



# Midvale Boulevard Resurfacing & Safety Improvement Project Construction 2025

Public Information Meeting  
City of Madison Engineering Division  
January 30, 2025

Presentation will begin at 6:30 pm.

*Thank you for attending. We will begin shortly...*

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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.



**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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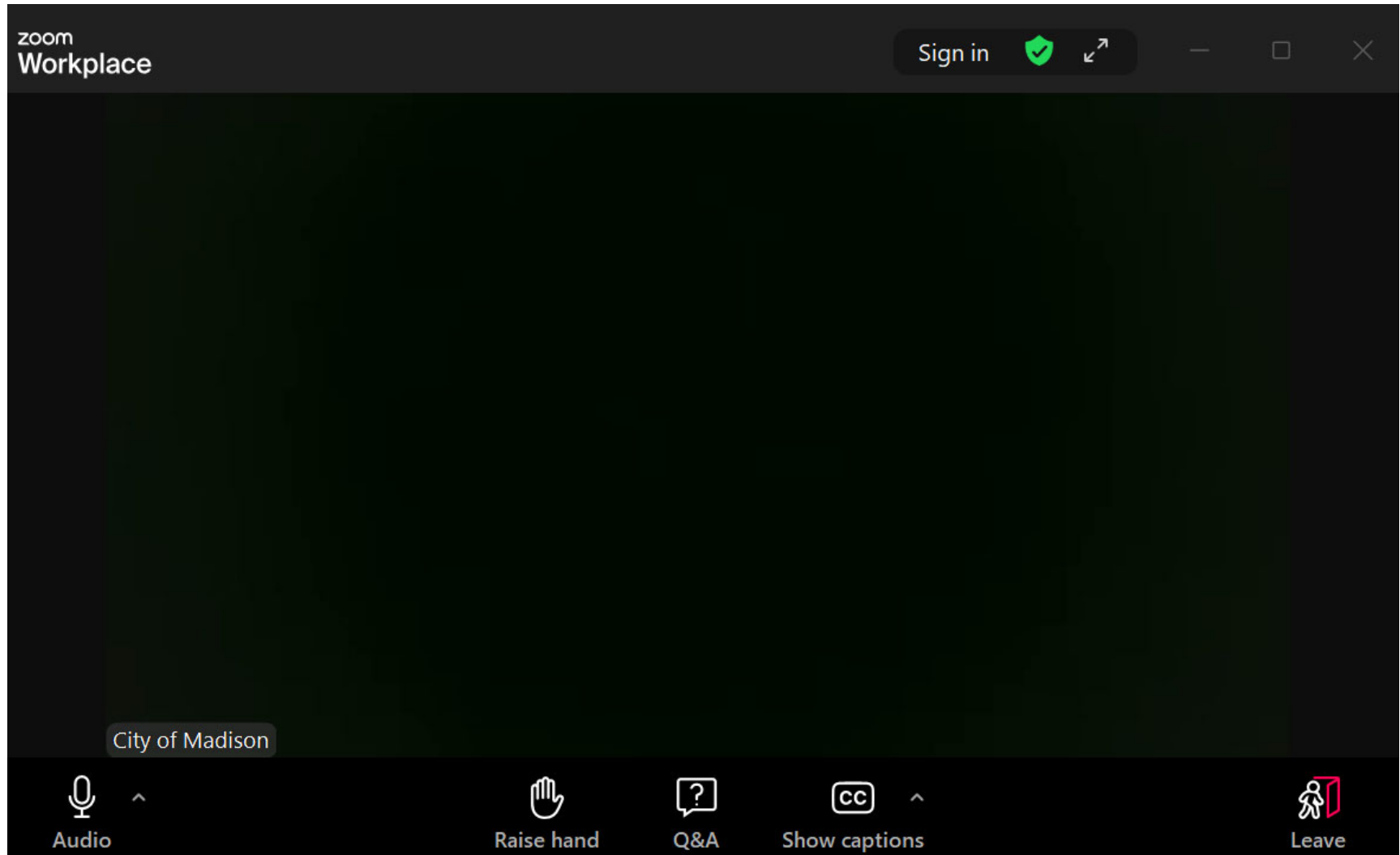
# How to Participate

The screenshot shows the Zoom Workplace interface. At the top left, it says "zoom Workplace". At the top right, there is a "Sign in" button with a green checkmark icon and a window control icon. In the center, a dialog box titled "Choose one of the audio conference options" is displayed. It has three tabs: "Phone call", "Computer audio" (which is selected), and "Call Me". Below the tabs, there is a blue button labeled "Join with computer audio" with a red arrow pointing to it. Underneath this button is the text "Test speaker and microphone". At the bottom of the dialog box, there is a checkbox labeled "Automatically join audio by computer when joining a webinar". At the bottom of the Zoom window, there is a toolbar with several icons: a microphone icon labeled "Audio", a hand icon labeled "Raise hand", a question mark icon labeled "Q&A", a "CC" icon labeled "Show captions", and a person icon labeled "Leave". Above the "Audio" icon, the name "City of Madison" is visible.

Make sure to join audio →

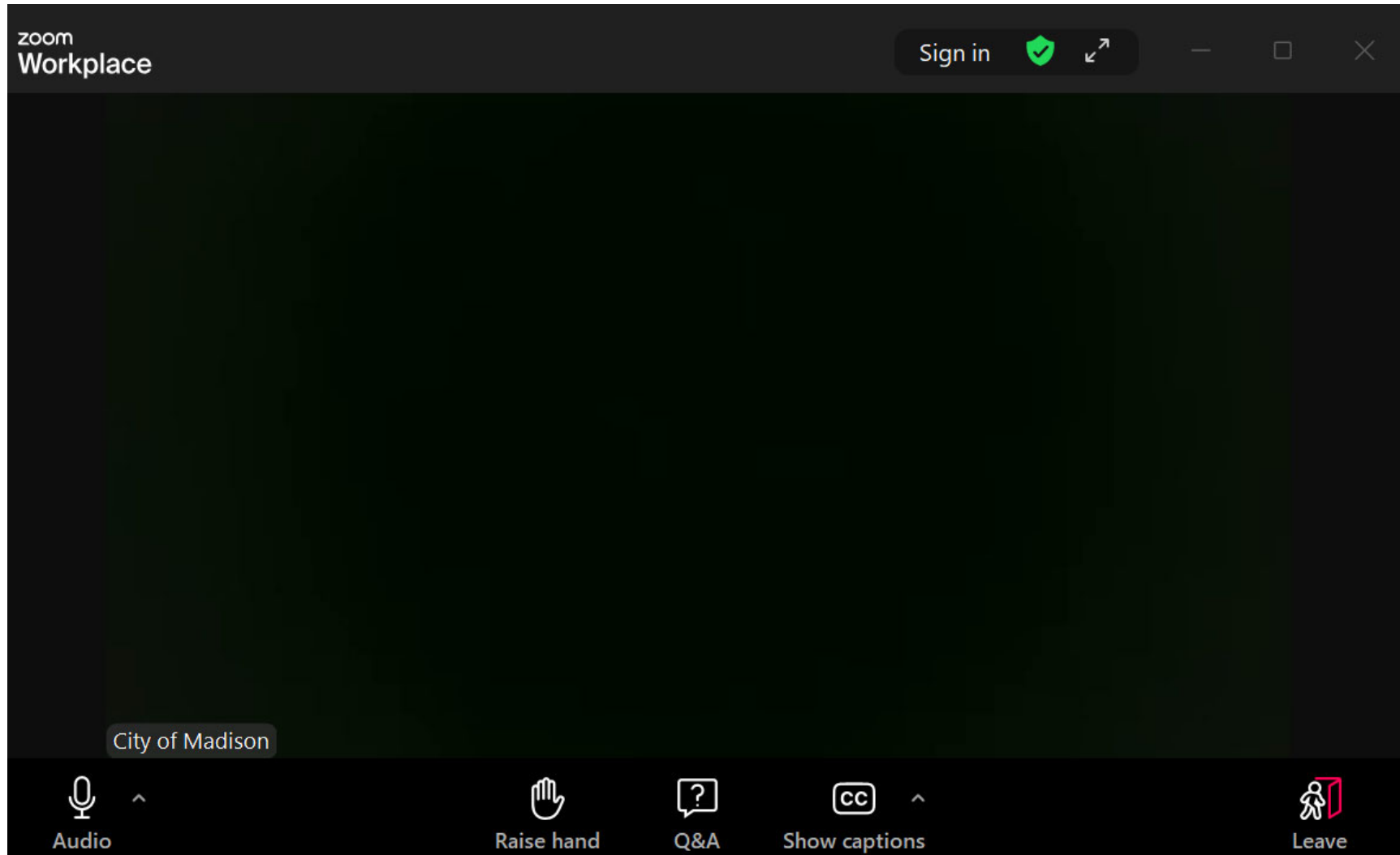


## How to Participate



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

## How to Participate



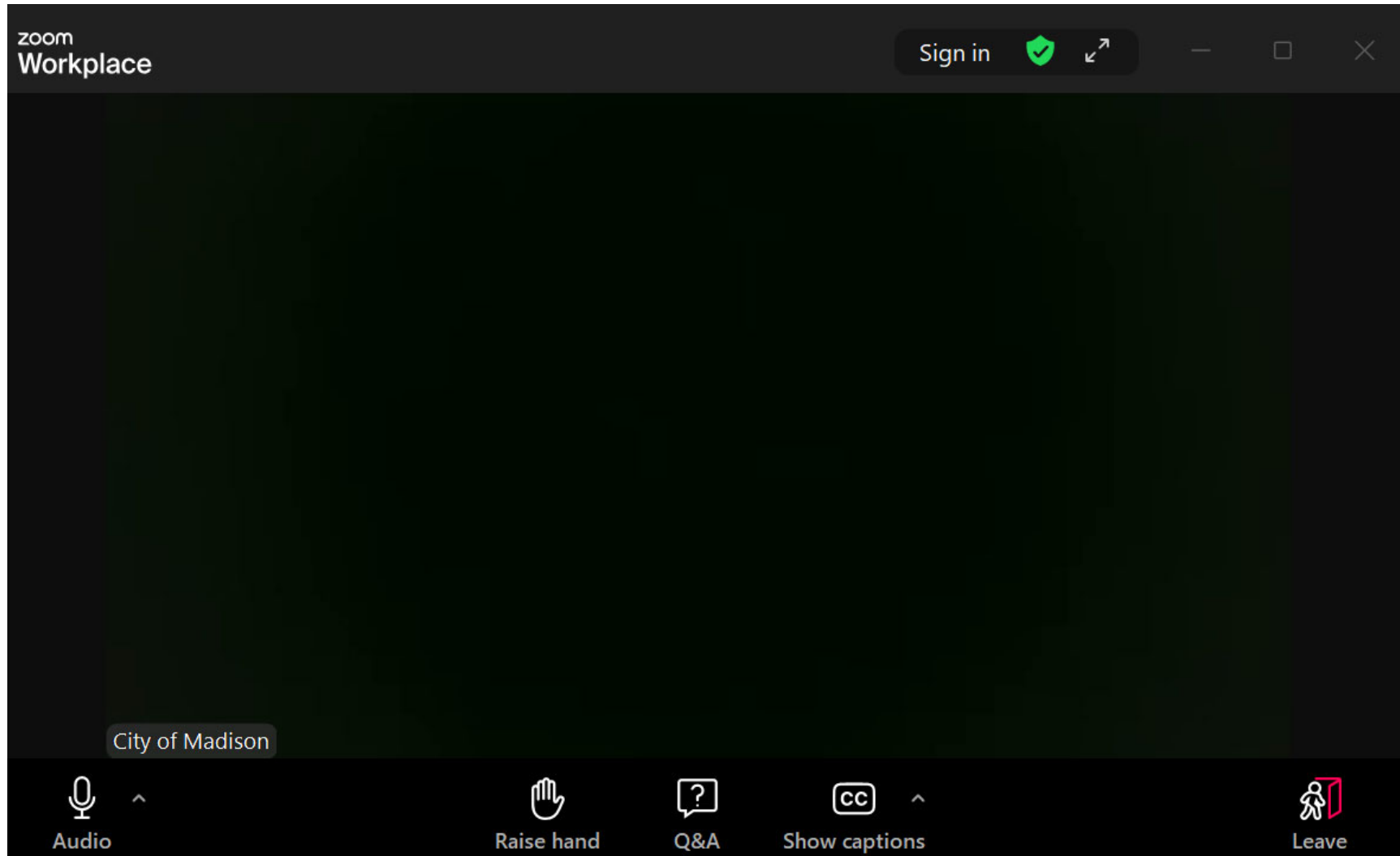
Use **Q&A button** if you have technical issues or a question for the panelists.



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## How to Participate



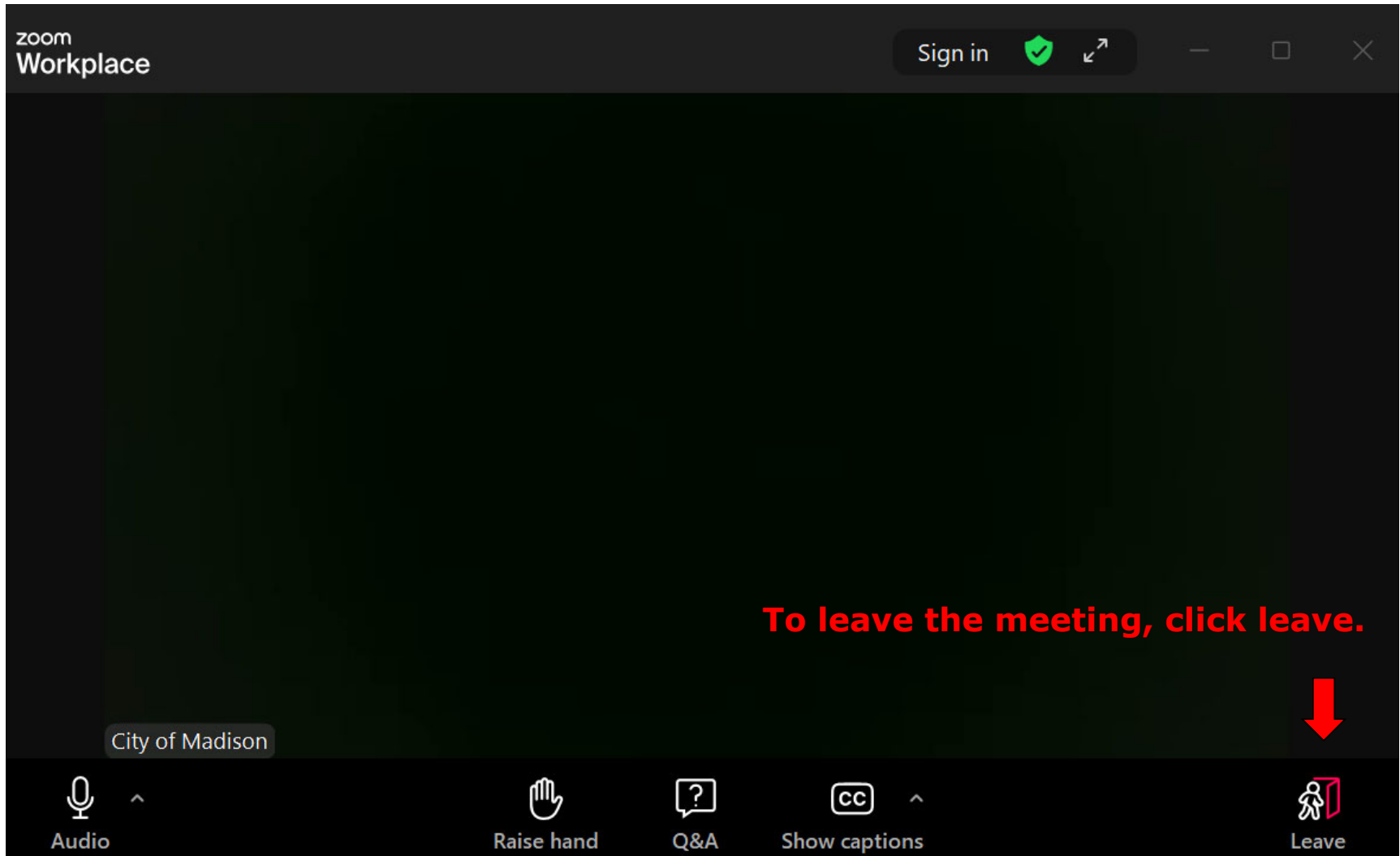
Use **Q&A button for all other questions.**  
We will answer after the presentation.



