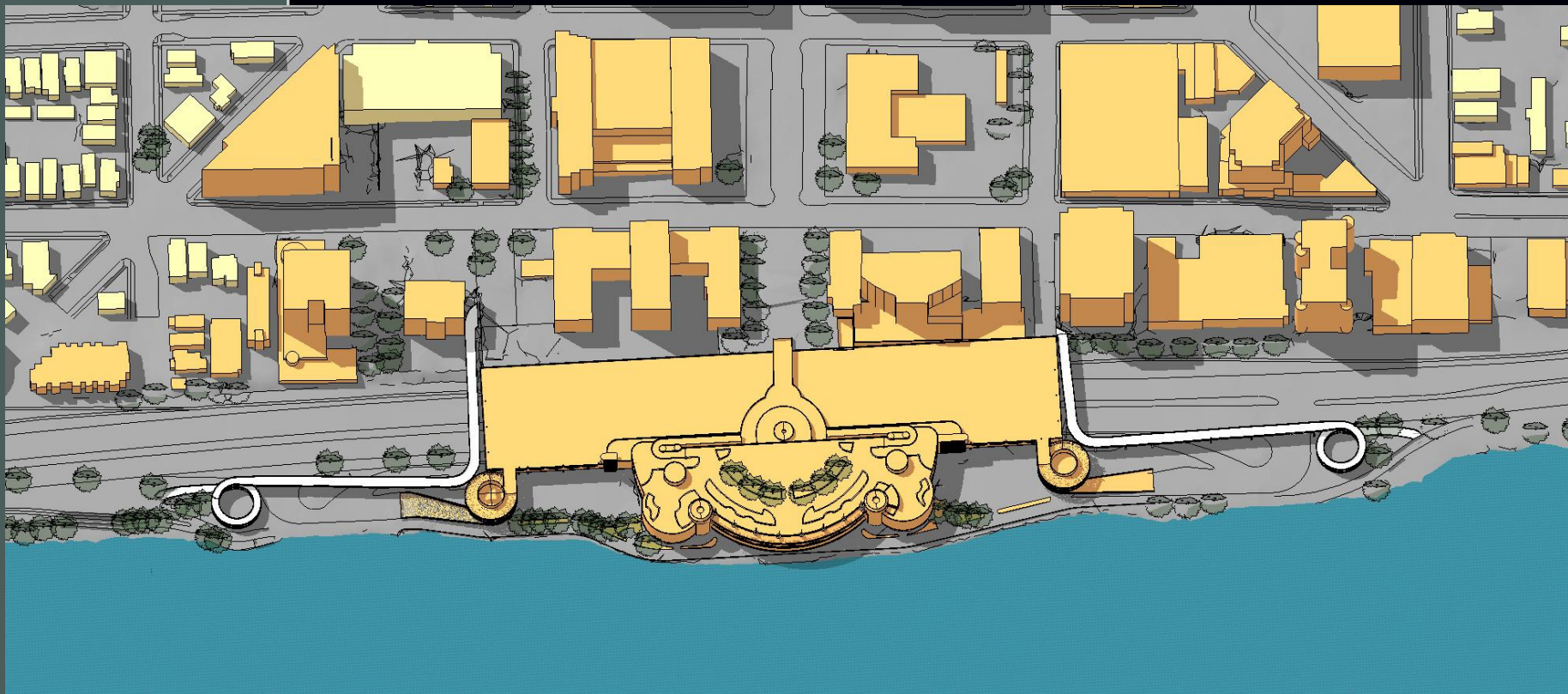




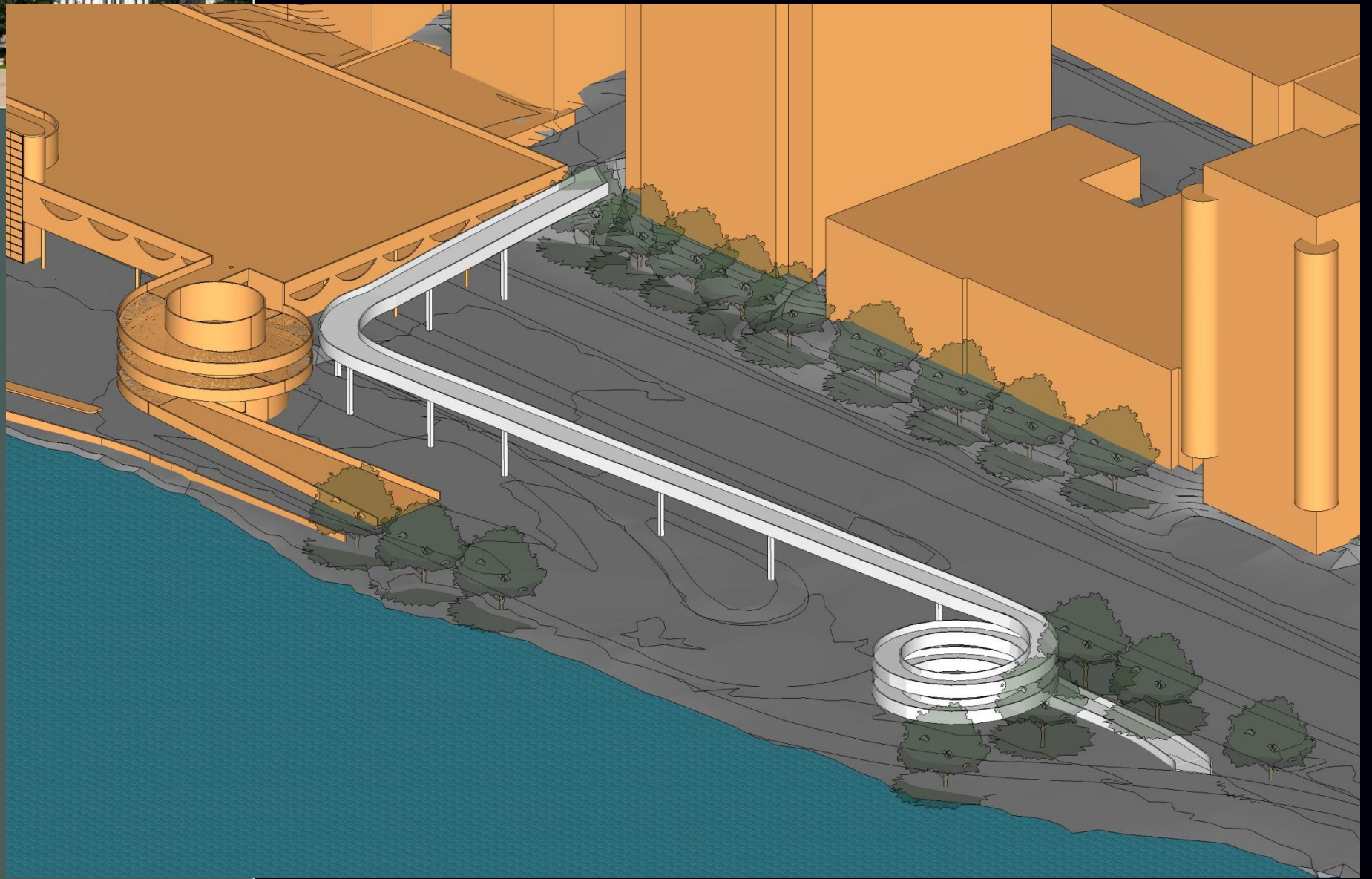




