Davidson St, Maher Ave, Park Ct, Gary St Reconstruction

Public Information Meeting
City of Madison Engineering Division
March 26, 2025

Thank you for attending. We will begin shortly…

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Presentation Overview

Thank You for participating!

- Welcome (Hannah Mohelnitzky, Public Information Officer, City of Madison)
- Presentation (Jose Navarro, Aaron Canton P.E.)
- Q&A (facilitated by Hannah Mohelnitzky)
  - Assisted by:
    - Eric , Storm and Sanitary Designer, City of Madison
    - Kevin, Bike Pedestrian Coordinator, City of Madison
    - Jeremy Nash, Traffic Engineer, City of Madison
- Presentation available on the website:
  - https://www.cityofmadison.com/engineering/projects/davidson-st-park-ct-maher-ave-and-gary-st-reconstruction

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Meeting Technical Housekeeping

- This meeting will be **recorded** and posted to the project page.
- All attendees should be **muted** to keep background noise to a minimum.
- Use the **"Q and A"** button for technical issues with meeting to troubleshoot with staff to assist.
- Use the **"Q and A"** button to type questions about presentation. Questions will be answered live after the presentation.
- Inappropriate questions may be dismissed.
- Use the **"raise your hand"** button to verbally ask your question. You will be prompted to unmute when it is your turn.

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This meeting is being recorded.

It is a public record subject to disclosure.

By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.

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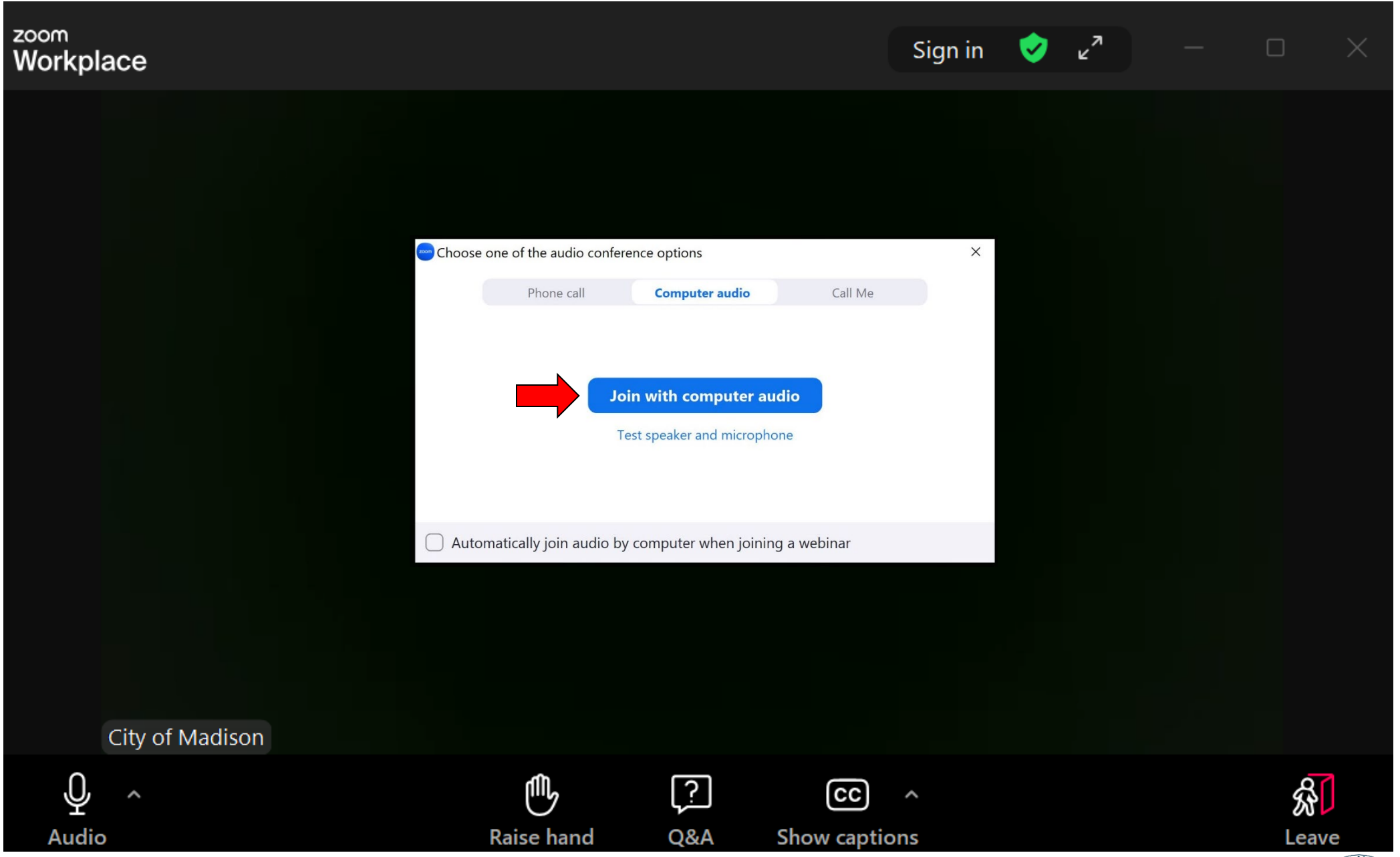
How to Participate



Make sure to join audio

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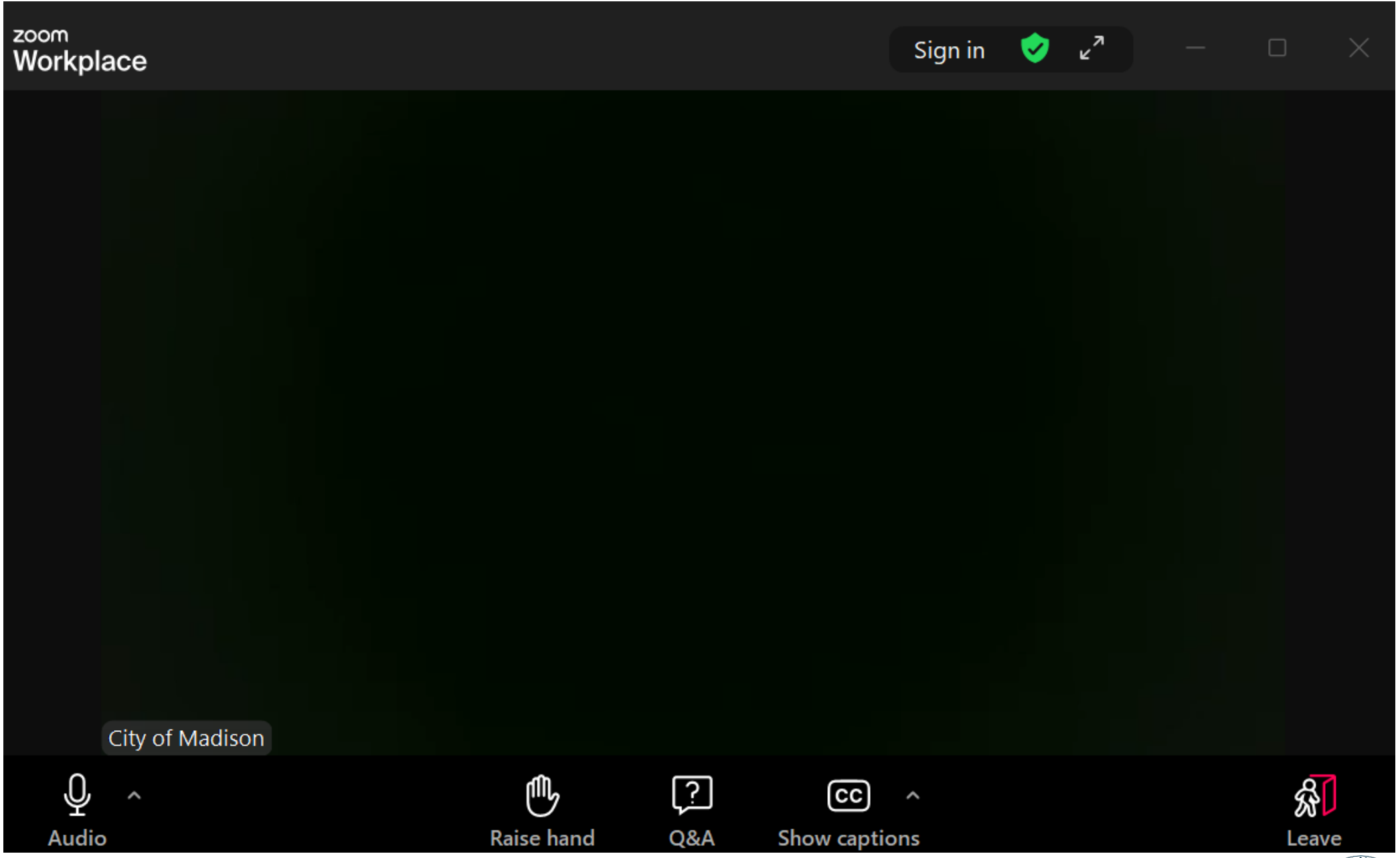

Raise your hand to be unmuted
For comments or ask additional questions.