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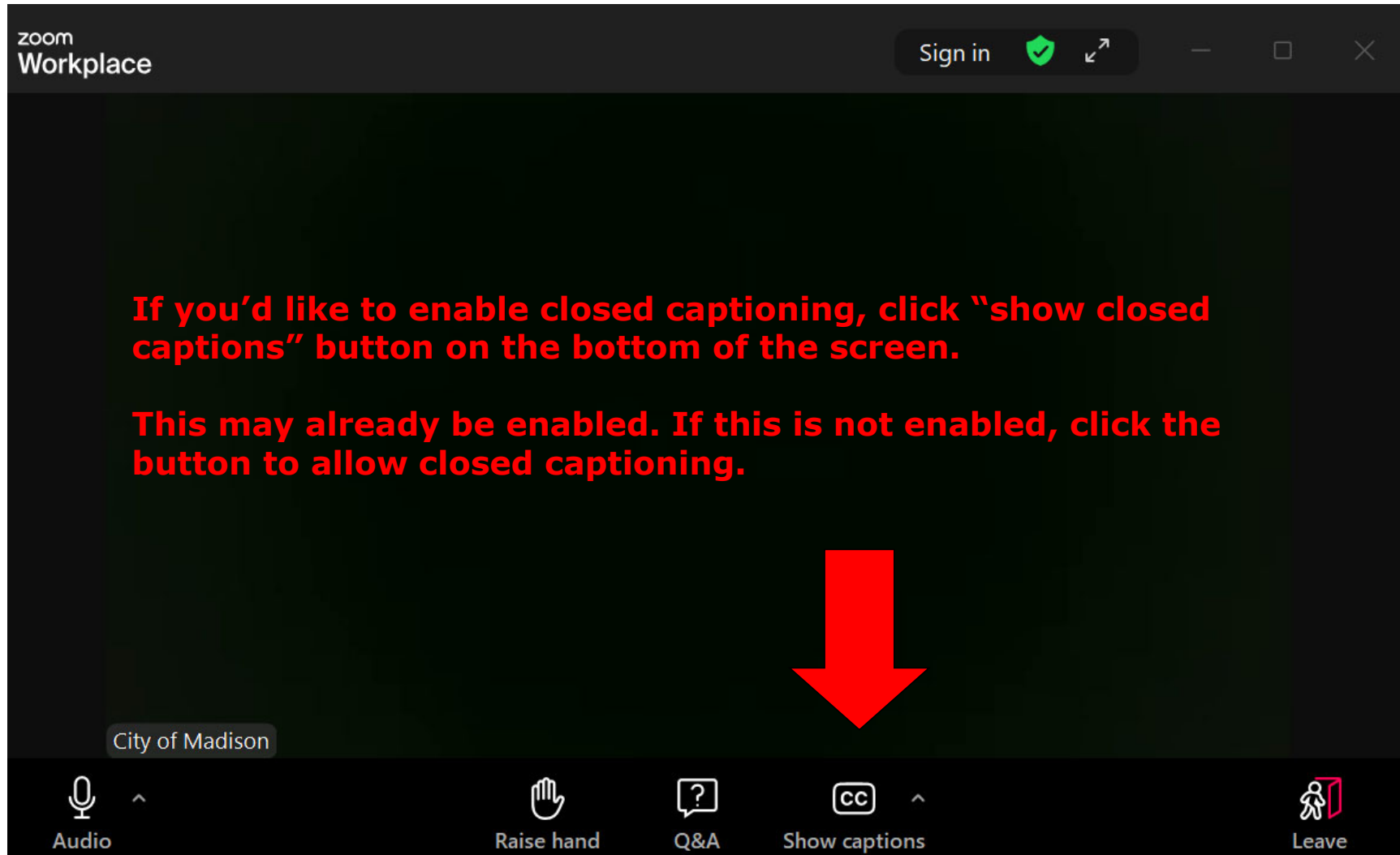
# How to Participate



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## How to Participate



The image shows a Zoom Workplace window with a dark theme. At the top left, it says "zoom Workplace". At the top right, there is a "Sign in" button with a green checkmark icon and a window control icon. The main area of the window is dark and contains two lines of red text: "If you'd like to enable closed captioning, click 'show closed captions' button on the bottom of the screen." and "This may already be enabled. If this is not enabled, click the button to allow closed captioning." Below the text, a large red arrow points down to the "Show captions" button in the Zoom control bar at the bottom. The control bar includes buttons for "Audio", "Raise hand", "Q&A", "Show captions", and "Leave". The name "City of Madison" is visible in the top left of the control bar.

zoom Workplace

Sign in

**If you'd like to enable closed captioning, click "show closed captions" button on the bottom of the screen.**

**This may already be enabled. If this is not enabled, click the button to allow closed captioning.**

City of Madison

Audio Raise hand Q&A Show captions Leave

# Presentation Introductions

## Thank You for participating!

- Welcome (Hannah Mohelnitzky, Public Information Officer, City of Madison)
- Introduction (Alder Tishler, District 11 and Alder Vidaver, District 5)
- Presentation:
  - Engineering - Nick Jaeckels PE, Project Manager
  - Traffic Engineering – Renee Callaway and Tom Mohr PE
- Q&A (facilitated by Hannah Mohelnitzky)
  - Assisted by:
    - Chris Petykowski PE, Assistant City Engineer
    - Andy Zweg PE, Principal Engineer, City of Madison
    - Lukas Collins, Traffic Engineer, City of Madison
    - Kevin Luecke, Pedestrian Bicycle Administrator, City of Madison
- Presentation available on the website
  - <https://www.cityofmadison.com/engineering/projects/midvale-blvd-resurfacing-safety-improvement-project>

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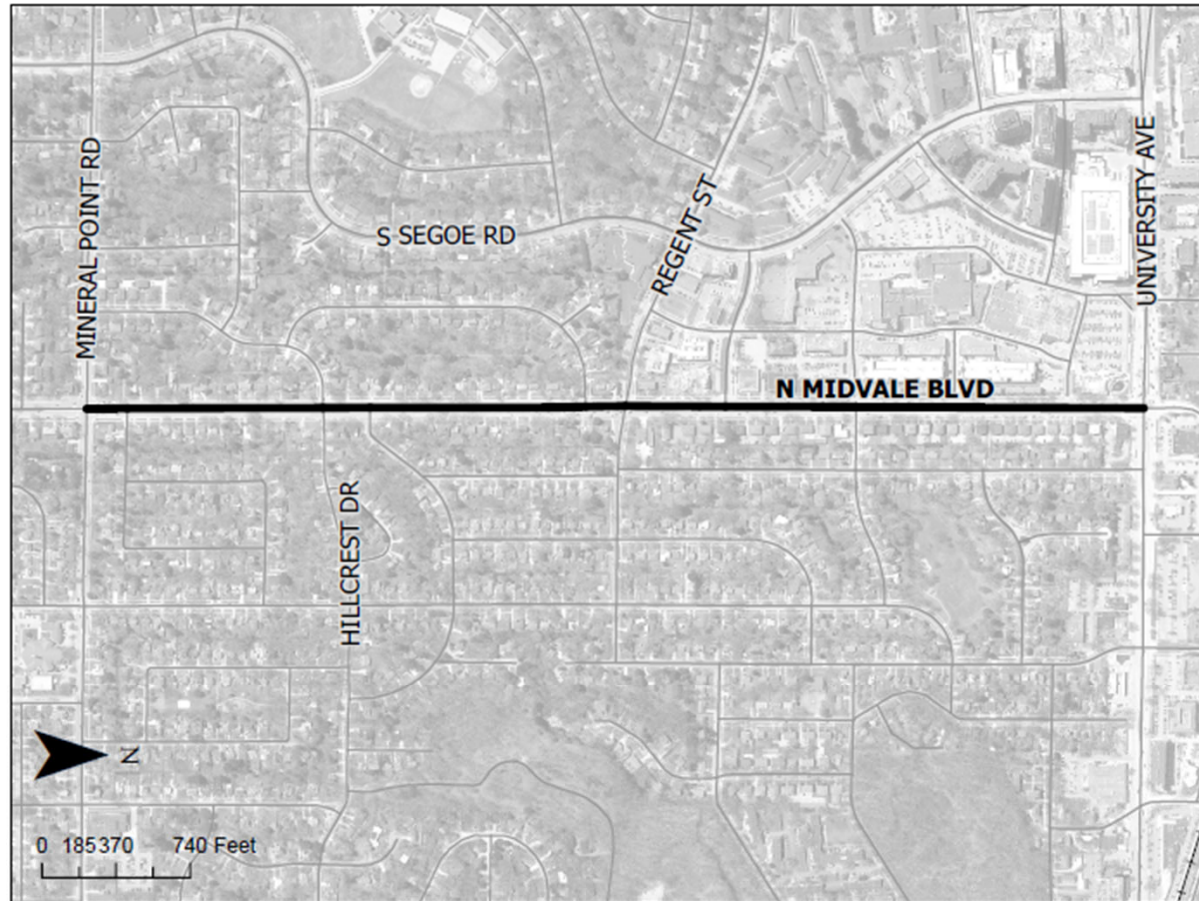


# Presentation Overview

- Project Location
- Meeting Purpose
- Vision Zero
- Crash Data
- Complete Green Streets
- Speed Study
- Parking Data
- Previous Feedback
- Proposed Design
- Existing Conditions
- Proposed Street Design
- Proposed Utility Design
- Forestry Information
- Assessments Policy & Costs
- Project Approval Schedule
- Construction & Access
- Adjacent Projects
- Next Steps
- Contact Information, Resources, Q&A



# Project Location



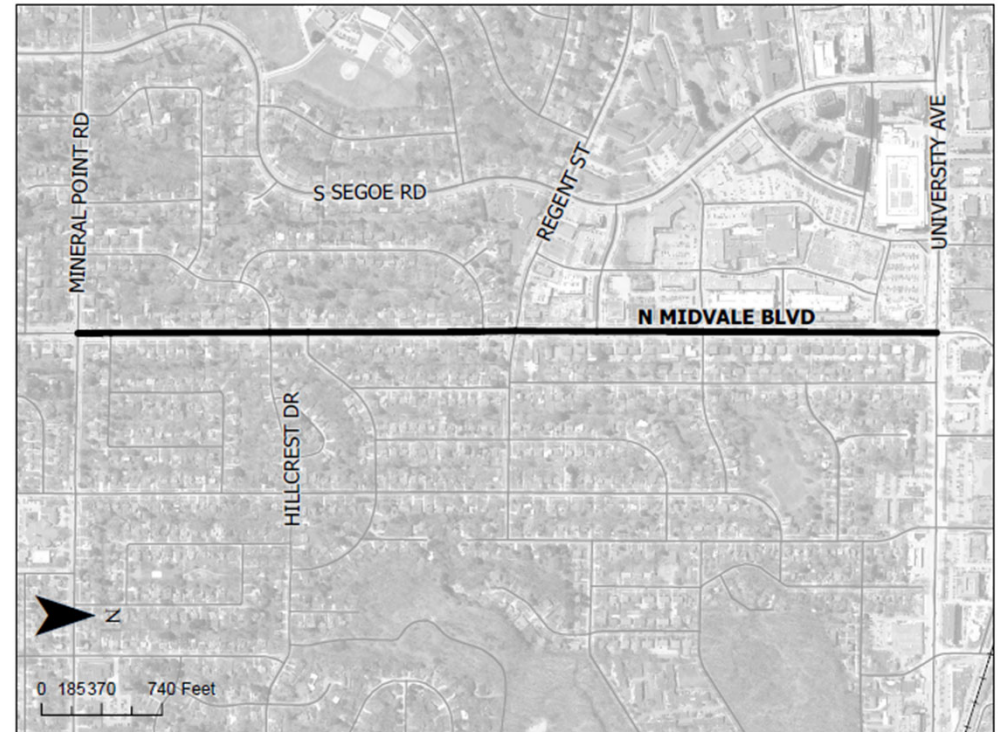
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# Meeting Purpose

- To inform the public on the scope of work
- Receive feedback on design option proposal
  - Feedback shared with Transportation Commission
- Communicate with residents on the assessments
- To inform the public on the approval schedule, construction access, and traffic control



# VISION ZERO MADISON

ACTION PLAN  
2020 - 2035

VISION  
ZERO  
MADISON

## 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

Pedestrians and cyclists are involved in 4% of reported crashes...



...but they represent 27% of those killed or injured in crashes.

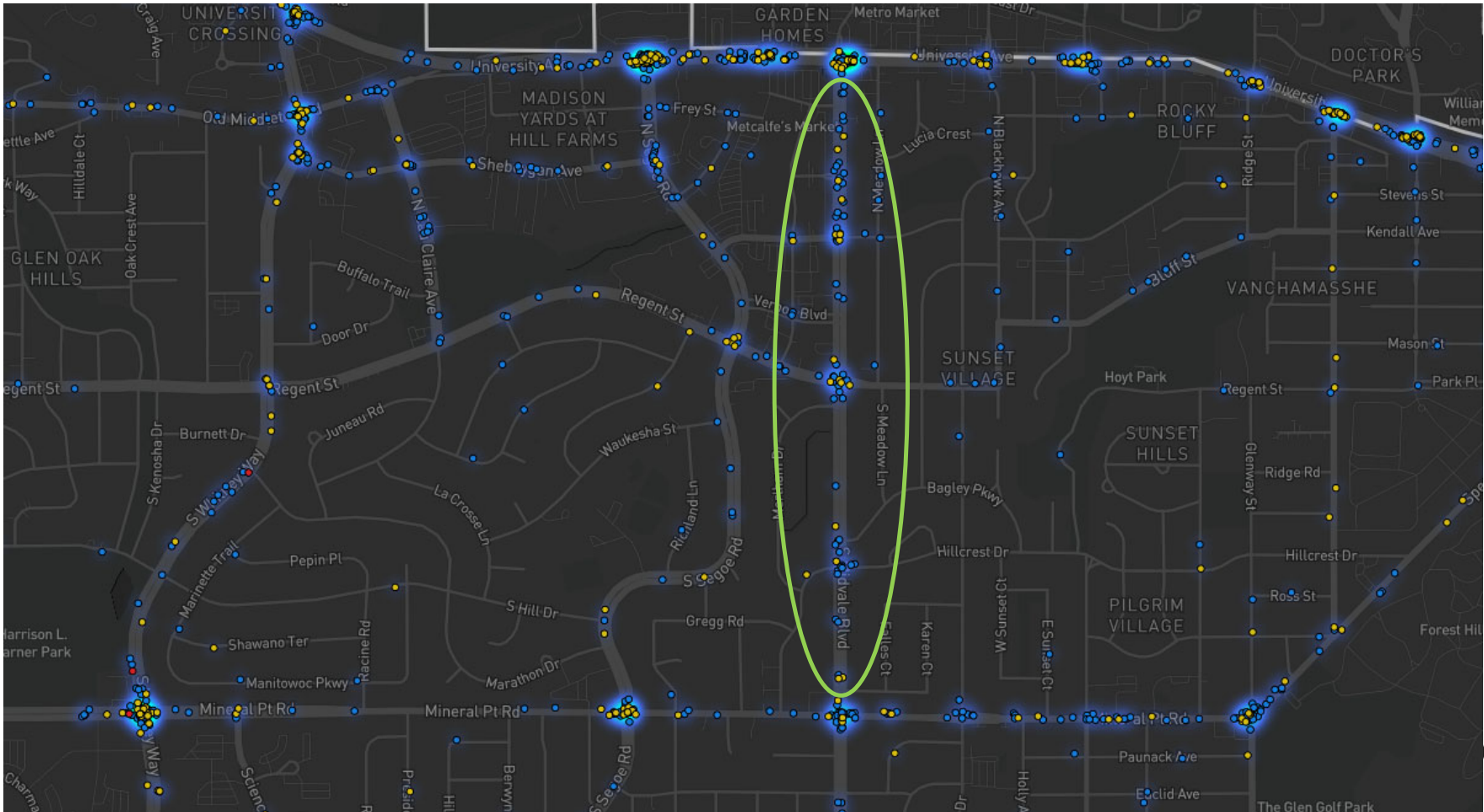
- Sections of Midvale Blvd are on the High Injury Network
  - Section approaching Hilldale Ave and north to University Ave
  - Section from Hillcrest Dr to Merlham Dr

