Joint Campus Area Committee Meeting

Lakeshore Path Pedestrian and Bicycle Limnology Bypass Route (#22A2N)

April 25, 2024

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Lakeshore Path Bicycle & Pedestrian Bypass Route

Joint Area Campus Committee Agenda

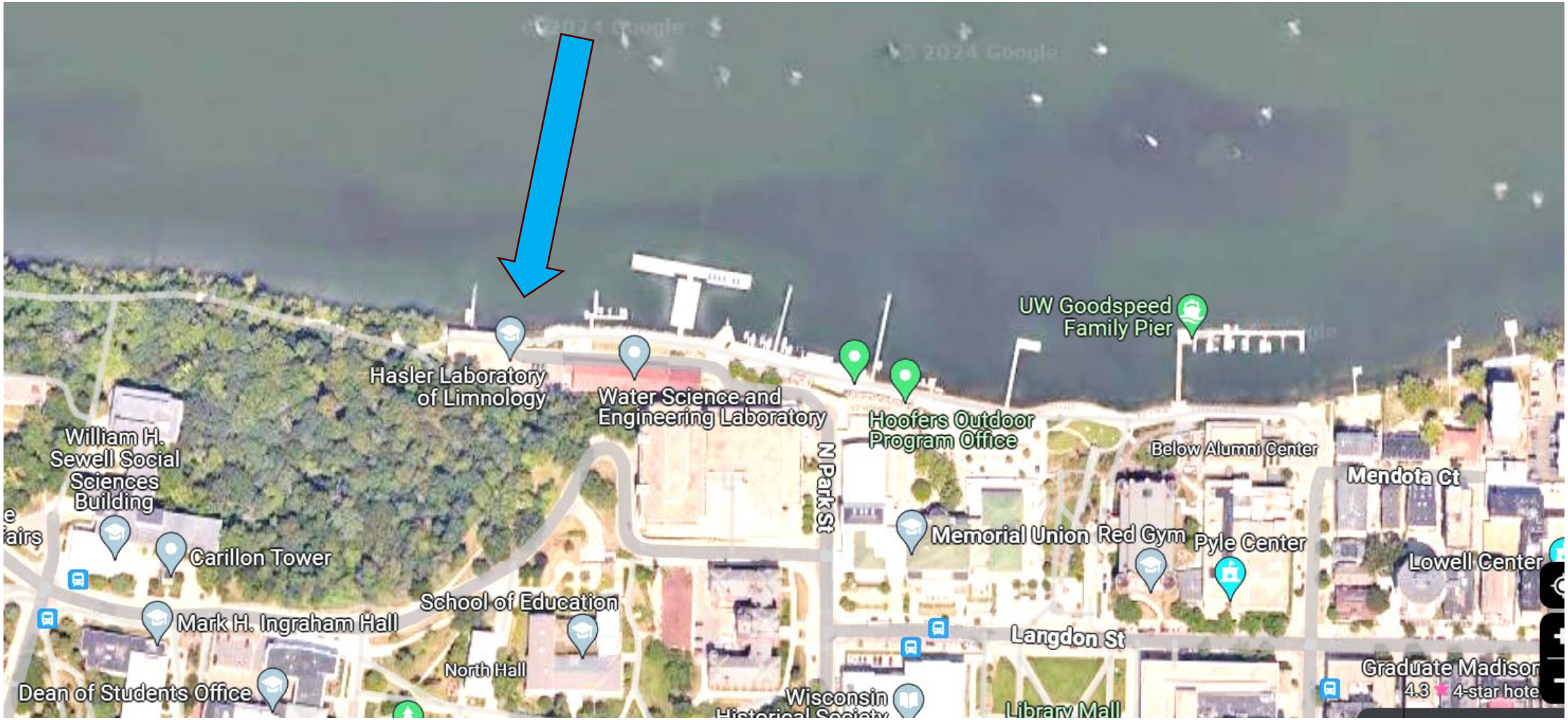
1. Introductions
2. Stakeholders
3. Project Need
4. Bypass Options
5. Retaining Wall Selection
6. Schedule
7. Next Steps