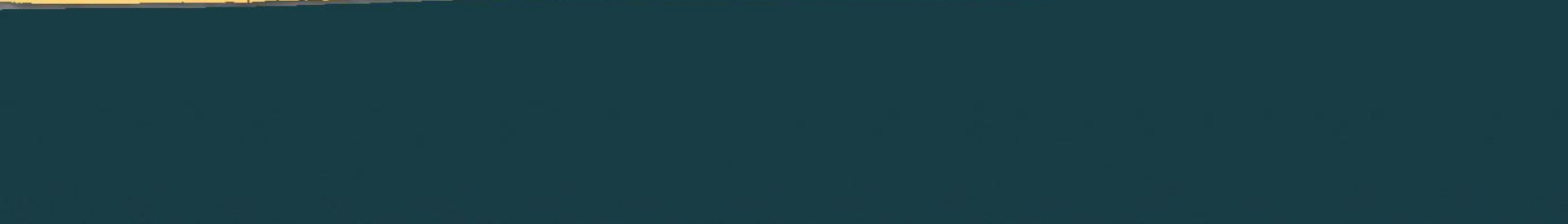
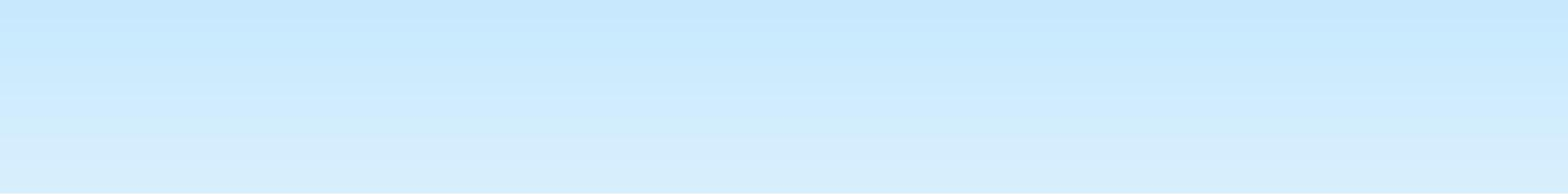