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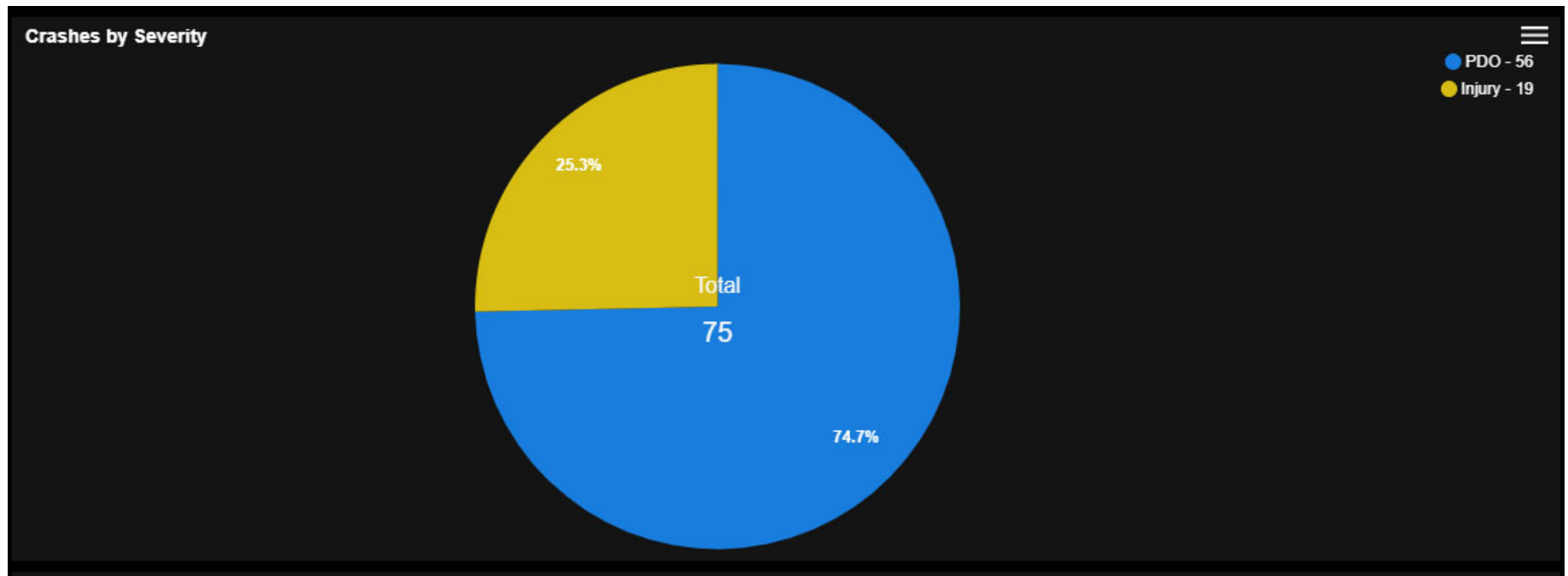
# Crashes Data

January 1, 2017 – December 5, 2024 (~8 Years)



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January 1, 2017 – December 5, 2024 (~8 Years)

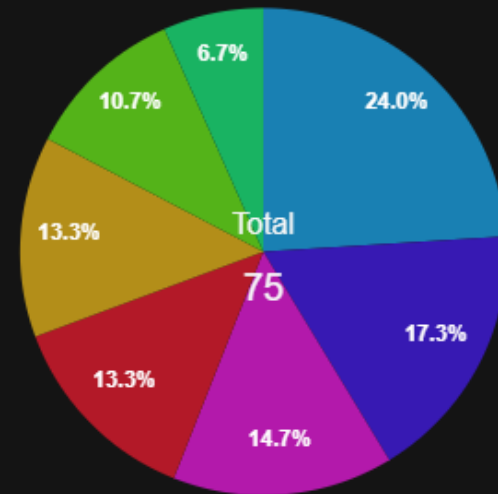


# Crashes Data\*

January 1, 2017 – December 5, 2024 (~8 Years)

\*Does not include Mineral Point Rd & University Ave intersections

Crashes by Day of Week



● Friday ● Wednesday ● Tuesday ● Thursday ● Saturday ● Monday ● Sunday

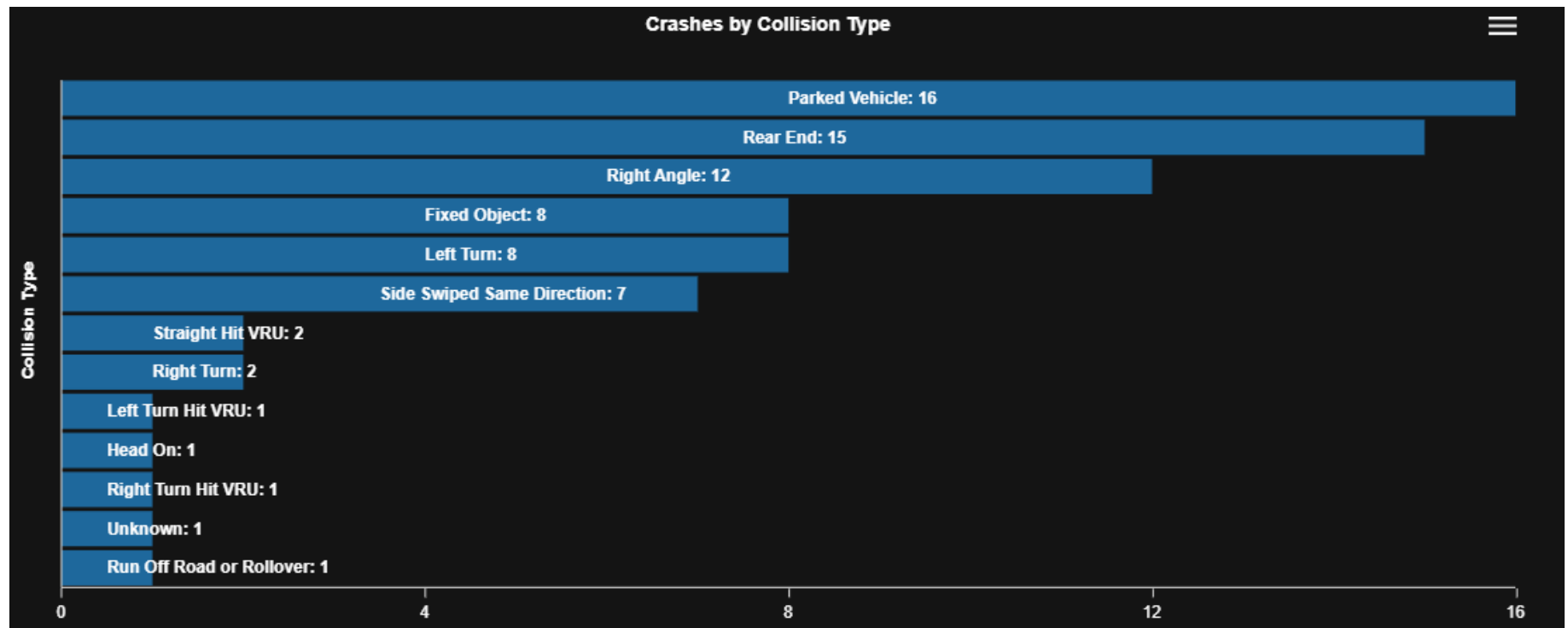




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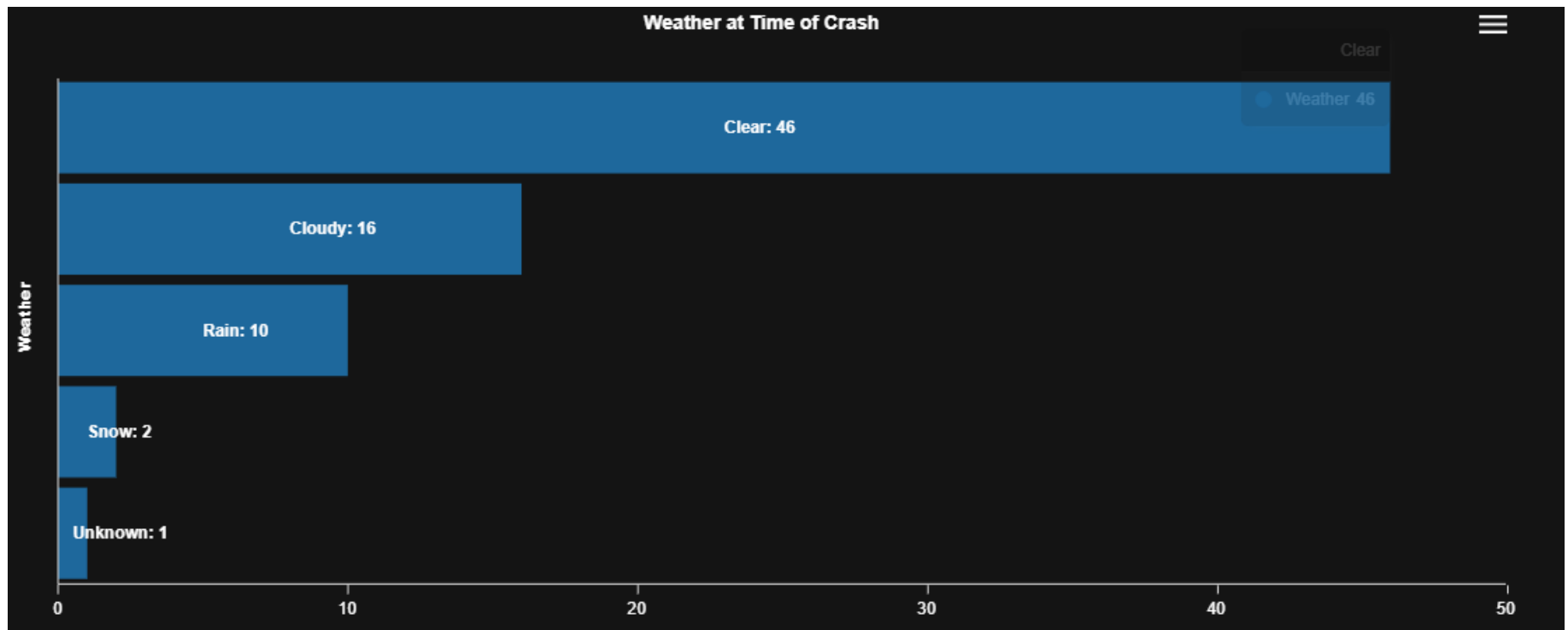
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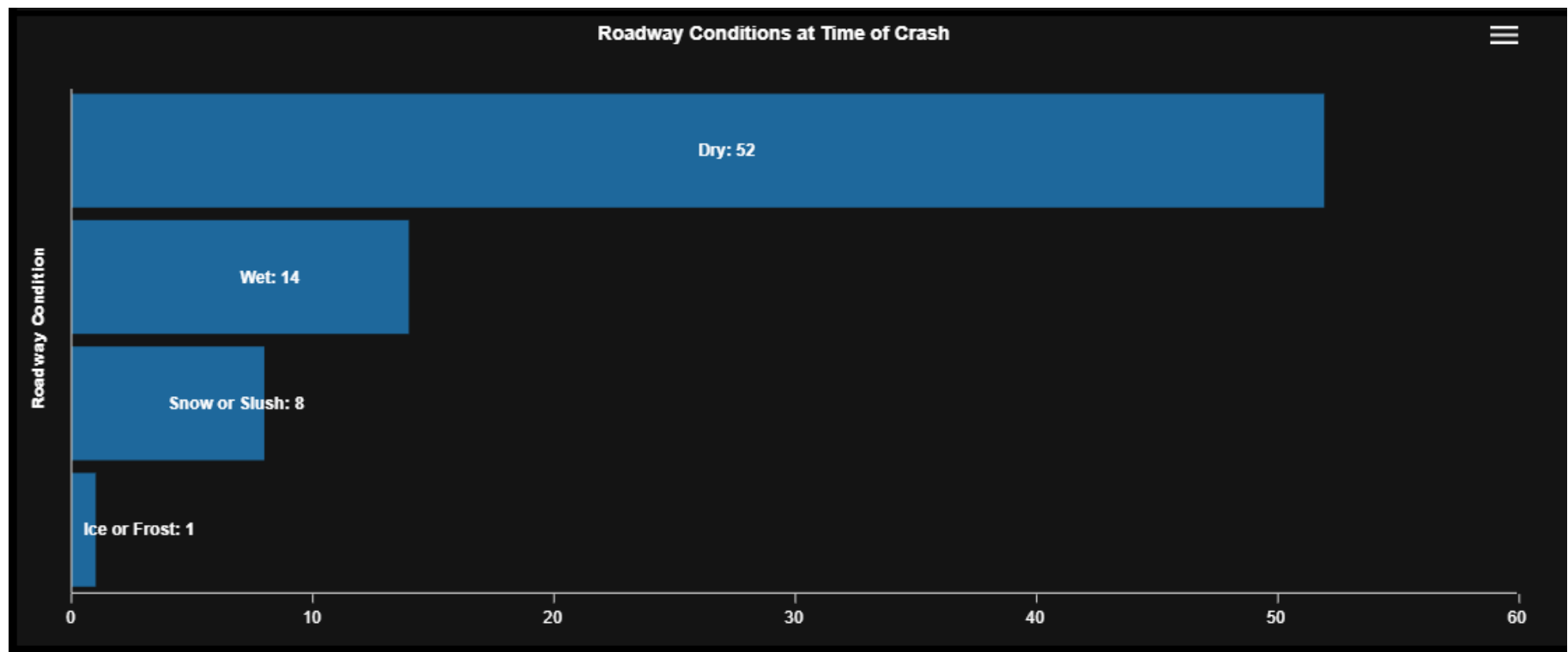
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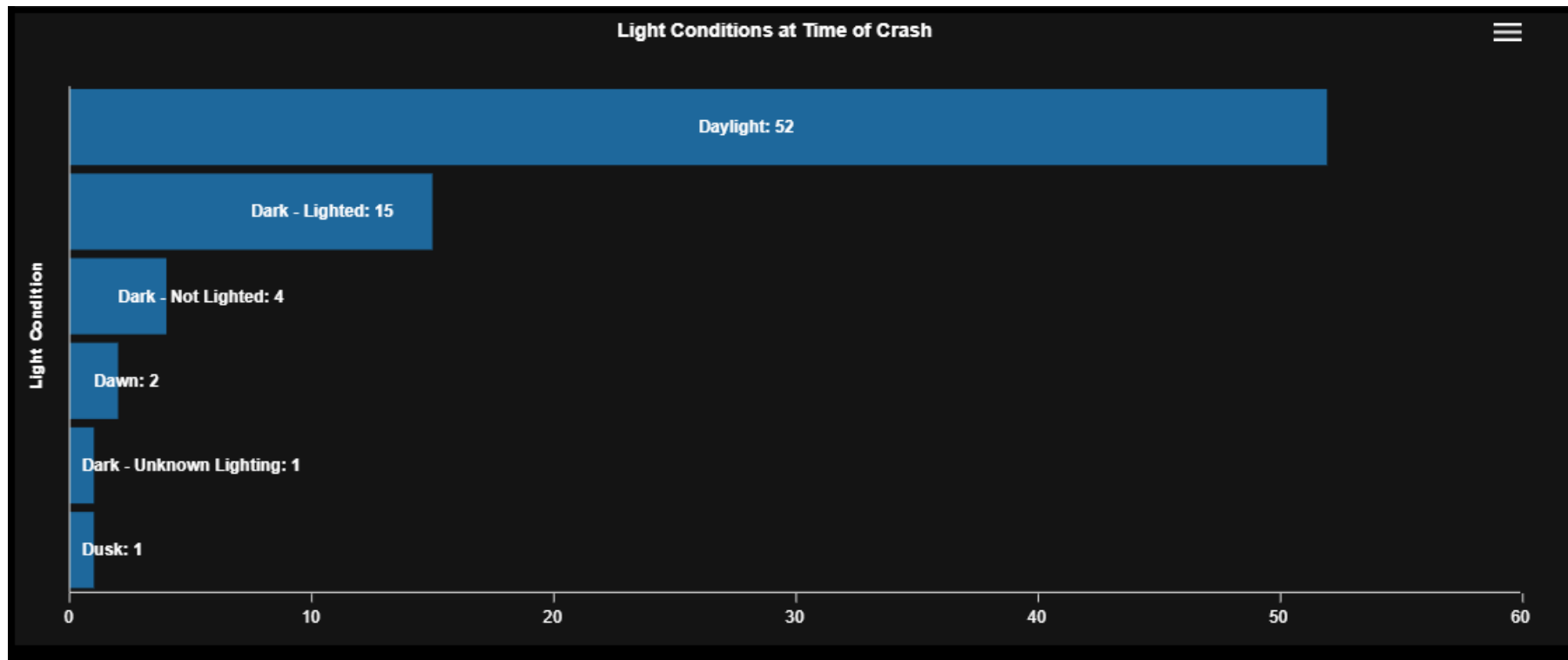