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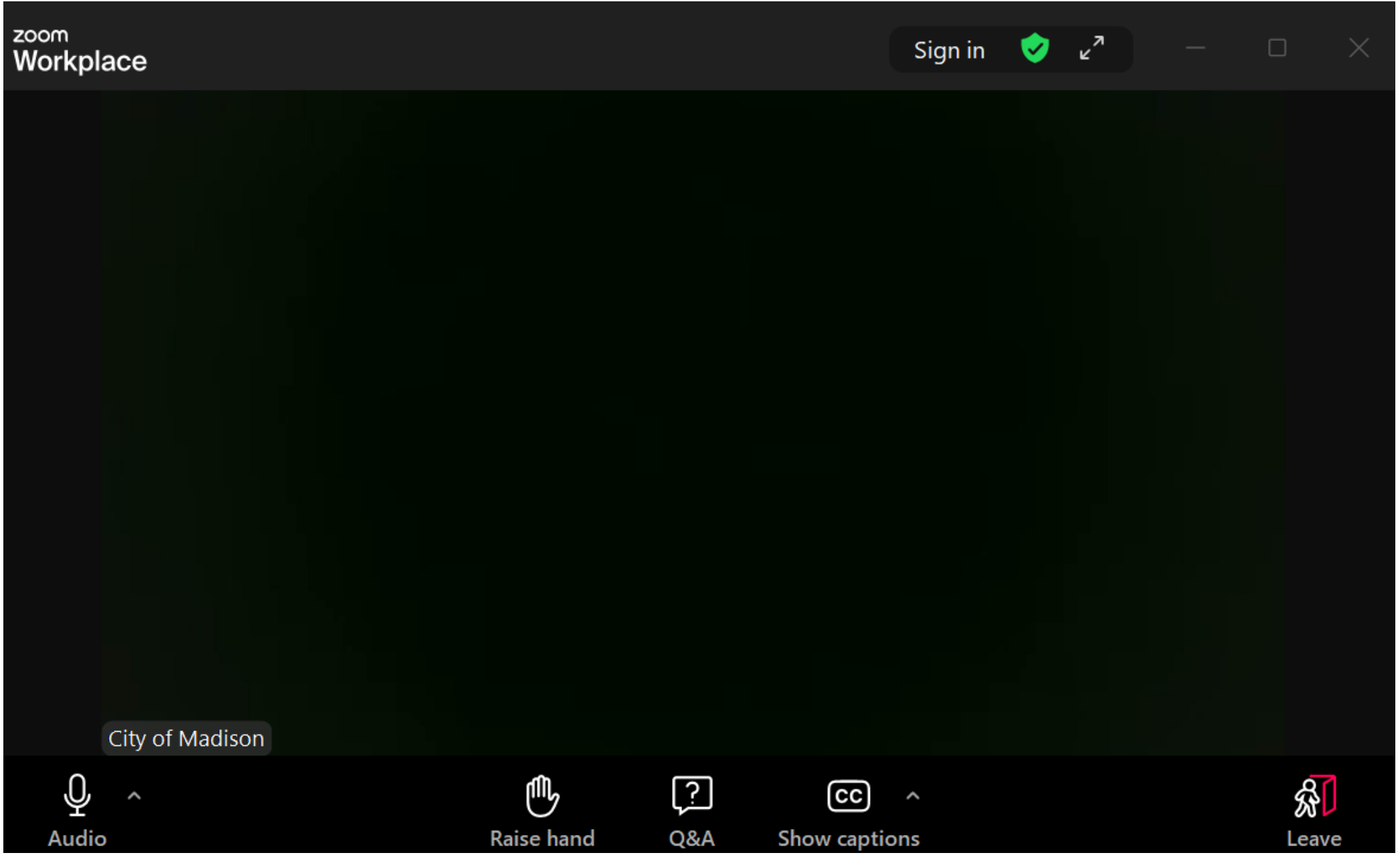

Use Q&A button if you have technical issues or a question for the panelists.

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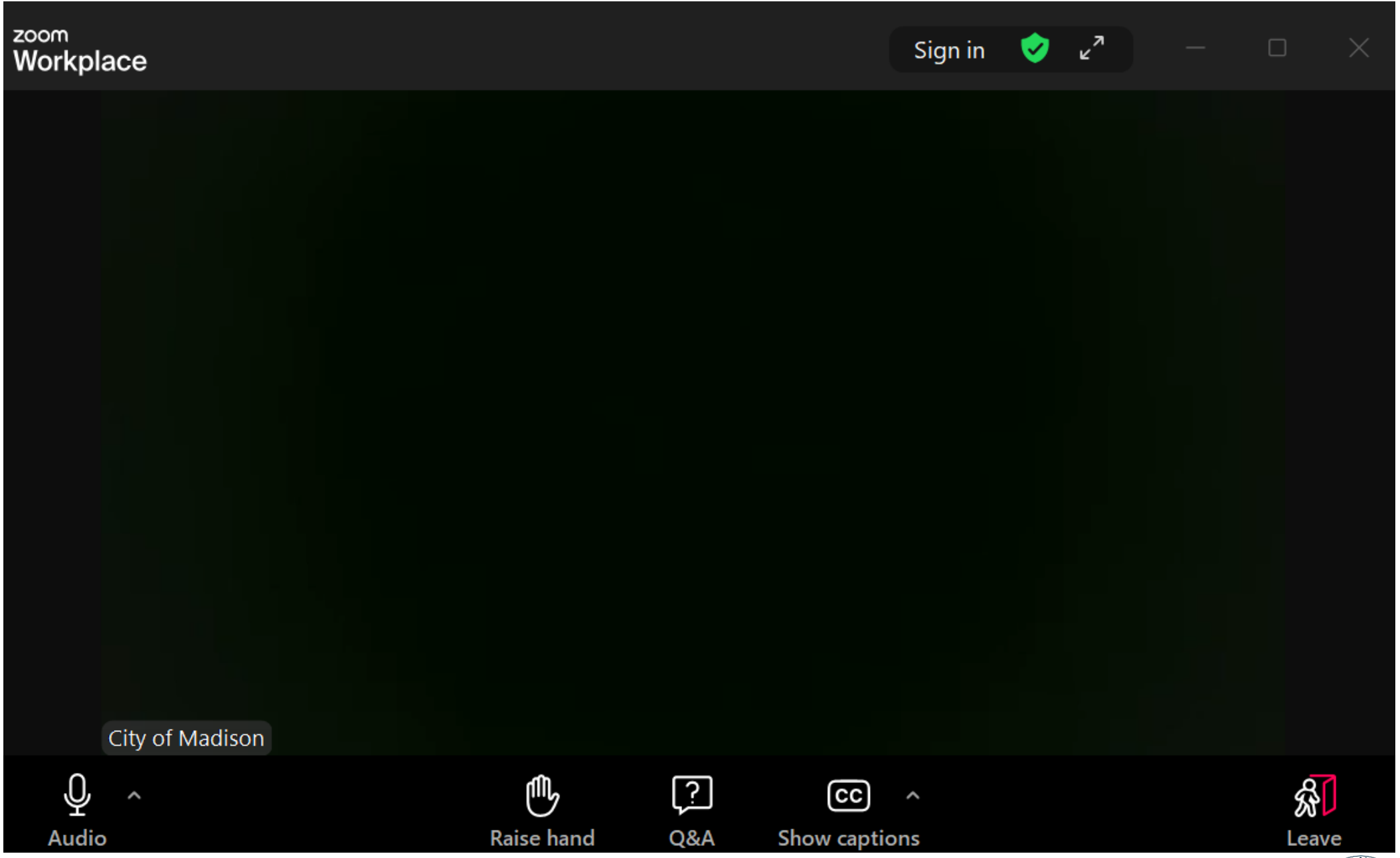
How to Participate



Use Q&A button for all other questions.
We will answer after the presentation.

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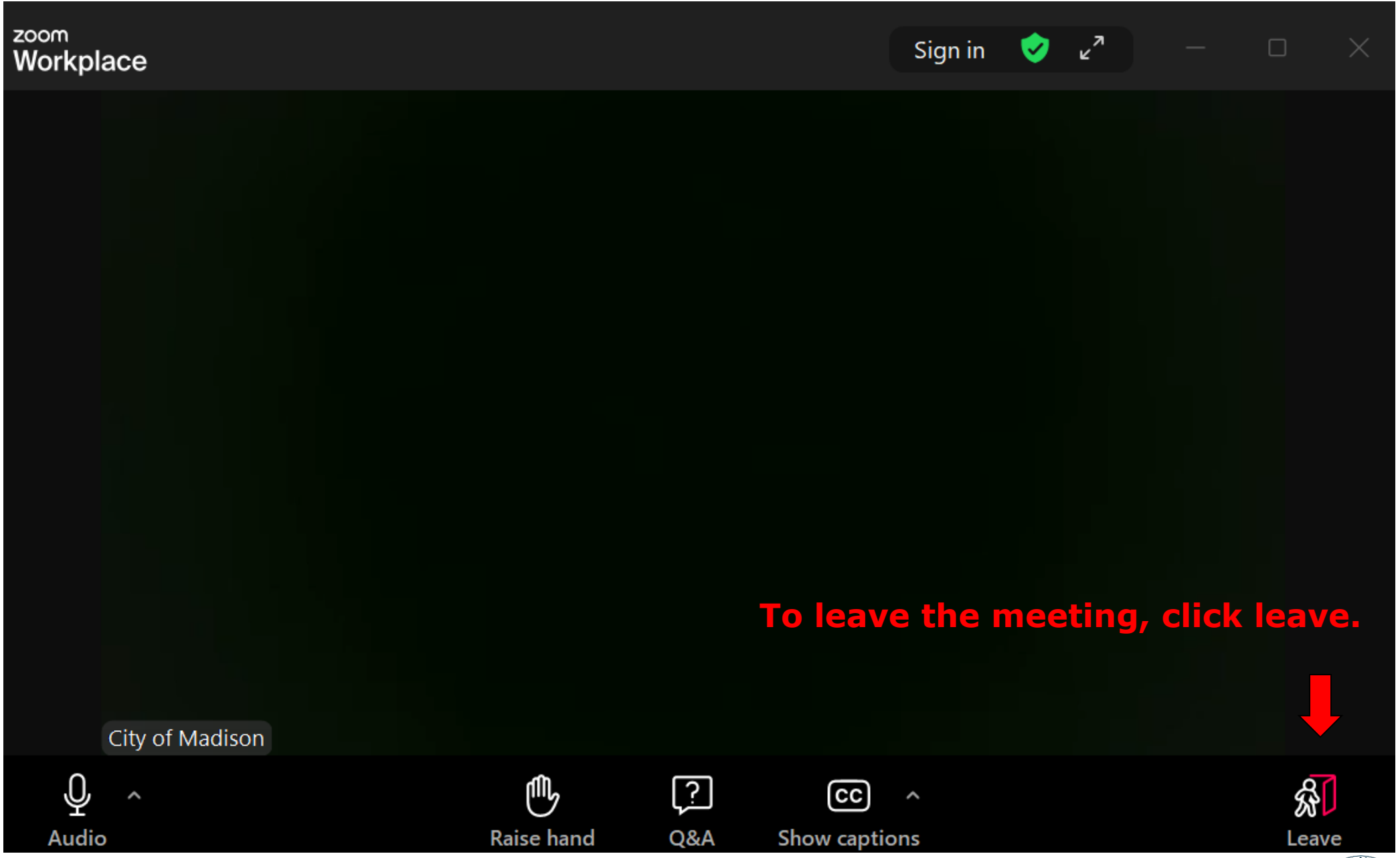