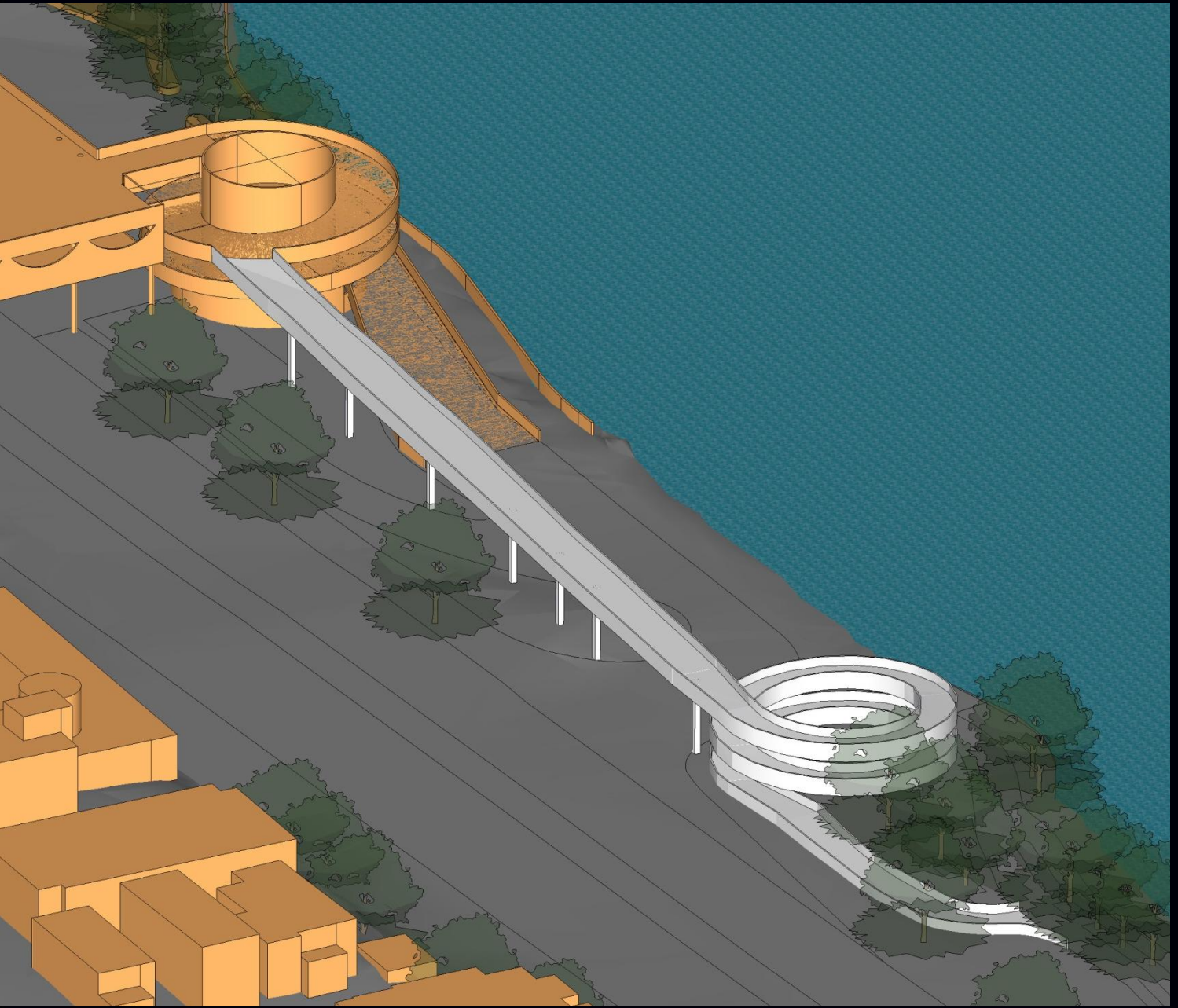
















Bridge Design Considerations

- Screen or enclosure
- Snow removal
- Tie in to MT structure
- Ramp slopes (MT structure)
- Bikes / Peds mixing with cars @ MT, DOA
- Support column layout at service / auto entrance
- Aesthetics
- Lighting





