



# South Capitol District Planning Committee

- Overview for Plan Commission -



CITY OF  
MADISON, WI

**SOUTH CAPITOL TRANSIT ORIENTED DEVELOPMENT (TOD)**  
DISTRICT PLANNING STUDY

November 24, 2014



Kimley-Horn  
and Associates, Inc.

# Study Area Map





- **Intermodal Terminal Evaluation**
- **Lakeshore Path Improvements**
- **Lake Monona Bridge Connectivity**
- **Gateway Intersections along John Nolen**
- **Wilson Street Concepts**



# Intermodal Terminal Evaluation



# Grand River Terminal (La Crosse)





# Intermodal Terminal: 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



# Conceptual Development Plan

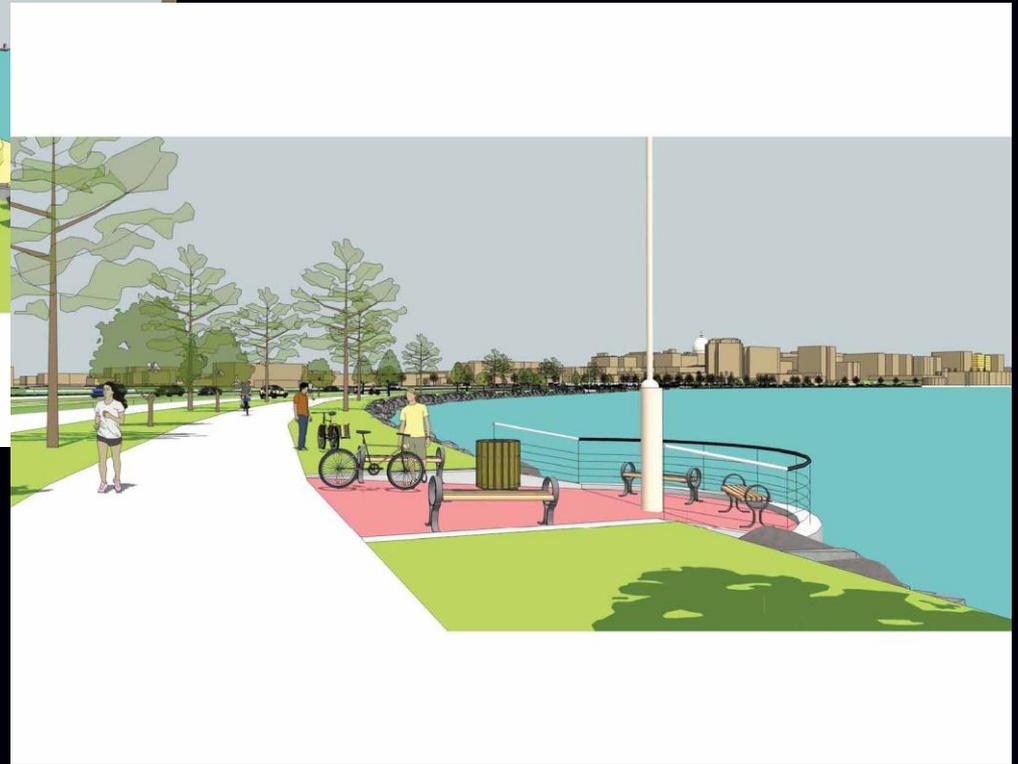