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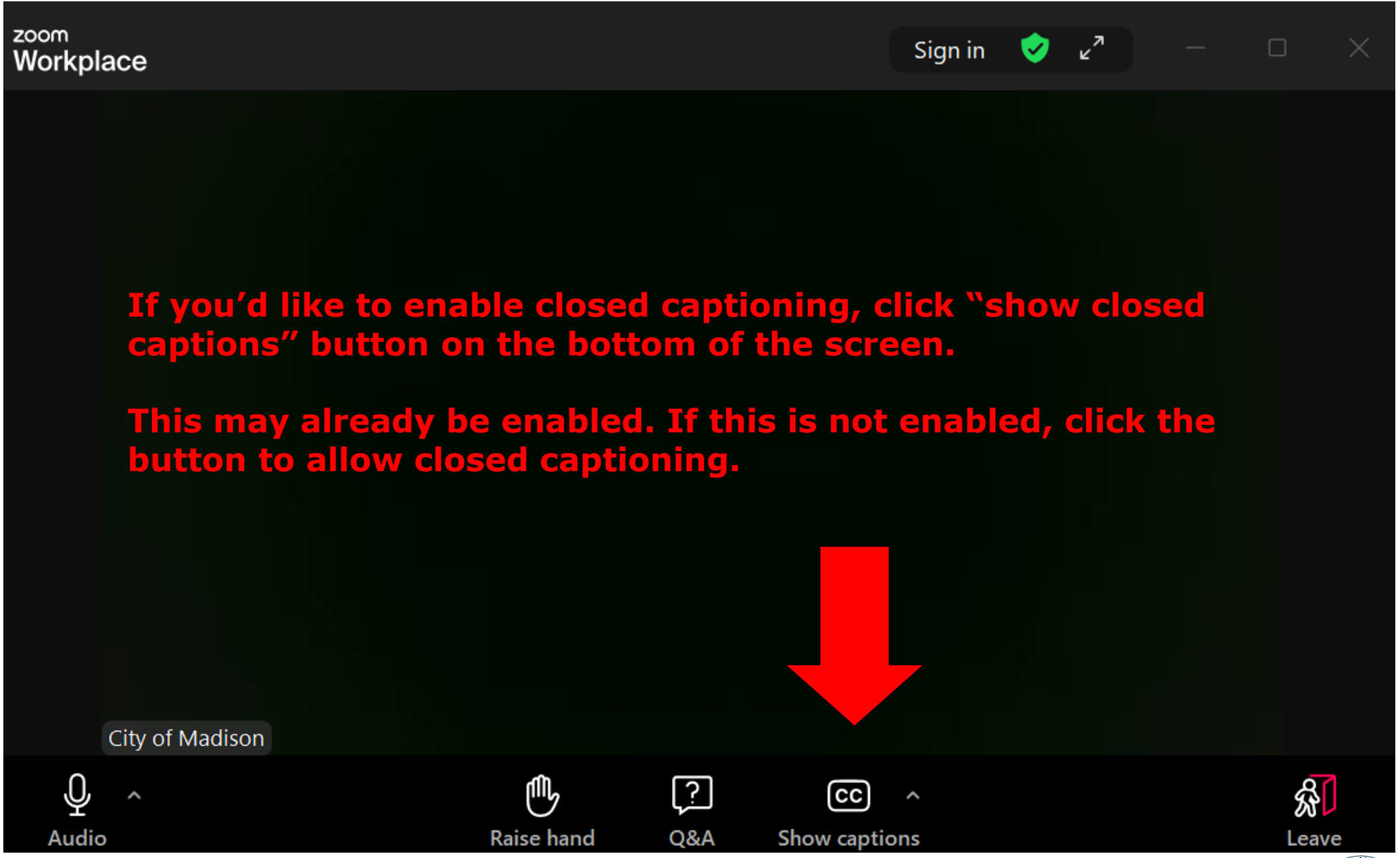

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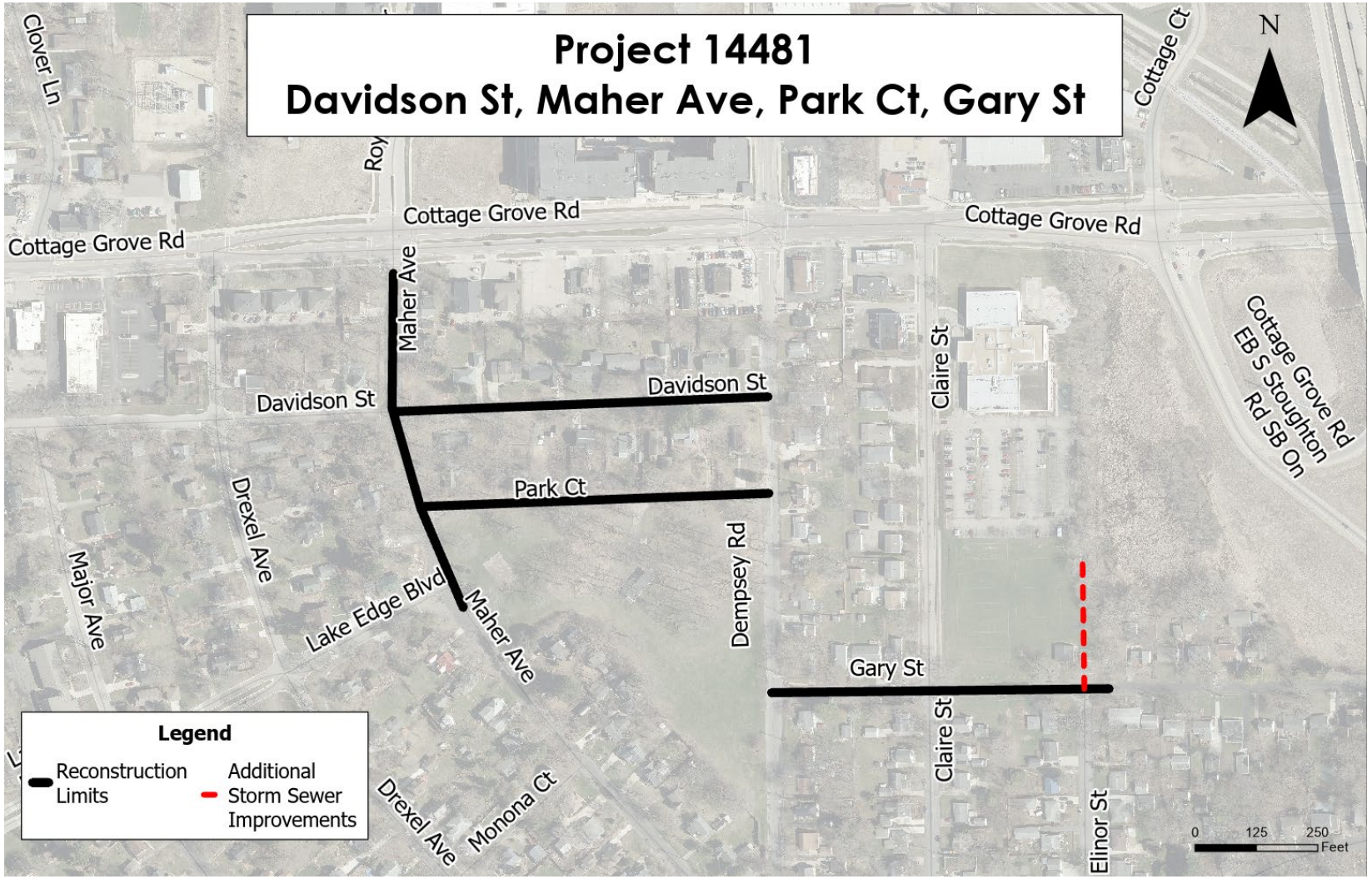
Presentation Overview

- **Project Location**
- Meeting Purpose
- Project Scope
- Vision Zero
- Complete Green Streets
- Street Improvements
- Questionnaire Results
- Existing Conditions
- Forestry
- Speed & Parking Studies
- Construction & Access
- Next Steps
- Contact Information, Resources, Q&A