Bridge Concept - Location 3 / 4





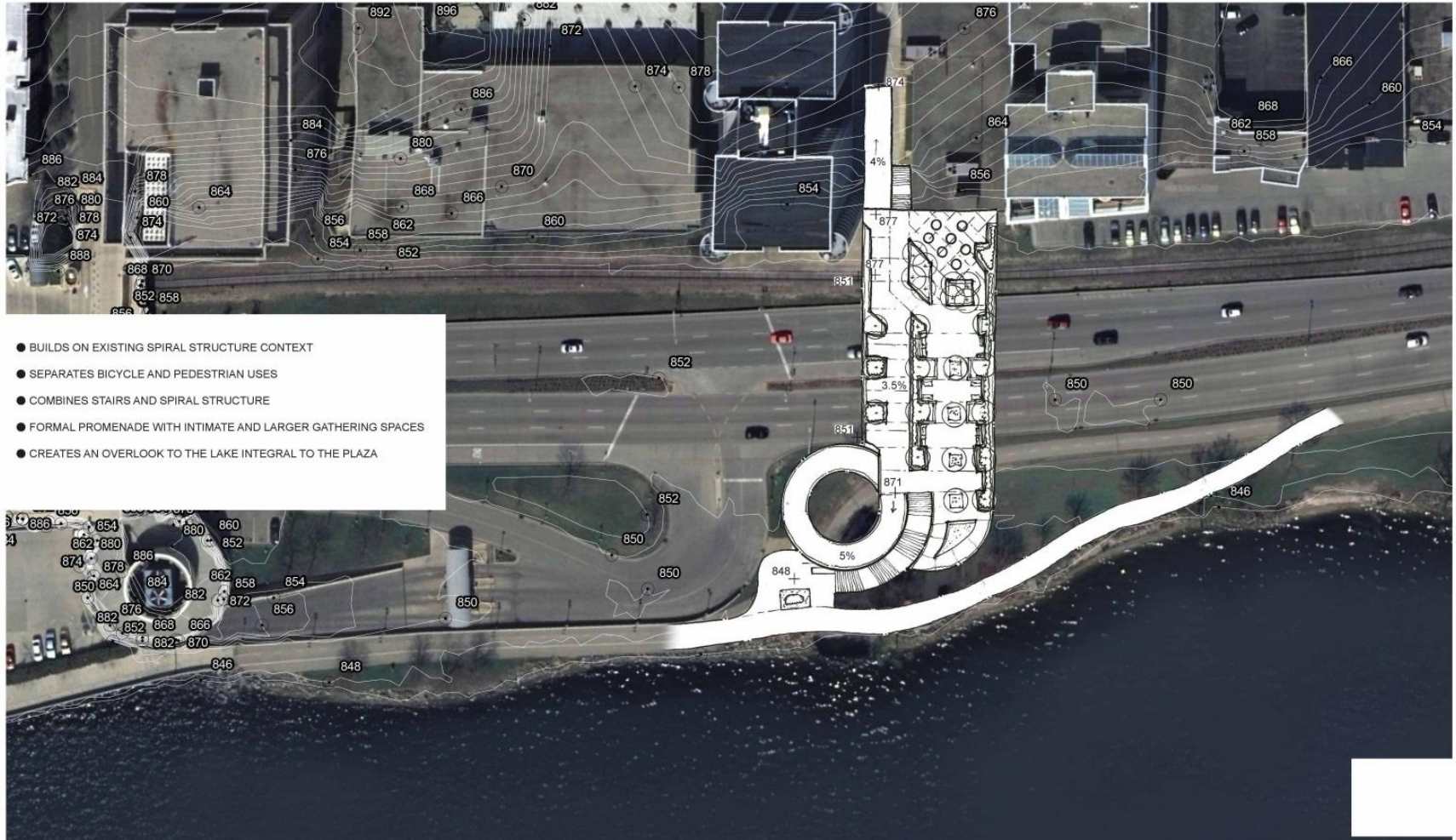


Bridge Location 3 Alternative 1





Bridge Location 4 Alternative 1



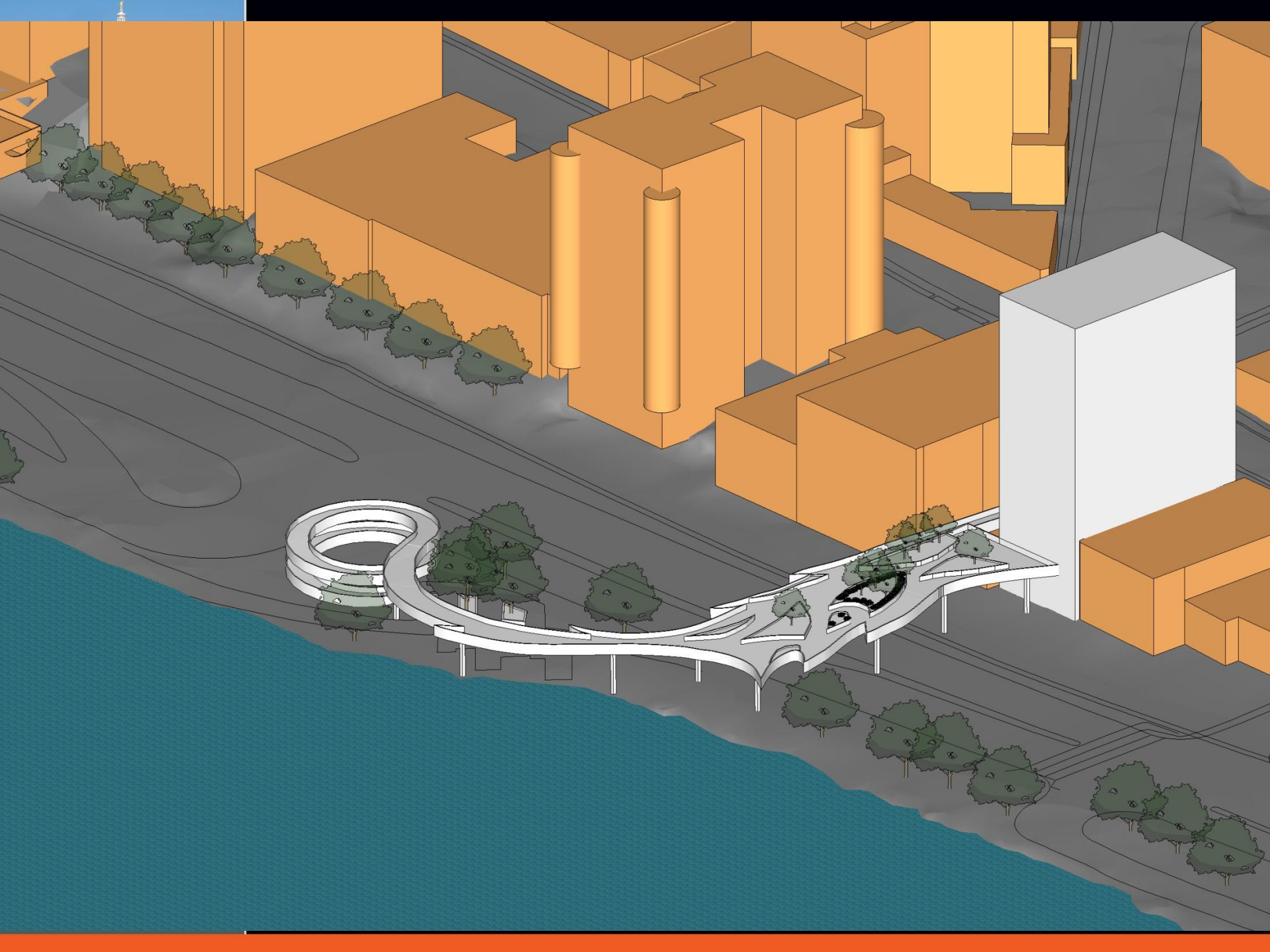


Bridge Concept - Location 3 / 4

















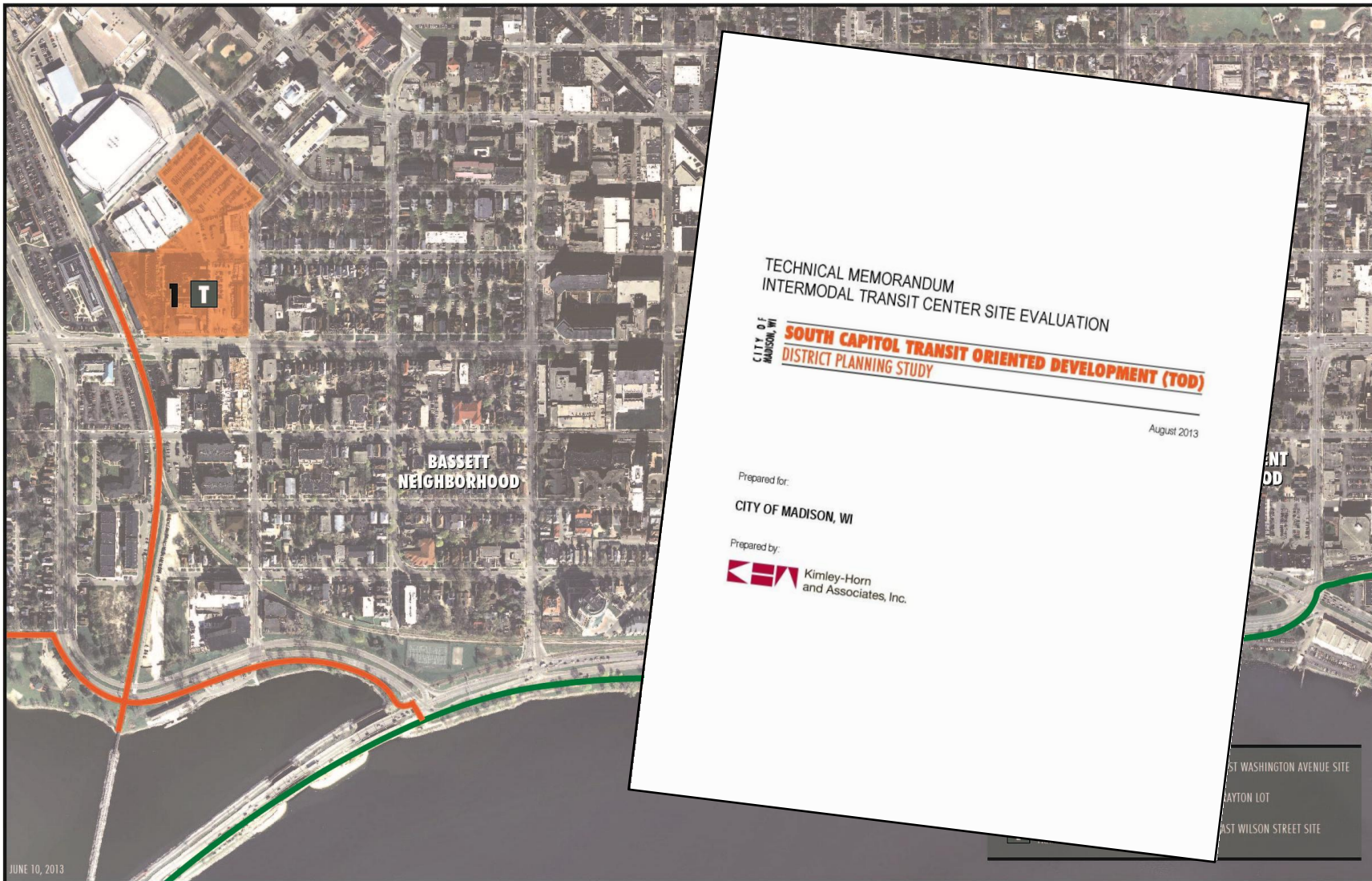
Bridge Design Considerations

- Exterior screens / guardrails