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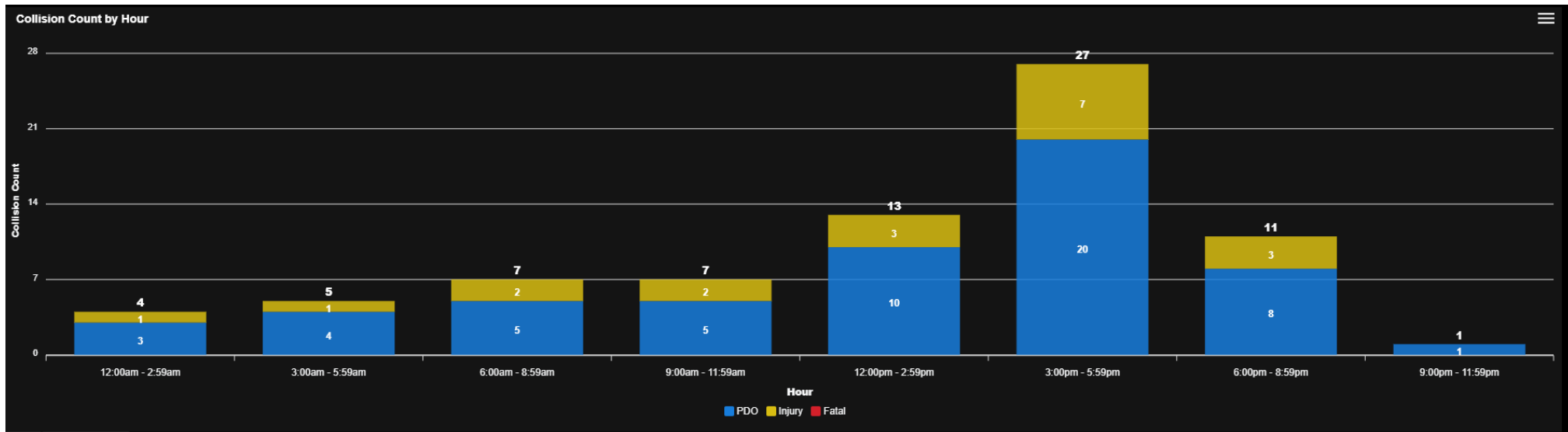
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January 1, 2017 – December 5, 2024 (~8 Years)

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# Crashes Data

## Highway Safety Manual (HSM) Analysis

Intersection Name	Number of Legs	Traffic Control Type	Major AADT	Minor AADT	Max Lanes Crossed	Observed Avg Total Crashes Per Year	*Predicted Avg Total Crashes Per Year	*HSM Observed to Predicted Ratio (Total)
N Midvale Boulevard & Rose Place & University Avenue	4	Signalized	54850	6400	6	4.400	15.797	0.279
Mineral Point Road & S Midvale Boulevard	4	Signalized	19750	18350	4	2.400	6.904	0.348
N Midvale Boulevard & Regent Street & S Midvale Boulevard	4	Signalized	22850	4900	4	1.400	5.917	0.237
Hillcrest Drive & S Midvale Boulevard	4	Unsignalized - Two-way Stop	22350	390	4	1.000	3.212	0.311
N Midvale Boulevard & Vernon Boulevard	3	Unsignalized - Partial-way Stop	21550	2000	4	0.000	2.711	0.000
Heather Crest & N Midvale Boulevard	3	Signalized	20850	950	4	1.600	2.143	0.747
Mertham Drive & S Midvale Boulevard	3	Unsignalized - Partial-way Stop	22850	390	4	0.000	1.863	0.000
Felton Place & S Midvale Boulevard	3	Unsignalized - Partial-way Stop	22350	390	4	0.600	1.820	0.330
Bagley Parkway & S Midvale Boulevard	3	Unsignalized - Partial-way Stop	18750	390	4	0.200	1.507	0.133

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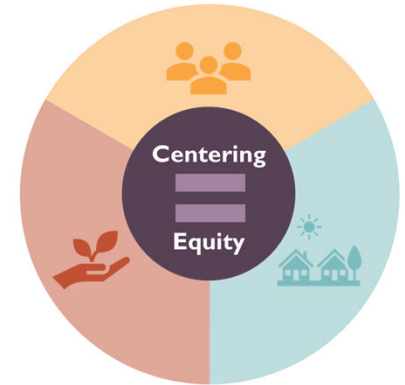
# Complete Green Streets Guide

Approved January 6, 2023



## STREET VALUES

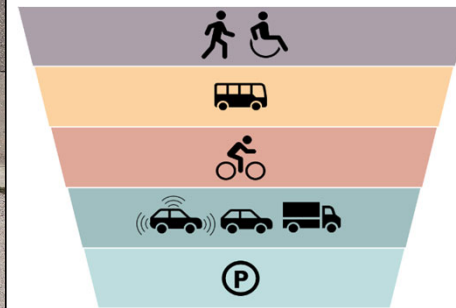
Putting People First



Fostering Sustainability

Supporting Community

## MODAL HIERARCHY



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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.

[CITYOFMADISON.COM/TRANSPORTATION/INITIATIVES/COMPLETE-GREEN-STREETS](https://CITYOFMADISON.COM/TRANSPORTATION/INITIATIVES/COMPLETE-GREEN-STREETS)

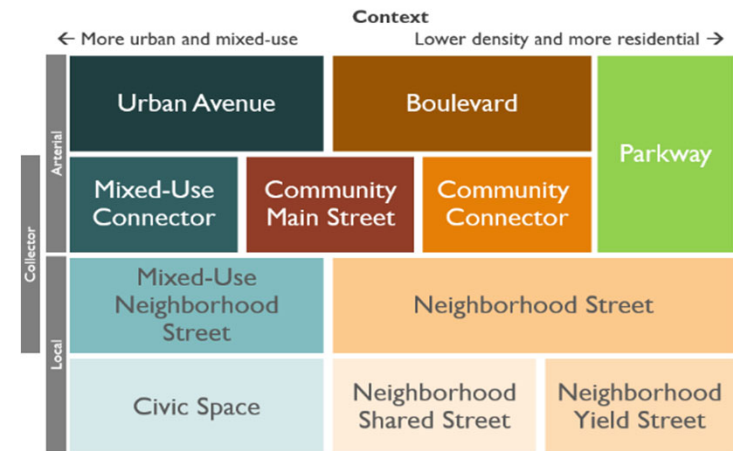
# Complete Green Streets

## ○ Midvale Blvd Street Type: **Boulevard**

- Connecting major streets conveying large numbers of people.
- Longer blocks and few driveways.
- Could be edges of neighborhoods, commercial corridors and new mixed-use.



## Street Types

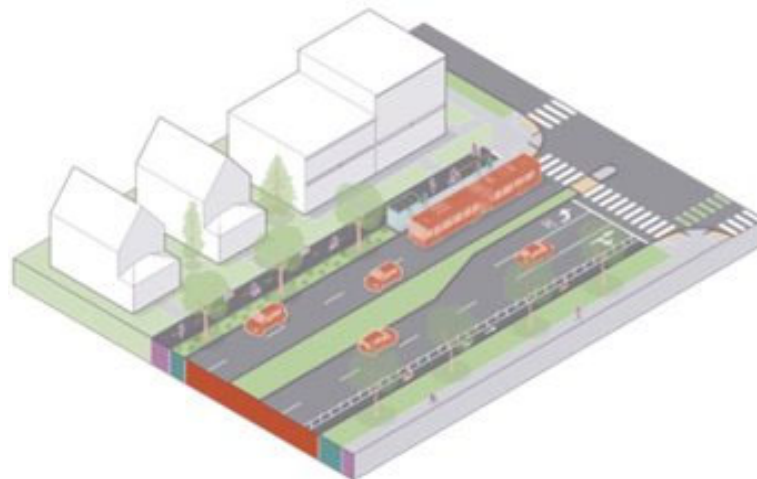


# Complete Green Streets

- Midvale Blvd Street Type: **Boulevard**

## Zone Priorities and Preferred Elements for Each Zone

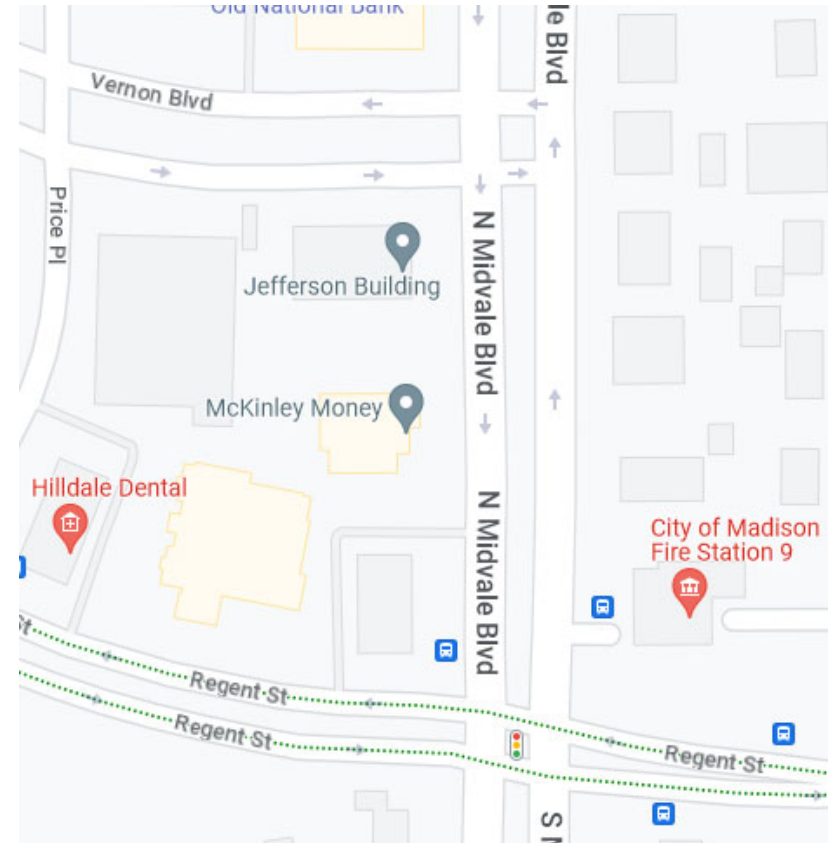
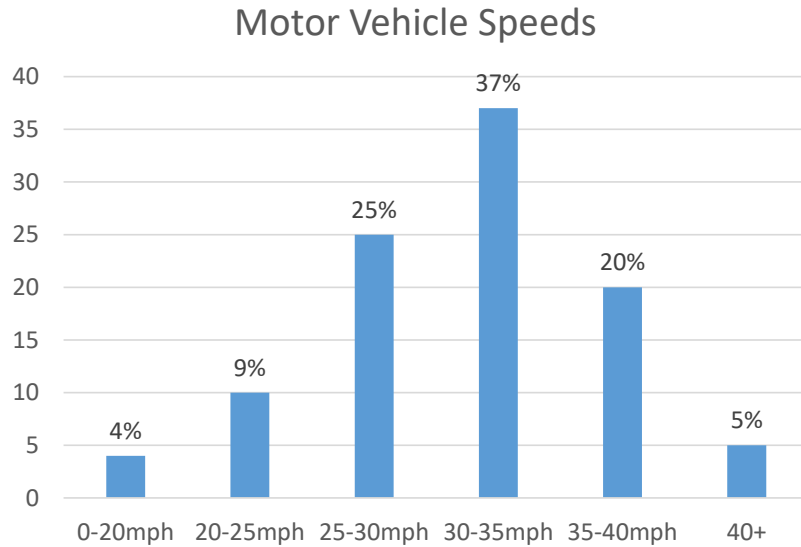
Walkway Medium Priority	Flex Zone Low Priority	Travelway High Priority	Additional Considerations
Standard 6' sidewalks with buildings offset from the sidewalk by landscaping (or parking in some already-developed areas). May be a shared-use path instead of a sidewalk on one or both sides.	Landscaped terrace with street trees and enhanced transit stops.	Appropriate transit accommodations, protected bike lanes, typically 2 travel lanes per direction, and medians.	Pedestrian and bicycle crossing spacing, crosswalk visibility, snow storage. Median width to allow for trees.