Project Location



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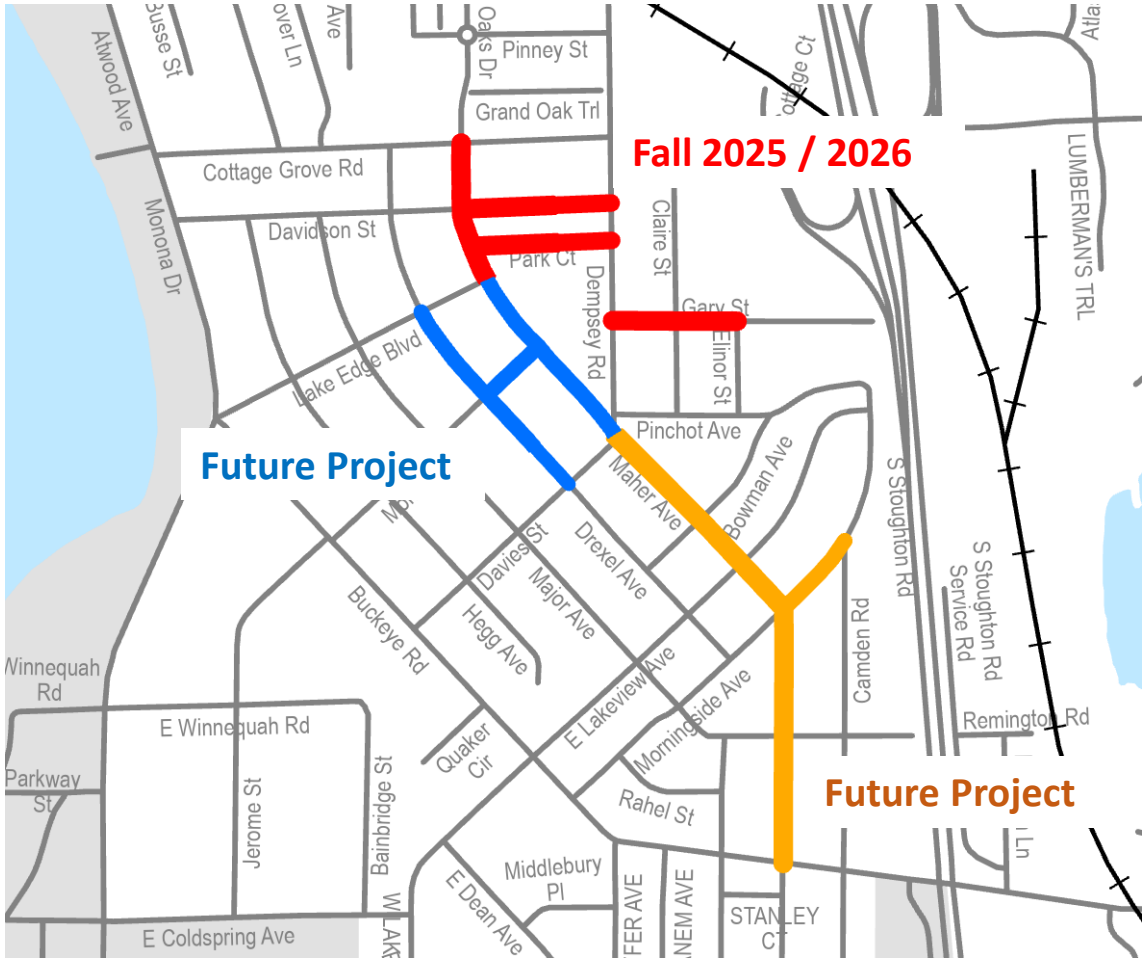
Meeting Purpose (Big Picture)

- Three projects on Maher Ave
- This project is the first part
- What is done here will set up for other projects down the line



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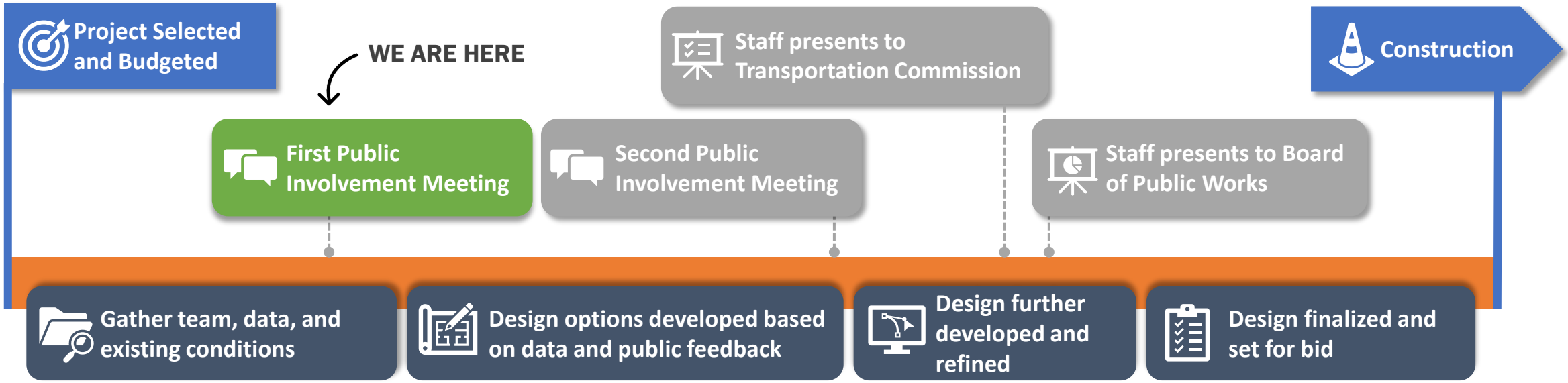
Meeting Purpose (Big Picture)

Project Development Process



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Meeting Purpose

- To gain public feedback regarding the upcoming construction project
- Learn about public concerns involving transportation
- Learn about how the public moves about the neighborhood
- Help the design team formulate street use options for a second public meeting
- Remind the public to fill-out the online questionnaire

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Project Scope

- Street reconstruction
  - Street design will include: curb & gutter, sidewalk (as approved), and driveway aprons
  - Sanitary sewer and water will also be replaced
  - Storm sewer and stormwater features will be added
  - Replacement of asphalt pavement and gravel base
  - Existing street lighting to remain and looked at to be improved
  - Opportunity for Rain gardens may present themselves as design options are looked at

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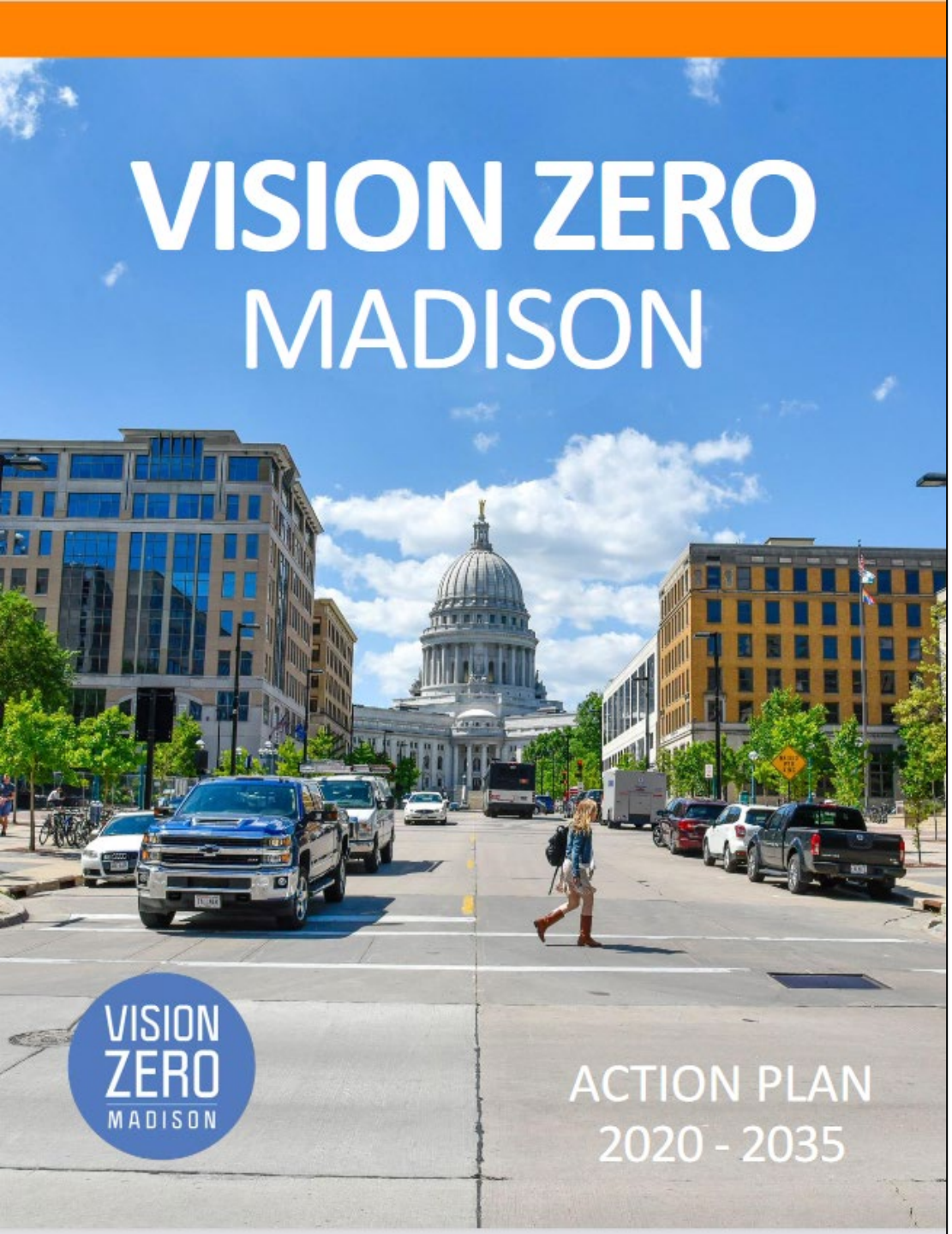
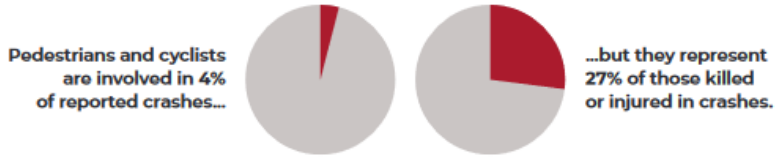


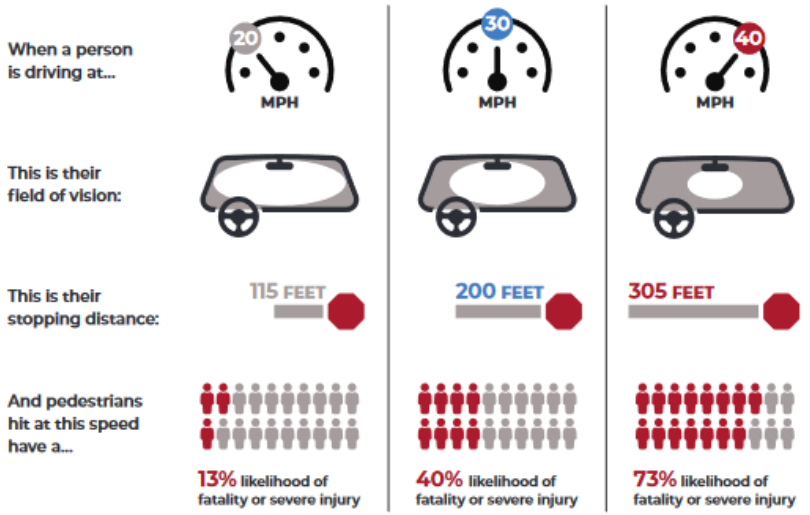
Why Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proven successful across Europe and now it's gaining momentum in major American cities.

