



# Cedar St/S. Park Street Intersection Improvements 2021

Public Information Meeting  
by City of Madison Engineering Division  
August 20, 2020

**Presentation will begin at 5:35pm.**



# Presentation Overview

## Thank You for Participating!

- ▶ Welcome (Andrew Zwieg P.E., Project Manager, City of Madison)
- ▶ Introduction (Alder Tag Evers, District 13; Alder Sheri Carter, District 14)
- ▶ Presentation (Andrew Zwieg P.E., Renee Callaway)
- ▶ Q&A (facilitated by Andrew Zwieg)
  - Assisted by:
    - Christy Bachmann P.E., Principle Engineer, City of Madison
    - Sean Malloy, Traffic Engineer, City of Madison
    - Renee Callaway, Pedestrian Bicycle Administrator, City of Madison



# Rules and Housekeeping Items for this Meeting

- ▶ All attendees will be muted during the presentation.
- ▶ Attendees will not be allowed to share their screens.
- ▶ Questions will be answered after the presentation. Please use the “Q&A” option at the bottom of the screen to type your question. Staff will have discretion.



# How to Participate

The screenshot displays a Zoom meeting interface. At the top, a green banner reads "You are viewing City of Madison's screen" with a "View Options" dropdown. The main content is a shared Excel spreadsheet with a "City of Madison" window overlaid on the right. The spreadsheet shows a calendar for 2019 and 2020. In the bottom left corner, a "Join Audio" button with a headset icon is highlighted by a red arrow. In the center, a blue button labeled "Join Audio by Computer" is also highlighted by a red arrow. The bottom toolbar includes icons for "Join Audio", "Q&A", "Chat", and "Raise Hand". A "Leave Webinar" button is visible in the bottom right corner.

Join audio to ensure you will be able to hear the speaker

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The screenshot displays a Zoom webinar interface. At the top, a green banner reads "You are viewing City of Madison's screen" with a "View Options" dropdown. Below this is a shared Excel spreadsheet with a ribbon menu and a calendar view for 2019 and 2020. A "City of Madison" window is visible in the top right. The main area is a dark grid with a blue button labeled "Join Audio by Computer". At the bottom, a toolbar includes "Join Audio", "Q&A", "Chat", and "Raise Hand". A red arrow points to the "Q&A" icon.

Recording

You are viewing City of Madison's screen View Options

City of Madison

Phone Call

Computer Audio

Join Audio by Computer

Join Audio

Q&A

Chat

Raise Hand

Leave Webinar

Use Q/A if you have questions  
We will answer after the presentation

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To leave the meeting click here