# Lake Monona Multi-Use Path



# Paths and Parks: Downtown Plan Images











# Lake Monona Connections - Bridge Concept Alternatives

# Bridges – Conceptual Imagery



# Narrow Bridge Images

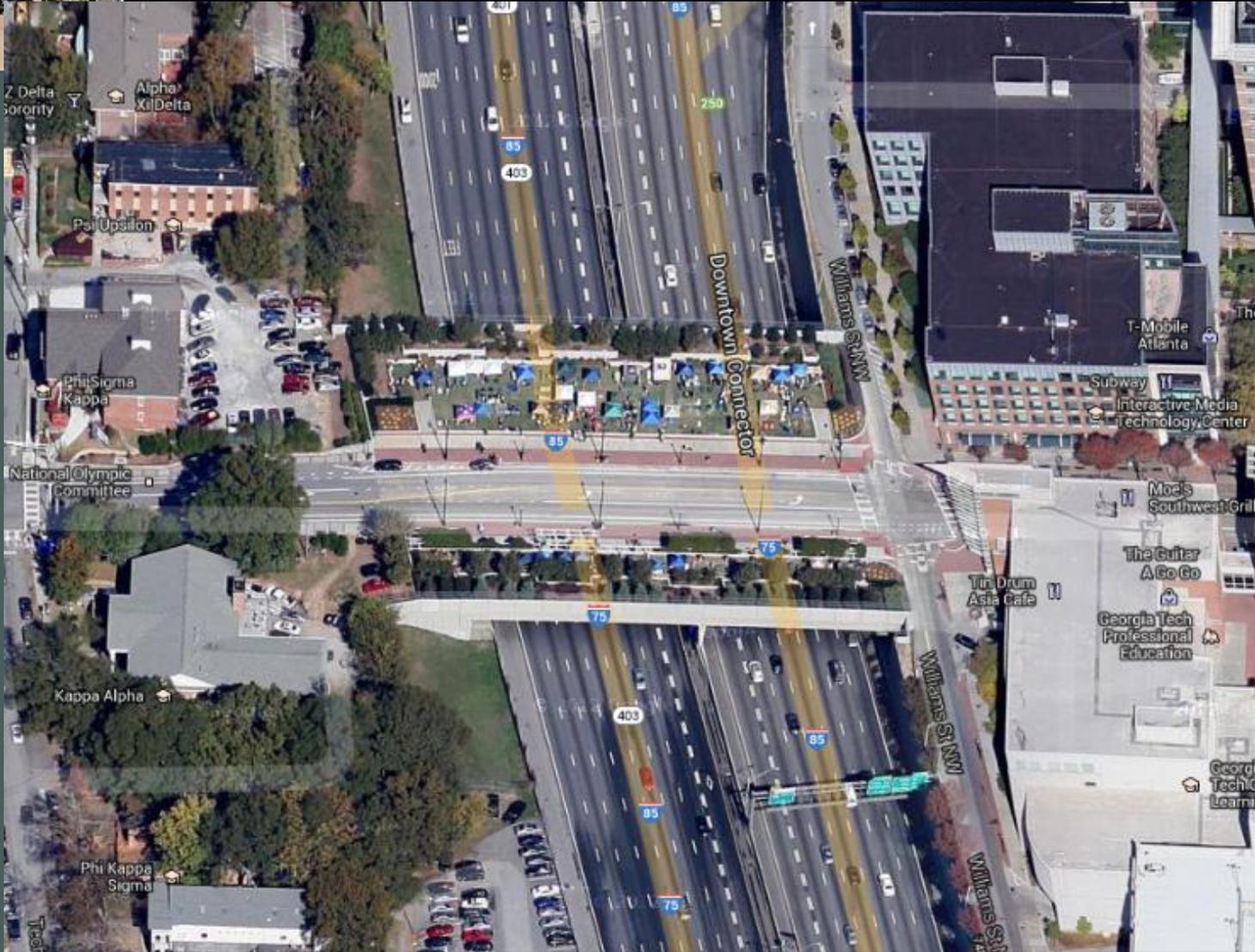


# Wide Plaza Bridge





# Wide Plaza Bridge



# Wide Plaza Bridge



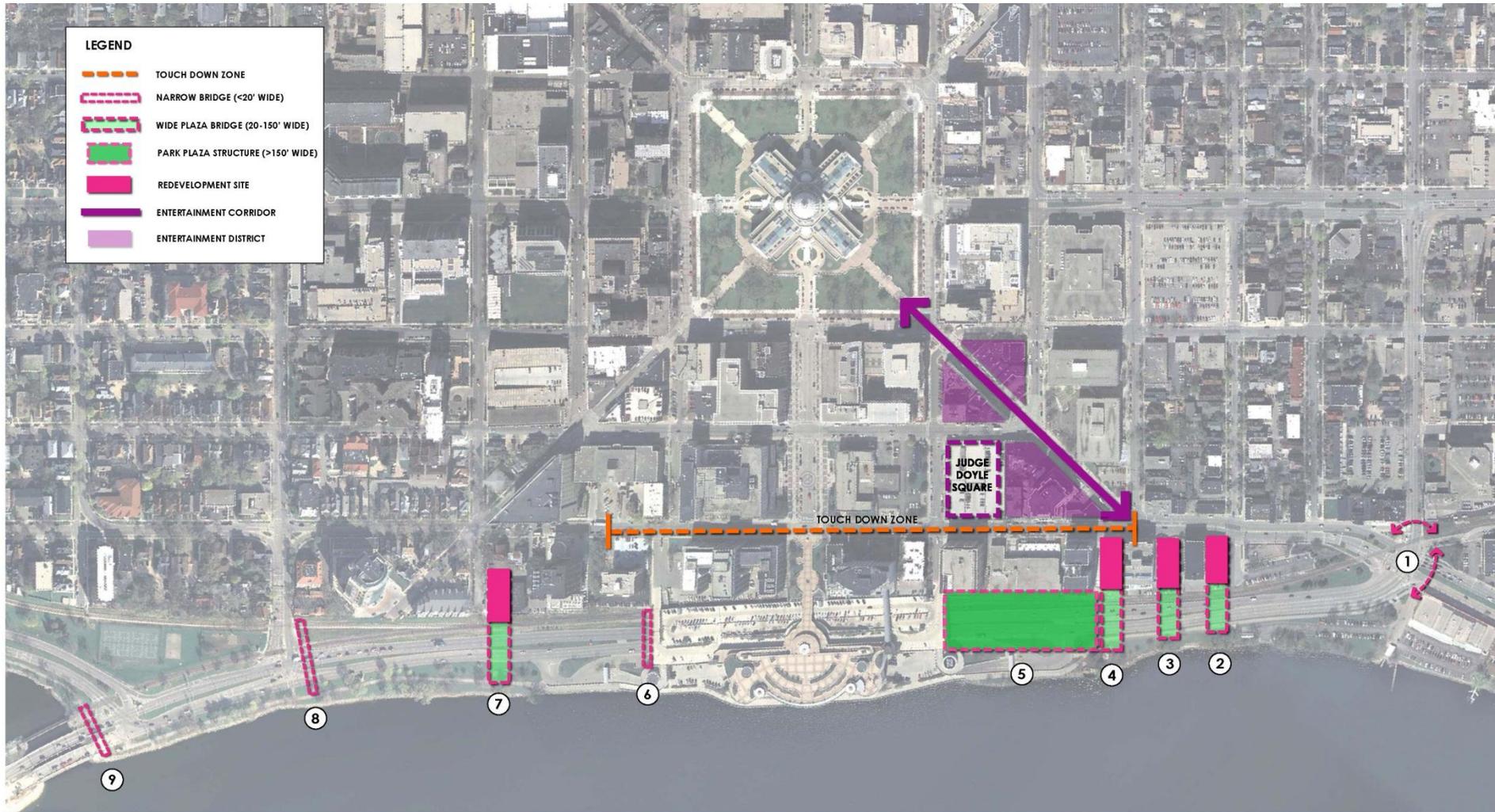


# Wide Plaza Bridge





# Bridge Concept Locations



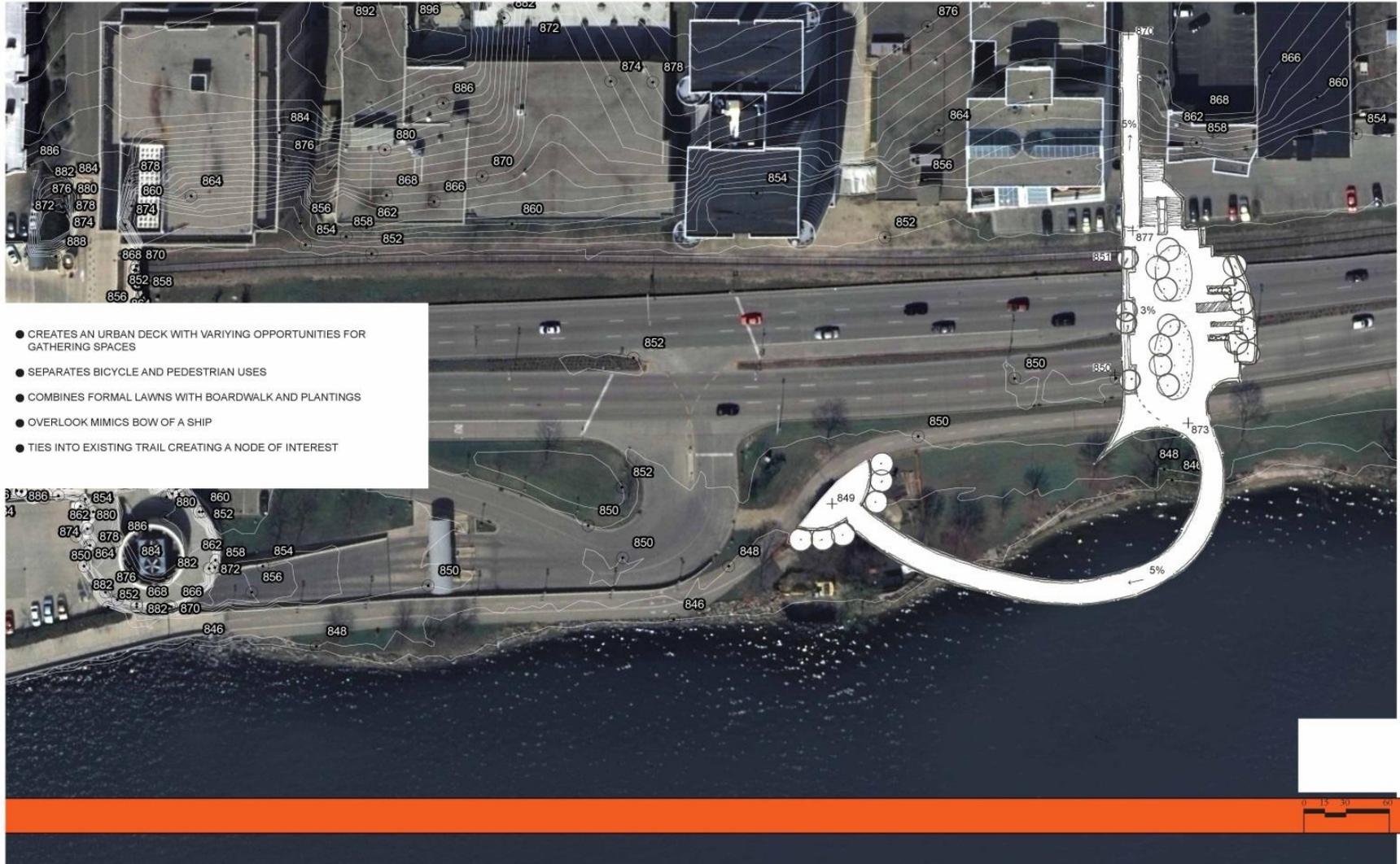


# Bridge Location 3 Alternative 1



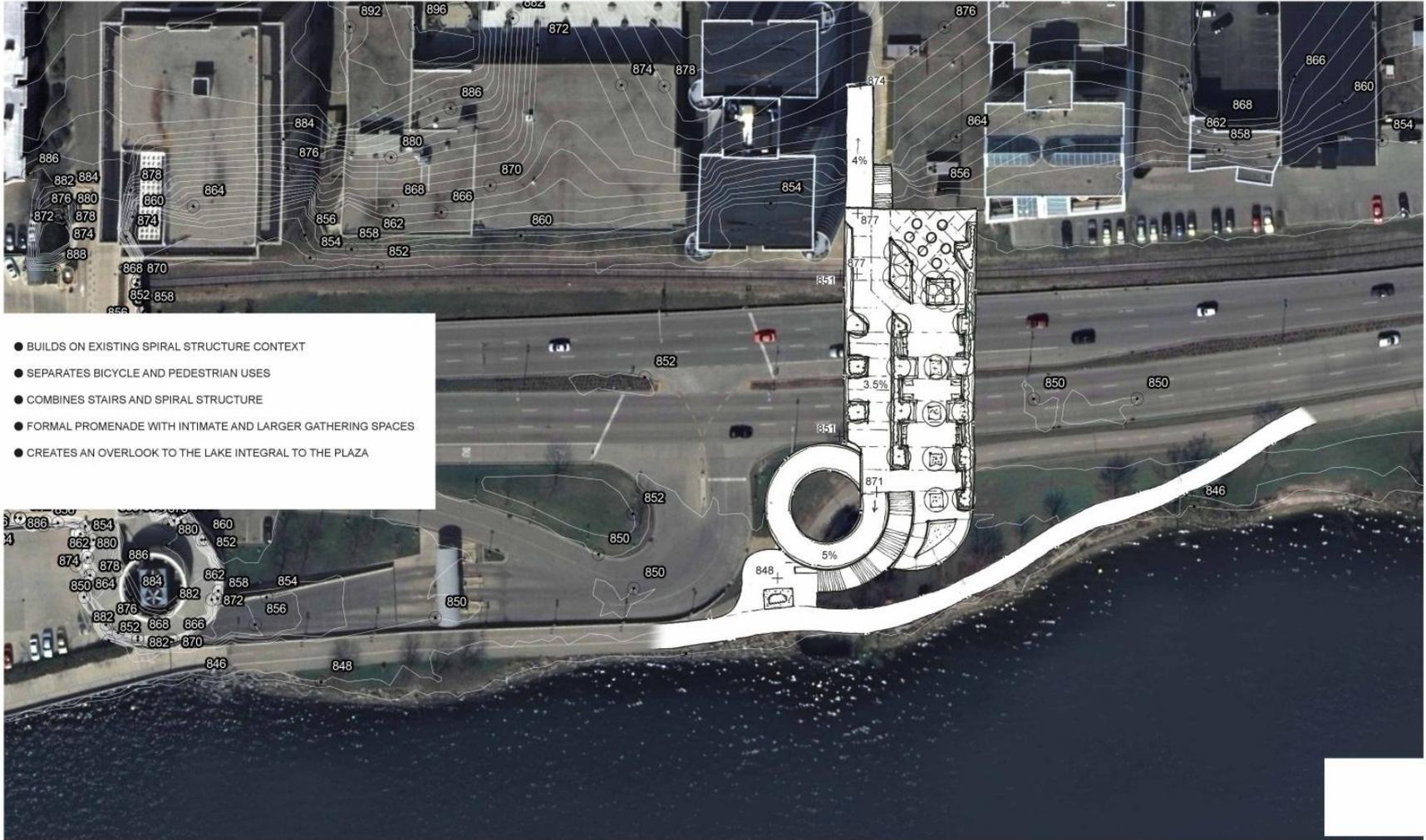


# Bridge Location 3 Alternative 2





# Bridge Location 4 Alternative 1

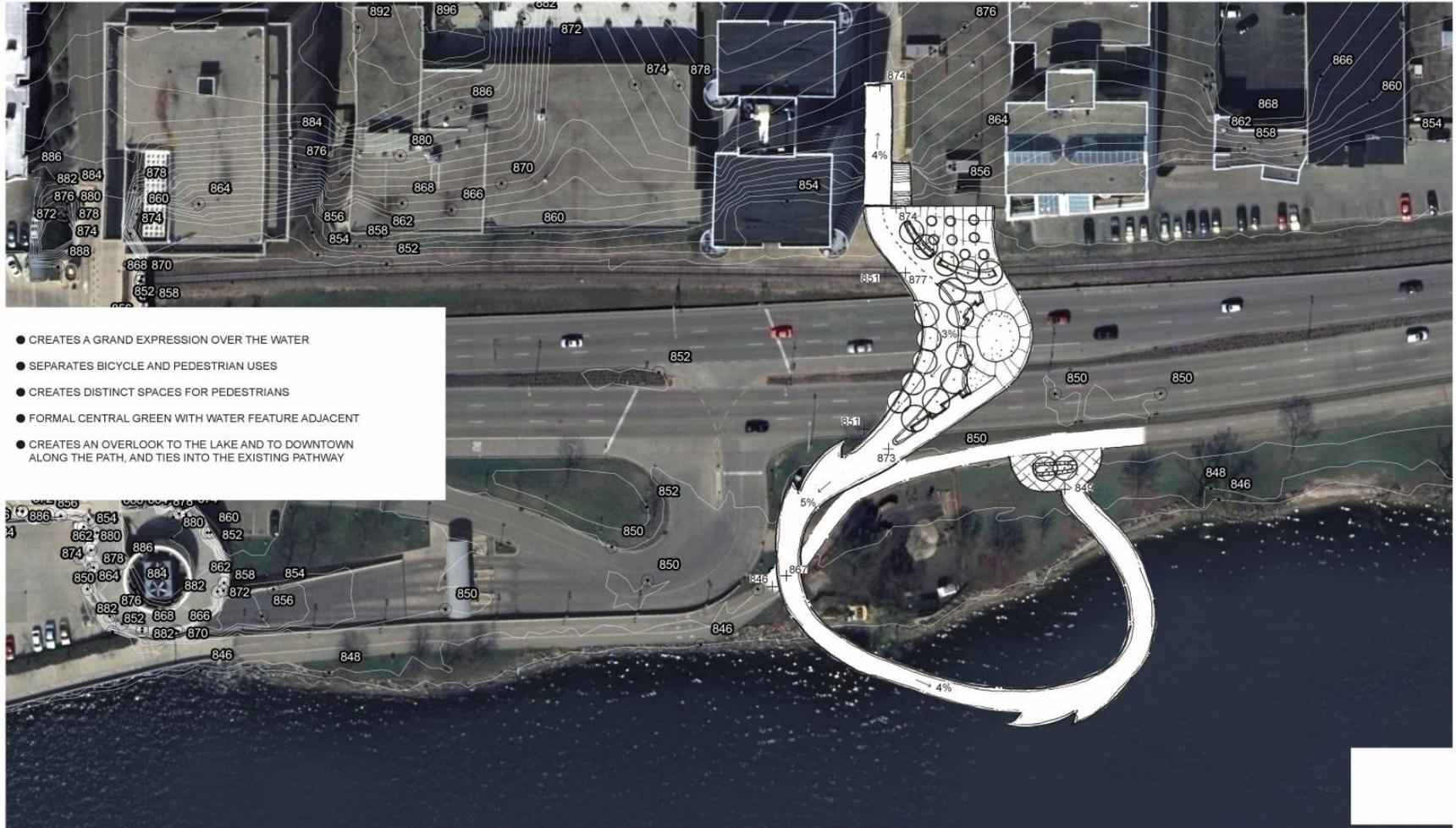