# N Midvale Blvd (Vernon Blvd - Regent)

December 2019 – 23,397 Daily Motor Vehicles

## Speed Study December 2019



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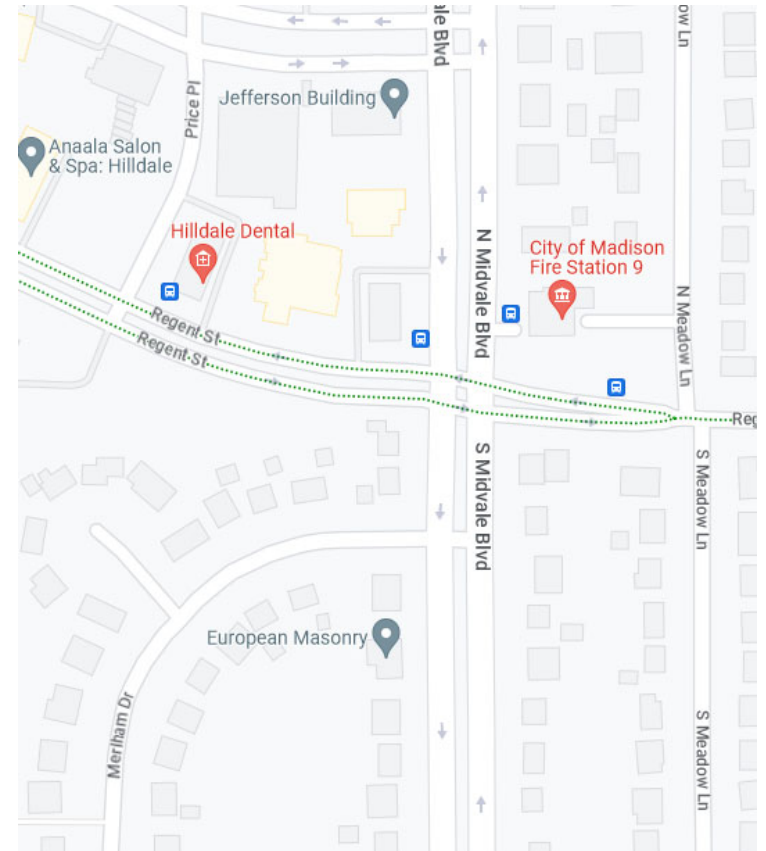
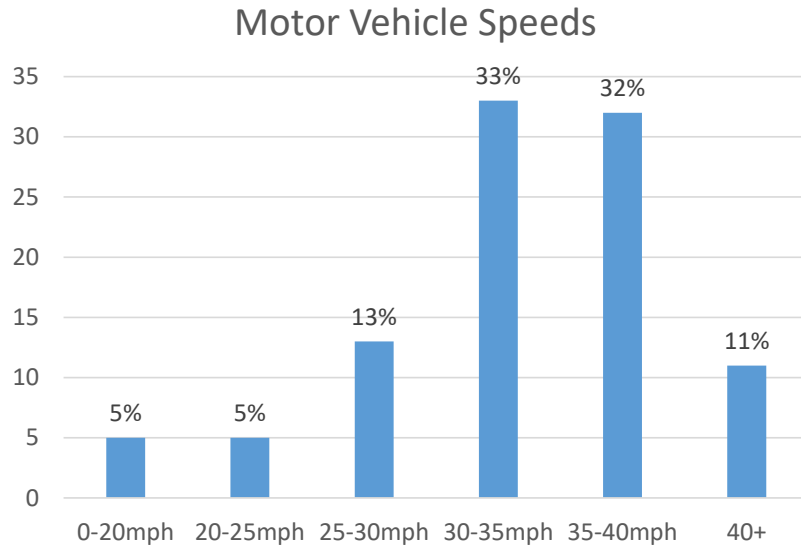




# N Midvale Blvd (Regent - Merlham)

December 2019 – 23,397 Daily Motor Vehicles

## Speed Study December 2019



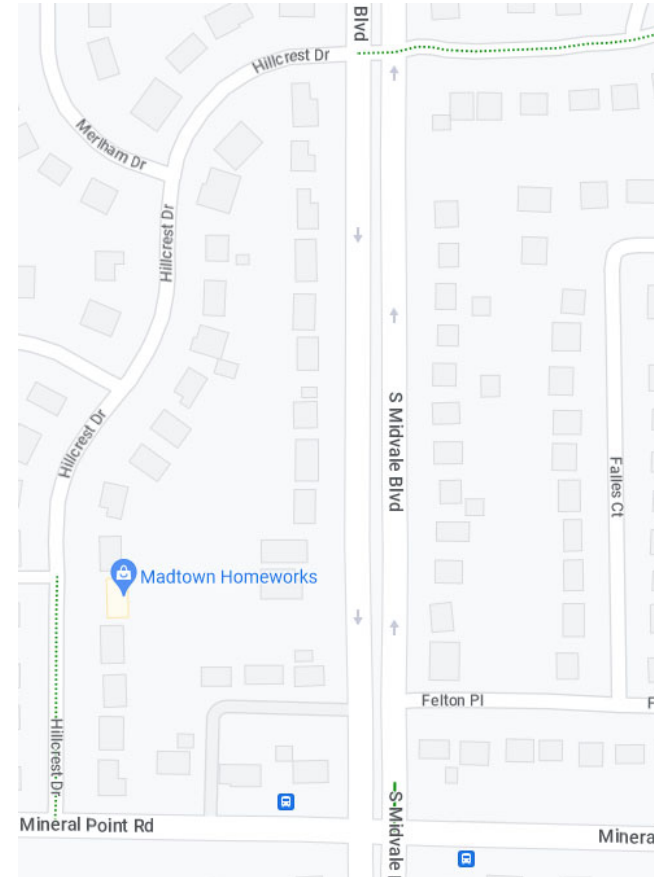
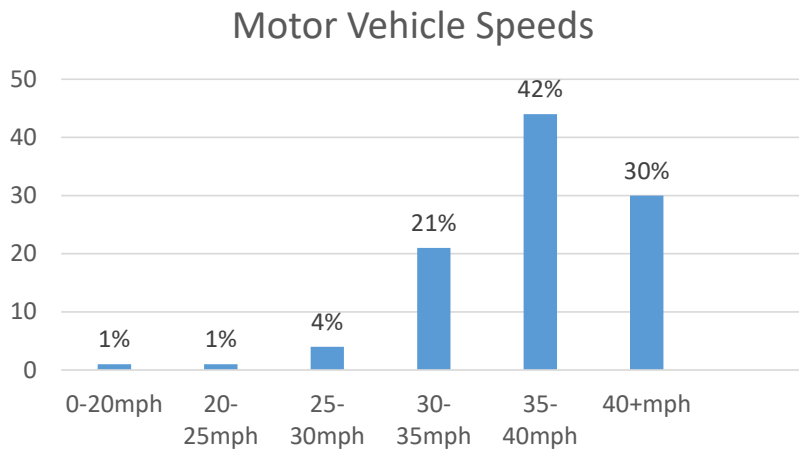
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# N Midvale Blvd (Hillcrest to Felton)

December 2019 – 22,568 Daily Motor Vehicles

## Speed Study December 2019



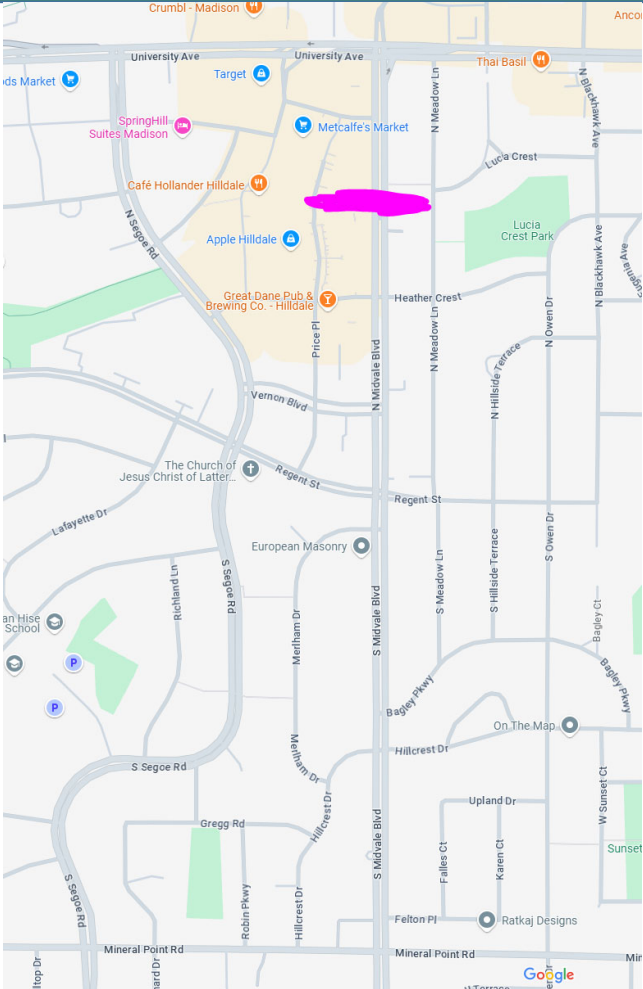
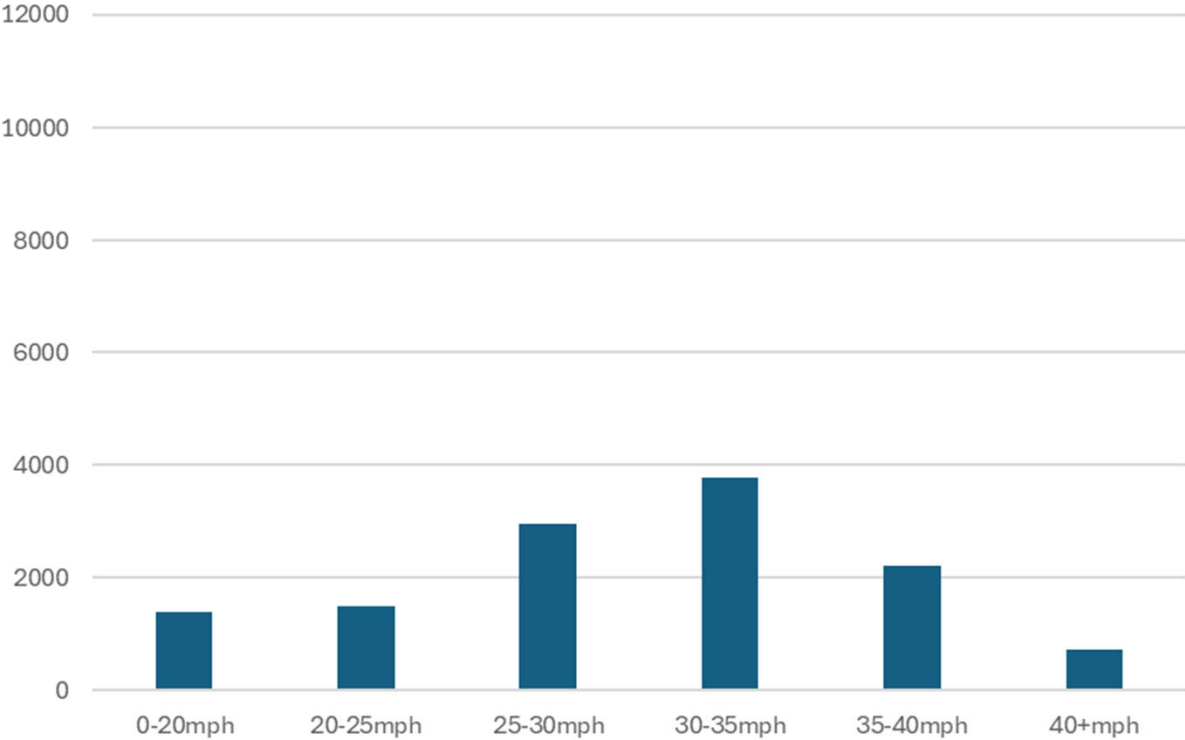
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# N Midvale Blvd--Speed

## Speed Study October 2024

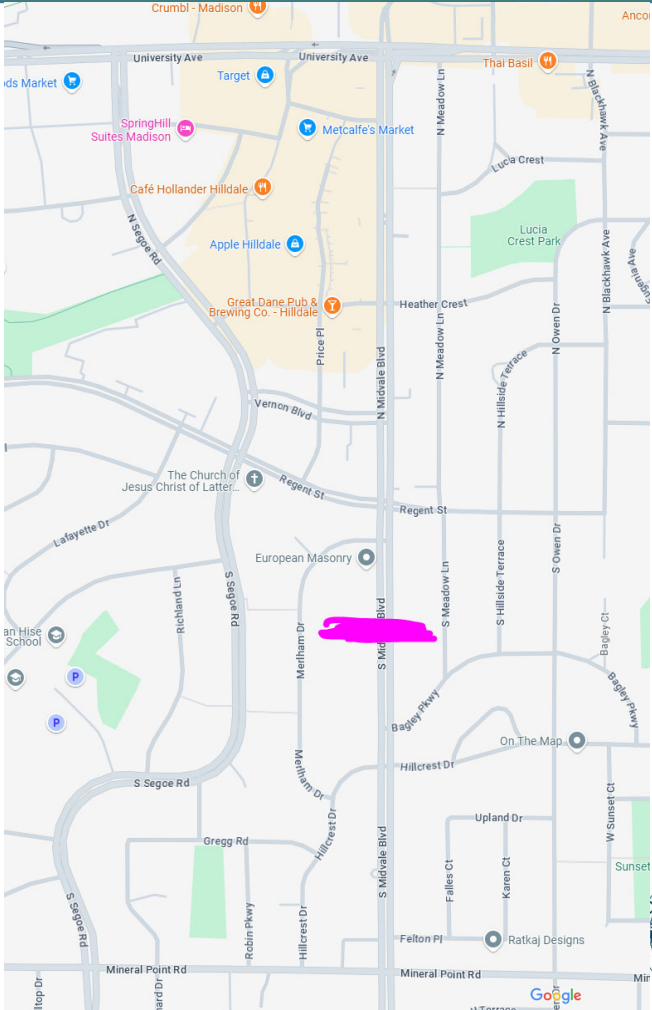
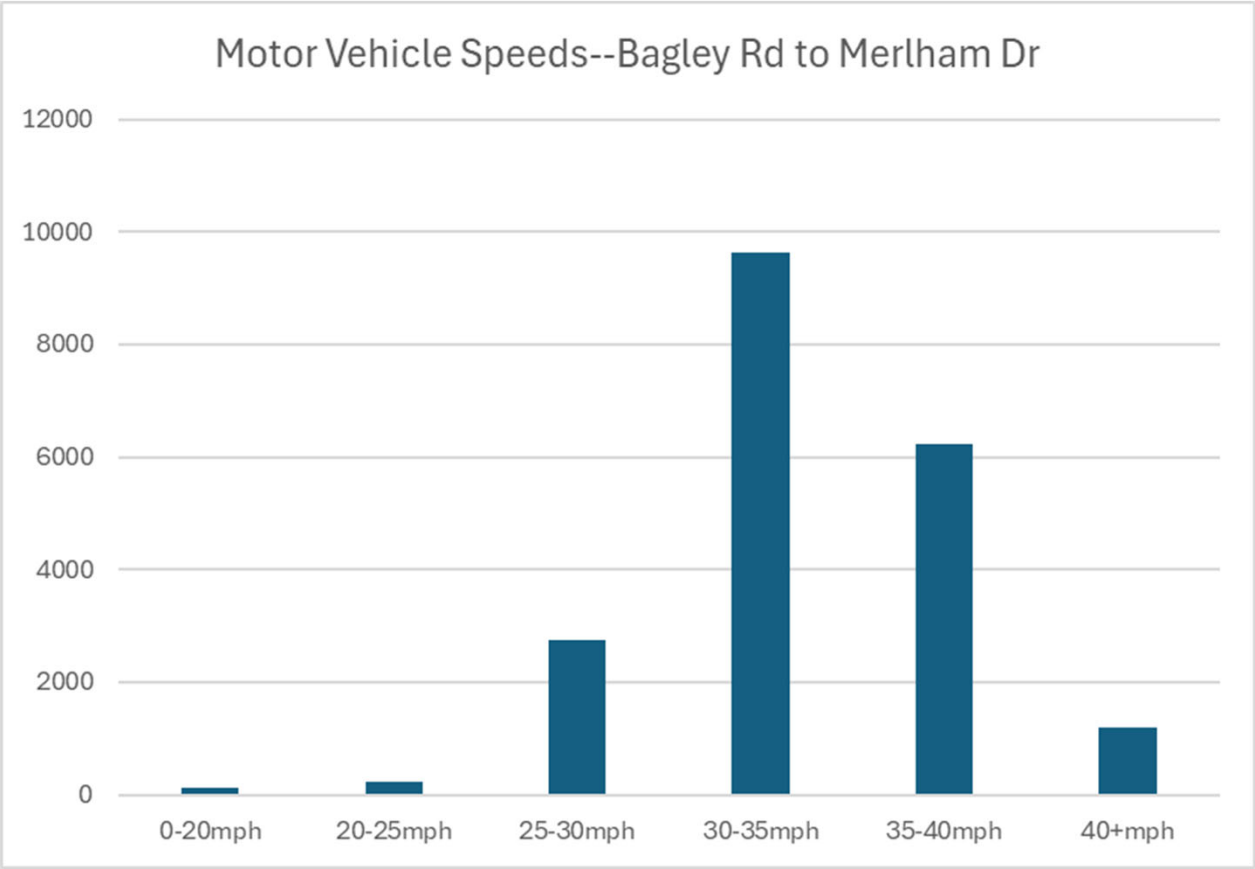
Motor Vehicle Speeds--Heather Crest to Hilldale Entrance