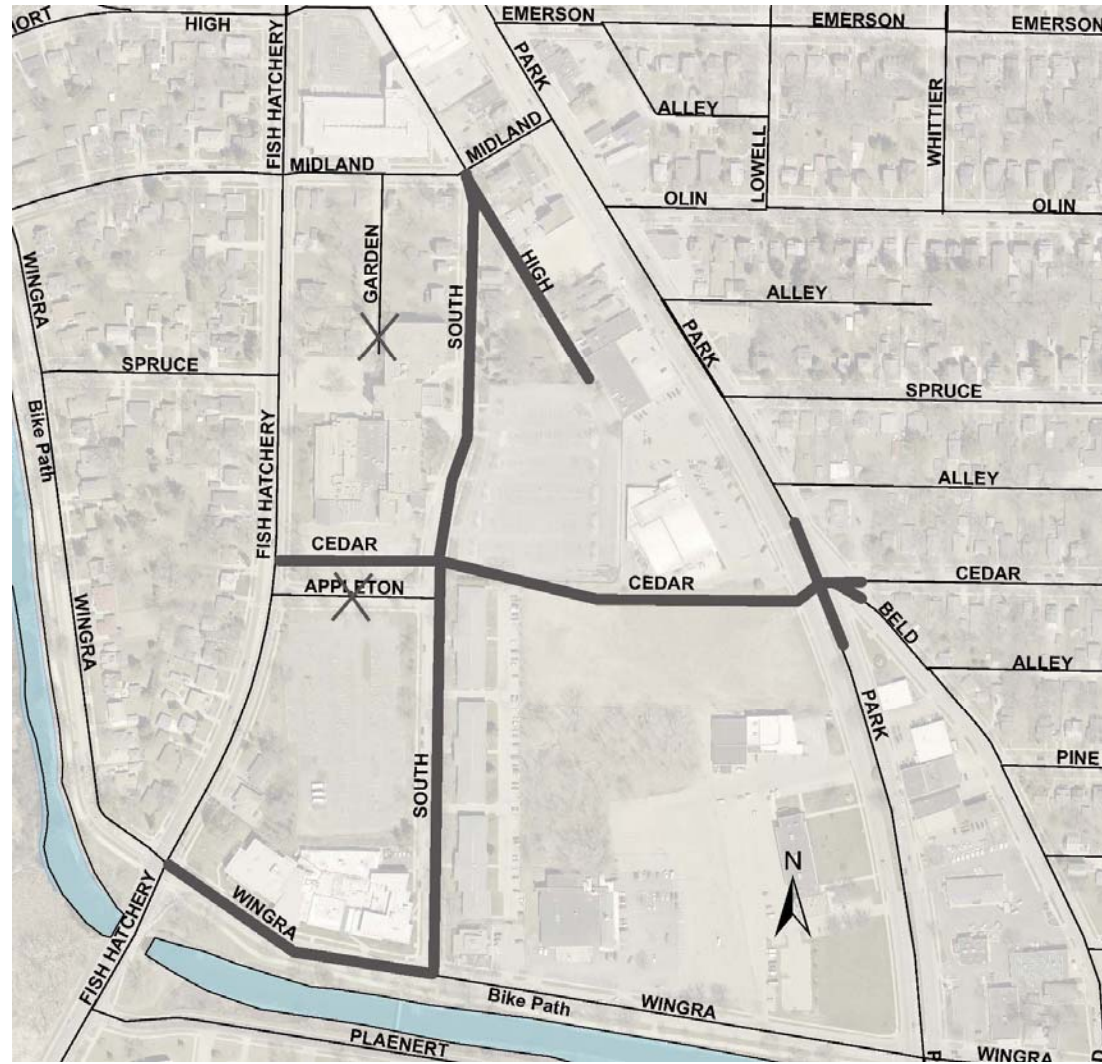


# Presentation Overview

- ▶ Introduction (Alder Evers, Alder Carter)
- ▶ Project Location
- ▶ Intersection Existing Conditions
- ▶ Complete Street Policy
- ▶ Proposed Design Alternatives
- ▶ Project Approval Schedule
- ▶ Construction Schedule
- ▶ Contact Information & Resources
- ▶ Q&A



# Project Location



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# Existing Conditions

- ▶ Existing S. Park St/Cedar St/Beld St intersection
  - Existing irregular intersection configuration
    - Cedar and Beld connect at the intersection
    - Difficult for pedestrians and bikes to cross
    - Existing Truman Olson site to the west
      - City owned property



# Complete Streets

- ▶ What does Complete Streets mean?
  - Complete Streets are streets designed and operated to enable safe use and support mobility for all users including people walking, biking, taking transit and driving.
- ▶ 2009 City Council Resolution Reaffirmed a commitment to Complete Streets. The resolution stated:
  - Reaffirming the City's commitment to Complete Streets and directing staff of various agencies including but not limited to Planning & Development, City Engineering, Traffic Engineering and Metro to follow to the extent possible Complete Streets concepts for all new developments, redevelopments, and street reconstruction projects.
  - Complete Streets is a national movement to ensure that streets are designed to enable safe access for all users, pedestrians, bicyclists, motorists and transit riders, of all ages and abilities, to be able to move safely along and across the street. Governmental units at all levels, from local to national, have been adopting Complete Streets resolutions, policies and ordinances of varying types. Madison has a long history of following complete streets concepts without naming these as such. This resolution reaffirms the city's commitment to these concepts.



# All Ages & Abilities Facilities

- ▶ Most frequently used to describe bike facilities that are safe and comfortable for users of any age regardless of confidence or experience level
- ▶ National Association of City Transportation Officials offers guidance on selecting an All Ages & Abilities bike facility in their Urban Bikeway Design Guide

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts <sup>1</sup>	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction	Protected Bicycle Lane	
Greater than 26 mph <sup>1</sup>	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

# Transportation Plans

## ▶ 1997 Pedestrian Plan for the City of Madison

- Vision statements - “Walking is a major travel mode and where the City’s development patterns & interconnected pedestrian circulation network 1) provide pedestrians convenient, safe and enjoyable access and mobility throughout the developed parts of the city and 2) link the City’s neighborhoods and help to maintain them as sustainable and viable places to live.”

## ▶ 2015 Bicycle Plan for Madison Metro Area & Dane County

- Vision includes “safe, convenient, and enjoyable bicycle network that is accessible and comfortable for individuals of all ages, races, backgrounds, and abilities.”

## ▶ 2017 Madison in Motion Transportation Plan

- Goal – Expand Mobility Choices: Expand transportation infrastructure to support a greater range of options for all user types.
- Goal – Create transportation equity for all residents: The future transportation system must address the needs of all users.

## ▶ 2018 Imagine Madison Comprehensive Plan

- Transportation Strategy 8 – Expand and improve the city’s pedestrian & bicycle network to establish safe and convenient active transportation.

# Upcoming Transportation Planning Projects

## ▶ Complete Green Streets Plan

- Project starting in late 2020 to develop a Complete Green Streets Plan that helps policy makers assign priorities in the public right of way.
- The plan will consider network connectivity for different travel modes, parking/loading needs, context of the street location and green infrastructure priority areas.
- Development of a framework for street design decisions.
- Community engagement key part of project.