- BUILDS ON EXISTING SPIRAL STRUCTURE CONTEXT
- SEPARATES BICYCLE AND PEDESTRIAN USES
- COMBINES STAIRS AND SPIRAL STRUCTURE
- FORMAL PROMENADE WITH INTIMATE AND LARGER GATHERING SPACES
- CREATES AN OVERLOOK TO THE LAKE INTEGRAL TO THE PLAZA





# Bridge Location 4 Alternative 2



- CREATES A GRAND EXPRESSION OVER THE WATER
- SEPARATES BICYCLE AND PEDESTRIAN USES
- CREATES DISTINCT SPACES FOR PEDESTRIANS
- FORMAL CENTRAL GREEN WITH WATER FEATURE ADJACENT
- CREATES AN OVERLOOK TO THE LAKE AND TO DOWNTOWN ALONG THE PATH, AND TIES INTO THE EXISTING PATHWAY





# Bridge Location 6 Alternative 2



- BUILDS ON EXISTING SPIRAL STRUCTURE CONTEXT
- GATHERING SPACES AROUND SPIRAL STRUCTURE AND OVERLOOK
- MINIMAL ENCROACHMENT INTO EXISTING WATER EDGE
- ENCOURAGES PEDESTRIAN AND BICYCLE SAFETY WHEN MERGING
- CHOKE POINT CREATES A NATURAL CAUTION AREA ENCOURAGING THOUGHT BEFORE PROCEEDING THROUGH.

# Bridge Concepts



# Bridge Concepts





# Bridge Concepts





# Bridge Concepts





# Bridge Concepts



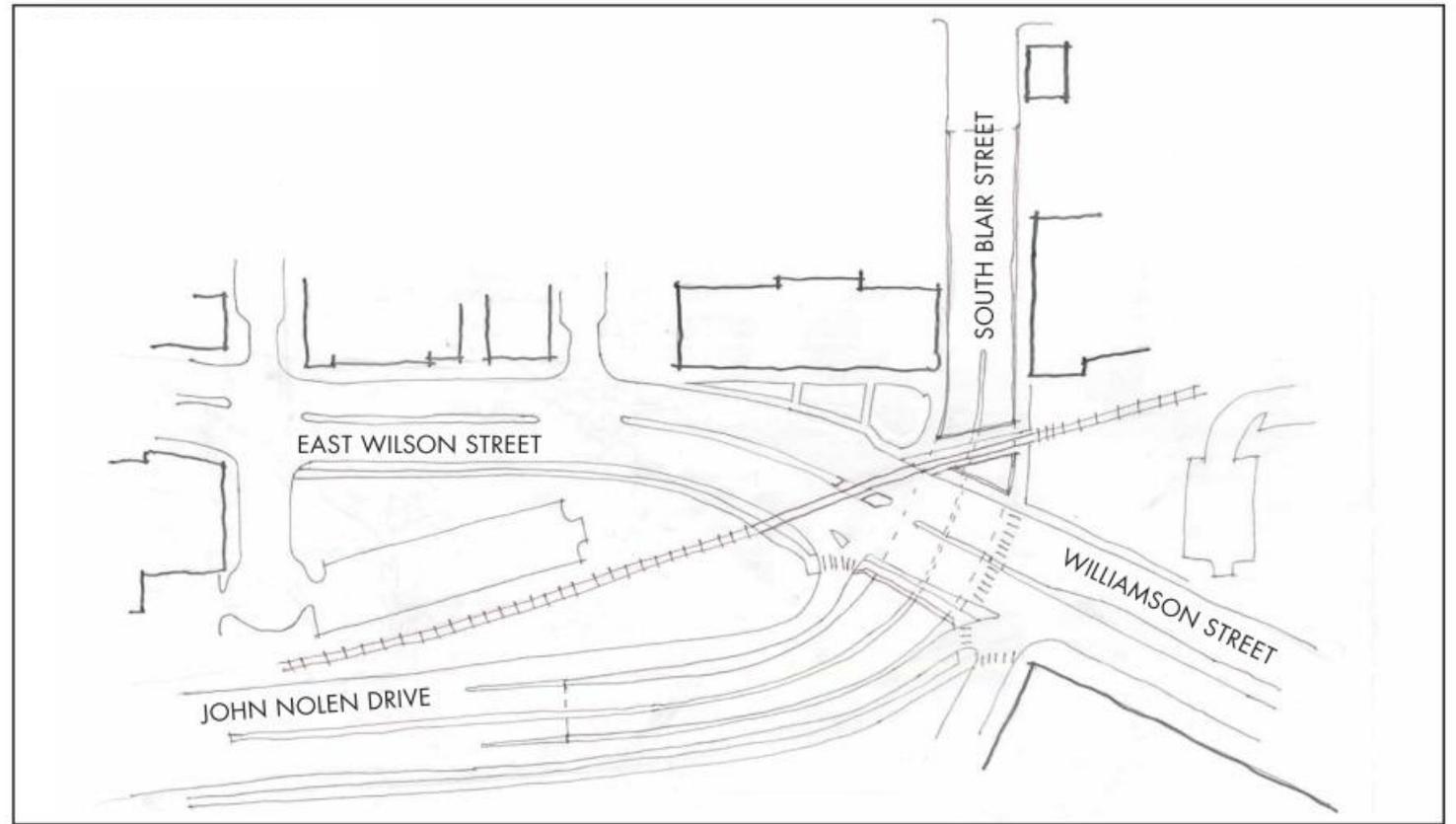


# East Gateway Concept Plans

- Williamson/Blair/Wilson/John  
Nolen Intersection



# JOHN NOLEN/BLAIR TUNNEL



- Separates through movements
- Reduced conflicts
- Loss of urban fabric
- Cost estimate, \$30 million
- Eliminates WB right, EB left, and SB right and left