# N Midvale Blvd--Speed

## Speed Study October 2024

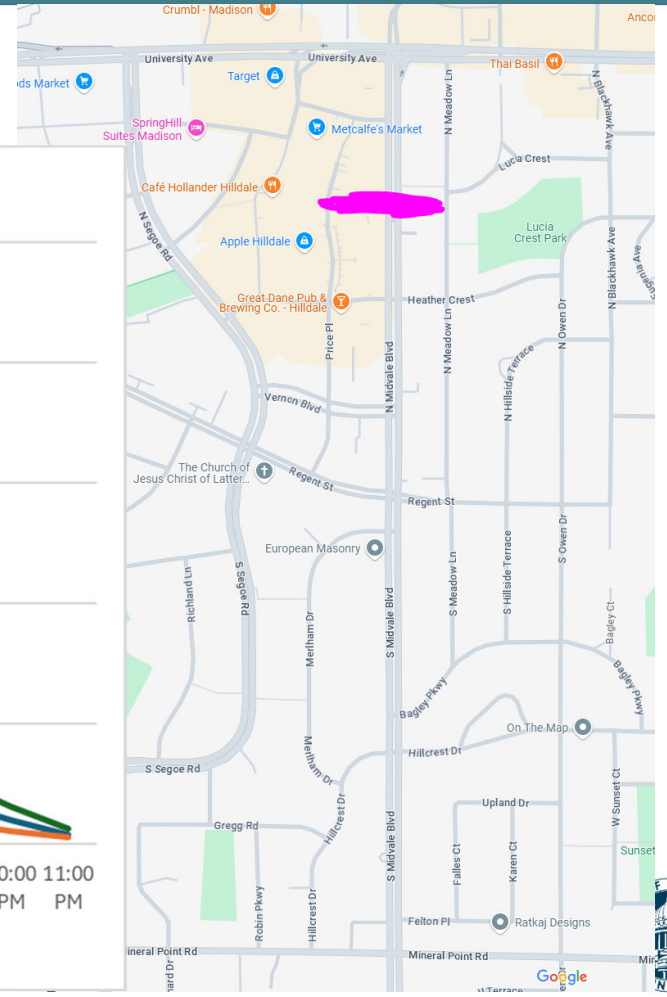
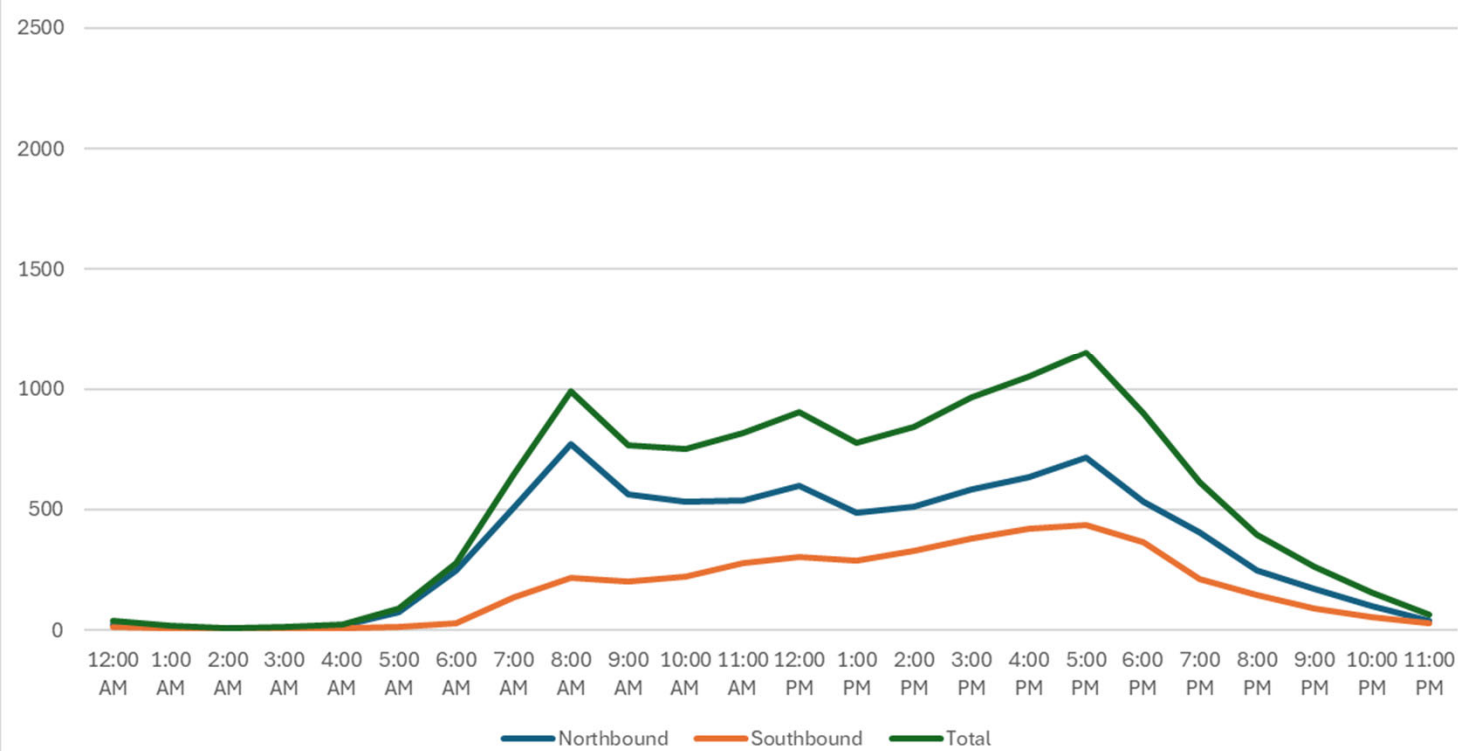
Motor Vehicle Speeds--Bagley Rd to Merlham Dr



# N Midvale Blvd—Traffic Volume

Volume Study October 2024—12,522 total vehicles

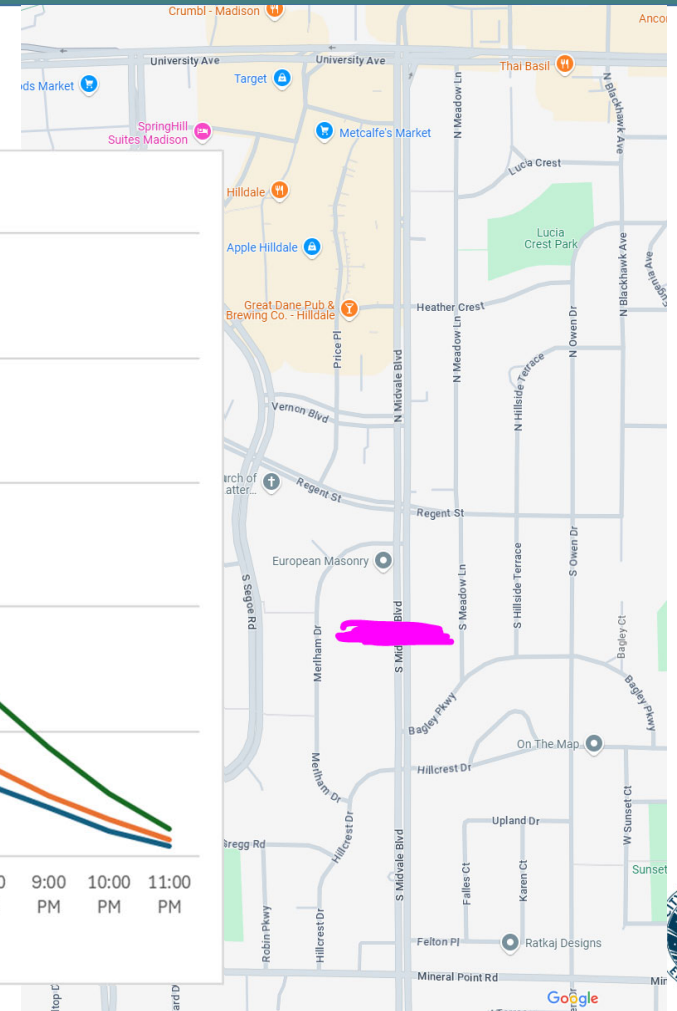
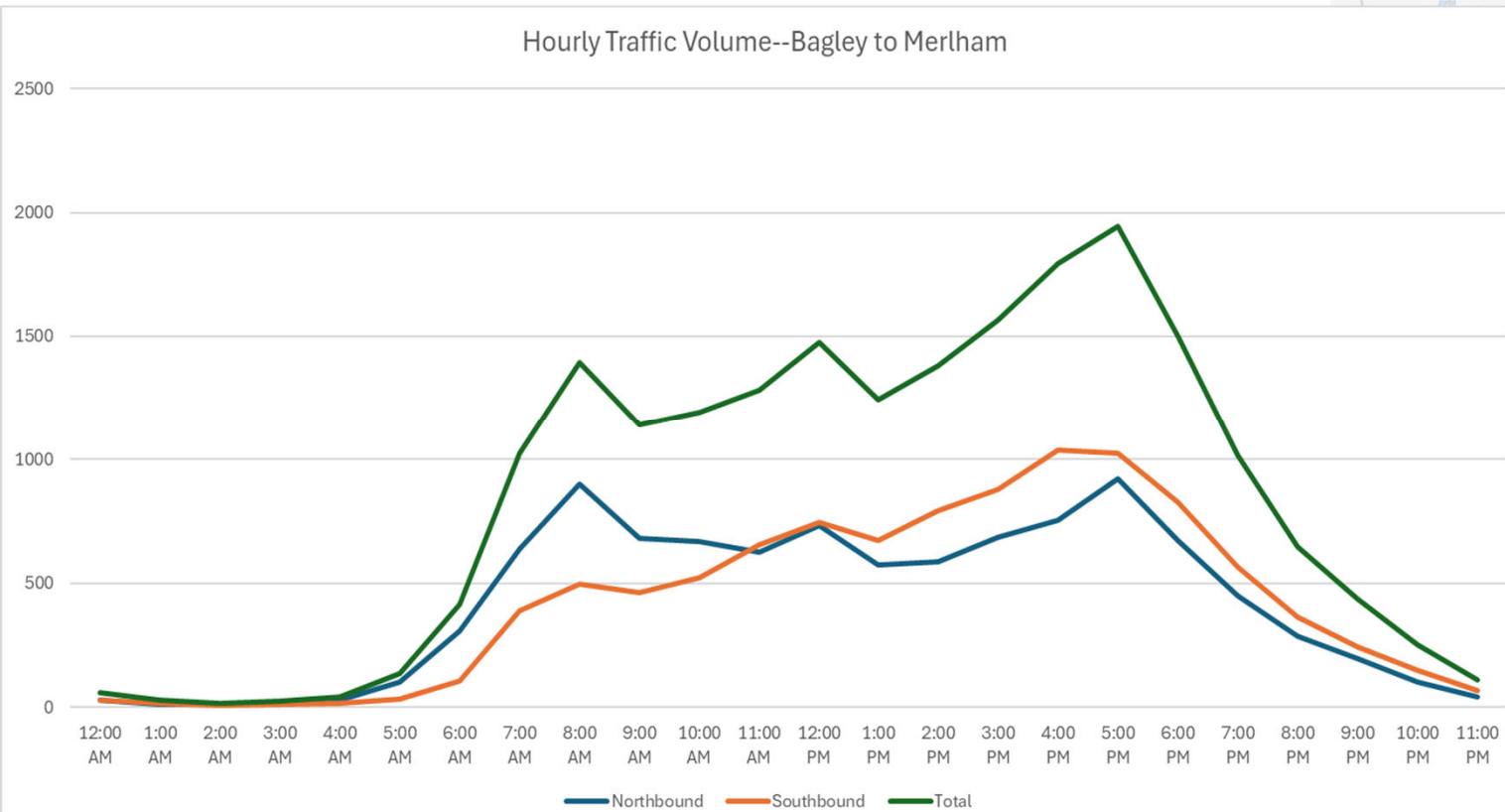
Motor Vehicle Speeds--Heather Crest to Hilldale Entrance