Pedestrians and Cyclists are Disproportionately Represented in Injuries and Fatalities



Controlling Speed is a Key Factor in Vision Zero



Vision Zero

- Intends to eliminate traffic deaths and severe injuries on City streets by 2035
- Increase safe, healthy, equitable mobility for all ages and abilities
- Project Area is not on a High Injury Network
- Project Area - no existing walking or bike facilities
- Metro Transit local route
  - Cottage Grove Rd (Bus C)
  - Davies St (Bus G)
- Project Philosophy Goal
  - Add curb, sidewalk, and pedestrian crossings

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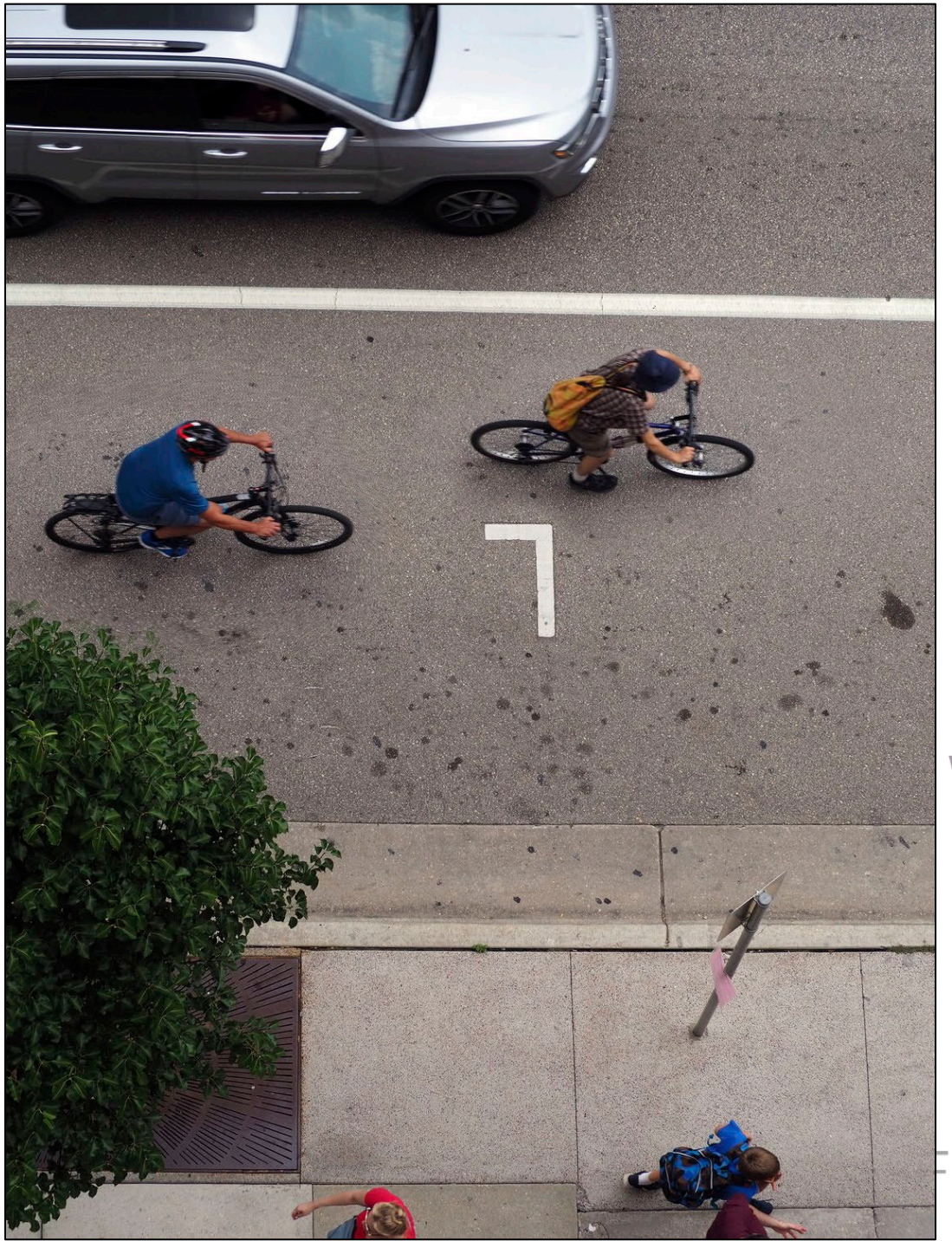
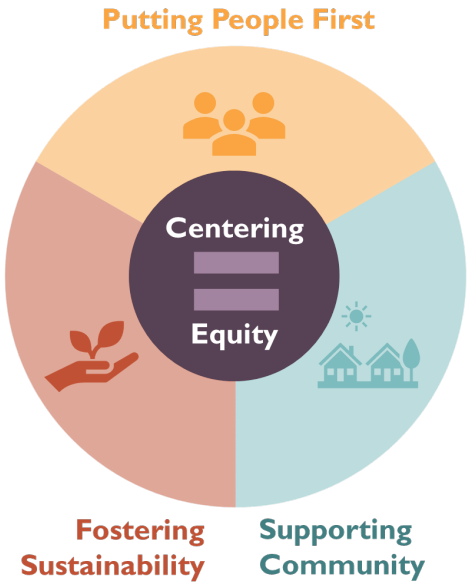
City of Madison

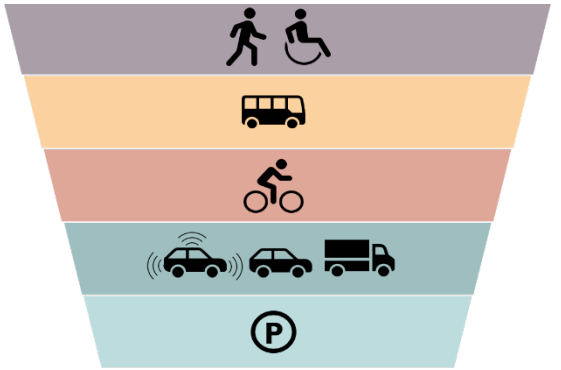
Complete Green Streets Guide



STREET VALUES



MODAL HIERARCHY



Approved January 6, 2023

MADISON

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Principles of Complete Green Streets

- Streets are for everyone, no matter who they are or how they travel.
- There is no one design but instead each design considers the specific context of the neighborhood and street.
- Streets are designed and operated to prioritize safety, comfort and access for all users.
- Green infrastructure integrates sustainability in the right of way to help our City be more resilient and helps provide a welcoming public place.

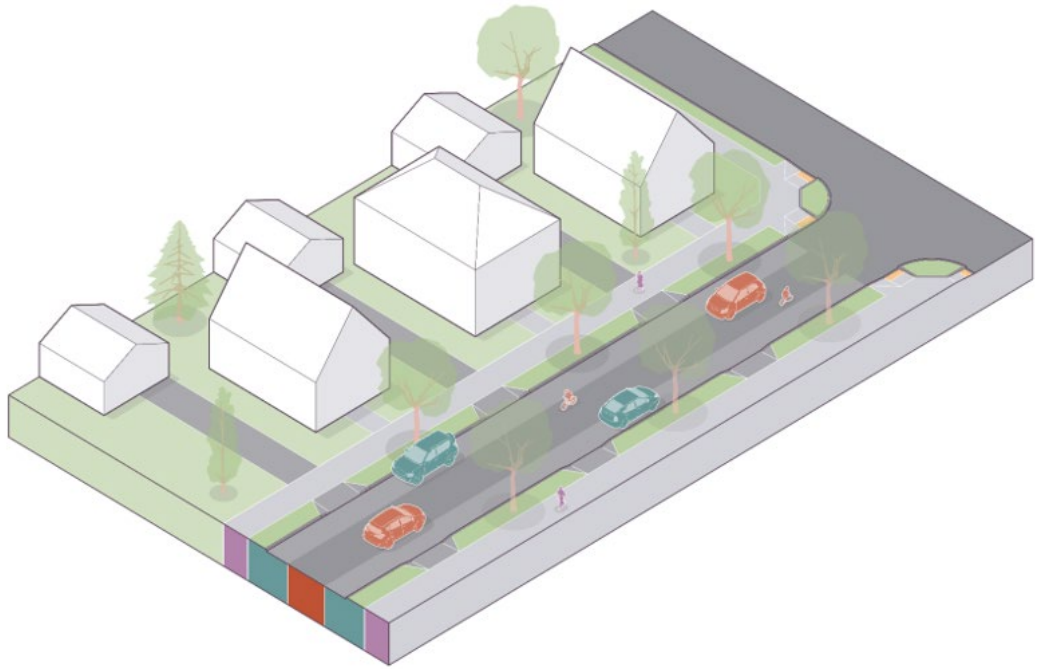
COMPLETE GREEN STREETS – STREET TYPE

Neighborhood Yield Street

Context: Residential neighborhood

Description: This is the standard street type to be applied on many older neighborhood streets. May allow parking on only one side. Does NOT allow two drivers to pass each other (one must give way) when parked vehicles are present, which provides a traffic-calming effect.

Target Speed: 20 mph or less



Zone Priorities and Preferred Elements for Each Zone

Walkway High Priority	**Flex Zone** Medium Priority	**Travelway** Low Priority	**Additional Considerations**
Standard sidewalks, with landscaping between the sidewalk and homes or buildings. May shift closer to or farther from the street to avoid impacting existing canopy trees. In constrained conditions (e.g., "Court" streets), sidewalk may be located back-of-curb and on only one side.	Landscaped terrace with street trees. May straddle the walkway when the walkway is close to the street to avoid impacting existing canopy trees. On-street parking on one or both sides.	Two-way travel without lane markings, typically requiring one direction to give way to the other. No dedicated bikeway.	Snow emergency zones, parking restrictions, parking demand, emergency access.