- Defined bike route / pedestrian space
- Structure depth / planter depth
- Connection to development / Wilson
- Seating, café
- Snow removal
- Lake elements
- Aesthetics
- Lighting



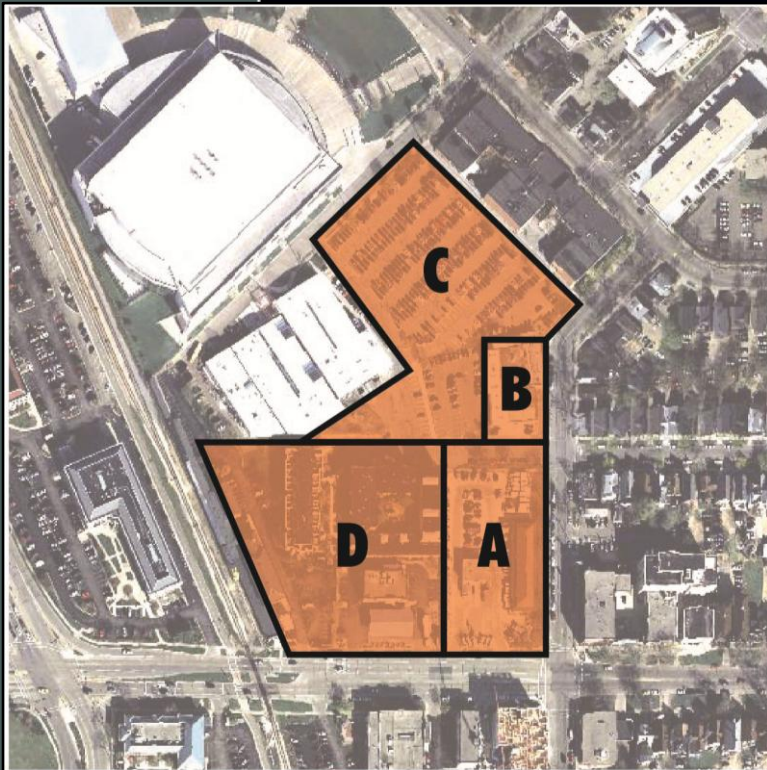


ITC Evaluation






Boldt Parcel – Public Private Partnership



Bedford Street Mixed-Use Development
114 N Bedford Street
Madison, WI 53703



The Boldt Company
414-276-4666



Connectivity Plan



11.13.13

Madison Intermodal Transit Center
Connectivity Plan Streetscape Enhancements

-  Residential Multi-family
-  Rail and Trail
-  Streetscape Enhancement
-  Enhanced Intersection
-  Trail Linkages

SOUTH CAPITOL TOD DISTRICT PLANNING STUDY



Grand River ITC





Development Plan





Bedford Street View





Planning the Public Meeting

- Open House format
- Stations
 - Background
 - Recommendations (6 chapters)
- Looping presentation
- Gather public reaction



Schedule of next meetings

- No Committee meeting in March
- Public Open House
 - March 13, 2014 from 6:00 to 8:00
 - Monona Terrace