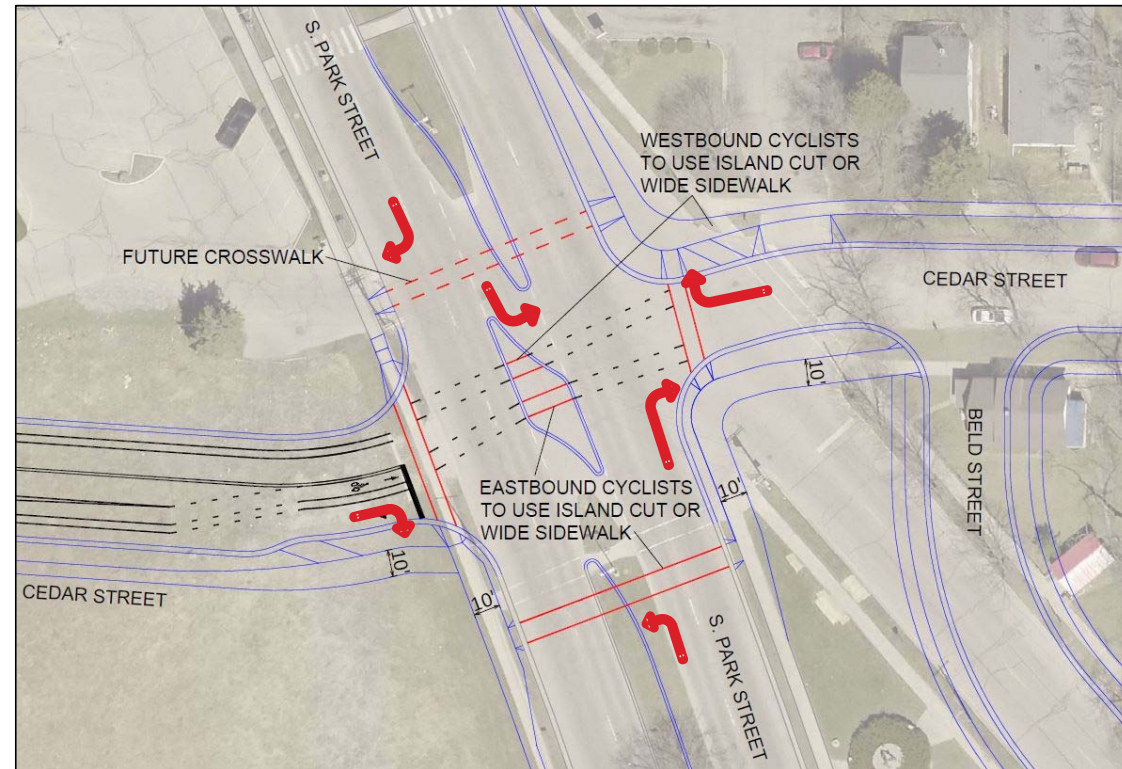
## ▶ Vision Zero

- Initiative just announced; Action Plan development starting soon
- Goal to eliminate serious and fatal traffic crashes by 2030
- Emphasis on smart street design that accounts for human error
- Community engagement key part of project

# Proposed Design

## ▶ S. Park St/Cedar St Intersection Alternative #1

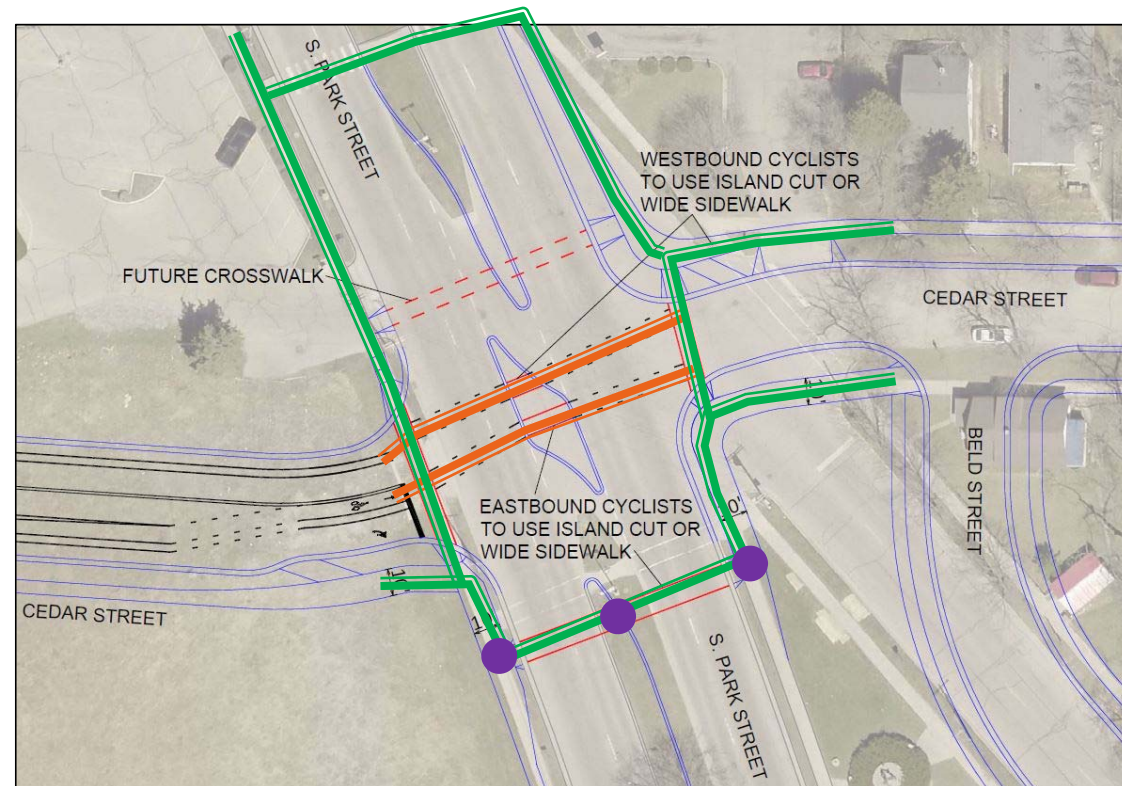
- Construct traffic island
  - Construction 2021
- Restrict Cedar St thru movements across S. Park St
- Restrict left turns onto S. Park St from Cedar St
- Allow right turn in and out of Cedar St
- Allow left turns onto Cedar from S. Park St