# N Midvale Blvd—Traffic Volume

Volume Study October 2024—20,136 total vehicles

Hourly Traffic Volume--Bagley to Merlham

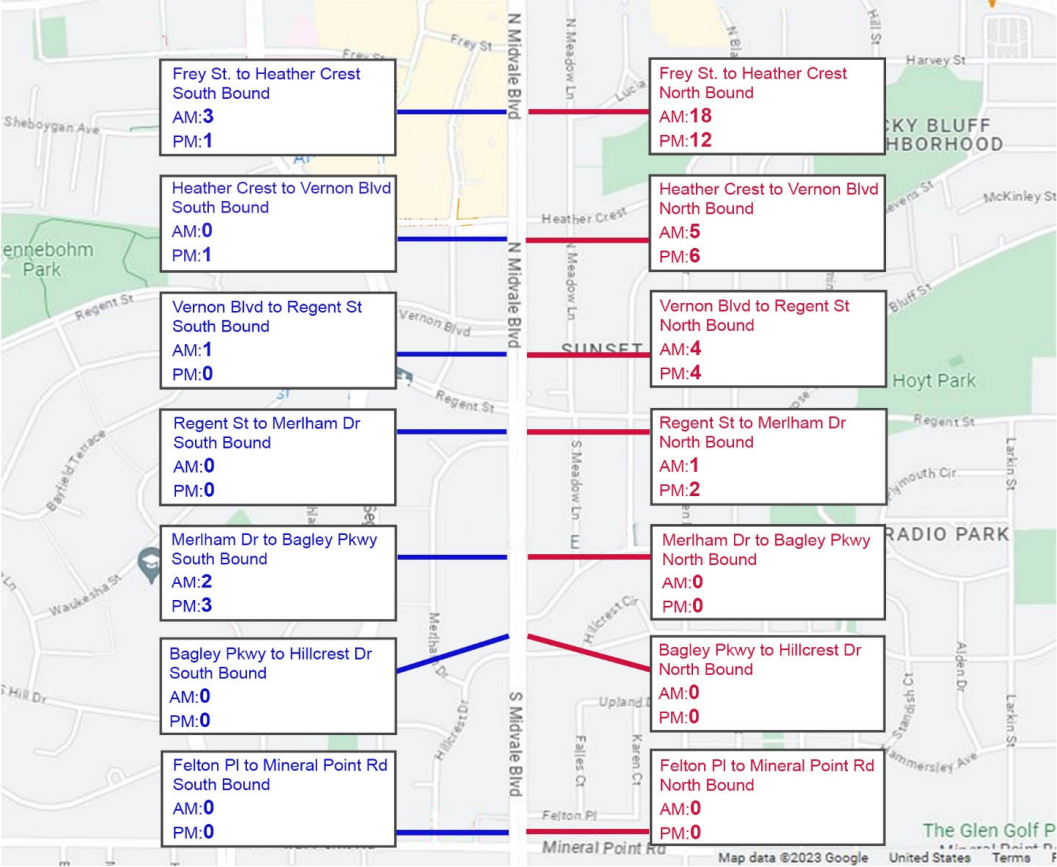






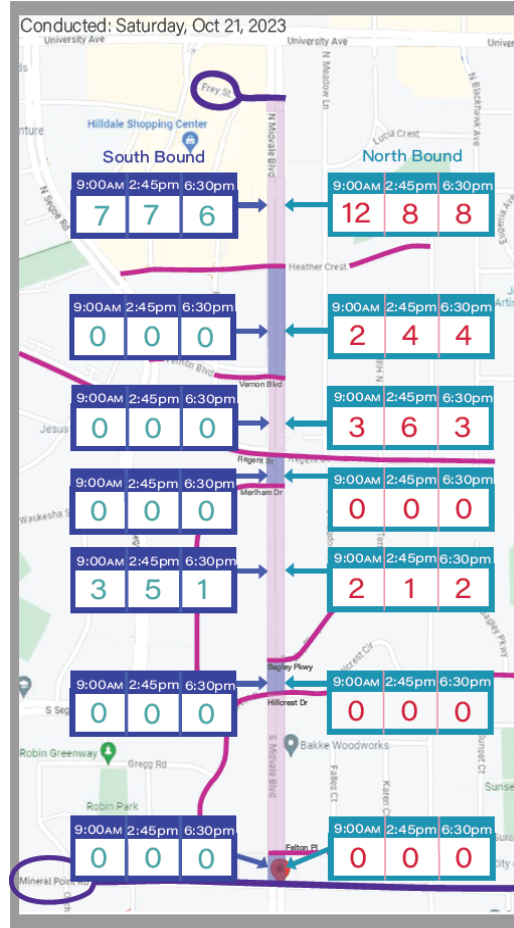
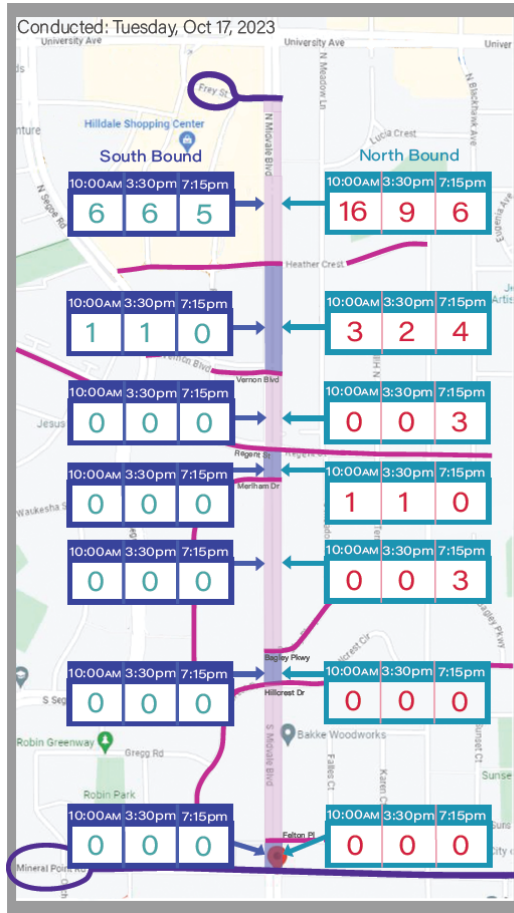
# Parking Data – May 2023

Weekday Parking Data



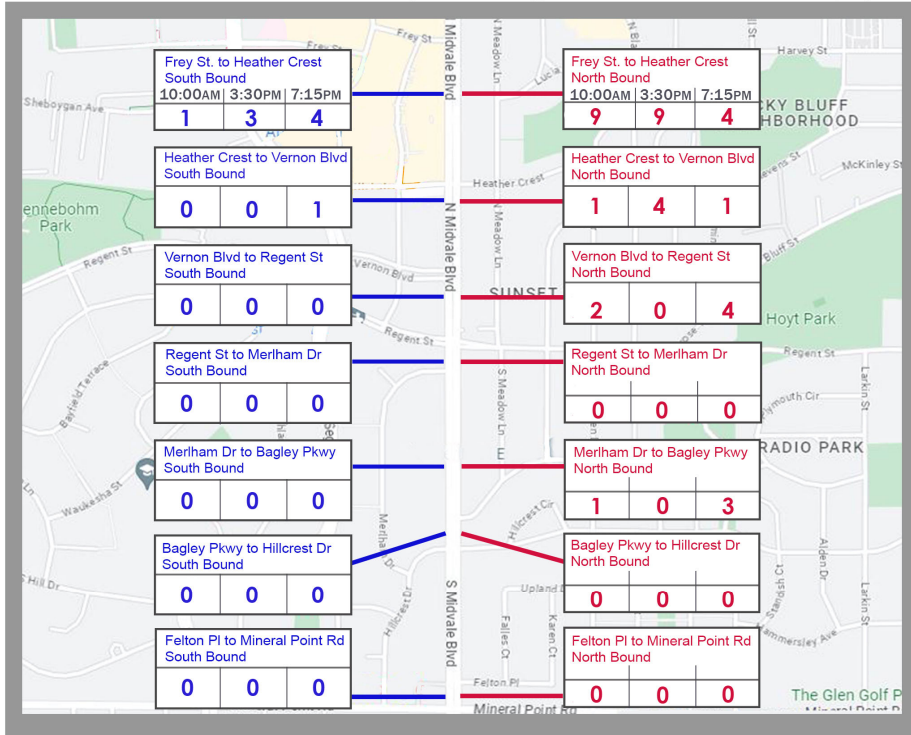


# Parking Data – October 2023

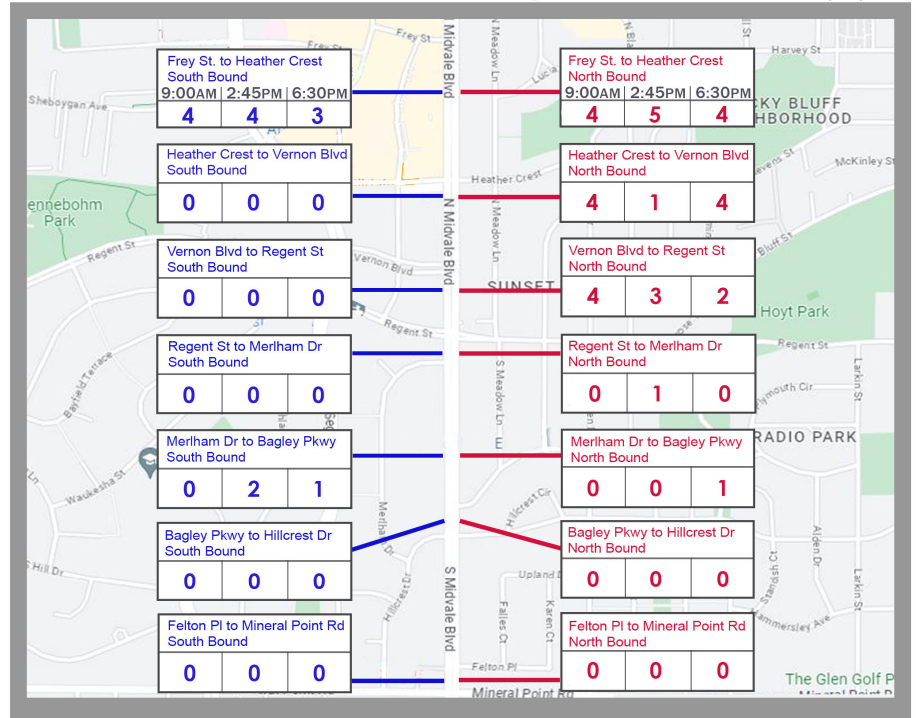


# Parking Data – November 2024

Midvale Blvd Weekday Parking Data Tuesday 11/19/2024



Midvale Blvd Weekend Parking Data Saturday 11/23/2024



# Previous Feedback

Crossing Midvale Blvd is difficult and unsafe. Support shortened crossings. Especially hard for people with limited mobility

Need a safe, direct bicycle facility as there are many important destinations on Midvale Blvd

Backing out of driveways is challenging especially in winter so park on street

Parking is valued by residents on Midvale Blvd and is needed

Other streets could be improved for biking; other streets are circuitous for biking

People drive too fast which makes Midvale Blvd unsafe for everyone

Pedestrian crossings need marked crossings, islands, curb cuts that can be easily used

Pedestrian safety improvements should be prioritized

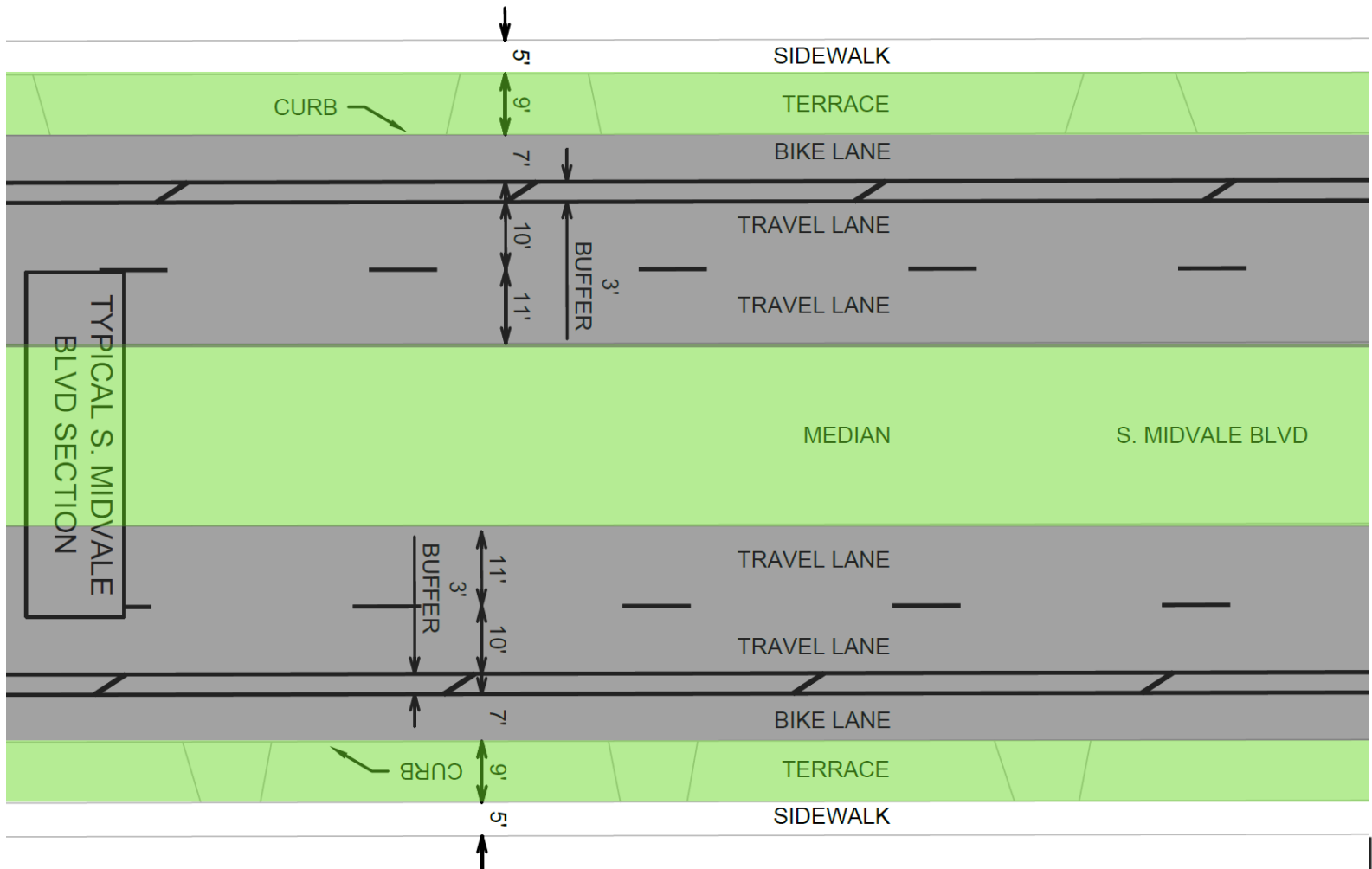
Too many U-turns near Hilldale

Quality of Pavement Concerns

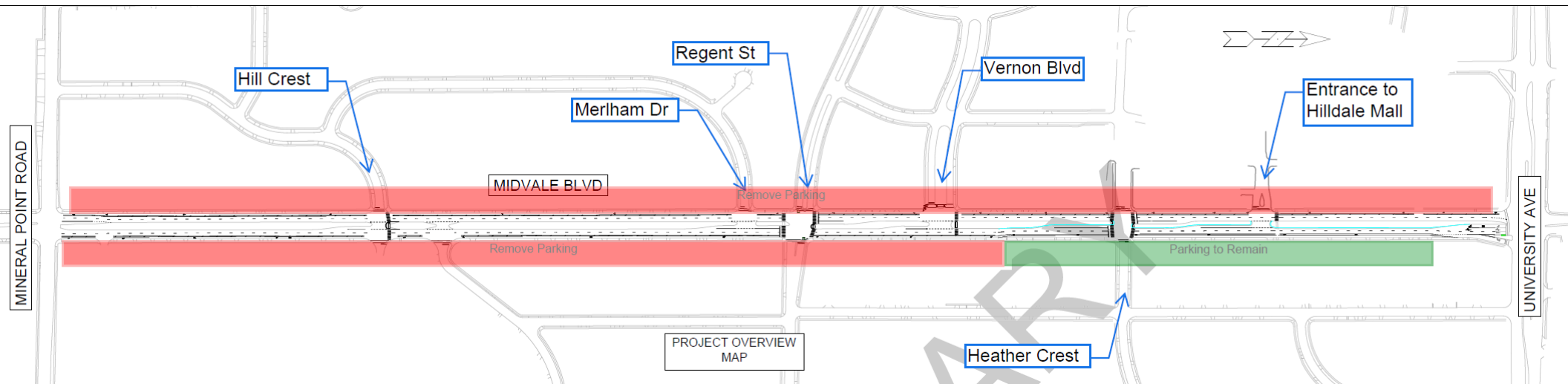
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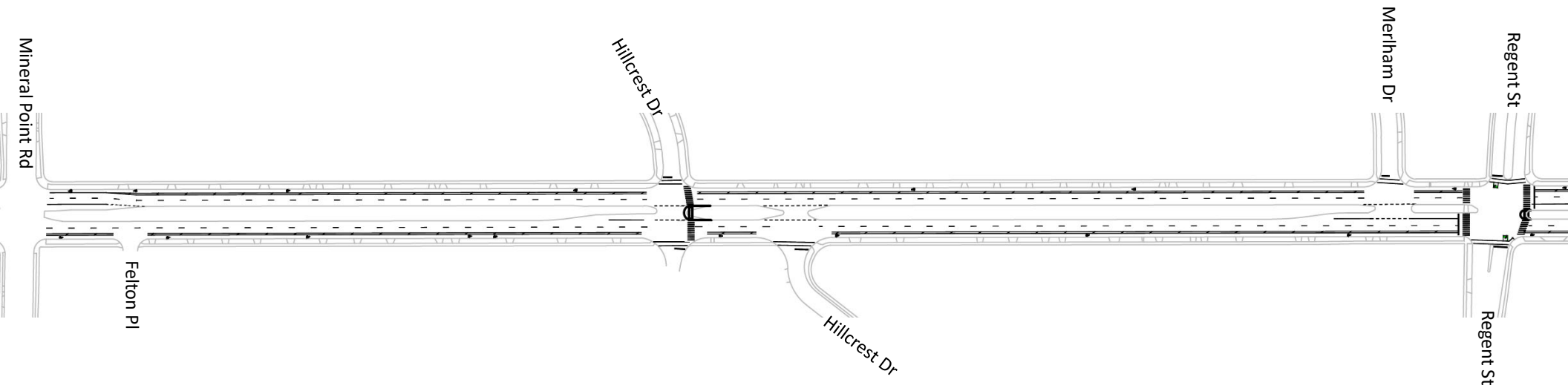
# Proposed Design



