

# Rutledge Street Reconstruction

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

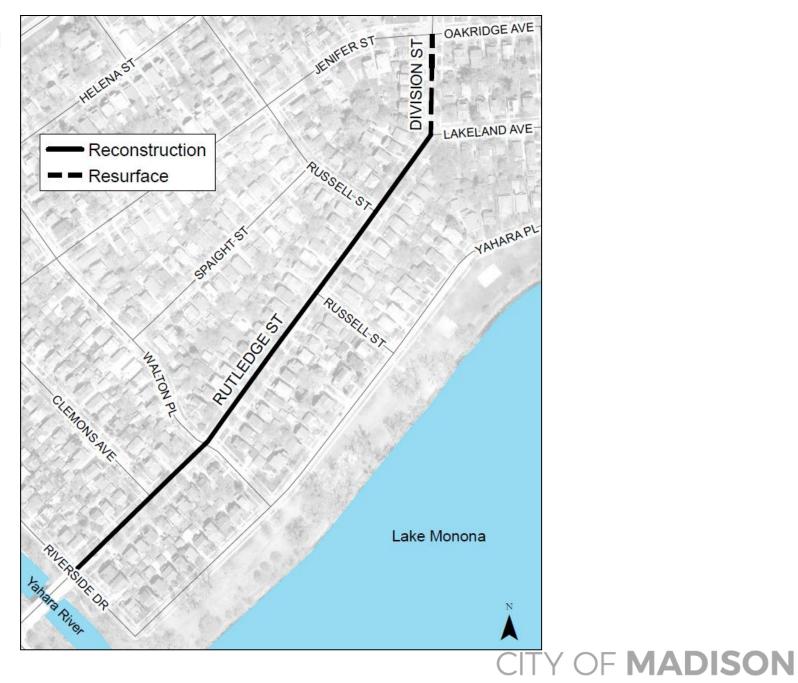


#### • Project Location

- Meeting Purpose
- Proposed Street Design
- Proposed Street Design Options
- First Questionnaire Results
- Second Questionnaire Results



### **Project Location**



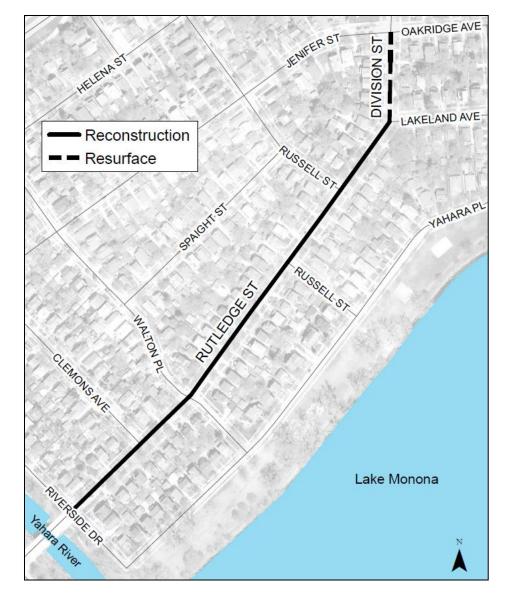


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# **Meeting Purpose**

- 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.