# HOVENRING



- Looking south

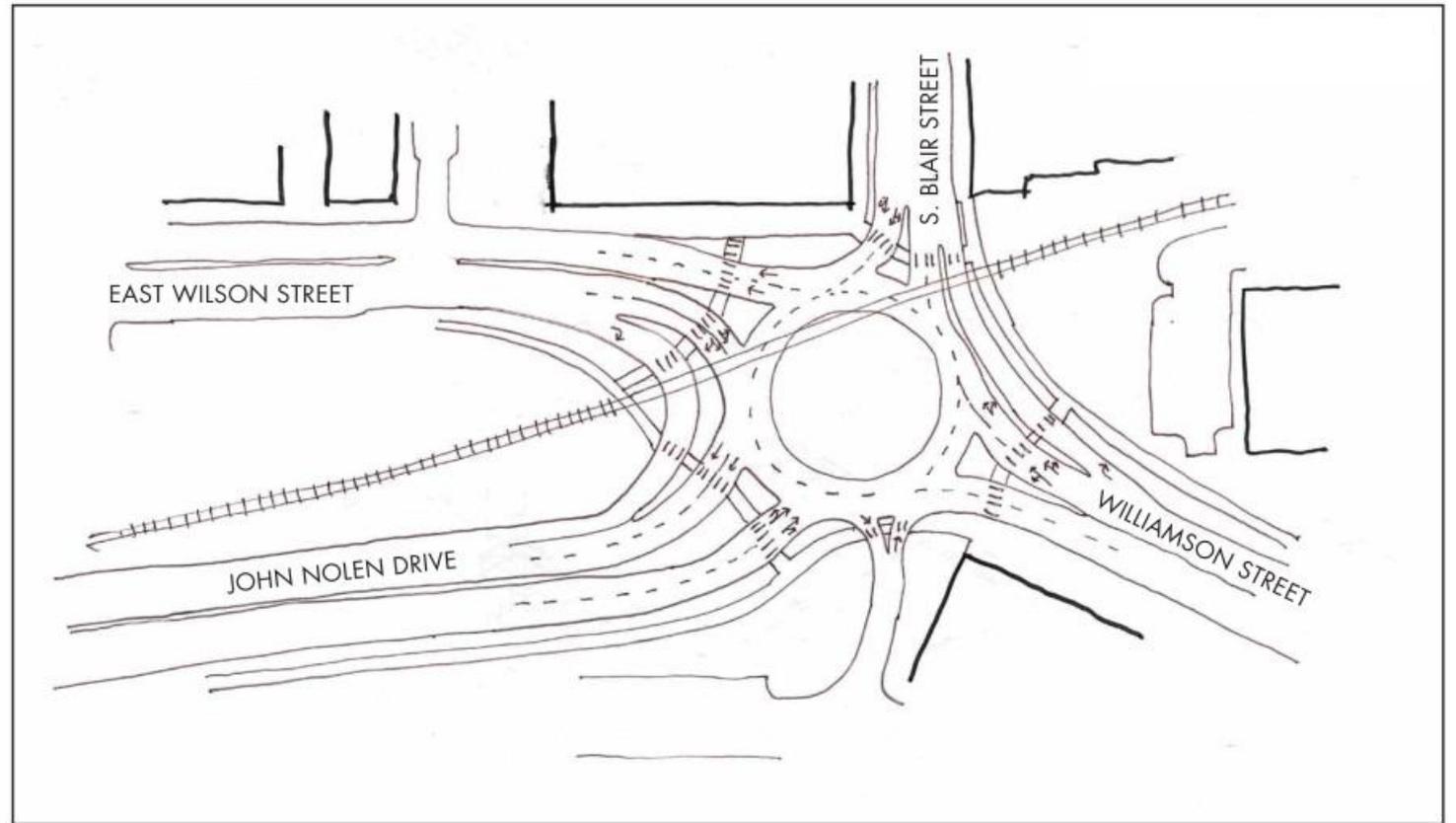
# ROUNDAABOUT – HOVENRING



- Looking north



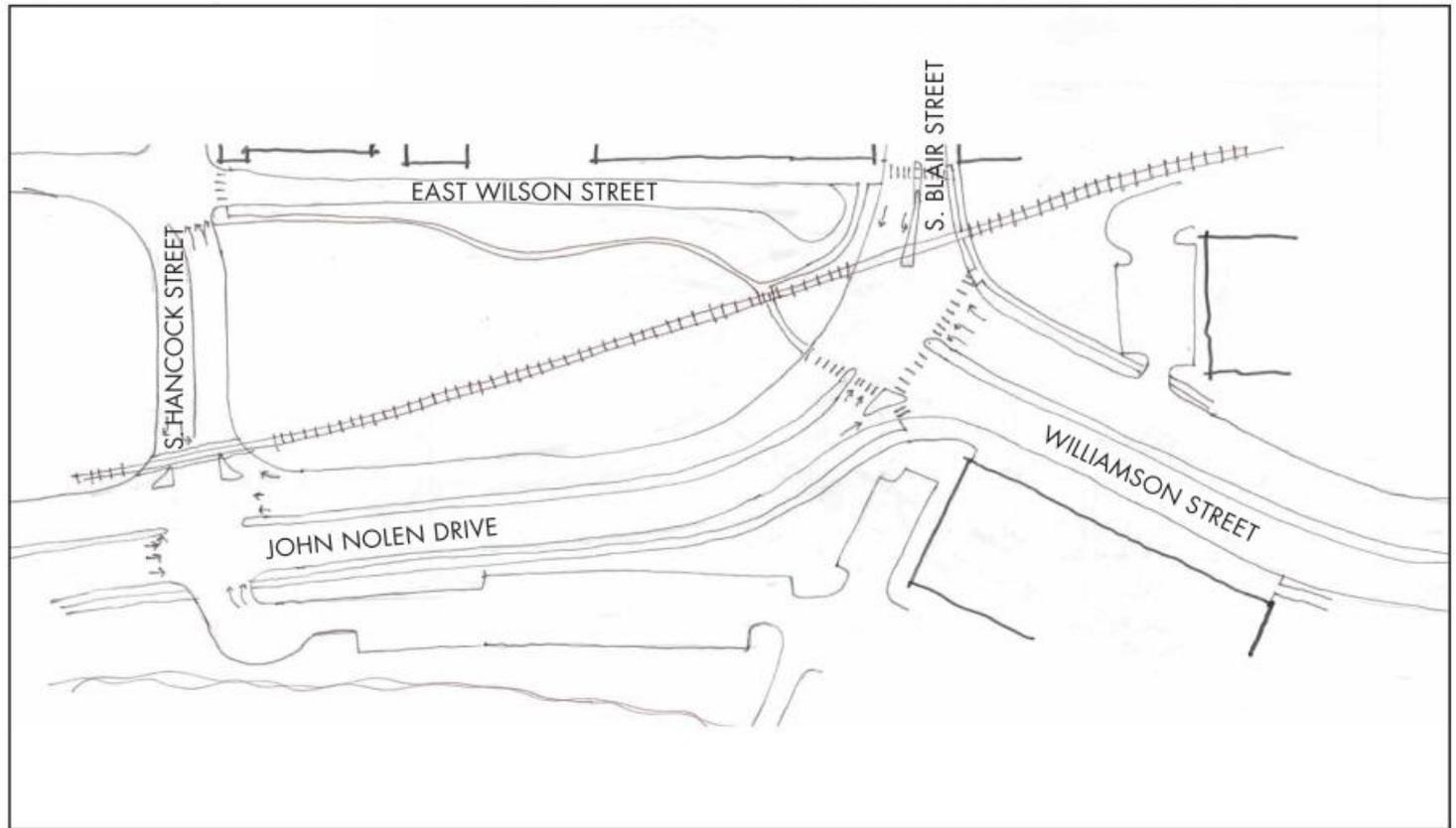
# ROUNDAABOUT



- Improved access to Machinery Row
- Opportunity for a gateway element
- Bigger footprint
- Acute angle crossing with railroad