# Proposed Design

## ▶ S. Park St/Cedar St Intersection Alternative #1 Continued

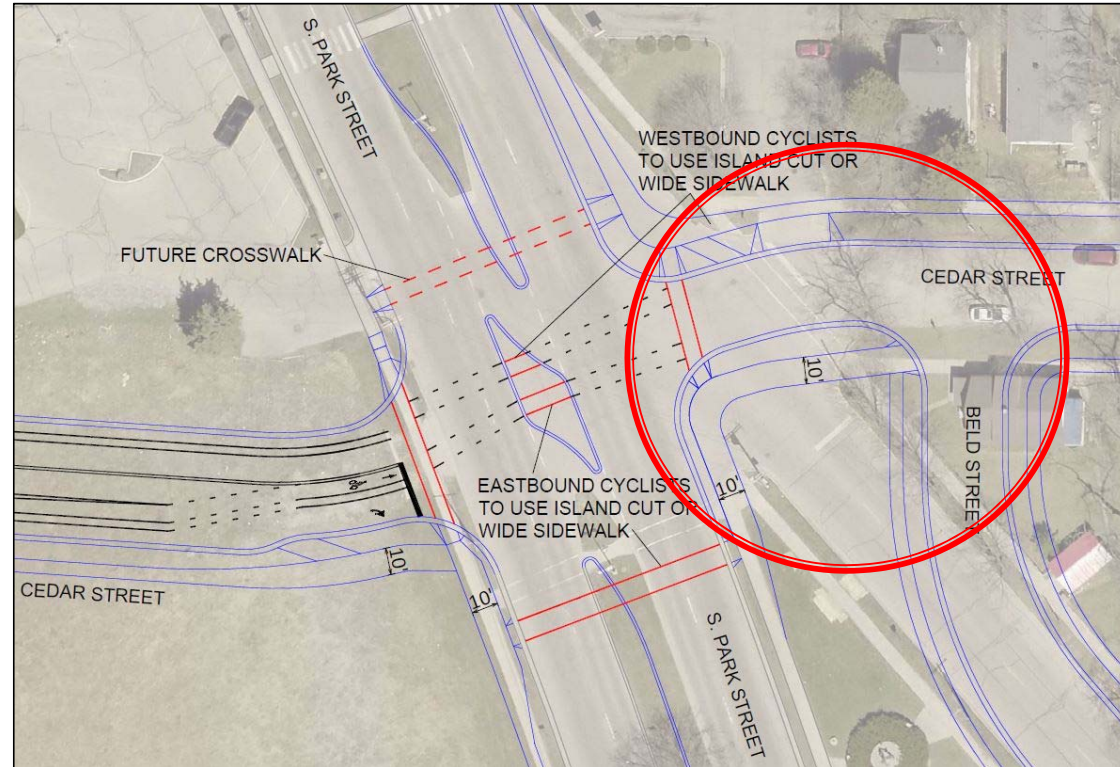
- **Proposed pedestrian routing**
  - Existing crosswalk north of the intersection to remain
    - Future crosswalk to be installed when Pick'n'Save redevelops
  - Existing crosswalk would be removed
- **Install pedestrian push button light at south crosswalk**
- **Bicycles through island**



# Proposed Design

## ▶ S. Park St/Cedar St Intersection Alternative #1 Continued

- Beld St
  - Disconnected from S. Park St
  - Geometry approval with S. Park St improvements
  - Future Public Meeting for Cedar (S. Park St to Gilson St) 2021
  - Reconstruction in 2022
- Install traffic signal conduit for future signal