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Rural to Urban Road Type

- Project area to transition to Urban Road Type
- Introduction to Curb and Gutter
- Benefits
  - Sends stormwater to collection points
    - Inlet Structures help sediment collection/pollution removal (Increases water quality)
  - Increases road longevity
  - Guides people to not park/drive on terrace
  - Helps Plows stay within the street

Terrace Rain Gardens

terrace rain garden

- Collect the stormwater runoff from the road
- 1 foot deep (from top of the curb)
- Constructed and planted by the city
  - Use native vegetation
- Maintenance is done by the residents
  - Guides are available
- $100 cost to residents
  - City pays $3,000 for construction and planting

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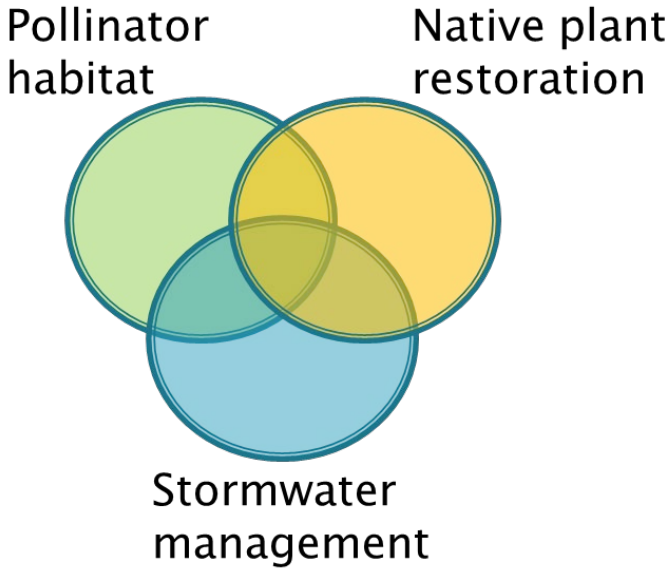
Learn more at: www.cityofmadison.com/TerraceRainGardens

Terrace Rain Gardens

- Stormwater management:
  - Helps infiltrate stormwater into the ground instead of going to the sewers, and then the lake
  - Helps minimized flooding
  - Best option for ground water recharge
- Pollinator habitat:
  - The natives plants can provide food and nesting space
  - Flowers throughout the summer
- Native plant restoration:
  - Showcase the native plants of Wisconsin
  - A fraction of original prairie remains in Wisconsin



Gardens can be interesting and a place for art. These fish start a lot of conversations.

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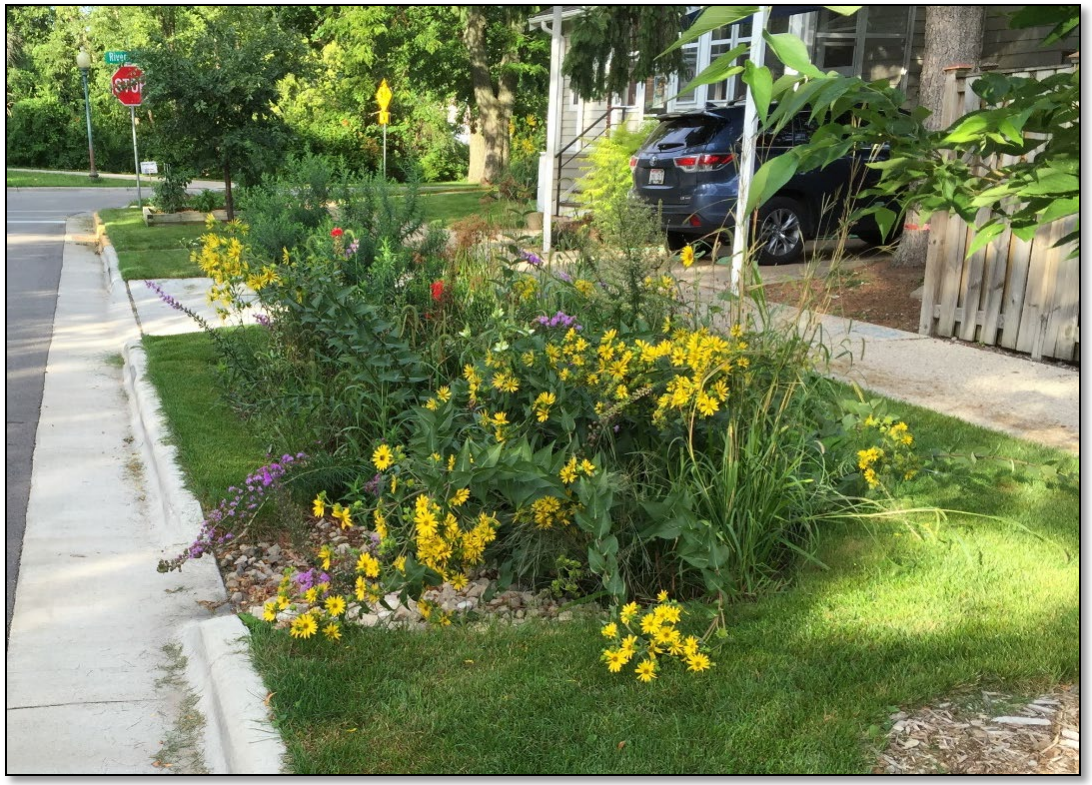
Terrace Rain Gardens

- Criteria
  - Terrace (area between curb & sidewalk) must be at least 10 feet wide
  - At least be 15 feet long
  - Trees to be at least 10 feet from edge of the rain garden
  - Driveways and sidewalk ramps need to be at least 3 feet from edge of rain garden
  - Needs to overflow back into the curb, away from the sidewalk/house
  - Terraces cannot be to steep (in any direction)

Terrace Rain Garden

- Interested?
- City will determine whether or not your terrace is suitable
- If you didn't indicate interest on the survey please contact Sarah Lerner directly
  - Email: slerner@cityofmadison.com
  - Phone: (608) 261-8592



terrace rain garden

- You can learn more at: www.cityofmadison.com/TerraceRainGardens

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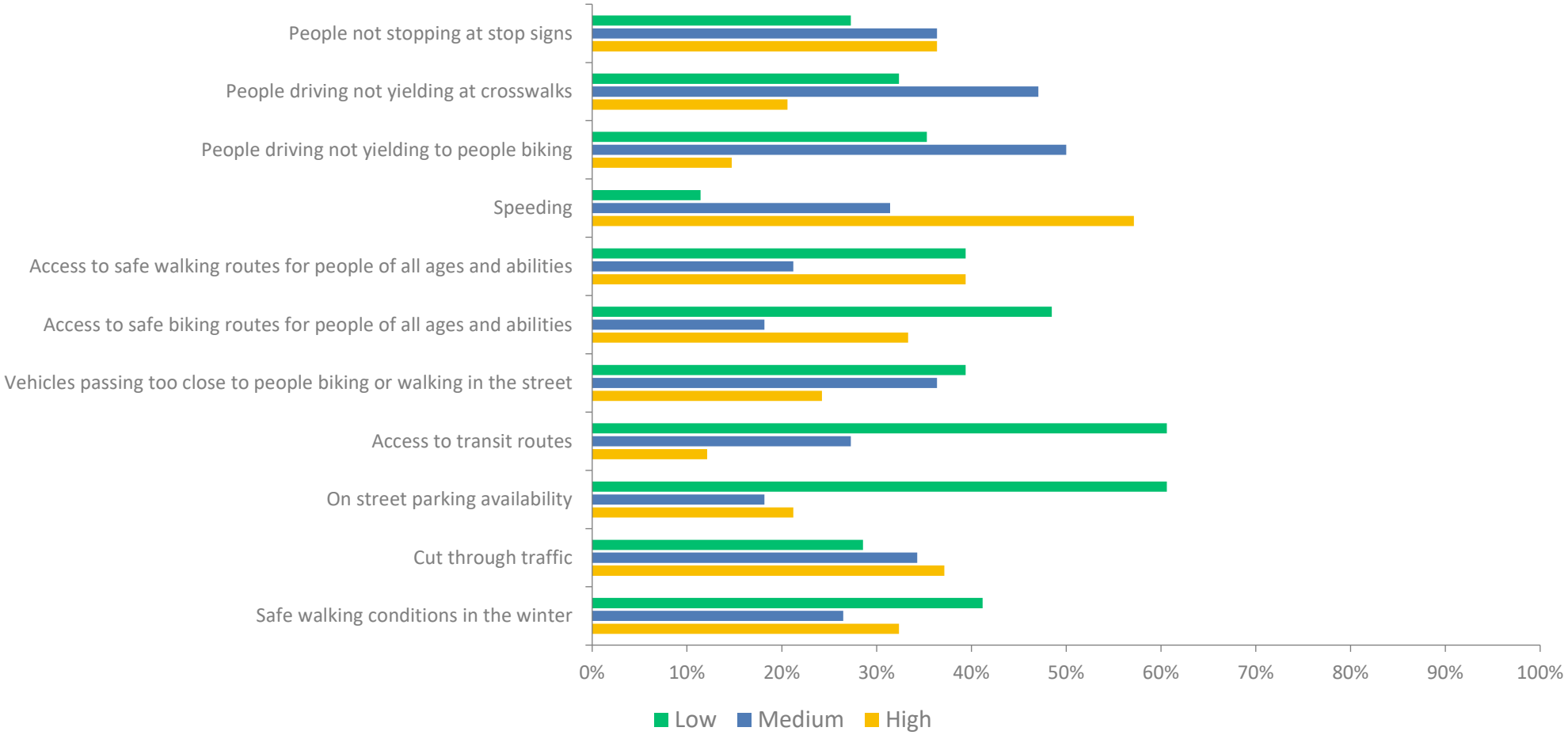
Questionnaire Results