- Perceived “hostile pedestrian crossings”
- Train would disrupt circulatory flow



# HANCOCK INTERSECTION

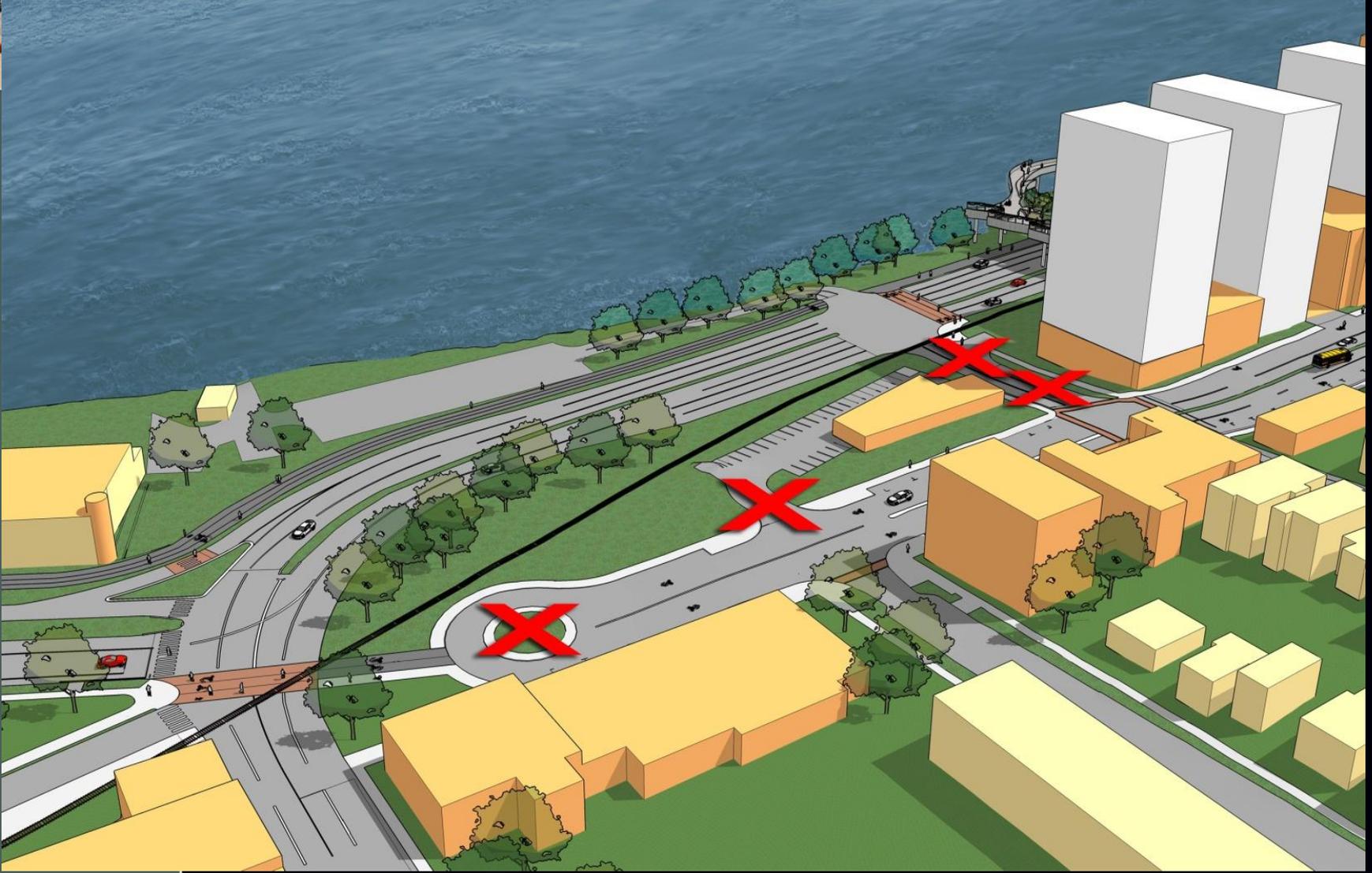


- More efficient signal operations
- Reduced conflicts
- Creates additional green space
- Improved access to Machinery Row
- Additional rail crossing

