



University Avenue

(Shorewood Blvd – University Bay Dr)

Project Overview



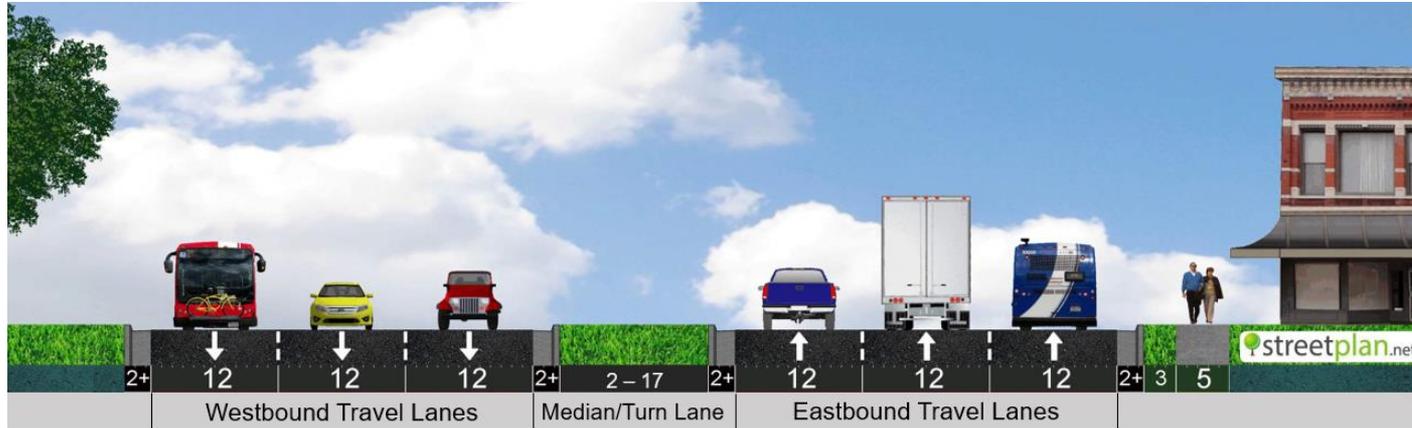
Project Needs



- Poor pavement condition
- Substandard roadway geometrics
- Lack of bicycle accommodations
- Absence of pedestrian facilities
- Safety and operations inefficiencies at intersections
- Pedestrian/bicycle crossing on University Bay Drive of Campus Drive Bike Path
- Insufficient stormwater drainage collection and conveyance

University Ave. – Typical Section

Existing Typical Section



Existing Section
(Looking East)

- 3-12' driving lanes in each direction
- Sidewalk with narrow terrace only on south side
- No bicycle accommodations
- Speed limit 35 mph

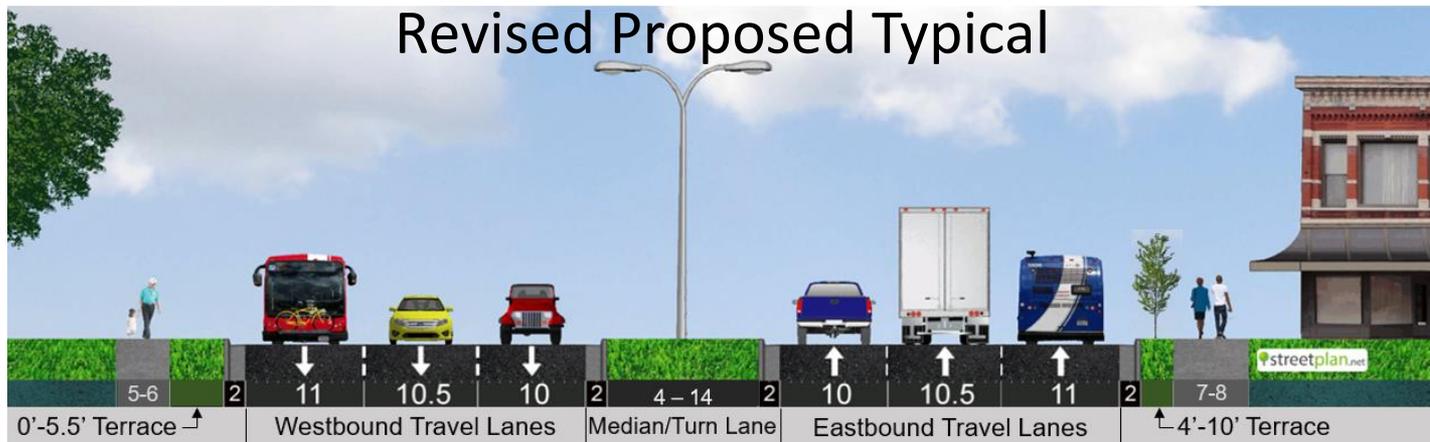
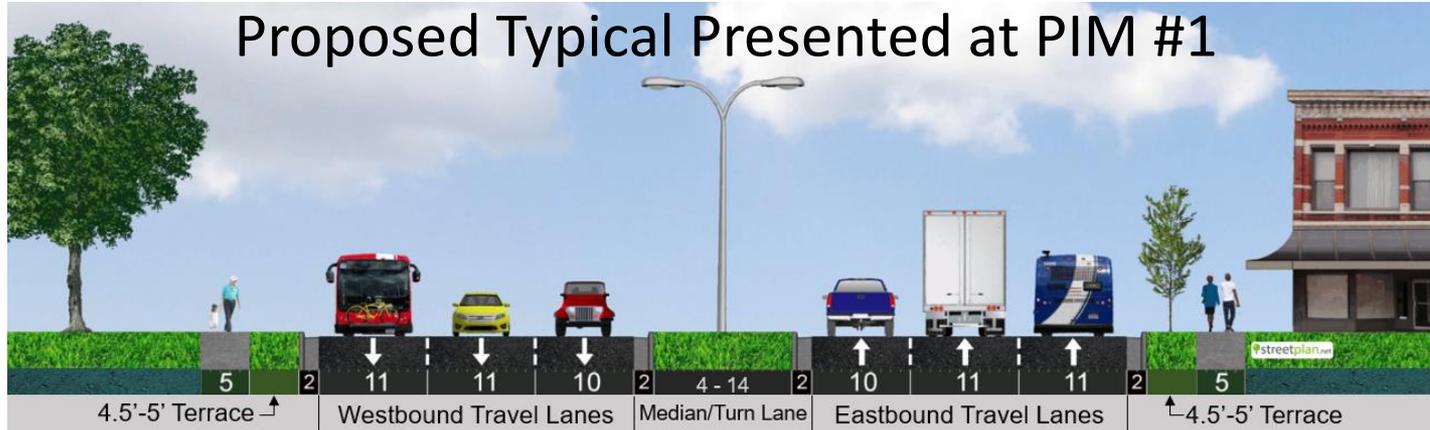
University Ave. – Typical Section

Multiple Alternatives Considered:

- Narrower lane widths
- On-street bicycle lanes
- Wider terrace widths
- Multi-use side path on south side of street
- Standard 5-foot sidewalk on both sides of street

Alternative	North Side								South Side								L - Total width	Max. Width
	A - Sidewalk Path	B - Terrace	C - Bike Lane	E - Curb	D - Outside Lane	F - Center Lane	G - Inside Lane	H - Median	G - Inside Lane	F - Center Lane	D - Outside Lane	E - Curb	I - Bike Lane	J - Terrace	K - Sidewalk Path			
Existing			0	2.5	12	12	12	15	12	12	12	2.5	0	3.5	5	105.00		
Segoe to Shorewood			4.5	2	11	11	11	15	11	11	11	2	4.5	3.5	5	106.00		
Shorewood to Ridge Street																		
1	5	4	0	2	10	11	10	18	10	11	10	2	0	4	10	105.00	105	
2	0	5	4	2	10	11	10	18	10	11	10	2	0	4	10	105.00		
3	5	5.5	0	2	11	11	10	18	10	11	11	2	0	5.5	5	105.00		
4	5	4.5	0	2	10	11	10	18	10	11	10	2	4	4.5	5	105.00		
5	10	4	0	2	10	11	10	18	10	11	10	2	0	4	5	105.00		
6	8	3	0	2	10	11	10	18	10	11	10	2	4	3	5	105.00		
7	7	0	4	2	10	11	10	18	10	11	10	2	4	3	5	105.00		
8	5	3.5	0	2	14	10	10	18	10	10	14	2	0	3.5	5	105.00		
9	4.5	3.5	0	2	10.5	11	10	17	10	11	10.5	2	0	4	9	103.00		
Ridge Street to University Bay																		
1	5	4.5	0	2	10	11	10	18	10	11	10	2	0	4.5	10	106.00	106	
2	0	5	4	2	10	11	10	18	10	11	10	2	0	5	10	106.00		
3	5	6	0	2	11	11	10	18	10	11	11	2	0	6	5	106.00		
4	5	5	0	2	10	11	10	18	10	11	10	2	4	5	5	106.00		
5	10	4.5	0	2	10	11	10	18	10	11	10	2	0	4.5	5	106.00		
6	8	3.5	0	2	10	11	10	18	10	11	10	2	4	3.5	5	106.00		
7	7	0	4	2	10	11	10	18	10	11	10	2	4	4	5	106.00		
8	5	4	0	2	14	10	10	18	10	10	14	2	0	4	5	106.00		
9	4.5	3.5	0	2	10.5	11	10	17	10	11	10.5	2	0	4	9	103.00		

University Ave. – Typical Section



University Ave. – Typical Section

Proposed Typical Section PIM #1

- 10 & 11-foot driving lanes
- New 5-foot sidewalk on north side
- Existing 5-foot sidewalk on south side to remain
- Feedback requested that design team look at bicycle accommodations on south side of University Avenue

Proposed Typical Section PIM #2

- 10, 10.5 & 11-ft driving lanes
- New 5-foot sidewalk on north side
- Widened 7-8-foot sidewalk on south side
- Wider terrace widths
- Possible 30 mph speed limit

Proposed Improvements



Pedestrian Improvements

- New Curb Ramps
- Widened Terrace
- New North Side Sidewalk
- Continental Crosswalk Marking
- Tabletop Crosswalk

Proposed Improvements



Bicycle Improvements

- Widened 7-8' sidewalk on south side
- Bike lane east of University Bay Dr.
- Newly constructed path connection on north side (Marshall Ct. – University Bay Dr.)

Proposed Improvements

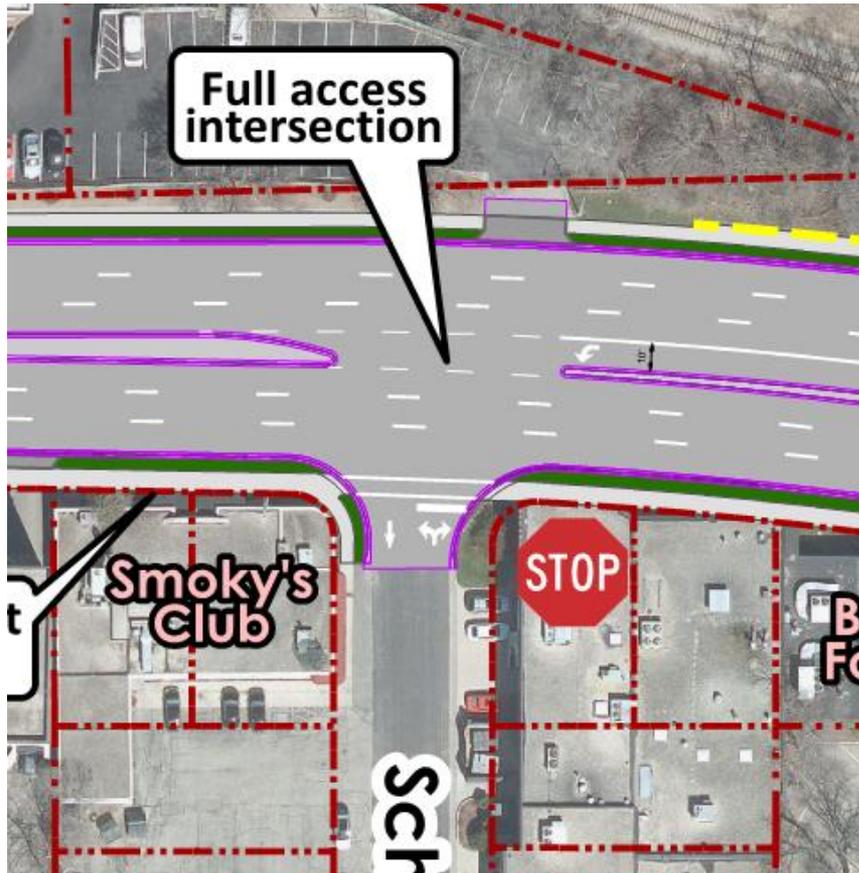


Hilldale Way/University Avenue intersection

Safety and Operations Improvements

- New traffic signals
- Westbound crest curve improvement
- Dual eastbound left turn at University Bay Drive
- Leading pedestrian interval
- Count down timers

Proposed Improvements

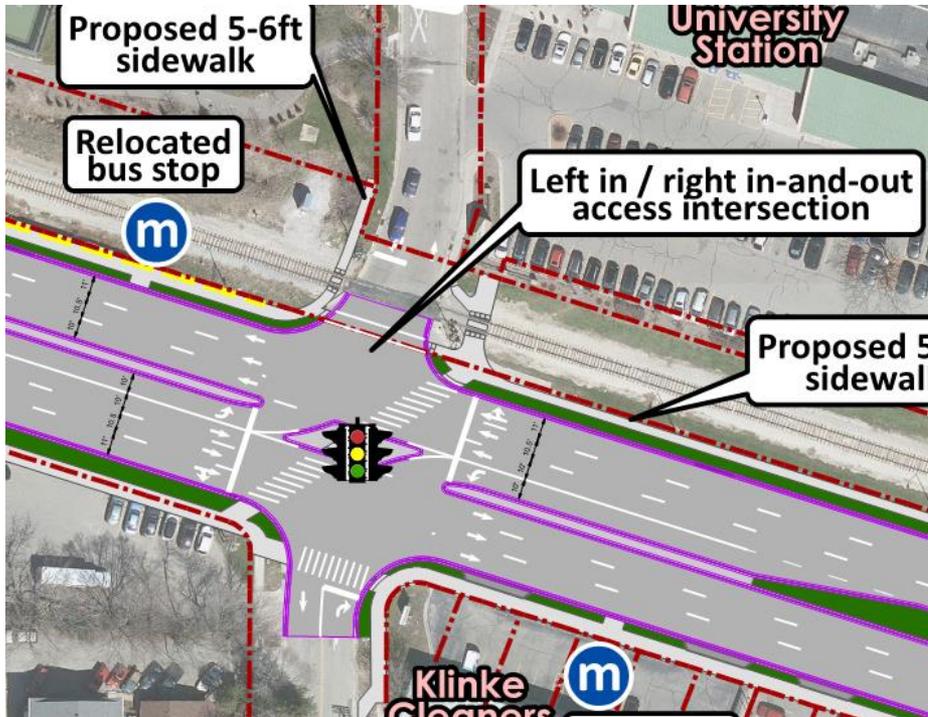


Schmitt Pl – Draft

- Previous design closed median
- Feedback requested that median remain open
- Design now maintains existing configuration
- Truck only left turn out

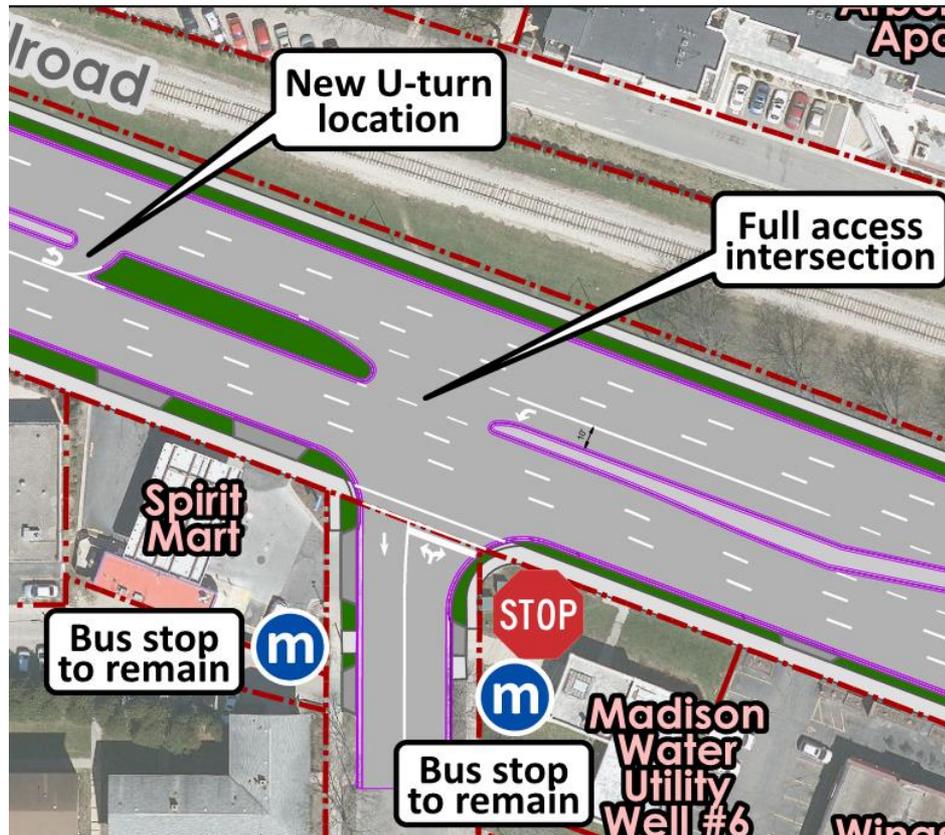
Proposed Improvements

Marshall Ct/Ridge St – Draft



- Maintain configuration – left turn out from Marshall Ct. and Ridge St. prohibited
- University Ave. left turn lanes lengths maintained
- U-turn near intersection
- Sidewalk on north Side (access to new multi-use path)
- Removed SE crossing to median
- Far side WB bus stop

Proposed Improvements



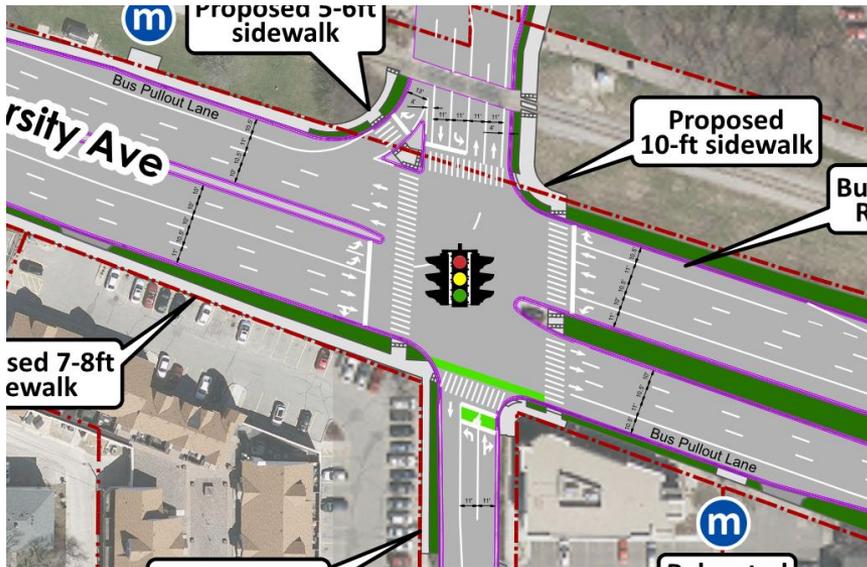
N. Franklin Ave. – Draft

- Maintain left turn lane lengths
- Remove University Avenue pedestrian crossing

Proposed Improvements

University Bay Dr./Farley Ave. – Draft

- Dual EB left turn lanes
- Far side EB bus pullout
- Far side WB bus pullout to remain
- WB bus bypass lane/right turn lane
- Improved east side crossing
- Tabletop crossing NW quadrant



Proposed Improvements



University Bay Drive – Draft

- Two northbound lanes from University Ave. to Overlook Terr.
- Northbound bicycle lane & southbound shared lane
- Northbound bus pullout
- 10-ft sidewalk on east side from University Bay Dr. to Overlook Terr.
- New 6-ft sidewalk on east side from Overlook Terr. to Children's Hospital
- New traffic signal at Overlook Terr.

Proposed Improvements

University Bay Drive – Possible Grade Separated Overpass Bike/Ped Crossing



- Feasibility Study completed
- Overpass is the most cost effective with fewest impacts
- Added loop ramp on east side based on feedback
- Prefabricated steel truss bridge, ramps supported on piers
- Evaluation continuing

Metro Transit

Bus Accommodations

- Bus Stop Pull outs
 - EB University Ave. after Farley Ave.
 - University Bay Dr. NB after railroad tracks
- Bus Stops moved to far side
 - WB University Ave. after Marshall Ct.
 - EB University Ave. after Hill St.
 - EB University Ave. after Farley Ave.

Metro Transit

Bus Accommodations (Cont.)

- Bus Stops to remain in place
 - WB University Ave. Pull out after University Bay Dr.
 - EB University Ave. after Ridge St.
 - WB after Shorewood Blvd.
 - N. Franklin Ave at University Ave. in both directions
 - University Bay Drive at Marshall Court in both directions

Madison Bus Rapid Transit (BRT)

- University Ave. is part of the first planned route between East Towne and West Towne
 - Planned stations at University Bay Drive and Shorewood Boulevard
- Operate in mixed traffic with limited stops, signal priority, and off-board fare collection
- Westbound bypass lane at University Bay
- Project will accommodate future shoulder running on Campus Drive for BRT buses when traffic is heavy
- Coordination with BRT Study Team is ongoing

Project Schedule

Winter 2019/2020 – Spring 2020

- Environmental Document
- Preliminary Plans & R/W Plat
- City and Village Approvals (Feb/March)

Spring 2020 – Fall 2020

- Final Environmental Document
- Complete 60% Plans, R/W Plat
- 3rd Public Involvement Meeting

Fall 2020 – Spring 2021

- Final Plans & Real Estate Acquisition

Winter/Spring 2022 - Fall 2022

- Construction