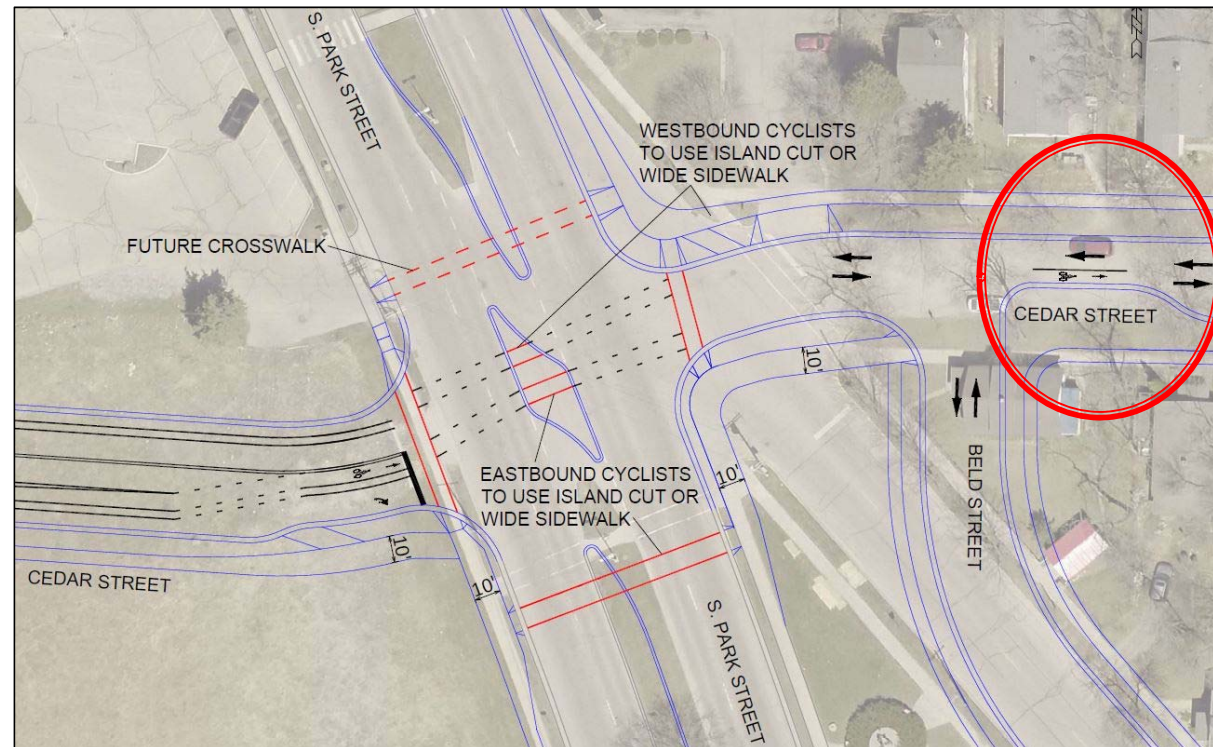




# Proposed Design

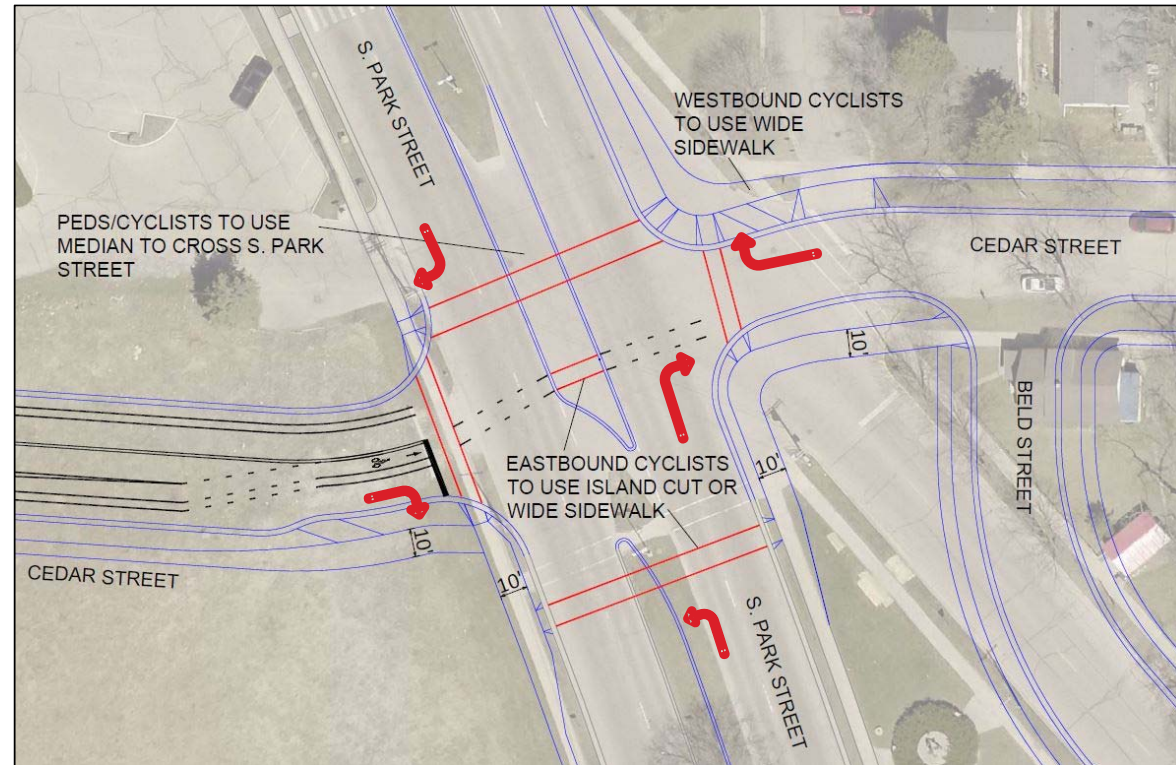
## ▶ S. Park St/Cedar St Intersection Alternative #2

- Proposed vehicle, pedestrian, bike routing similar as Alternative #1
- Beld St similar as Alternative #1
- Existing Cedar St east of Beld St
  - Prevent eastbound traffic from traveling through
    - Bikes exempt
  - Further prevents thru traffic on Cedar St
    - Safer for bikes



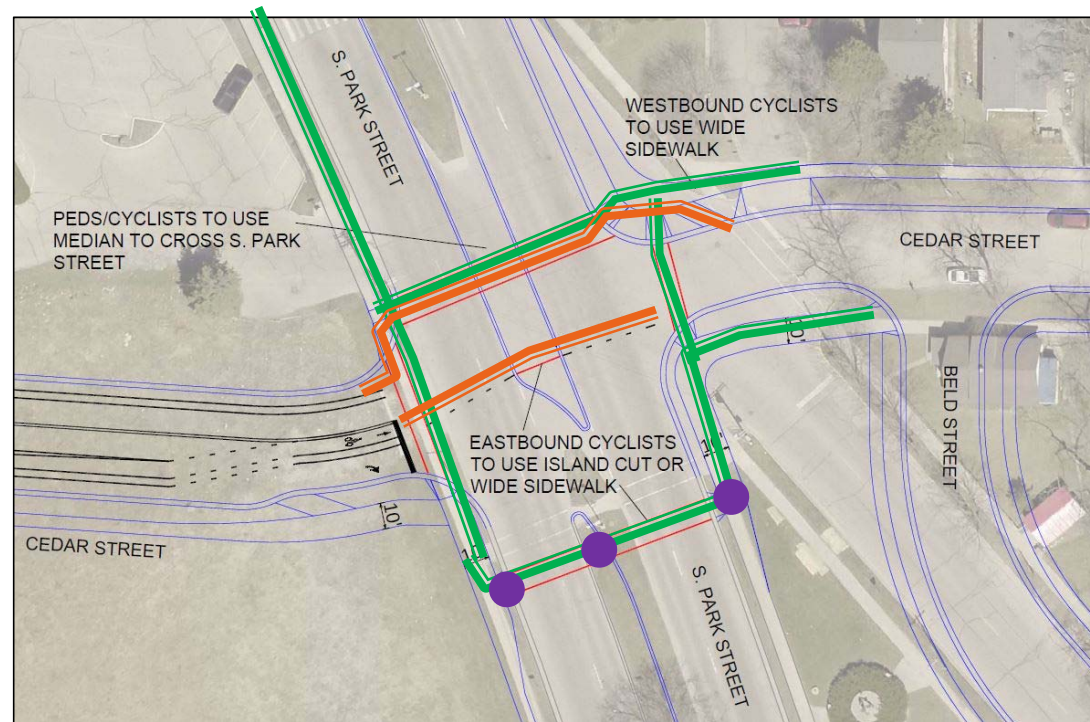
# Proposed Design

- ▶ S. Park St/Cedar St Intersection Alternative #3
  - Restrict Cedar St thru movements across S. Park St
  - Restrict left turns onto S. Park St from Cedar St
  - Restrict southbound left turn onto Cedar from S. Park St
  - Allow right turn in and out of Cedar St
  - Allow northbound left turn onto Cedar from S. Park St



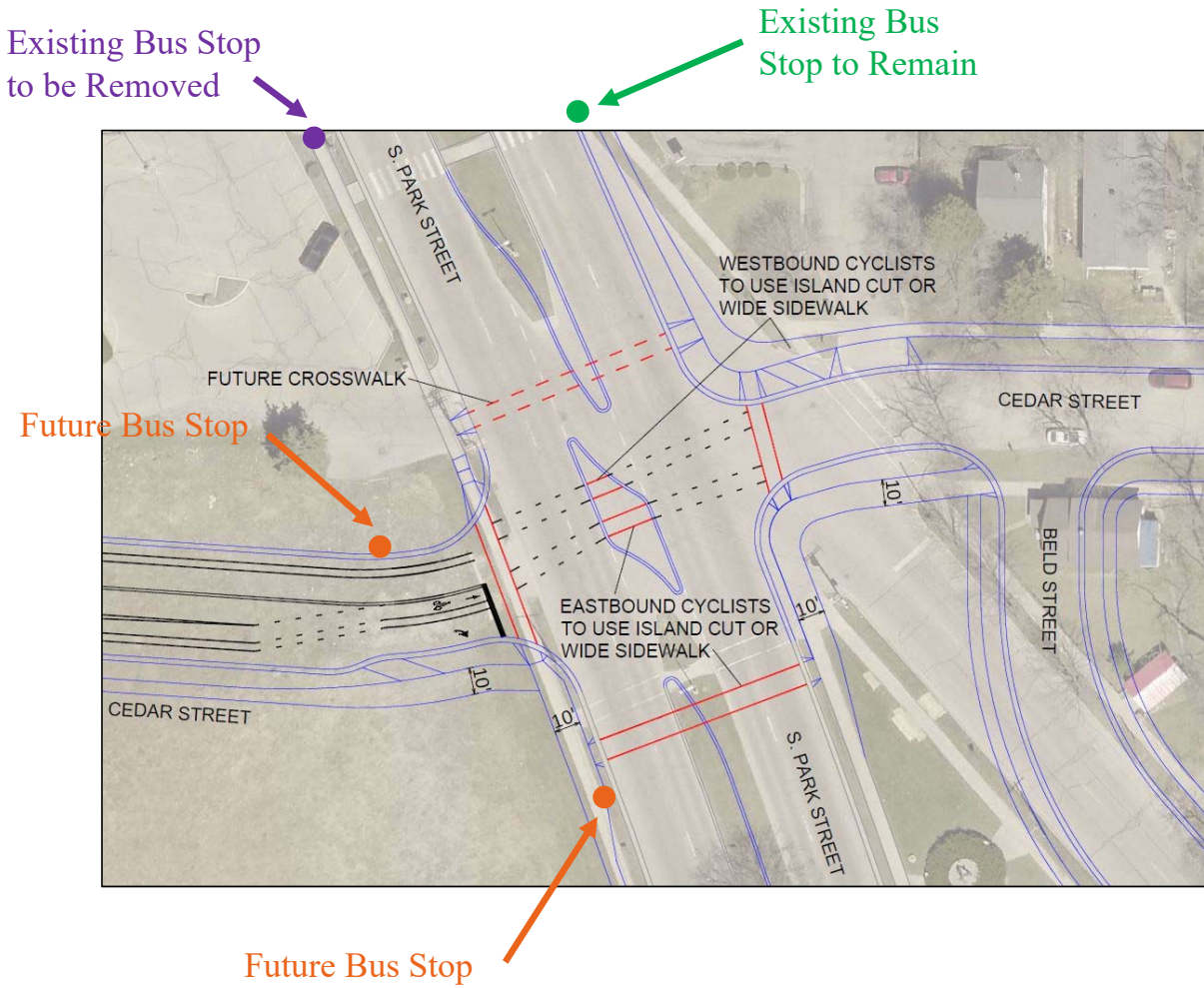
# Proposed Design

- ▶ S. Park St/Cedar St Intersection Alternative #3 Continued
  - Proposed pedestrian routing
    - Existing crosswalk north of the intersection to be removed
  - Install pedestrian push button light at south crosswalk
  - Eastbound bicycles through island
  - Westbound bicycles use crosswalk