# East Gateway Concepts



# East Gateway Concepts



# West Gateway Concepts



# West Gateway Concepts





# Wilson Street Concepts

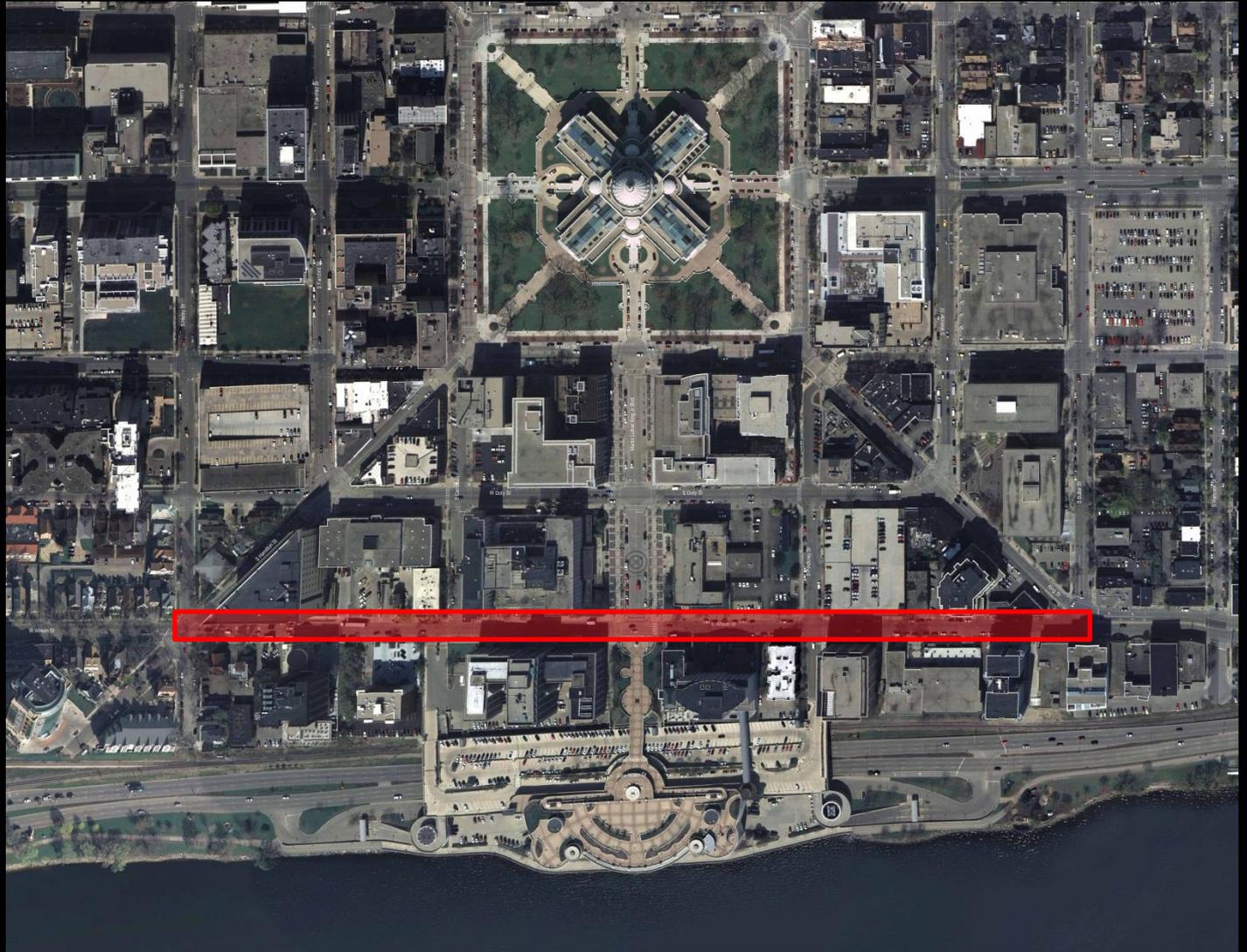


# Wilson Street Issues

- Pedestrian safety
- Bicycle facilities both directions
- Placemaking, streetscape
- Connections to John Nolen Drive
- Redevelopment parcels
- On-street parking: business/residential (deliveries, etc.)
- One-way vs. two-way



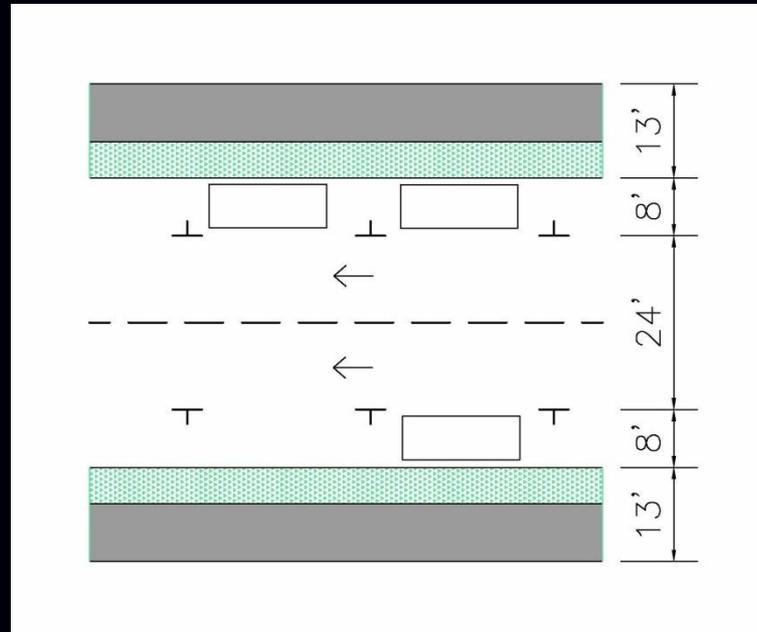
# King Street to Hamilton St





# Existing w/parking

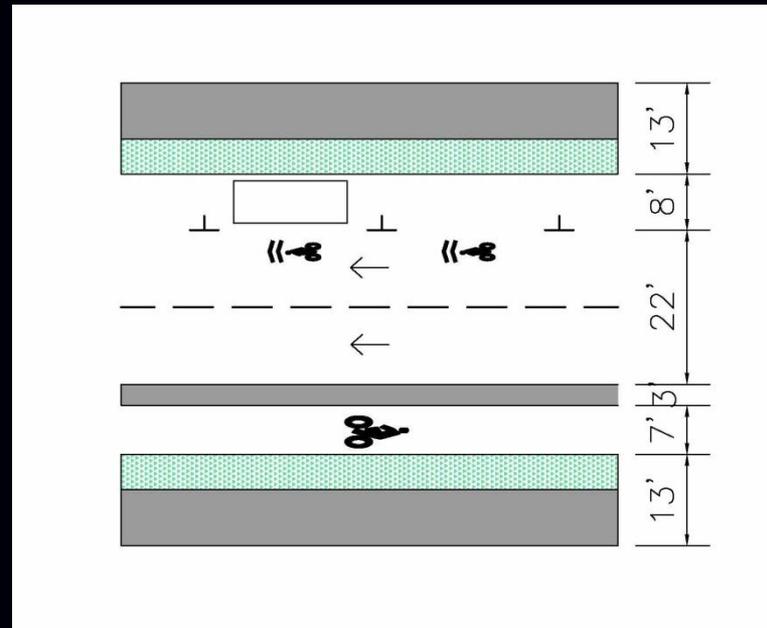
One-way





# Wilson Street: One-Way Concept

One-way

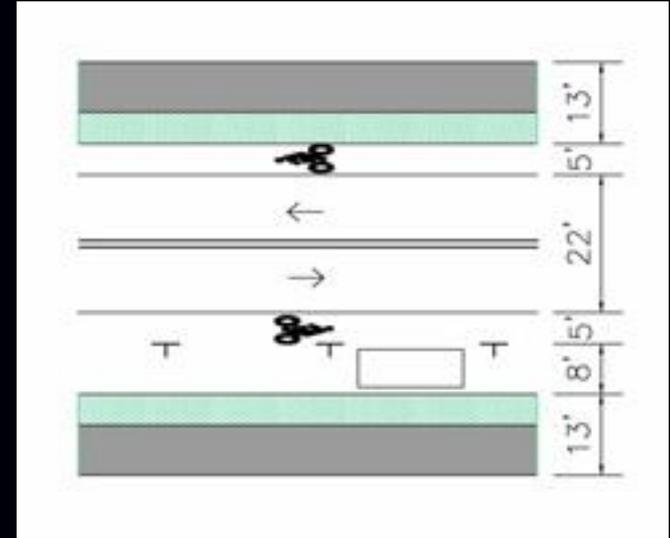
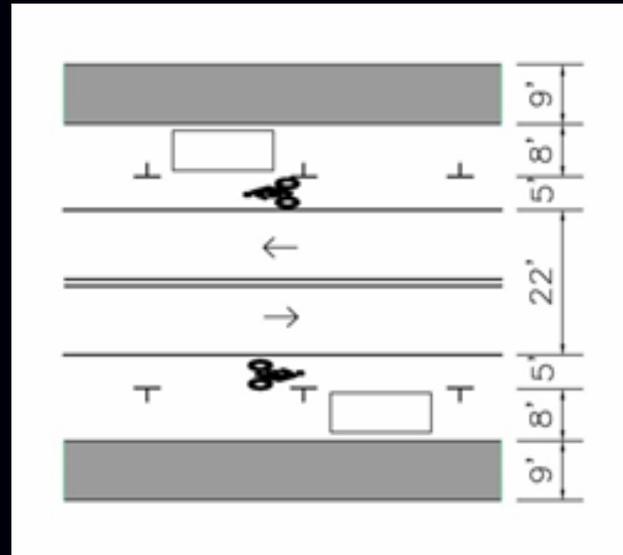