- Transportation concerns - low, moderate or high
  - 35 responses



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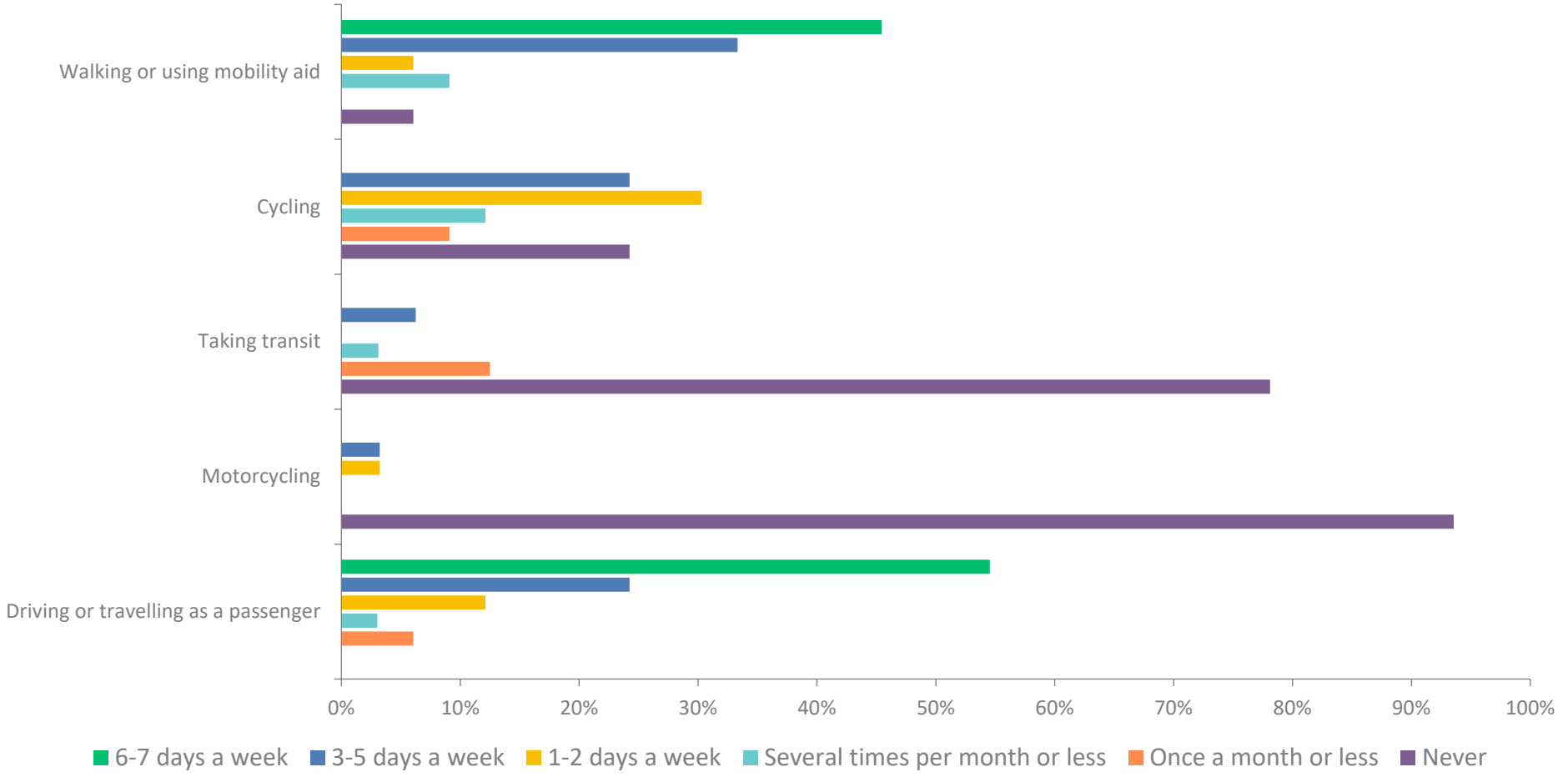
Questionnaire Results

- Transportation modes
  - 33 responses



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Existing Conditions – Maher Ave

Item	Existing Condition (Cottage Grove Rd – Lake Edge Blvd)
Last Surfaced	2015 – Seal Coat
Pavement Surface Evaluation & Rating	4/10 – structural improvement required, over 50% of pavement is cracked & deteriorated
Curb Rating	No curb to rate
Width	31’ – 37’
Surface	Asphalt
Sidewalk	None present
Sanitary	8” VCP 1952 (Located in Street)
Water	6” Cast Iron 1950 (Located in Street)
Storm	18” RCP 1961 (Located at intersection with Lake Edge Blvd)

Existing Conditions – Maher Ave

Maher Looking down towards Davidson

Maher Looking down towards Davidson

Maher and Cottage Grove

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Existing Conditions – Davidson St

Item	Existing Condition – (Maher Ave to Dempsey Rd)
Last Surfaced	2010 – Seal Coat
Pavement Surface Evaluation & Rating	3/10 – Reconstruction needed. Surface and base deteriorated
Curb Rating	No curb present
Width	30’ – 32’
Surface	Asphalt
Sidewalk	None present
Sanitary	8” VCP 1952 (Located in street)
Water	6” Cast Iron 1950 (Located in street)
Storm	12” RCP 1961 (Present at Low point at 506 Davidson St)

Existing Conditions – Davidson St

Davidson at Maher Looking Towards Dempsey

Davidson Looking Towards Dempsey

Davidson Looking Towards Dempsey (509 Davidson)

Davidson Looking Towards Dempsey (Across 506 Davidson)

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Existing Conditions – Park Ct

Item	Existing Condition – (Maher Ave to Dempsey Rd)
Last Surfaced	2004 – Seal Coat
Pavement Surface Evaluation & Rating	2/10 – Reconstruction needed. Surface and Base deteriorated
Curb Rating	None present
Width	23’ – 26’
Surface	Asphalt
Sidewalk	None present
Sanitary	None present (Homes are connected via Davidson St)
Water	None present (Homes are connected via Davidson St)
Storm	18” RCP 1961 (Located at 4002 Maher Ave)

Existing Conditions – Park Ct

Park at Dempsey Looking Towards Maher

Park Looking Towards Maher

Park Looking Towards Maher

Park Looking Towards Maher

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Existing Conditions – Gary St

Item	Existing Condition – (Dempsey Rd to Elinor St)
Last Surfaced	2015 – Seal Coat
Pavement Surface Evaluation & Rating	5/10 – Structural improvement required
Curb Rating	None present
Width	25’ – 30’
Surface	Asphalt
Sidewalk	None present
Sanitary	8” RCP 1952 (Located in street)
Water	6” Cast iron 1950 (Located in street)
Storm	12” RCP 1925 (Located in street)

Existing Conditions – Gary St

Gary at Dempsey Looking Towards Claire

Gary Looking Towards Claire

Gary at Elinor Looking Towards Claire

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Forestry Information

- City Engineering has reviewed the project with City Forestry & a Forestry representative will work with the City design team, City Construction Inspector, and Contractor during construction
- Any trees in poor condition to be removed
- Tree sensitive design approach, could be tree impacts in design and will discuss specific impacts in next PIM
- Tree priority score
  - 95 out of 100 tree equity score, https://www.treeequityscore.org/
  - 43% canopy cover
  - Planting new trees
    - Low priority
  - Maintaining existing trees
    - High priority
- Shrubs within Right-of-Way potentially removed

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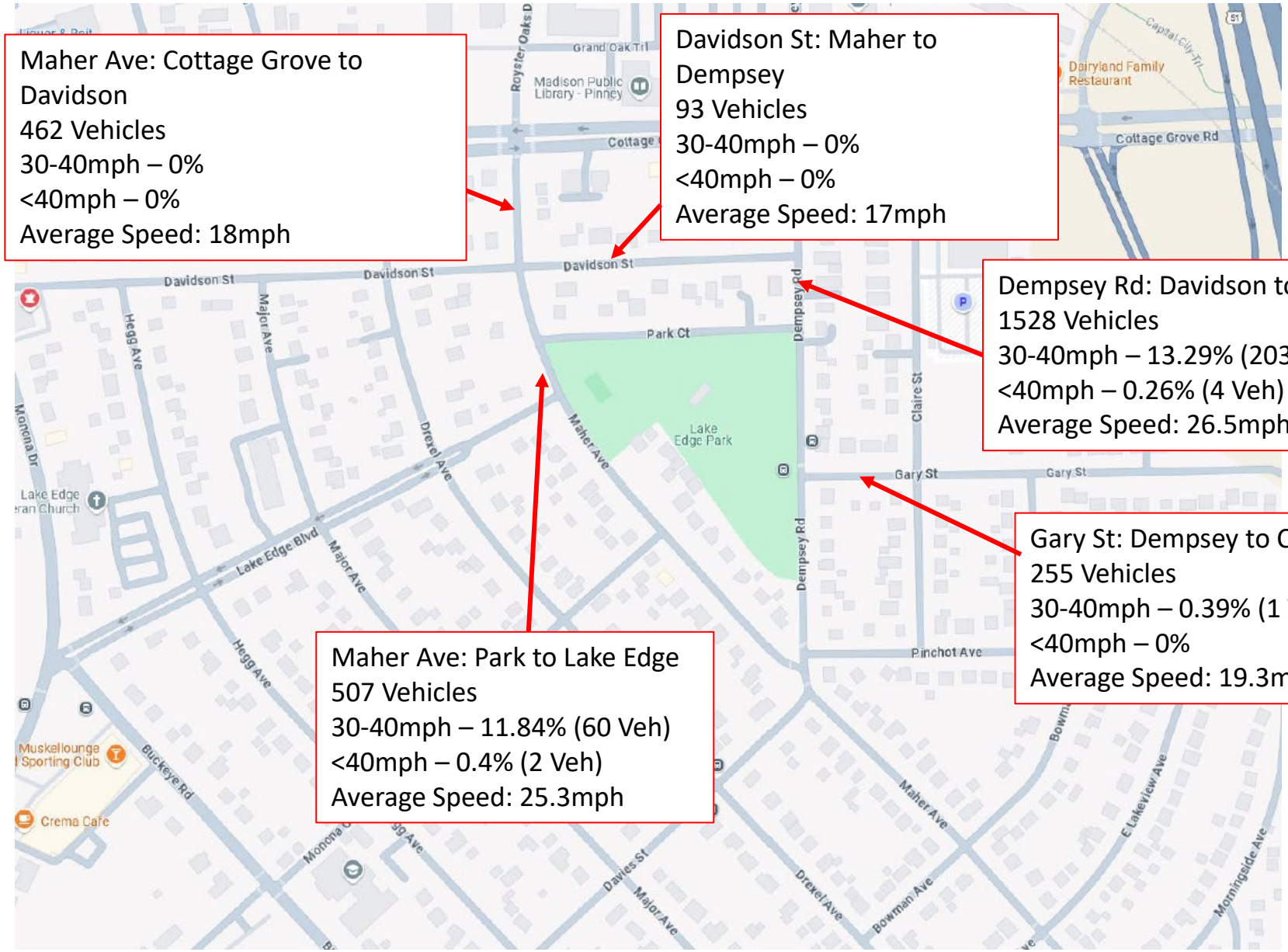
Speed Study