Project Stakeholders and On-going Coordination

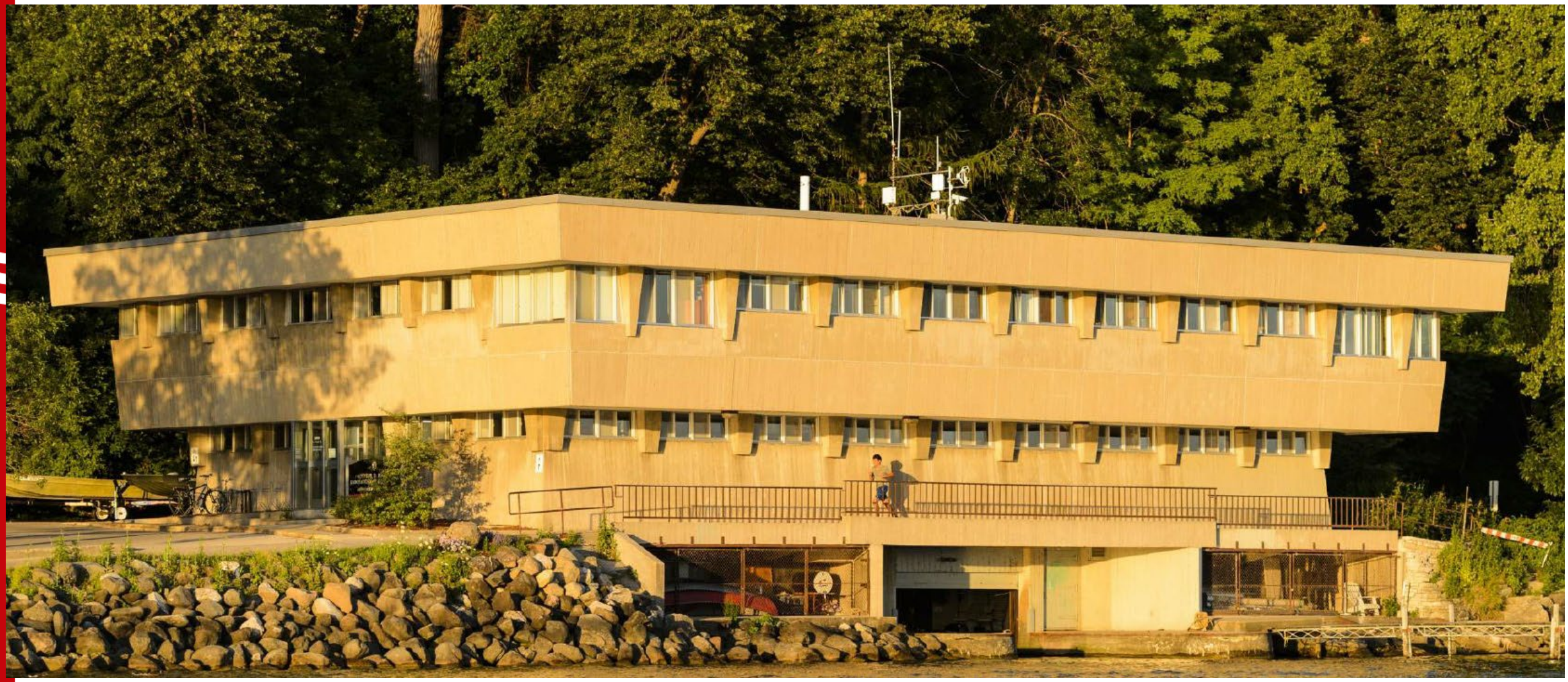
Campus Groups:

- UW Center for Limnology
- Water Science and Engineering
- Transportation
- Grounds
- Campus Planning & Landscape Architecture
- Lakeshore Nature Preserve
- City of Madison Fire Department
- Environmental Health & Safety
- Sustainability
- Capital Project Delivery