- Defined bike travel both directions
- Separated bike travel one direction
- Green space preserved
- Parking on one side
- Loss of parking
- Loading accommodations on one side



# Wilson Street: Two-Way Concepts

Two-way



- Defined bike travel both directions
- Green space preserved
- Parking on one side
- Loss of parking and/or green space
- Loading accommodations on one side

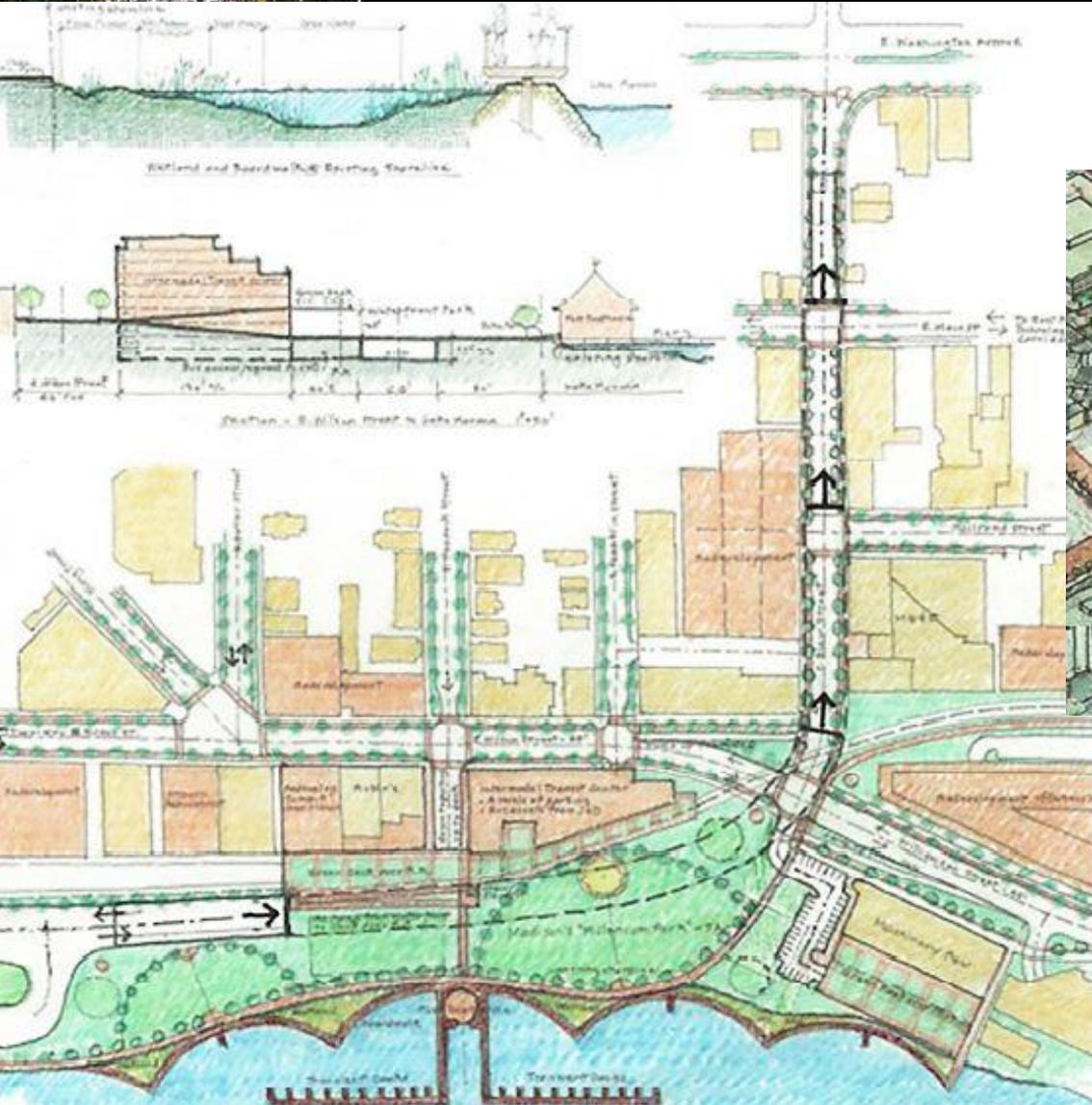


# Long Range Visions/Ideas

- SCTOD Public Process



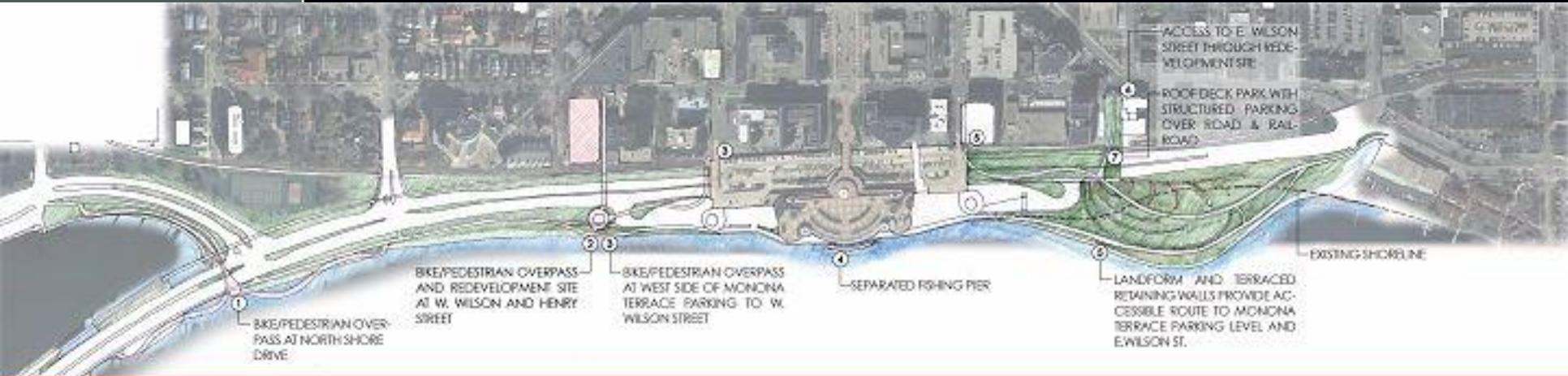
# Downtown Design Professionals Concept







# Ken Saiki Concept



# Ron Shutvet Concept





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