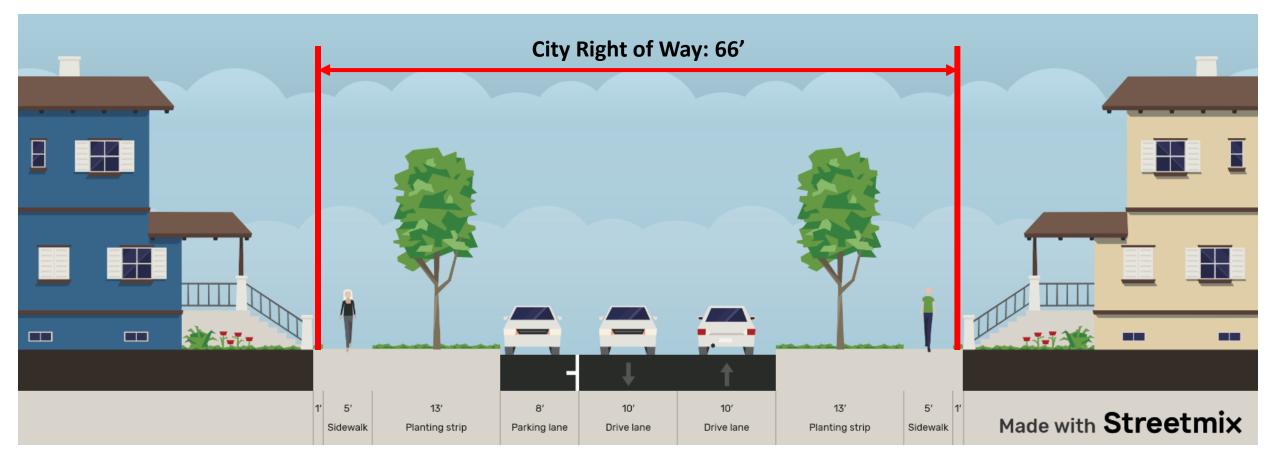




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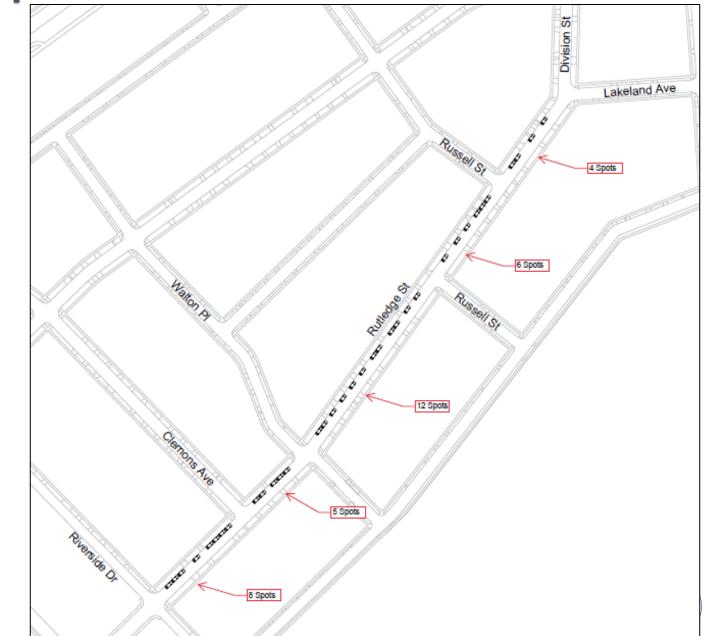