Project Location



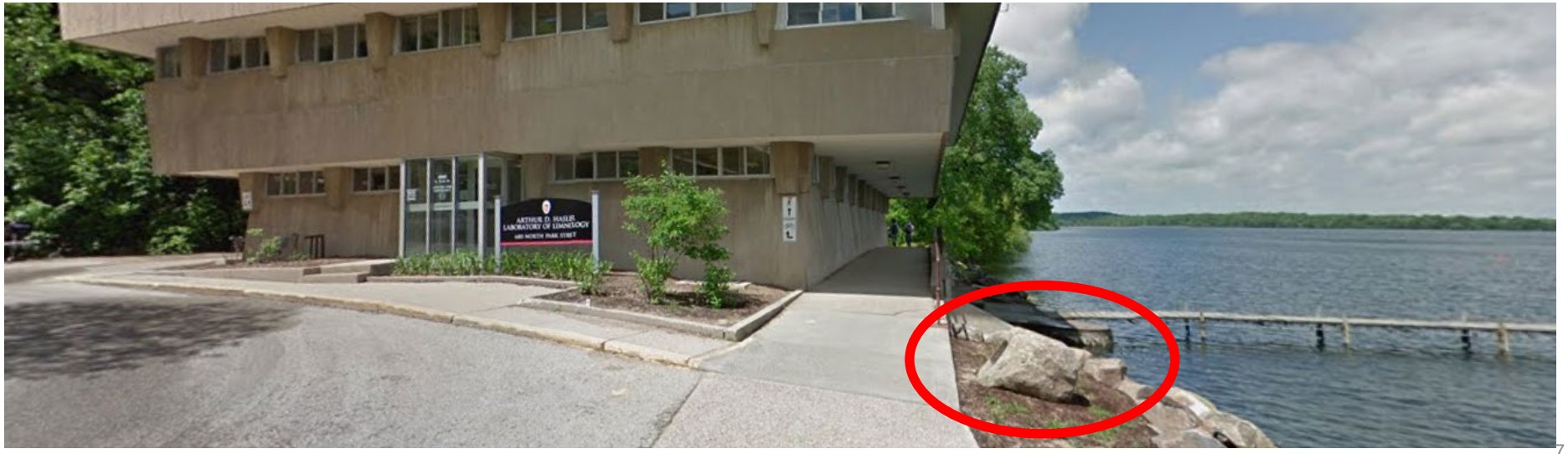
Project Location



Trail Logistics and Flow

Existing Memorial Site

- John “Vietnam” Nguyen
- 2012 Student
- Coordination with Nguyen family



Consistency with
2015 UW Long Range Transportation Plan

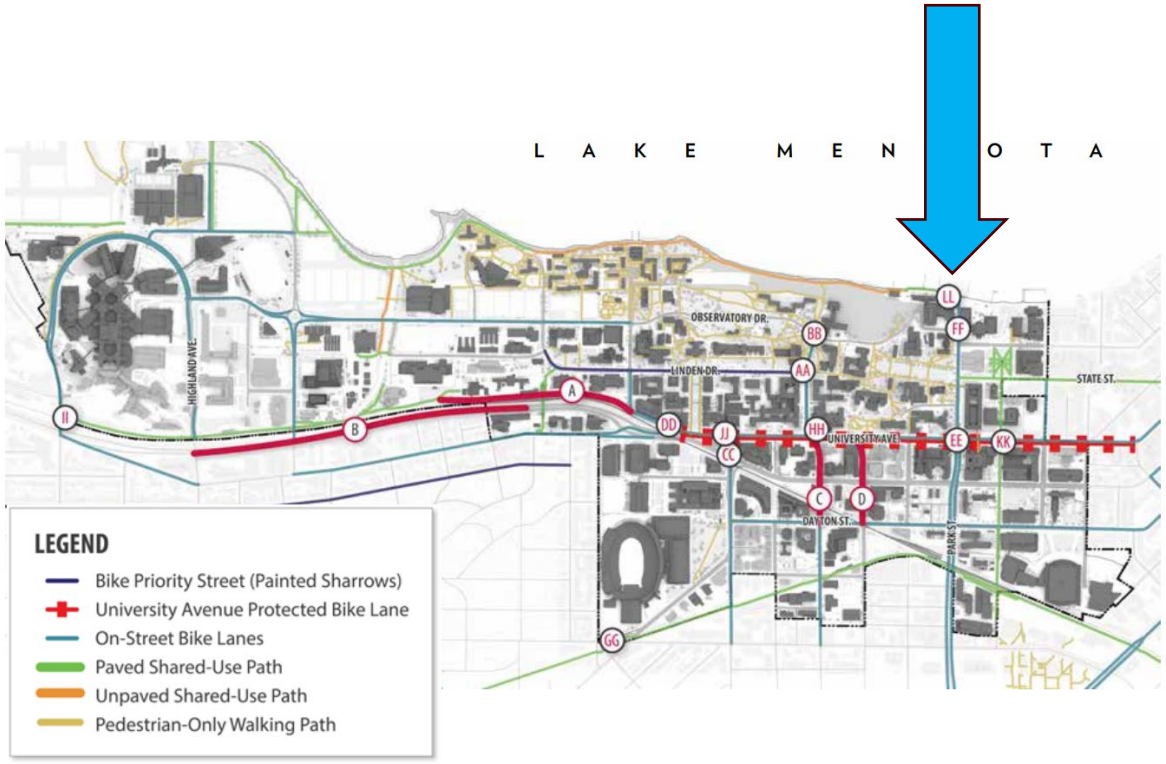


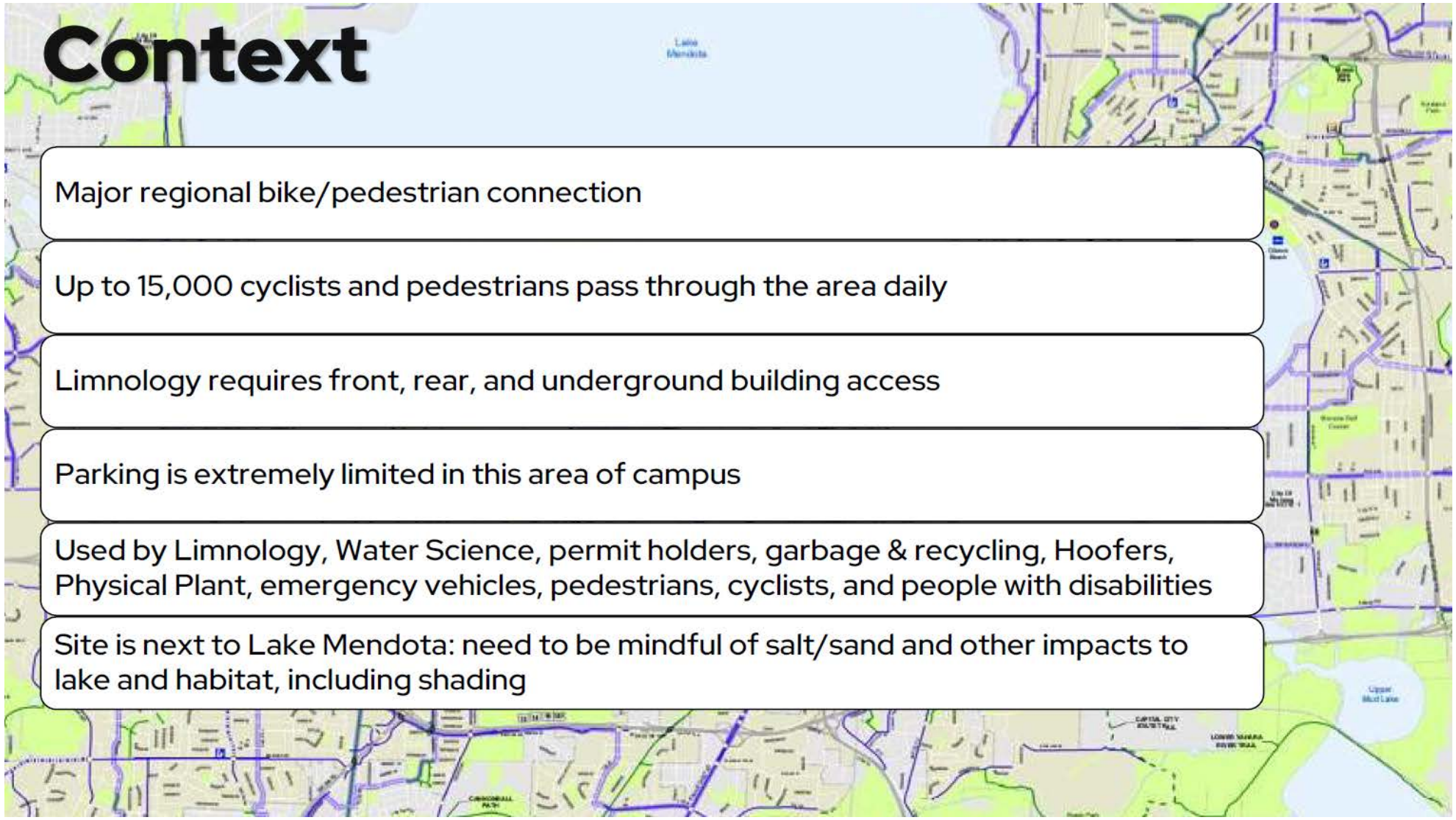
Table 2-1 Summary of Gaps in Walking and Biking Connectivity

Route ID	Location	Challenge/Need
A	Campus Drive Path and Linden Drive	Need for connection between end of path at Veterinary Medicine to Babcock Drive and University Avenue to the east
B	West Campus Connection over Campus Drive	Additional north-south crossing of Campus Drive for pedestrians and bicyclists between existing bridge and Walnut Street
C	N. Charter Street between W. Dayton Street and University Avenue	Primary north-south route connecting north campus with campus and neighborhoods to the south Need for bicycle accommodations on N. Charter Street between W. Dayton Street and University Avenue
D	N. Mills Street between W. Dayton Street and University Avenue	Primary north-south route, similar to N. Charter Street Need for bicycle accommodations between W. Dayton Street and University Avenue to connect northern parts of campus to the neighborhood area to the south Will have to integrate with on-street parking

Table 2-2 Summary of Locations Where Challenges Exist

Location ID	Location	Challenge
AA	N. Charter Street and Linden Drive	High non-motorized volumes; peak 15 minute pedestrian volume from 10:45 – 11:00 a.m. on a Tuesday in April 2015 of 2,199 pedestrians and 95 bicyclists Conflicts between modes, major transit delays
BB	N. Charter Street and Observatory Drive	High non-motorized volumes; peak 15 minute pedestrian volume from 10:45 – 11:00 a.m. on a Tuesday in April 2015 of 1,299 pedestrians and 26 bicyclists Conflicts between modes, major transit delays
CC	Campus Drive and N. Randall Avenue	Skewed intersection, long crossing Various turning movements, high vehicle speeds and volumes Pedestrian, bicyclist, and vehicle yielding confusion Railroad crossing
DD	Campus Drive, University Avenue, and Babcock Drive	Skewed intersection, long crossing Various turning movements, high vehicle speeds and volumes Pedestrian, bicyclist, and vehicle yielding confusion Railroad crossing
EE	N. Park Street and University Avenue	Various turning movements, high vehicle speeds and volumes Pedestrian, bicyclist, and vehicle yielding confusion Very high pedestrian and bicycle traffic
FF	N. Park Street and Observatory Drive	Highly skewed and offset intersection Transit layover area on west side of Memorial Union All mode turning movements Low pedestrian and bicycle compliance
GG	Southwest Path, Regent Street, Breese Terrace, Crazy Legs Lane, and Monroe Street	City has worked to address green pavement markings, bike specific signal going westbound, and other measures Highly skewed intersection results in a lot of confusion between all modes and intersection shared-use path
HH	University Avenue and N. Charter Street	Skewed intersection with difficult crossings for pedestrians and bicyclists Modal conflicts, transit delay
II	University Bay Drive and Campus Drive Path	Bicyclists crossing this intersection come into conflict with buses, emergency hospital vehicles, and high vehicle volumes
JJ	University Avenue and N. Randall Avenue	No pedestrian crosswalk at the west leg of the intersection Long crossing with high motor vehicle traffic speeds and volumes
KK	[illegible] Avenue in front of Chazen Museum	Intercity buses park in [illegible] museum, forcing Metro Transit buses to use the westbound bike lane to pass
LL	Lakeshore Path at the Limnology Building	Lakeshore Path ends and users must use the narrow sidewalk next to the Limnology Building or travel through the building's parking lot to access N. Park Street

Project Need



Project Need

A

Pedestrian path and service drive into Lot 8

B

Blind corner and dumpsters at Water Science Building

C

Boat access on north side of Limnology Building

Project Need

D

Primary bike/bike conflict point

E

Pinch point south of Limnology (looking east)

F

Loading zone conflict south of Limnology (looking west)

Two Bypass Concepts Developed

Concept 1 & Concept 2

- Conceptual/planning level detail only
- Primary difference is treatment of parking lot
- Both Concepts 1 & 2 retain pedestrian-only access on northside of Limnology
- There are not significant differences in overall costs between the two concepts
- Concept 2 selected by stakeholders

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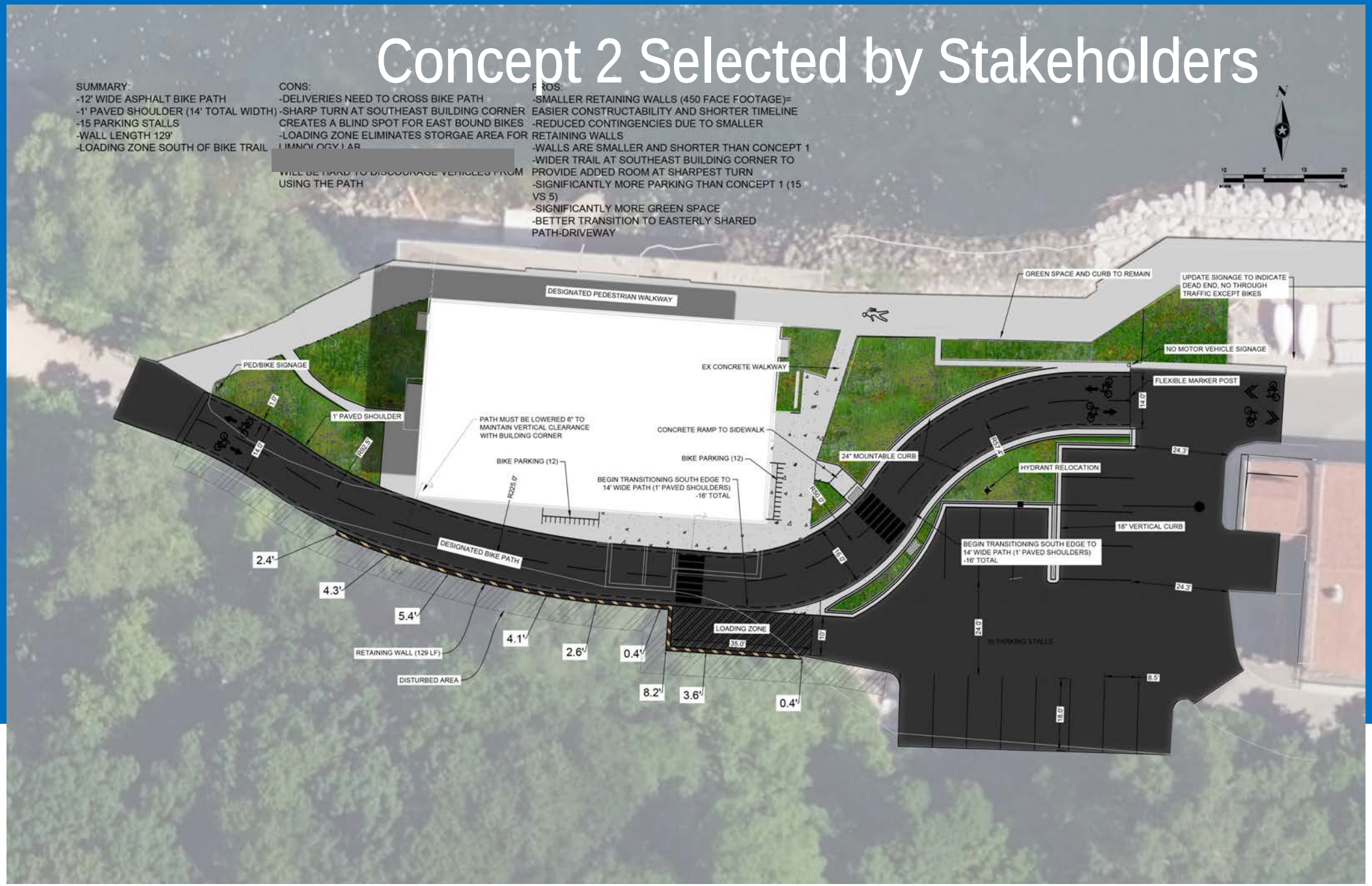
Concept 2 Selected by Stakeholders