- No Major speeding issues on Davidson St or Gary St
- Speeding Issues occur on Maher Ave as cars move southbound

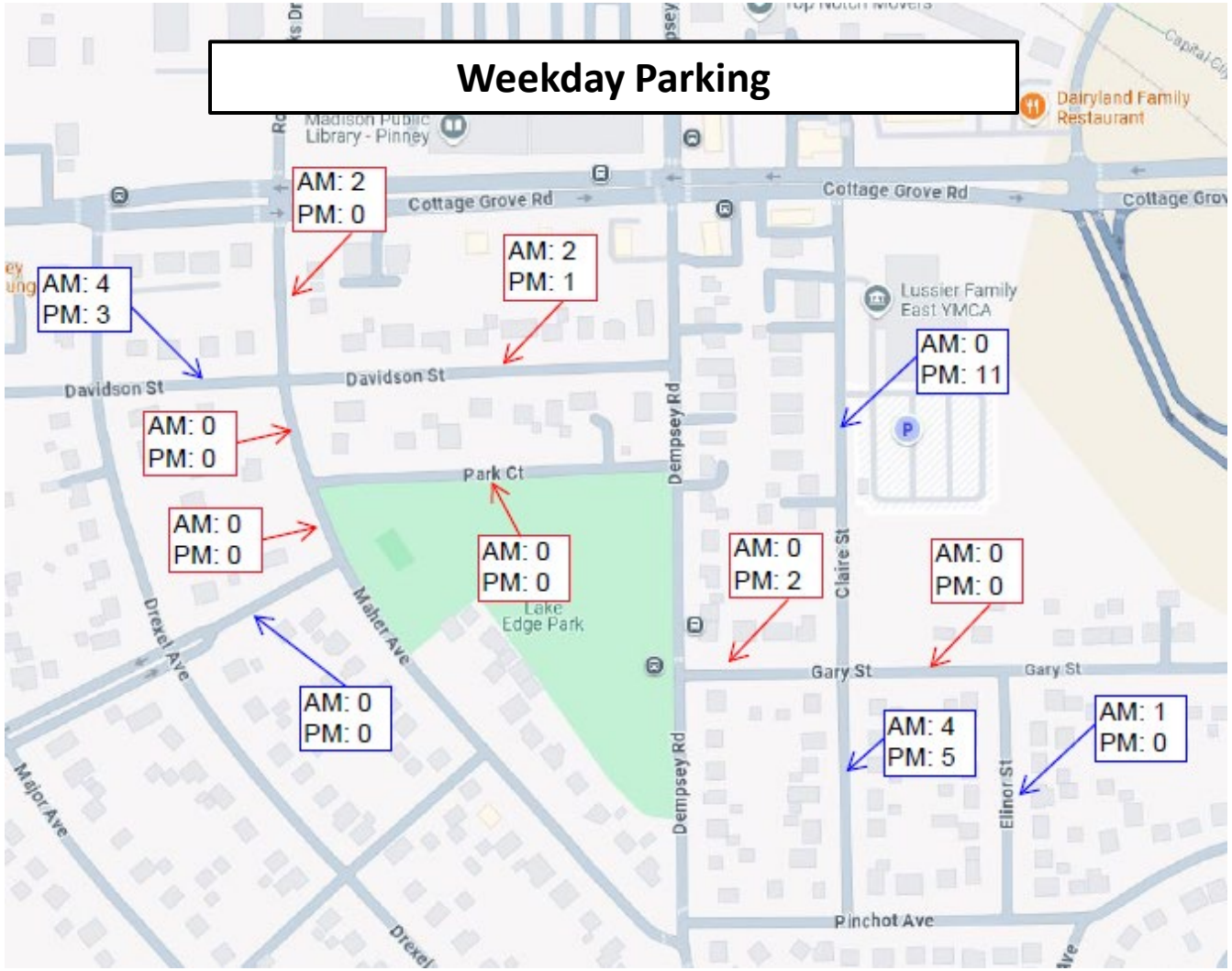


Existing Conditions: On-Street Parking

Red – Parking in Project Limits
Blue – Parking in side streets

Parking Study

- Between 0 and 4 vehicles parked per block
- Counts taken during mid morning & mid evening



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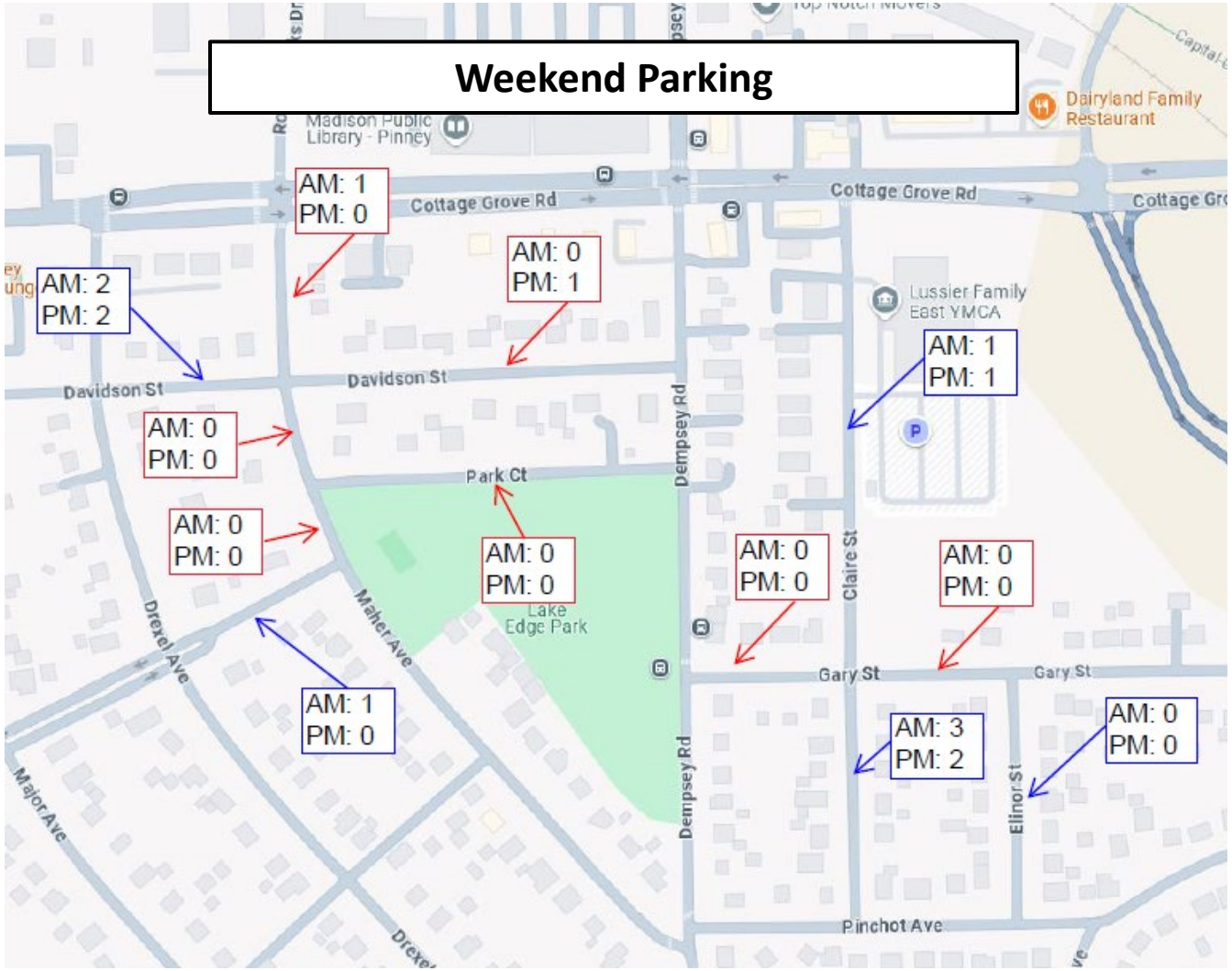
Existing Conditions: On-Street Parking

Red – Parking in Project Limits
Blue – Parking in side streets

Parking Study

- Between 0 and 3 vehicles parked per block
- Counts taken during mid morning & mid evening



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Construction & Access

- Street open to local traffic (residents), closed to through traffic
- Driveways access will maintained as much as possible during construction
  - Not accessible when contractor is working directly in front
  - Closed when curb, sidewalk (if any), and driveway apron installed
    - Up to 20 days with no driveway access for concrete items
- Approximately 4-5 months to complete work
- Construction: Potential Fall 2025 – Spring/Summer 2026
  - MGE will relocate private utility replacement ahead of major reconstruction
- Anticipate that the entire right-of-way will be disturbed
- Any items near the street that you wish to save, should be removed prior to the start of construction

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Next Steps

- Collect feed back / questionnaire end
  - Questionnaire to end April 2nd 5pm
- Designing alternatives will start
- New survey Prior to second PIM
  - Will include design alternatives
- Second PIM to be held late April or early May

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Contact Information & Resources

- City of Madison
  - Engineer, Jose Navarro, (608) 267-1148, jnavarro@cityofmadison.com
  - Engineer, Aaron Canton, (608)242-4763, acanton@cityofmadison.com
  - Storm/Sanitary Engineer, Eric Cefalu, (608) 243-5894, ecefalu@cityofmadison.com
  - Water Engineer, Ryan Newman, (608) 261-9640, rnewman@madisonwater.org
  - Traffic Engineer, Jeremy Nash, (608) 266-6585, jnash@cityofmadison.com
  - Bike/Pedestrian Coordinator, Kevin Luecke, (608) 266-6225, kluecke@cityofmadison.com

- Project Website:
- https://www.cityofmadison.com/engineering/projects/davidson-st-park-ct-maher-ave-and-gary-st-reconstruction
  - Sign-up for project email updates on the website
  - Updates on closures & work progress will be posted to the project website
  - Recording of this presentation will be posted on the project website

- Facebook – City of Madison Engineering
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