• Option 1A – Riverside Drive to Division Street

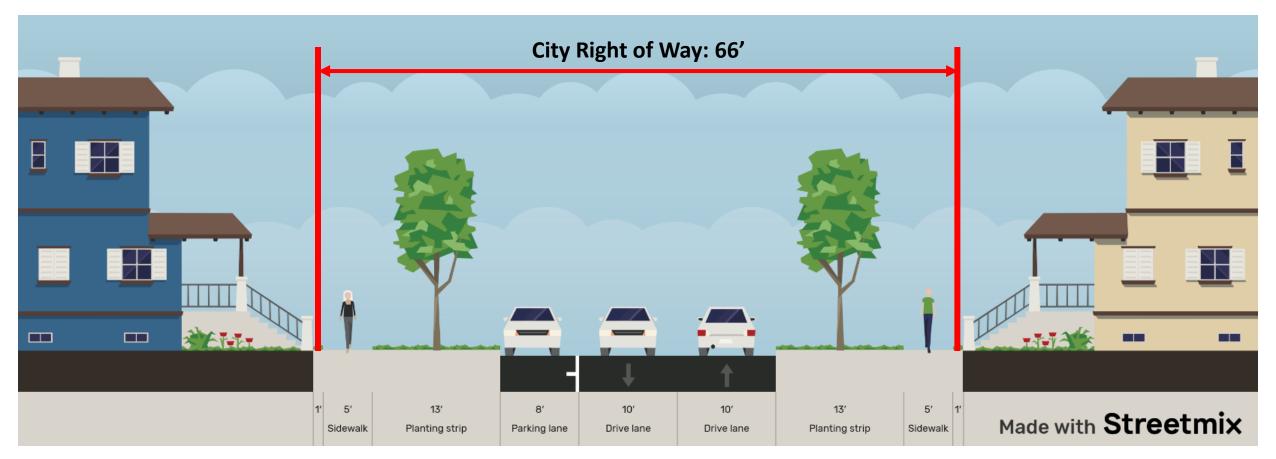




- Option 1A Riverside Drive to Division Street
  - 14' vehicles lanes with curb & gutter
  - On street parking will remain the same
    - Fitting 34 cars
    - Two cars can pass each other sideby-side
  - Option with wider pavement
    - Visually more open
    - Higher vehicle speed
  - Publics preferred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

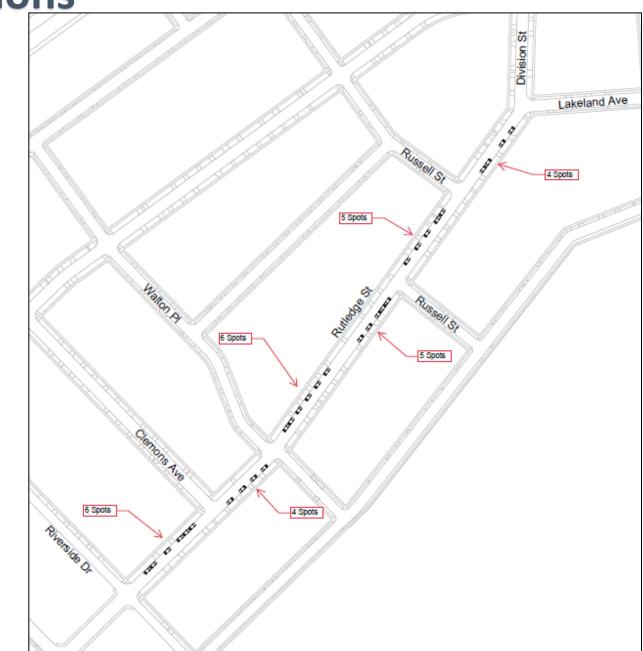


• Option 1B – Riverside Drive to Division Street

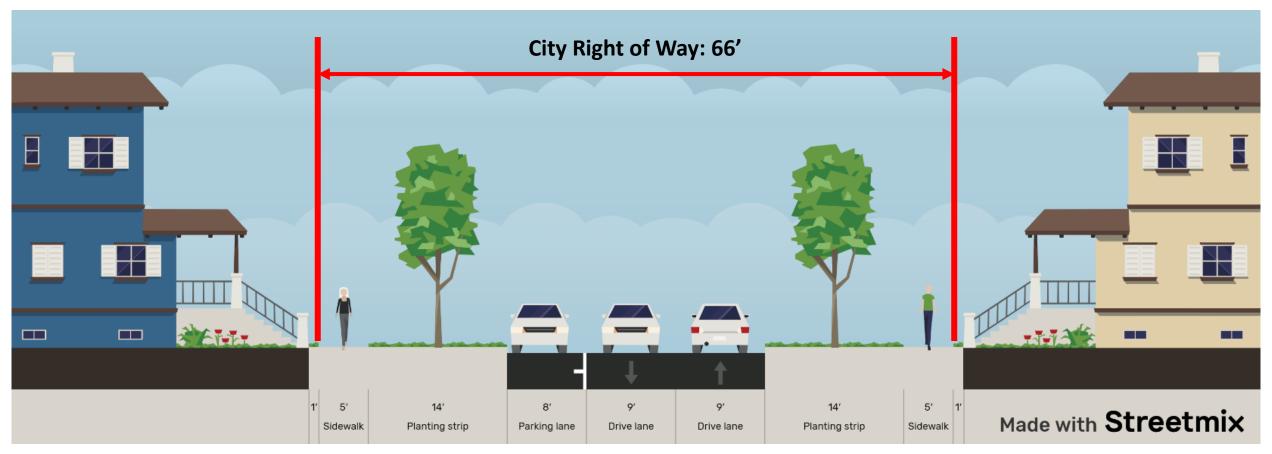




- Option 1B: Riverside Drive to Division Street
  - 14' vehicle lanes with curb & gutter
  - On street parking alternating per block
    - Fitting 25 cars per block
    - Traffic calming



• Option 2A – Riverside Drive to Division Street

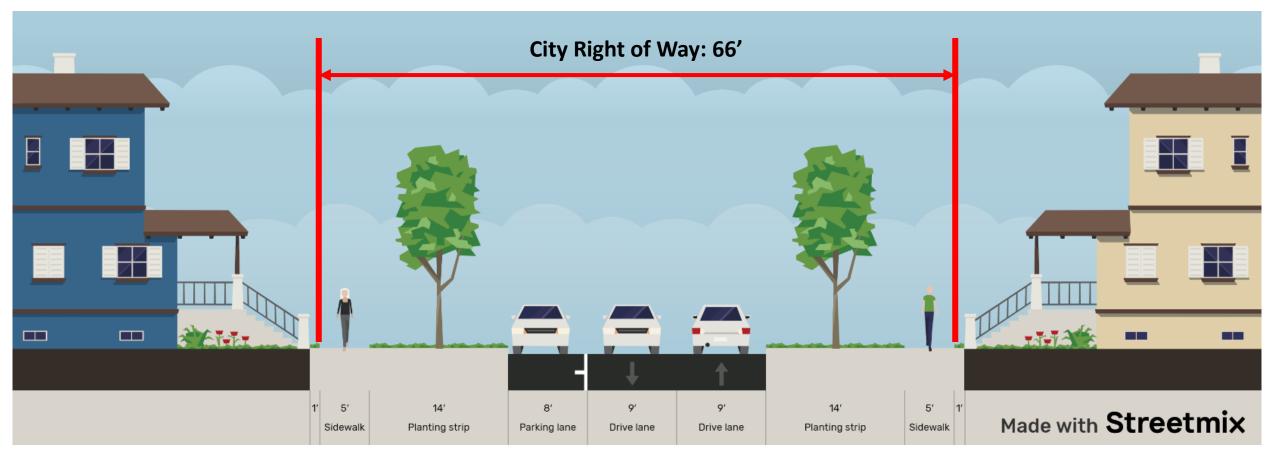




- Option 2A Riverside Drive to Division
  Street
  - 13' vehicles lanes with curb & gutter
  - On street parking on one side
    - Fitting 35 cars
    - Two cars can pass each other side-byside
  - Narrow street for lowering vehicle speeds
    - Traffic calming
    - Less impervious area
  - Provides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



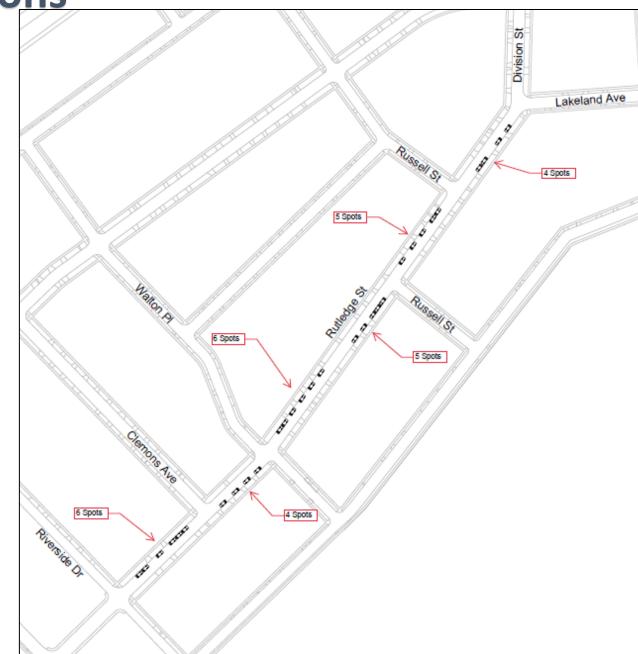
• Option 2B – Riverside Drive to Division Street