SUMMARY:
-12' WIDE ASPHALT BIKE PATH
-1' PAVED SHOULDER (14' TOTAL WIDTH)
-15 PARKING STALLS
-WALL LENGTH 129'
-LOADING ZONE SOUTH OF BIKE TRAIL

CONS:
-DELIVERIES NEED TO CROSS BIKE PATH
-SHARP TURN AT SOUTHEAST BUILDING CORNER CREATES A BLIND SPOT FOR EAST BOUND BIKES
-LOADING ZONE ELIMINATES STORGAE AREA FOR LIMNOLOGY LAB
[redacted]
USING THE PATH

PROS:
-SMALLER RETAINING WALLS (450 FACE FOOTAGE)= EASIER CONSTRUCTABILITY AND SHORTER TIMELINE
-REDUCED CONTINGENCIES DUE TO SMALLER RETAINING WALLS
-WALLS ARE SMALLER AND SHORTER THAN CONCEPT 1
-WIDER TRAIL AT SOUTHEAST BUILDING CORNER TO PROVIDE ADDED ROOM AT SHARPEST TURN
-SIGNIFICANTLY MORE PARKING THAN CONCEPT 1 (15 VS 5)
-SIGNIFICANTLY MORE GREEN SPACE
-BETTER TRANSITION TO EASTERLY SHARED PATH-DRIVEWAY



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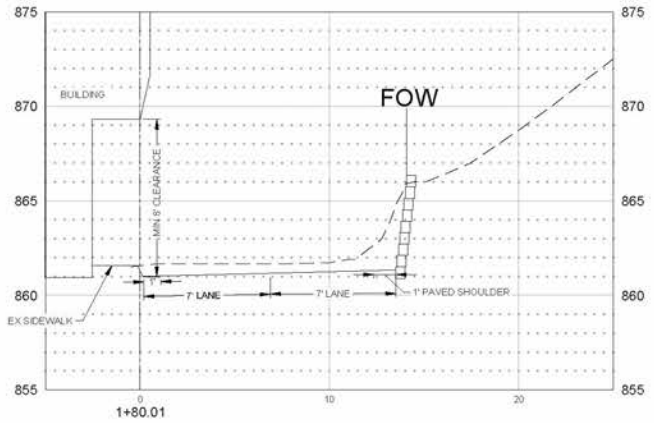
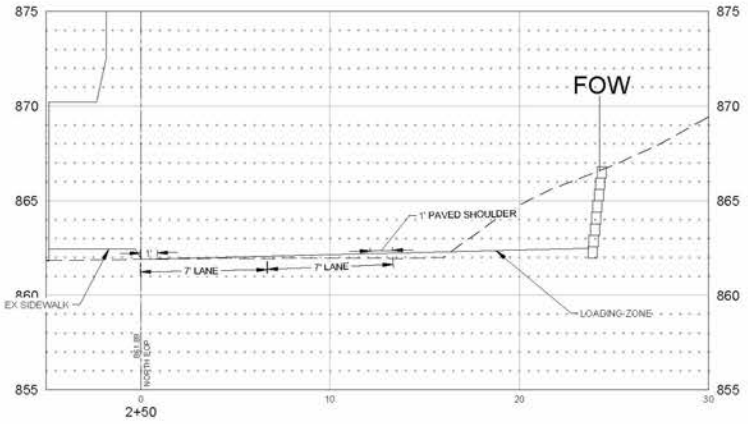
Concept 2





SEH Project 168507
Drawn By LJK
Designed By ##
Checked By ##

Rev # | Revision Issue Description | Date

UW-PATH
MADISON, WI

CONCEPT 2 -
X-SECTIONS

4
of 4

Concept 2

Concept 2

SUMMARY:

-12’ wide asphalt bike path
-1’ paved shoulder (14’ total width)
-15 parking stalls
-Wall length ~180’
-Loading zone south of bike trail

Concept 1

Concept 2

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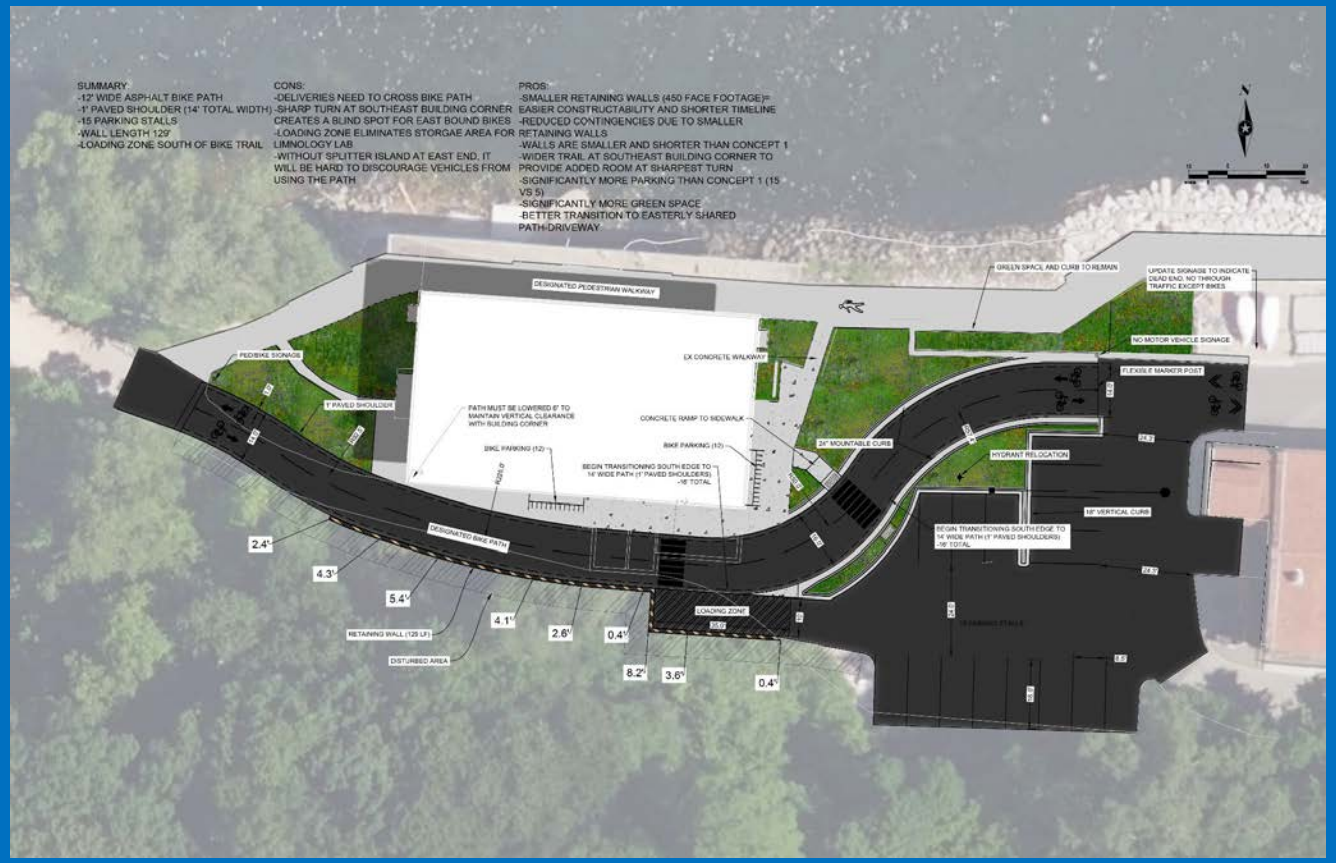
Concept 2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-WITHOUT SPLITTER ISLAND AT EAST END, IT WILL BE HARD TO DISCOURAGE VEHICLES FROM USING THE PATH
PROS:
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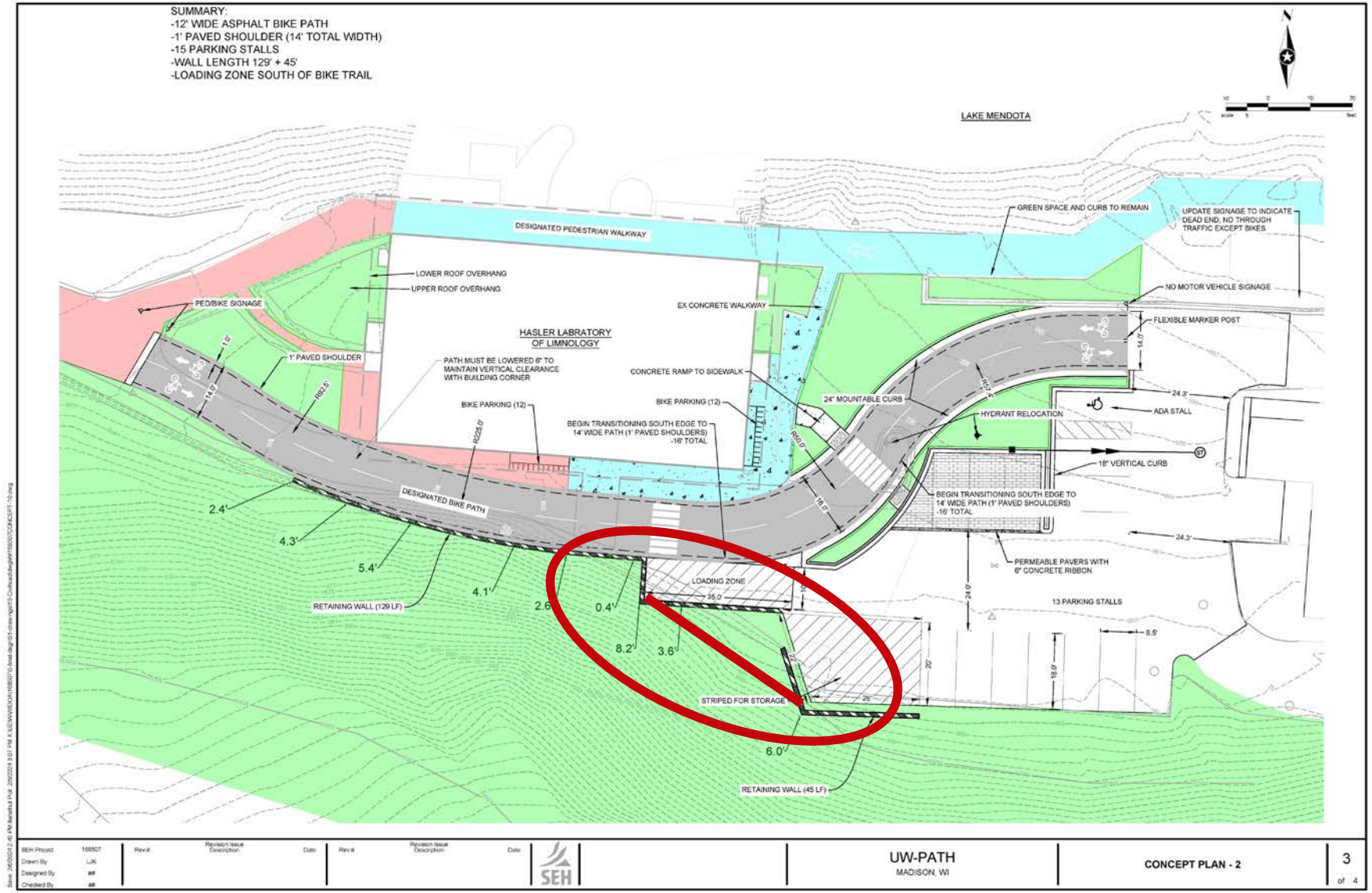
-SIGNIFICANTLY MORE PARKING THAN CONCEPT 1 (15 VS 5)
-SIGNIFICANTLY MORE GREEN SPACE
-BETTER TRANSITION TO EASTERLY SHARED PATH/DRIVEWAY
DESIGNATED PEDESTRIAN WALKWAY
GREEN SPACE AND CURB TO REMAIN
UPDATE SIGNAGE TO INDICATE DEAD END, NO THROUGH TRAFFIC EXCEPT BIKES
NO MOTOR VEHICLE SIGNAGE
FLEXIBLE MARKER POST
PED/BIKE SIGNALS
1' PAVED SHOULDER
EX CONCRETE WALKWAY
PATH MUST BE LOWERED 8" TO MAINTAIN VERTICAL CLEARANCE WITH BUILDING CORNER
CONCRETE RAMP TO SIDEWALK
BIKE PARKING (12)
BIKE PARKING (12)
24" MOUNTABLE CURB
HYDRANT RELOCATION
BEGIN TRANSITIONING SOUTH EDGE TO 14' WIDE PATH (1' PAVED SHOULDERS) -16' TOTAL
18" VERTICAL CURB
DESIGNATED BIKE PATH
BEGIN TRANSITIONING SOUTH EDGE TO 14' WIDE PATH (1' PAVED SHOULDERS) -16' TOTAL
LOADING ZONE
RETAINING WALL (129 LF)
DISTURBED AREA
2.4'
4.3'
5.4'
4.1'
2.6'
0.4'
8.2'
3.6'
0.4'

Potential Project Variation – Retaining Wall Extension



Proposed Retaining Wall Selected by Stakeholders

- Gabion Wall

Project Timeline & Milestones

- DRB Meeting #1 – February 2024
- JCAC #1 – February 2024
- 35% Submittal – April 2024
- Board of Regents – April 2024
- JCAC #2 – April 2024
- DRB Meeting #2 – May 2024
- SBC – May 2024
- 90% Final Review – May 2024
- Bid Opening – July 2024
- Construction – September 2024 – January 2025

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