# Proposed Design



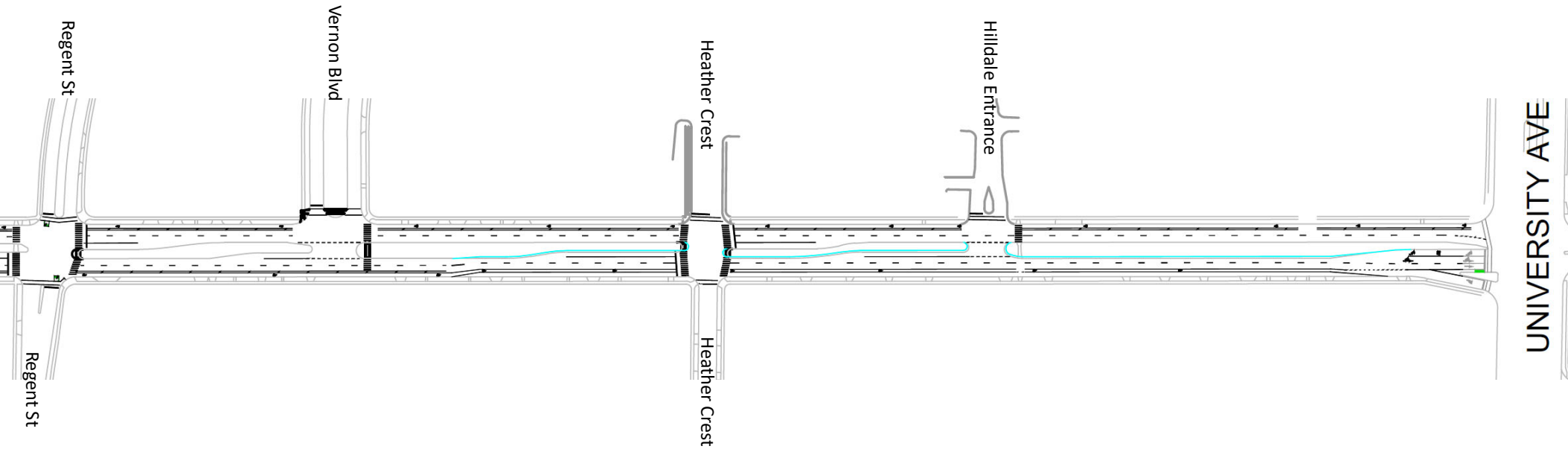
# Proposed Design



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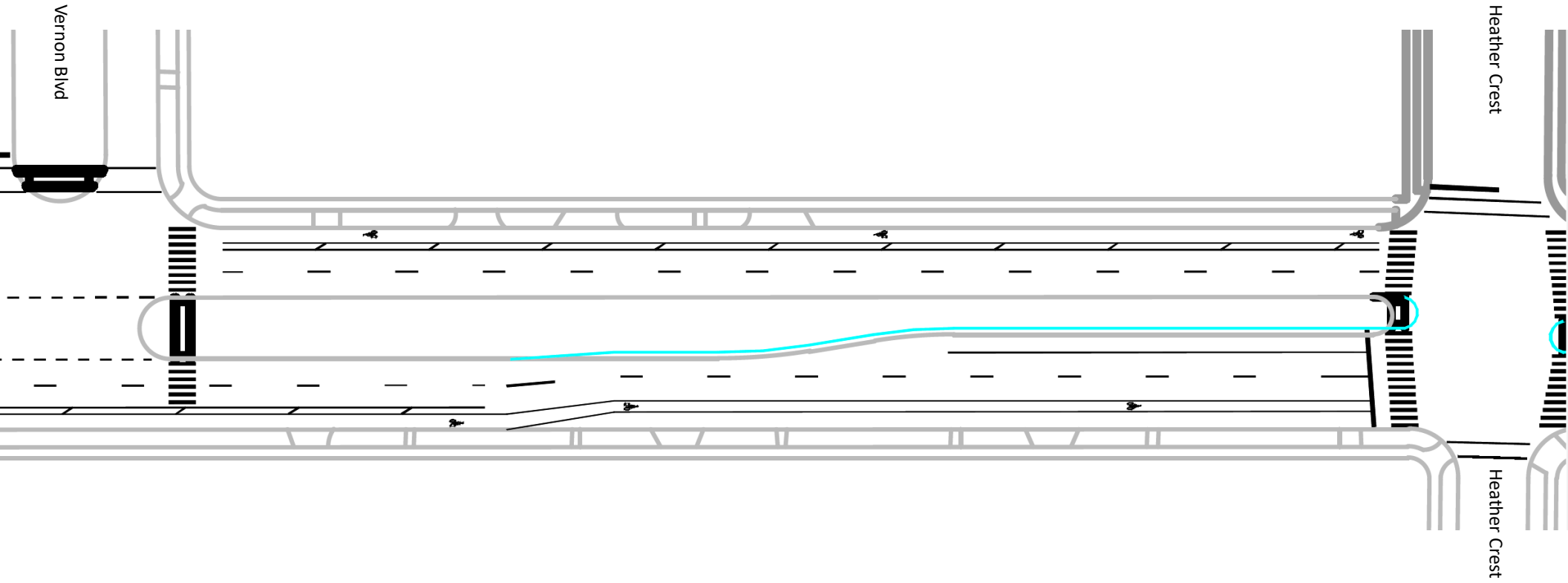
# Proposed Design



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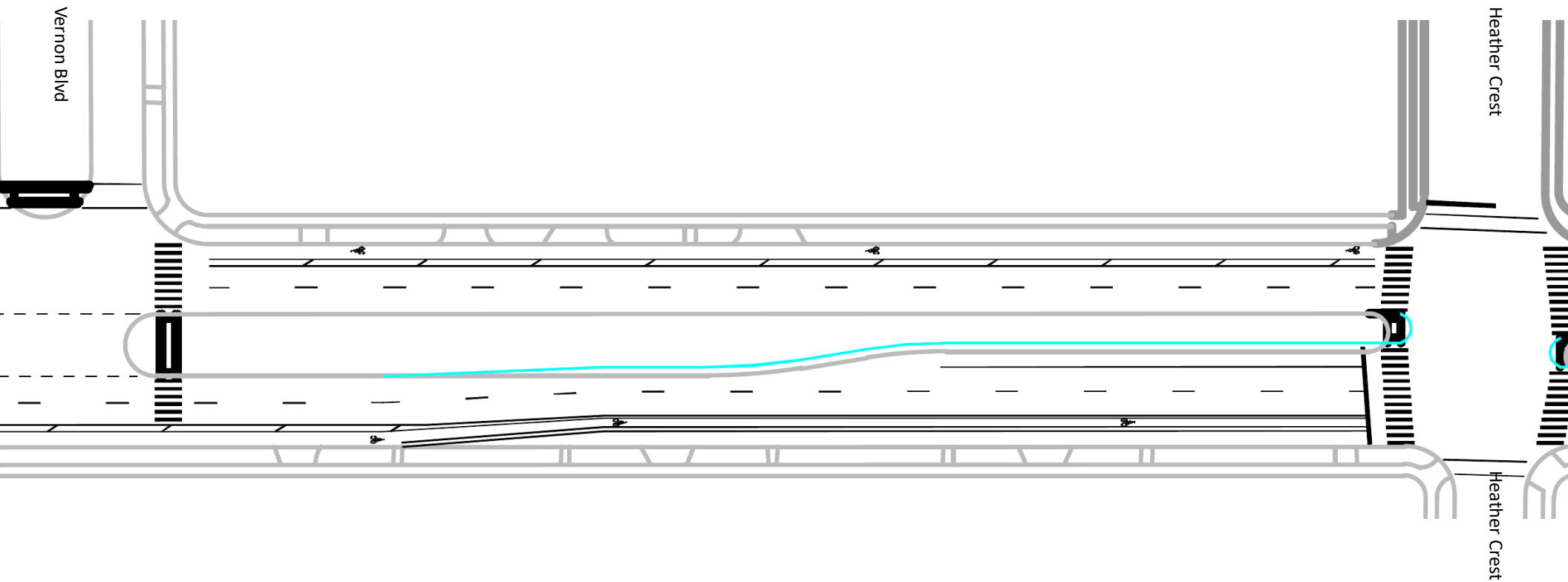


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# Proposed Design--Revised for Bike Buffer



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# Proposed Design--Revised for Bike Buffer

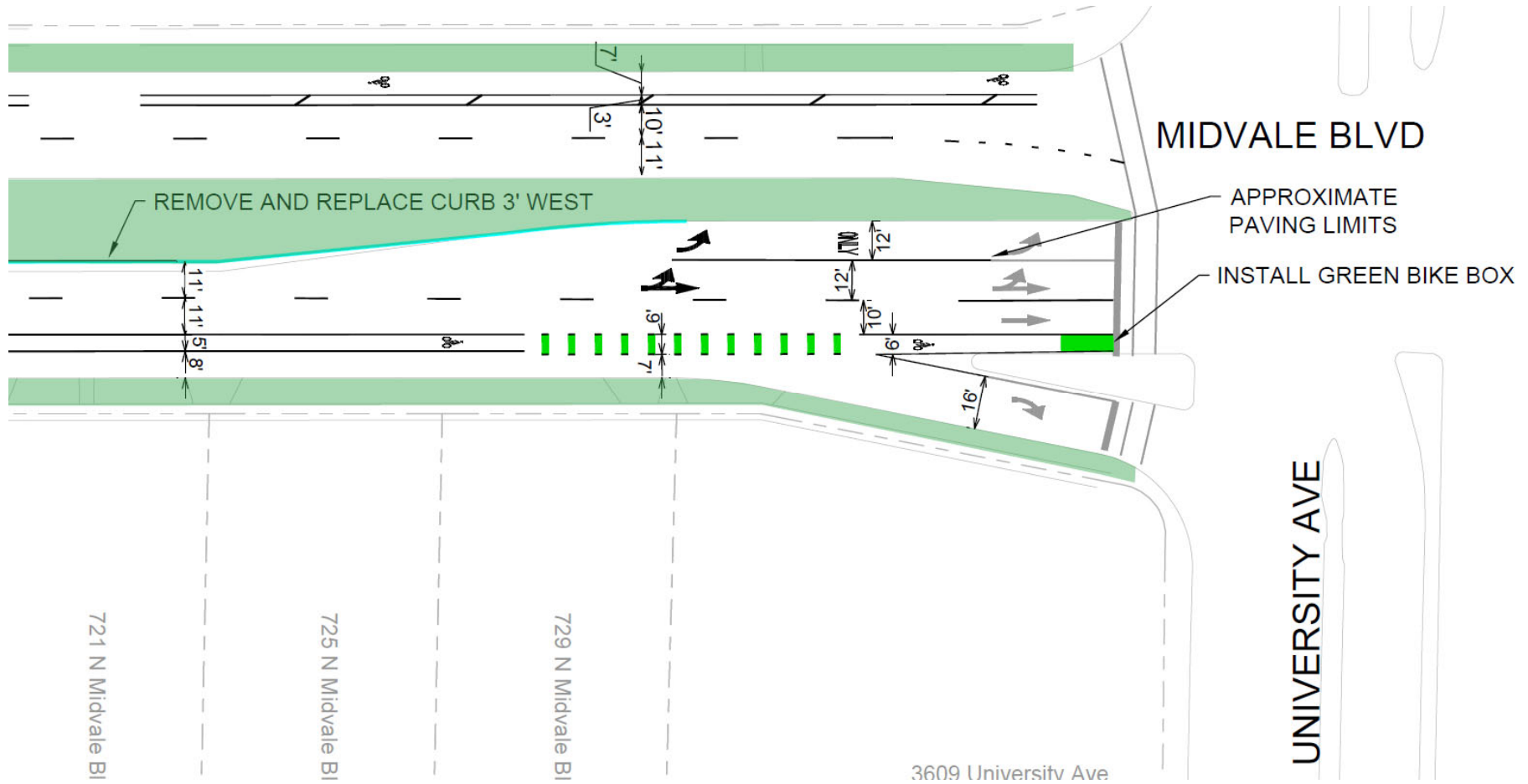
East Gorham Street example:



**ADISON**



# Proposed Design



# Existing Conditions

Item	Existing Condition
Last Surfaced	2005
Pavement Surface Evaluation & Rating	5/10 - Structural Improvement Required, Over 75% of Pavement is Cracked & Deteriorated
Curb Rating	7/10
Width	64' with 15' median
Surface	70 – Hot Mix Asphalt
Sidewalk	Both Sides
Sanitary	8" VCP 1960s – Located on either side of street
Water	10" Cast Iron 1940s-1950s – Located on either side of street
Storm	Storm in median with many connections





# Proposed Design

- Pavement resurfacing
  - Partial depth pavement replacement
- Spot replace curb and sidewalk
- Pedestrian crossing improvements at intersections
  - Type 1 to Type 2 curb ramps
- Rectangular Rapid Flashing Beacon (RRFB)
  - Push button activated flashing yellow light to assist pedestrian crossing
  - Hillcrest and Midvale intersection



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# Proposed Utility Design

- Storm
  - Curb inlets adjusted with planned median work
- Water
  - No scope
- Sanitary
  - No scope



# Forestry

- City Engineering will review the project with City Forestry & a Forestry representative will work with the City design team, City Construction Inspector, and Contractor during construction
- Trees will be pruned prior to construction to provide required clearance above street
- Tree priority score
  - Tree equity score, <https://www.treeequityscore.org/>
    - 85 west side of Midvale Blvd from Regent St to Univ Ave
    - 100 east side of Midvale Blvd and west side of Midvale Blvd south of Regent St
  - Canopy cover
    - 13% west side of Midvale Blvd from Regent St to Univ Ave
    - 50% east side of Midvale Blvd and west side of Midvale Blvd south of Regent St
  - Planting new trees
    - Low priority
  - Maintaining existing trees
    - High priority

# Assessment Policy & Costs

- Special charge for work being done that has a direct benefit to the property
- Preliminary assessment mailed during design phase
  - Based on estimated quantities
  - Unit prices for driveways and pavement resurfacing based on 2025 street improvement rates
    - Rates are an average of last 3 years of construction costs
- Assessments can be paid in lump sum or typically over 8 years with 4% interest
- Final assessment billed after project completion
  - Based on measured quantities
  - Unit prices for driveways and pavement resurfacing will not change from preliminary
  - Mailed in 2026





# Assessment Policy & Costs

## Midvale Boulevard

Item	Property Owner Share	City Share
10' Pavement Resurfacing*	100%	0%
Driveway Apron Replacement	50%	50%
Terrace Walk Replacement (between sidewalk & curb)	50%	50%
Curb & Gutter Replacement	0%	100%
Sidewalk Replacement	0%	100%
Intersection Curb & Pavement	0%	100%
Storm Sewer Main	0%	100%

\*Assessed per linear feet of frontage



# Assessment Policy & Costs

- Midvale Boulevard
  - Approximate property owner costs for items
    - 10' pavement resurfacing approx. \$12.08 per ft.
      - Example: The pavement resurfacing is 10' of street width across your property frontage
      - 50% discount for 1 or 2 family corner lots fronting two streets
    - Curb & Gutter and Sidewalk replacement not assessed
    - Driveway apron replacements as needed
  - For 60-80' of lot frontage estimate: \$750-\$1,000



# Potential Project Approval Schedule

- February 5, 2025: Transportation Commission Project Review
- Spring 2025: Project Approvals
- