

PUBLIC INFORMATIONAL MEETING
Southwest Bike/Pedestrian Path
February 26, 2004

WELCOME!

Thank you for taking the time to express your interest in this project. Please add your name to the sign-in sheet if you have not already done so. The City of Madison and their consultant, Strand Associates, Inc. are currently working on the design of the Southwest Bike/Pedestrian Path from Randall Avenue to North Shore Drive. This public meeting will inform you about the project and solicit your comments and concerns to assist us in the design process.

Meeting Format

The meeting format will be an informal “open house” with a brief presentation at 6:30 P.M. followed by questions and answers. Representatives of City Engineering and Strand Associates are on hand to answer individual questions before and after the presentation. We encourage you to provide either verbal or written comments, and a comment form is attached to this packet for your convenience. You may either drop it in the box provided or mail it to us after the meeting. The form also has contact information for both City Engineering and Strand Associates if you prefer to provide comments by phone or e-mail.

Concept

The proposed improvements to this corridor are being designed to accommodate bicycle and pedestrian traffic as well as other nonmotorized uses. The path and its access connections are being designed to accommodate handicapped users to the maximum extent practical. The path will improve safety and efficiency for bike and pedestrian commuters accessing the University and downtown Madison. By connecting the existing Southwest Path with the Brittingham Park Path, this project completes the off-street path connection between the east and west sides of the city. The path will serve an important recreational function, serving the neighborhoods it passes through and linking them to the Capitol City Trail and recreational trail outside the city. It will also improve safe pedestrian access for special events at Camp Randall and the Kohl Center.

Cost and Funding

The current estimated cost for the project is \$1.6 million, which includes both design and construction. The project will be funded with 80 percent federal funds under the Statewide Enhancements Program administered by the Wisconsin Department of Transportation (WisDOT). The remaining 20 percent local funding will be provided by the City of Madison.

Location and Access

The new path will begin at the easterly end of the existing Southwest Path at Randall Avenue and will extend easterly approximately 1.1 miles to North Shore Drive. The path parallels active rail lines operated by the Wisconsin & Southern Railroad for its entire length. West of Murray Street it will be constructed on railroad right-of-way (R/W), and east of Murray on City-owned R/W adjacent to the railroad.

For safety reasons, access across the railroad tracks will be restricted with fencing, and access to the path will be at public street crossings and specially constructed access connections (currently proposed for Brooks and/or Park Street and at Murray Street). The design team is working closely with the Wisconsin & Southern Railroad and WisDOT to protect public safety and ensure the continued viability of the rail corridor.

Design Elements

The path will be paved with asphalt, 10 to 12 feet wide, typically with 2-foot grass shoulders. In many locations the shoulder will be integrated into a concrete curb and gutter to delineate the path from adjacent paved parking areas. The maximum vertical grade will be 5 percent for the main path. Access ramps will have steeper grades but will be designed to ADA Standards.

The path will cross the Park Street underpass on a new bridge parallel to the existing railroad bridge. It will also cross over the Murray Street pedestrian underpass on a new structure. The path will cross the railroad tracks at Doty Street, with a new, signalized crossing designated for bike and pedestrian use only. Geometric modifications will be made at West Washington Avenue to improve the safety of this at-grade crossing.

Retaining walls will be constructed at several locations along the project corridor to accommodate the existing railroad grades while minimizing impacts to adjacent properties, particularly in the segment from Mills Street to Park Street.

Traffic During Construction

Project construction will generally have only minor impact on existing street traffic, with the exception of improvements at Park Street and West Washington Avenue. Traffic will be maintained on both of these streets during construction, but there will be inconvenience because of lane restrictions in the work zones.

Right of Way

Temporary construction easements will be acquired from adjacent properties required at various locations along the path for slope grading, storm sewer, and curb and gutter work. Some R/W may be required for construction of the Murray Street access ramp.

Schedule

Public Informational Meetings	February 2004 and May 2004
Environmental Documentation	March 2004
Preliminary Plans and Design	April 2004
Final Plans	October 2004
Contract Letting	January 2005
Start Construction	March 2005
Complete Construction	October 2005