

Rutledge Street Reconstruction

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

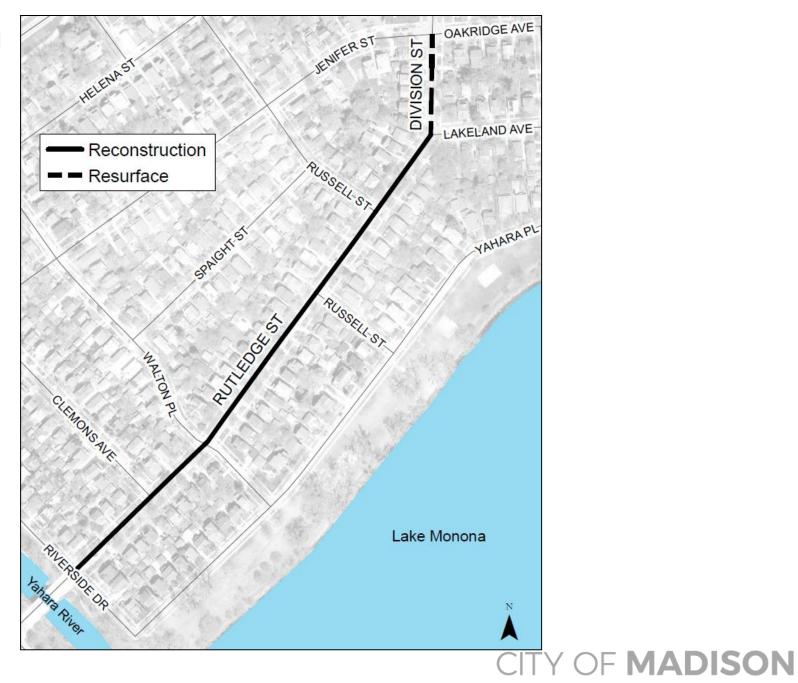


• Project Location

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



Project Location



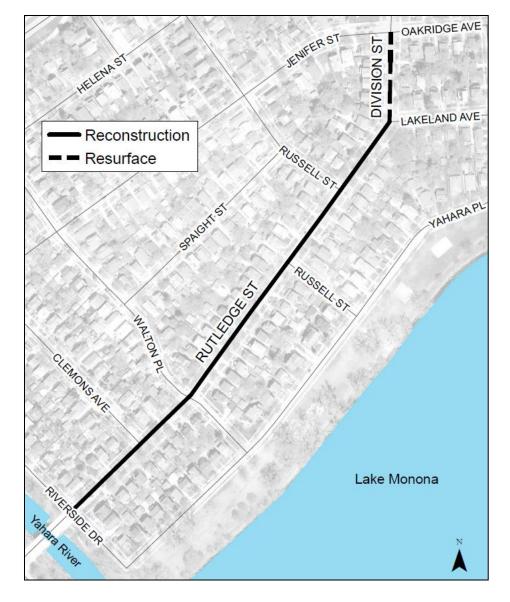


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Meeting Purpose

- 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.

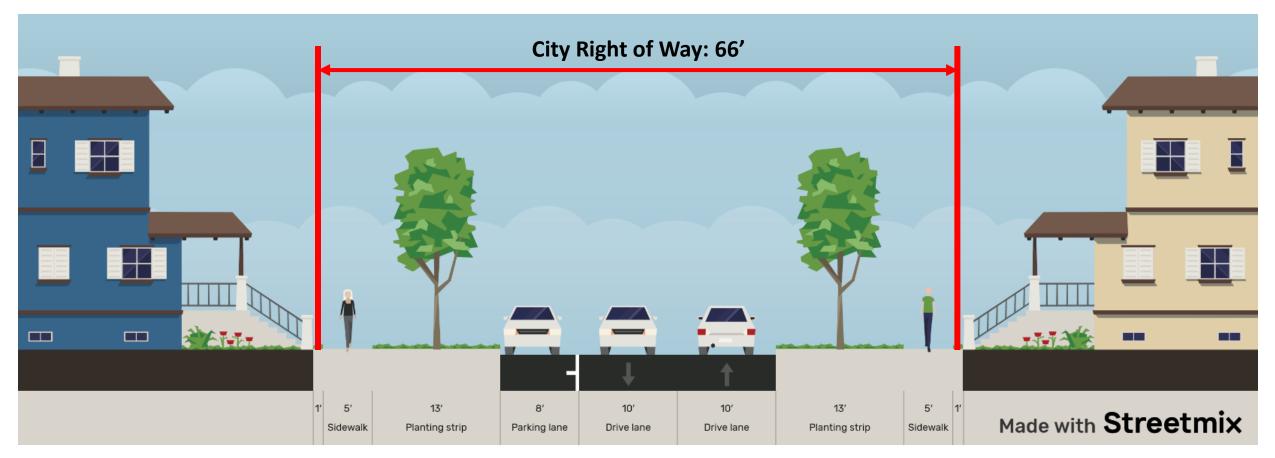




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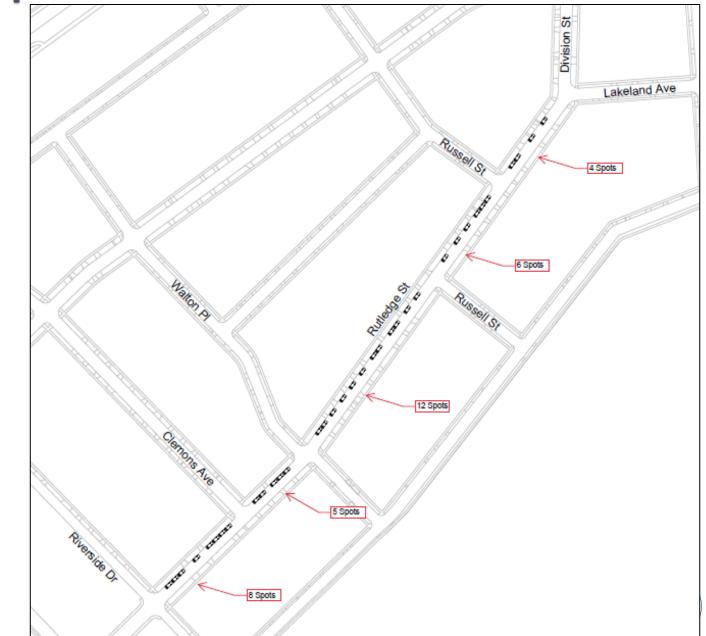


• Option 1A – Riverside Drive to Division Street

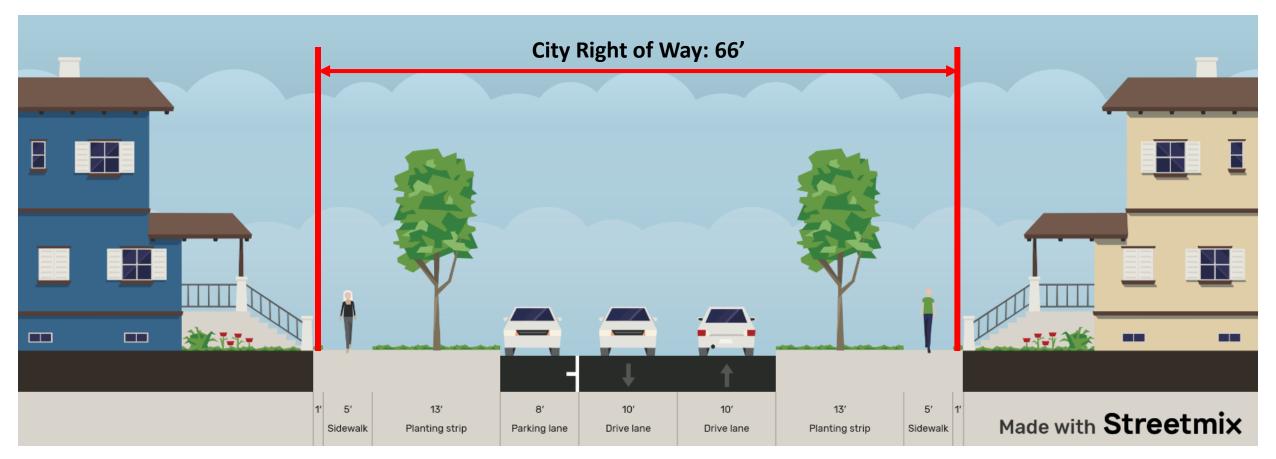




- Option 1A Riverside Drive to Division Street
 - 14' vehicles lanes with curb & gutter
 - On street parking will remain the same
 - Fitting 34 cars
 - Two cars can pass each other sideby-side
 - Option with wider pavement
 - Visually more open
 - Higher vehicle speed
 - Publics preferred option

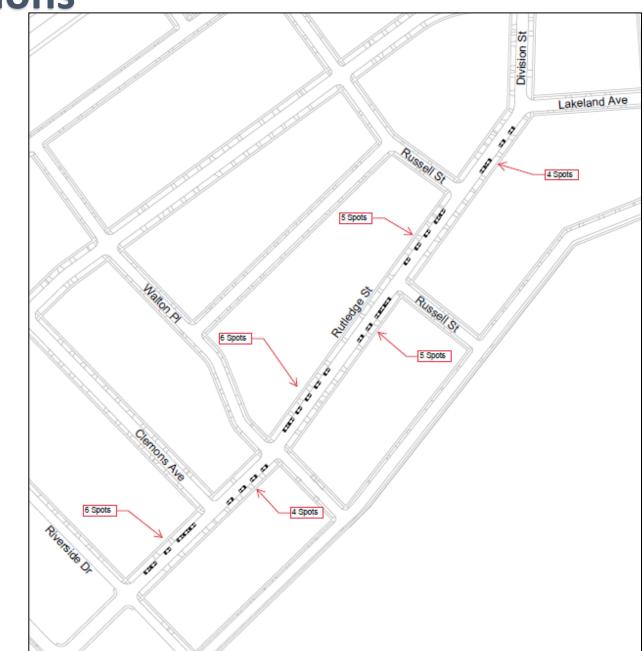


• Option 1B – Riverside Drive to Division Street

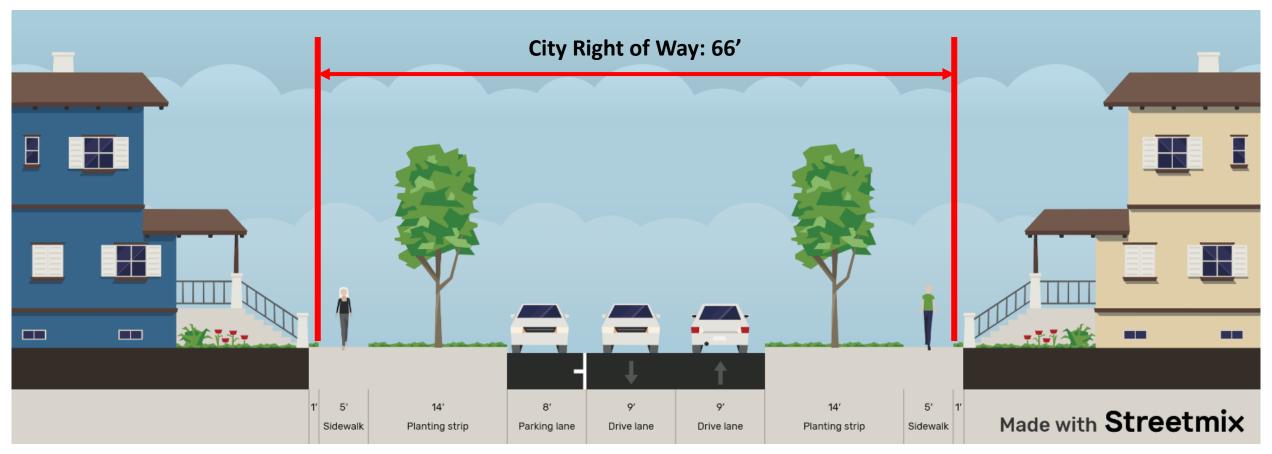




- Option 1B: Riverside Drive to Division Street
 - 14' vehicle lanes with curb & gutter
 - On street parking alternating per block
 - Fitting 25 cars per block
 - Traffic calming

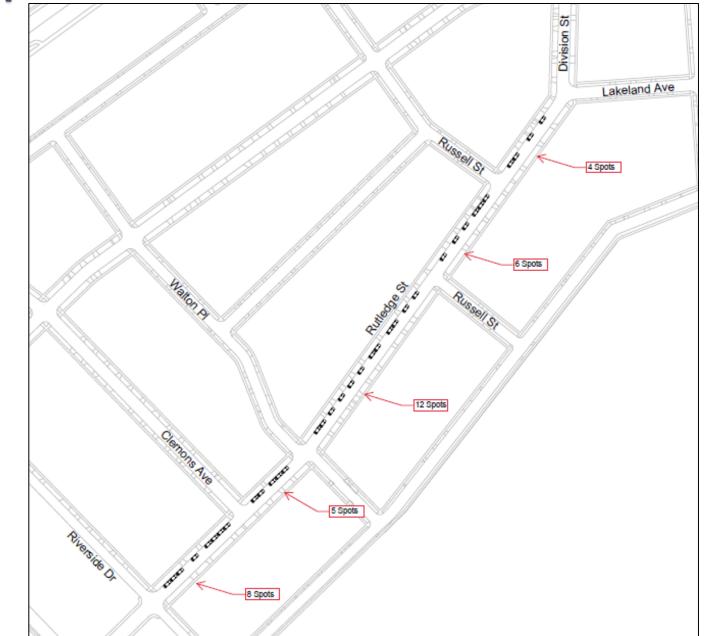


• Option 2A – Riverside Drive to Division Street

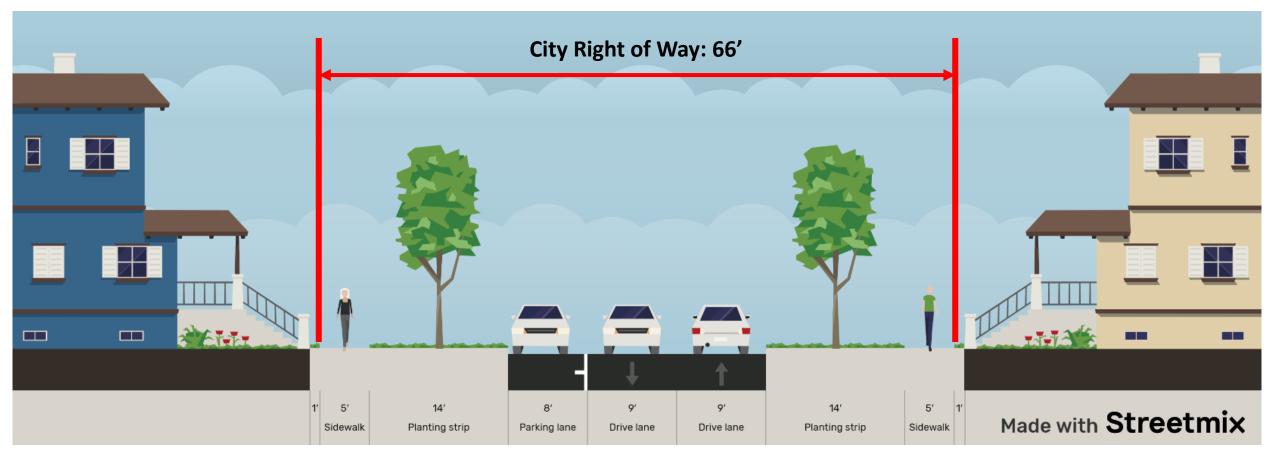




- Option 2A Riverside Drive to Division
 Street
 - 13' vehicles lanes with curb & gutter
 - On street parking on one side
 - Fitting 35 cars
 - Two cars can pass each other side-byside
 - Narrow street for lowering vehicle speeds
 - Traffic calming
 - Less impervious area
 - Provides and addition 1'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



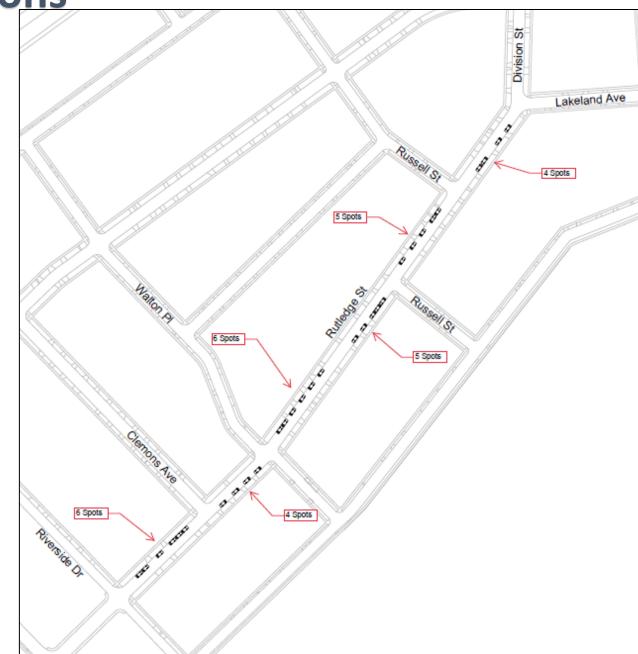
• Option 2B – Riverside Drive to Division Street



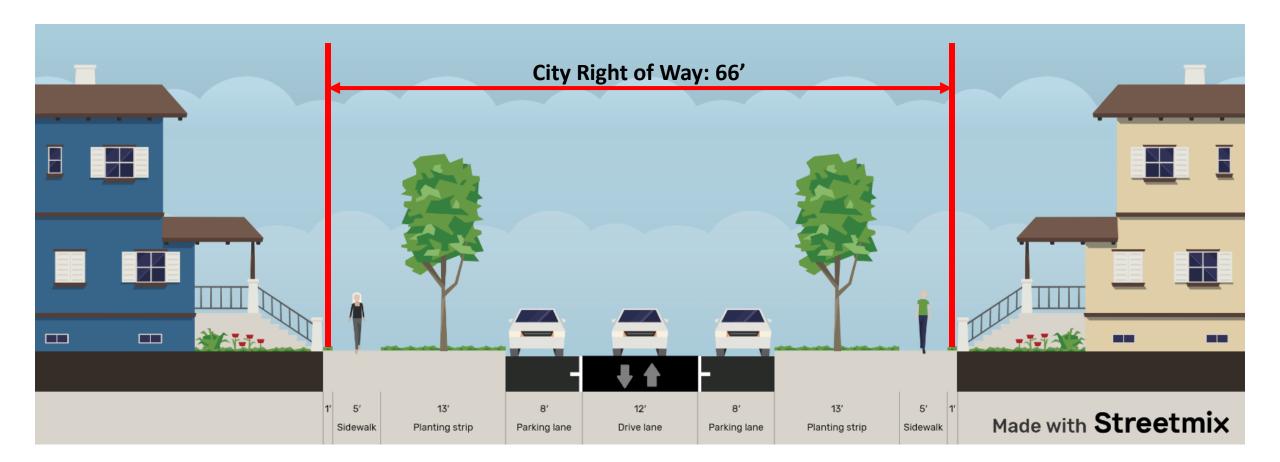


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- Option 2B: Riverside Drive to Division Street
 - $_{\circ}~$ 13' vehicle lanes with curb & gutter
 - Narrow street for lowering vehicle speeds
 - Traffic calming
 - Less impervious area
 - Provides and addition 1' space for terraces on each side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

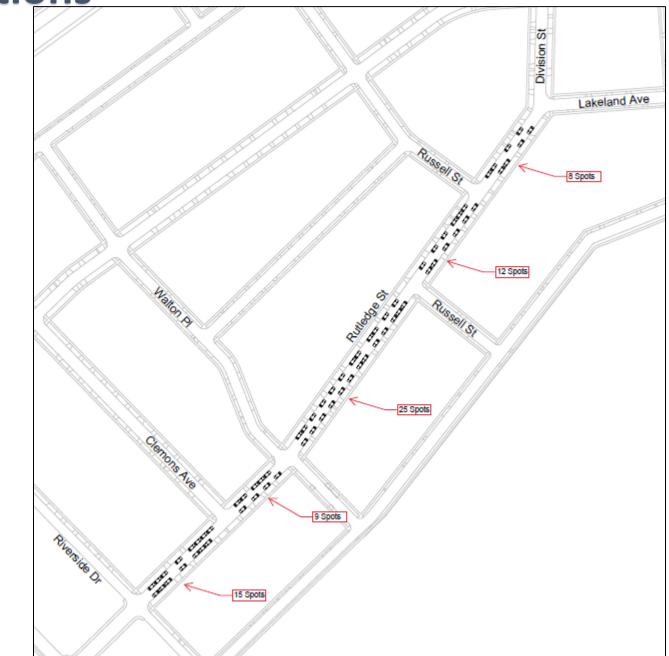


• Option 1C – Riverside Drive to Division Street





- 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

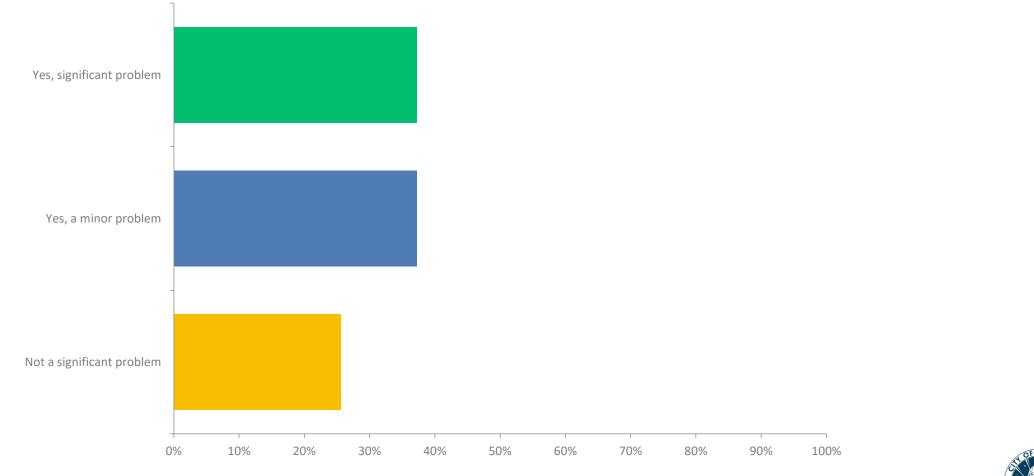


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First Questionnaire Results

Speeding concerns on Rutledge St results 46 responses

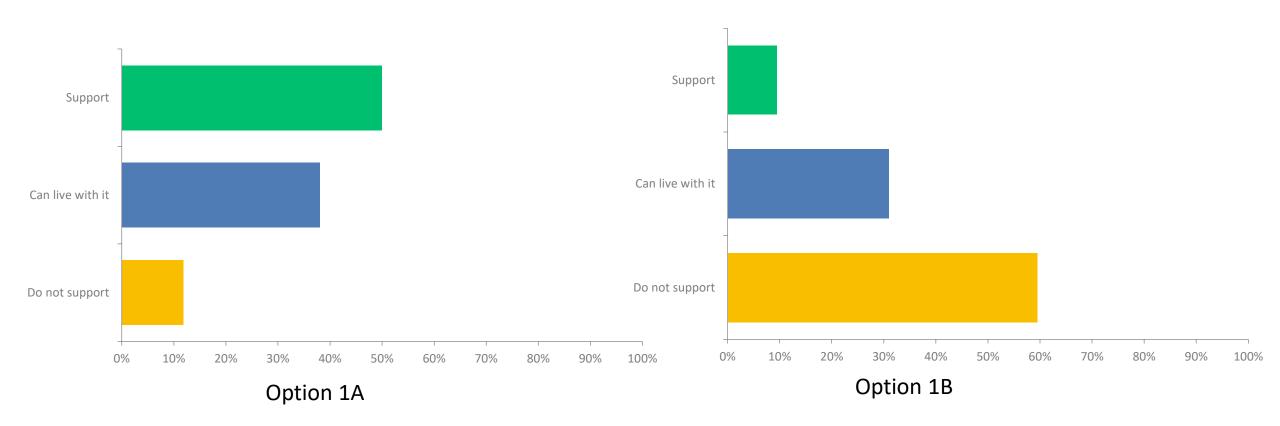




First Questionnaire Results

Design options results

• 46 responses

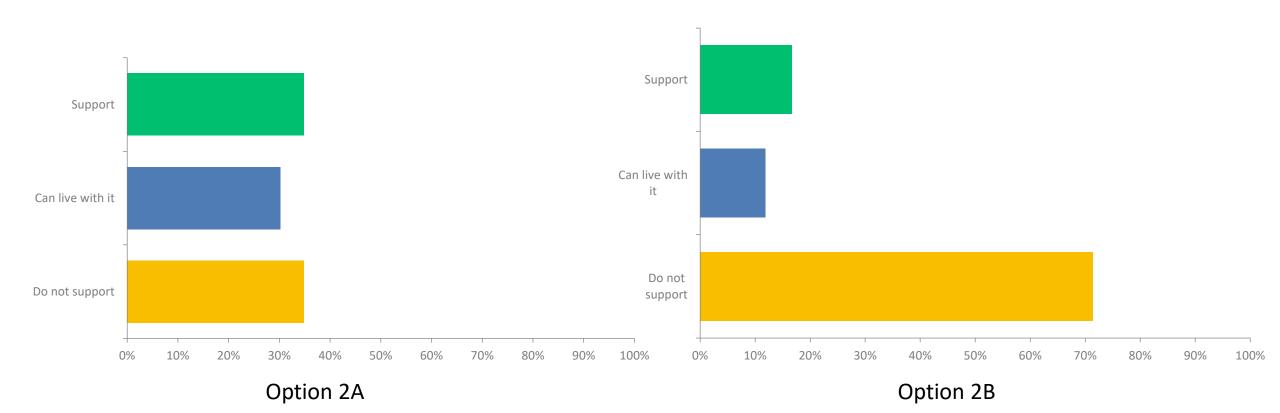




First Questionnaire Results

Design options results

• 46 responses





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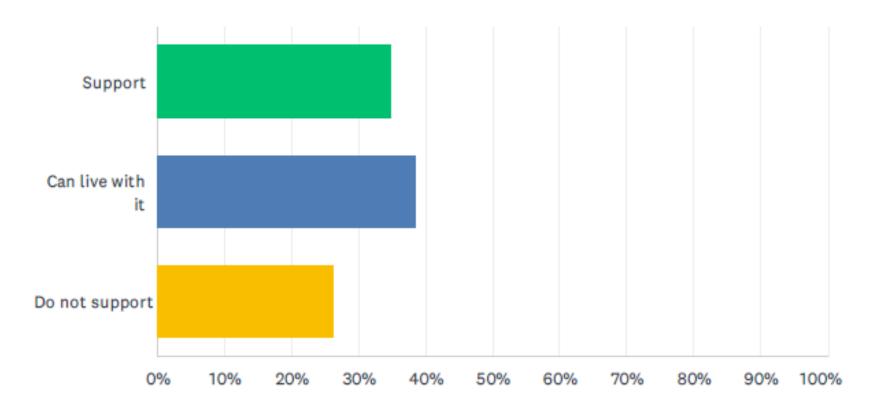


- Following input received from the neighborhood at the public information meeting, City Traffic Engineering, the Transportation Commission meeting, and Metro Transit, City staff have narrowed down the street layout options
- Design options narrow to three options: 1A, 1C, and 2A
- Flexibility for future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

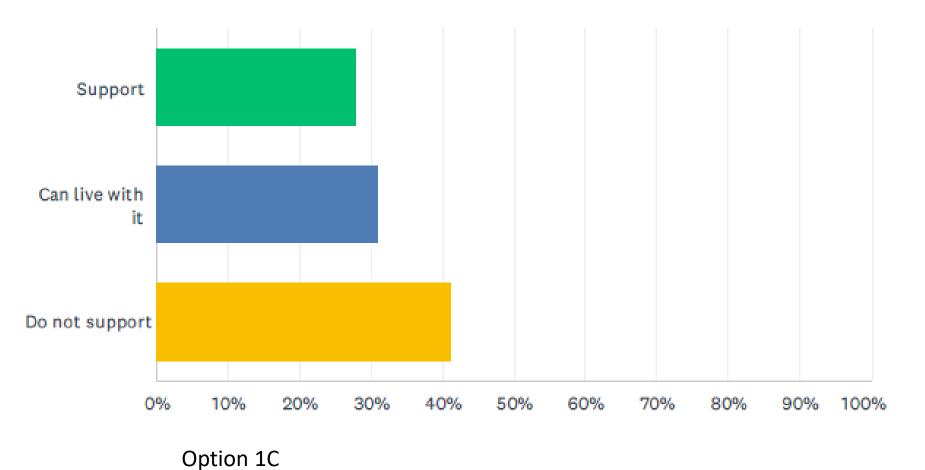






Design options results

140 responses





Design options results

140 responses