# Proposed Design

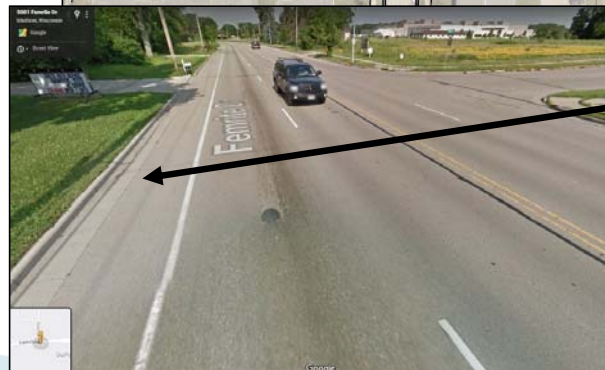
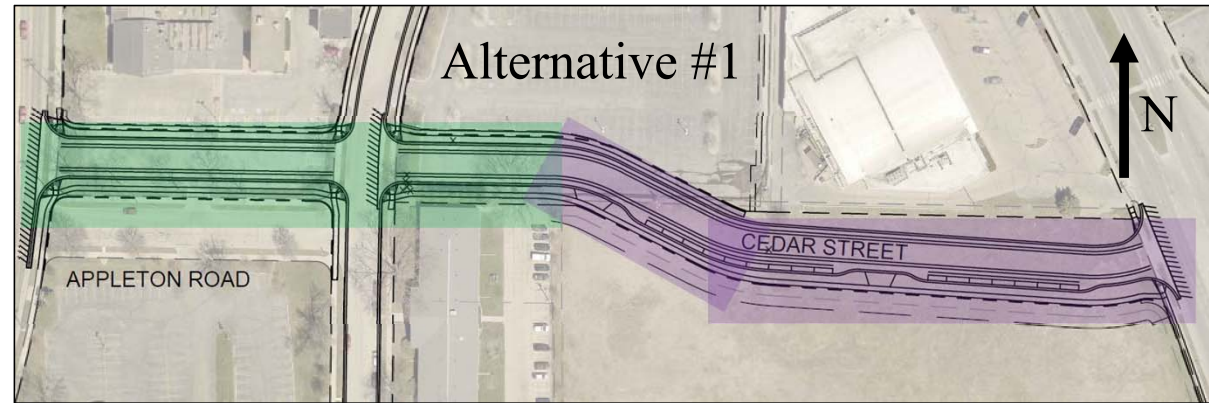
- ▶ S. Park St/Cedar St Intersection
  - Bus stops



# Proposed Design

## ▶ Cedar St Alternatives

- Alternative #1 & #2 are the same
  - Parking along the Truman Olson property (16 spaces) & buffered bike lanes
- Alternative #1
  - No parking & buffered bike lanes
- Alternative #2
  - Parking along south side (14 spaces) & standard bike lanes



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# Project Schedule

- ▶ Cedar St, South St, High St, & Wingra Dr
  - Approved Geometry (street widths)
    - August 4, 2020: Common Council
  - Cedar St Pavement Marking Approval Pending Public Input
    - Approval Schedule To Be Determined



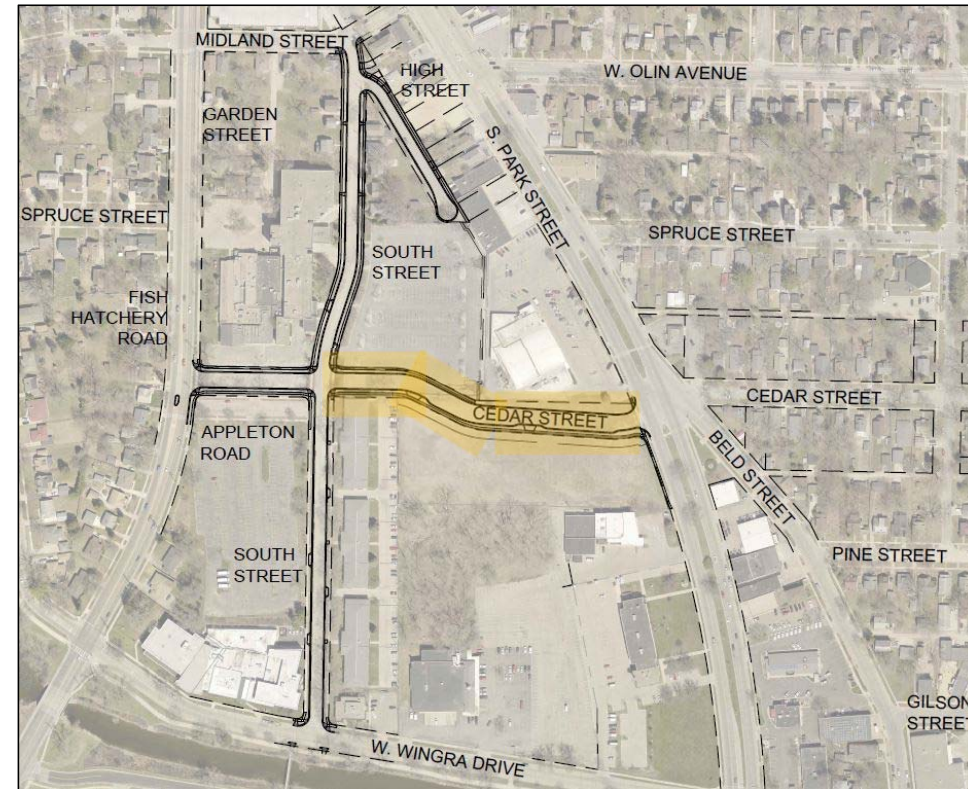
# Project Schedule

- ▶ S. Park St/Cedar St/Beld St Intersection Improvements
  - Approving Geometry
    - August 20, 2020: Public Input
    - August 26, 2020: Transportation Commission Approval
    - September 2, 2020: Board of Public Works Approval
    - September 15, 2020 Common Council Approval