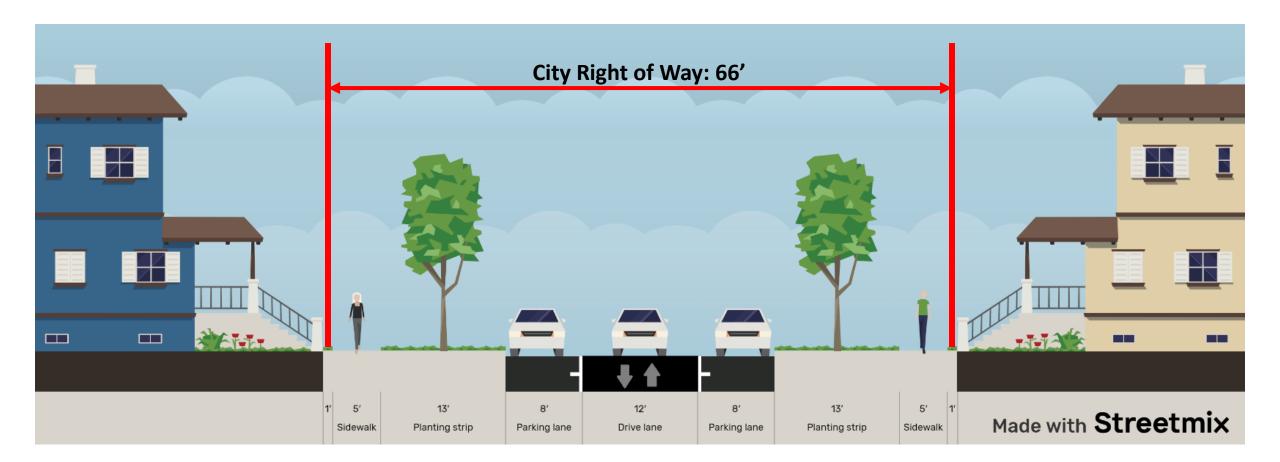


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- Option 2B: Riverside Drive to Division Street
  - $_{\circ}~$  13' vehicle lanes with curb & gutter
  - Narrow street for lowering vehicle speeds
    - Traffic calming
    - Less impervious area
  - Provides and addition 1' space for terraces on each side
  - On street parking alternating per block
    - Fitting 25 cars per block
    - Traffic calming

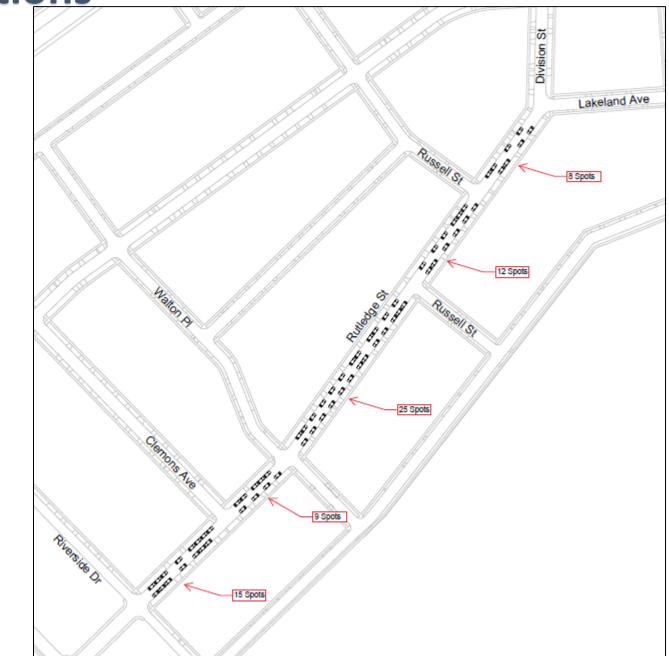


• Option 1C – Riverside Drive to Division Street





- 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

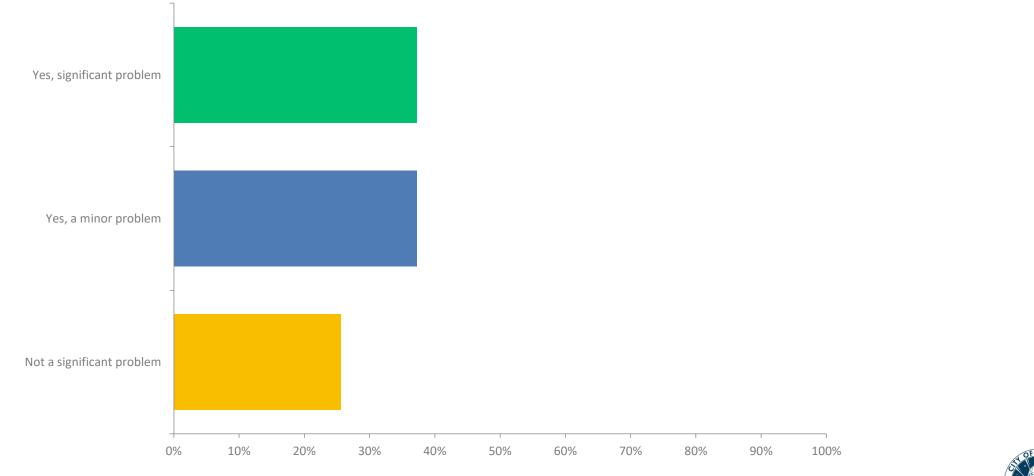


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### **First Questionnaire Results**

# Speeding concerns on Rutledge St results 46 responses

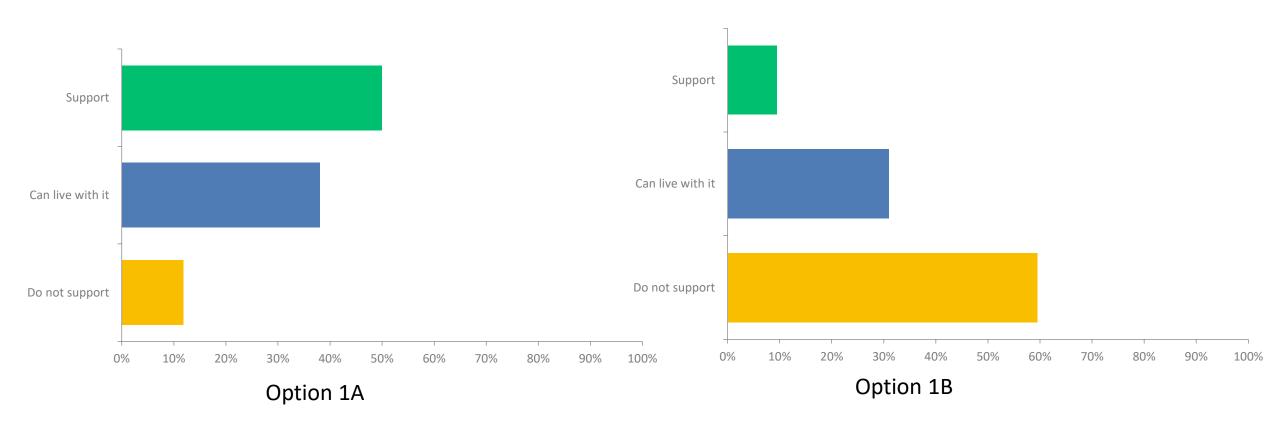




# **First Questionnaire Results**

#### Design options results

• 46 responses

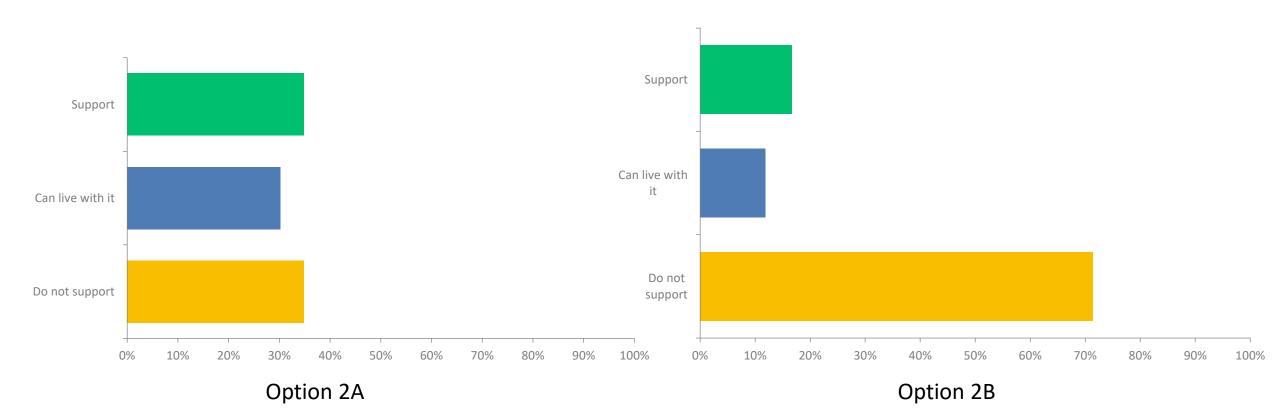




### **First Questionnaire Results**

#### Design options results

• 46 responses





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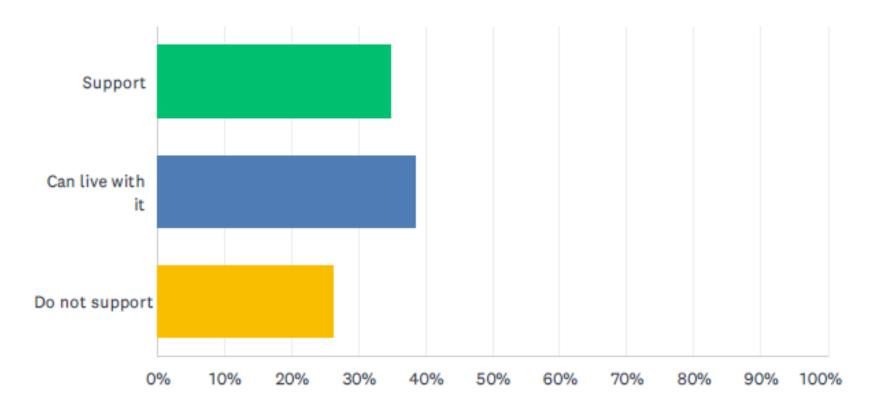


- Following input received from the neighborhood at the public information meeting, City Traffic Engineering, the Transportation Commission meeting, and Metro Transit, City staff have narrowed down the street layout options
- Design options narrow to three options: 1A, 1C, and 2A
- Flexibility for future 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



#### Design options results

140 responses

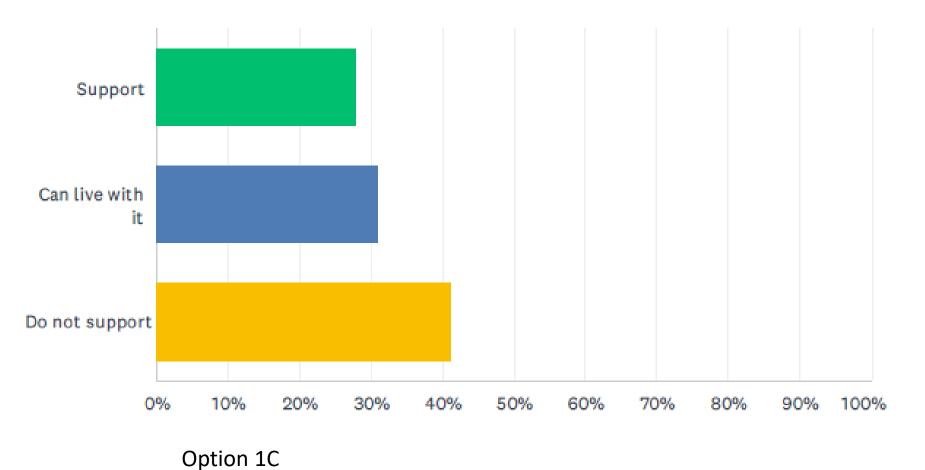






#### Design options results

140 responses





#### Design options results

140 responses