# Project Schedule

- ▶ Cedar St (South St to S. Park St)
  - Approving Plan, Specifications, & Assessments
    - September 4, 2020: Mail Assessments, Public Hearing Notice
    - September 16, 2020: Board of Public Works
    - October 6, 2020: Common Council





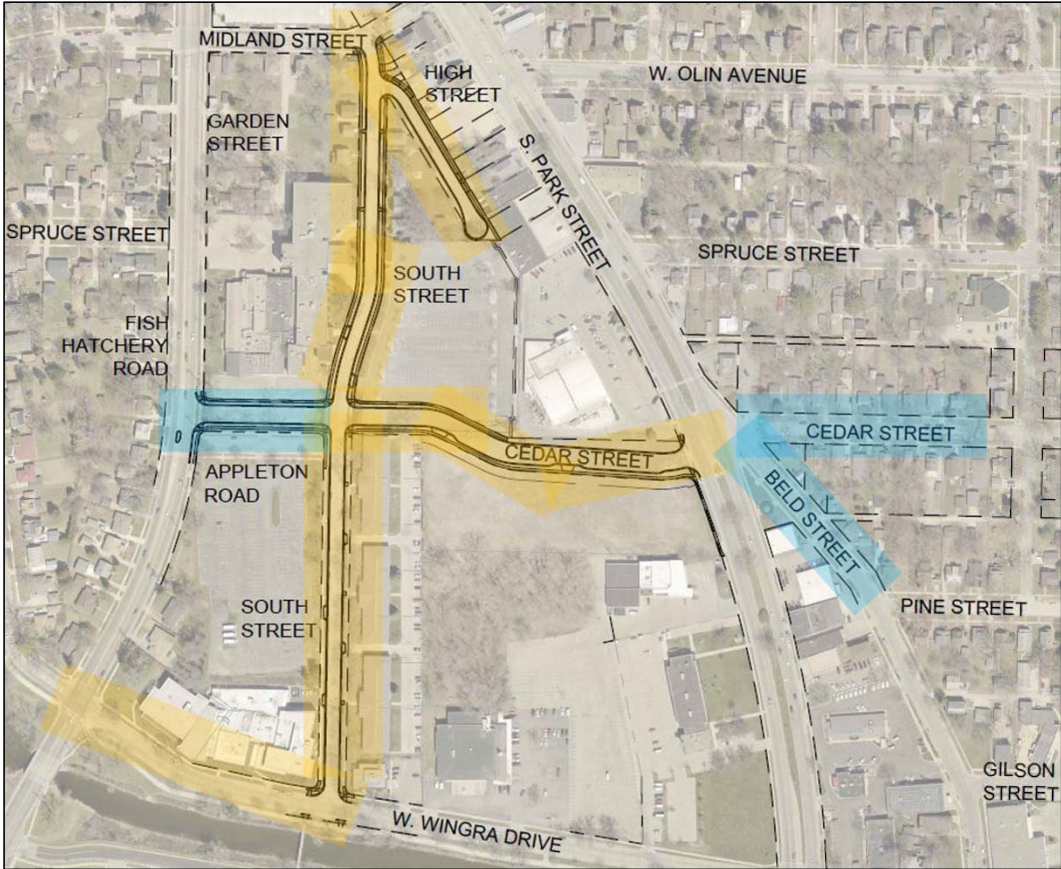
# Project Schedule

- ▶ South St, High St, & Wingra Dr
  - Approving Plan, Specifications, & Assessments
    - September 18, 2020: Mail Assessments, Public Hearing Notice
    - October 7, 2020: Board of Public Works
    - October 20, 2020: Common Council



# Construction Schedule

- ▶ Phase 1: 2021
- ▶ Phase 2: 2022



# Contact Information & Resources

- ▶ Engineering
  - Project Manager, Andrew Zweg, 266-9219, [azweg@cityofmadison.com](mailto:azweg@cityofmadison.com)
- ▶ Traffic Engineering
  - Traffic Designer, Sean Malloy, 266-5987, [smalloy@cityofmadison.com](mailto:smalloy@cityofmadison.com)
  - Pedestrian Bicycle Administrator, Renee Callaway, 266-6225 [recallaway@cityofmadison.com](mailto:recallaway@cityofmadison.com)
- ▶ Project Website: <https://www.cityofmadison.com/engineering/projects/cedar-st-south-st-high-st-w-wingra-dr>
  - Sign-up for project email updates on the website
  - A PDF of the presentation, design information, & construction progress will be posted to the project website
- ▶ Facebook – City of Madison Engineering
- ▶ Twitter – @MadisonEngr
- ▶ Everyday Engineering Podcast – search “Everyday Engineering” on Apple iTunes or GooglePlay

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# Thank You for Attending!

## ▶ Questions

- Please use the “Q&A” option at the bottom of the screen
- Q&A Cedar/S. Park Intersection
- Q&A Cedar St Pavement Marking

## ▶ Engineering

- Project Manager, Andrew Zwieg, 266-9219, [azwieg@cityofmadison.com](mailto:azwieg@cityofmadison.com)

## ▶ Traffic Engineering

- Traffic Designer, Sean Malloy, 266-5987, [smalloy@cityofmadison.com](mailto:smalloy@cityofmadison.com)
- Pedestrian Bicycle Administrator, Renee Callaway, 266-6225 [recallaway@cityofmadison.com](mailto:recallaway@cityofmadison.com)

- ▶ Project Website: <https://www.cityofmadison.com/engineering/projects/cedar-st-south-st-high-st-w-wingra-dr>

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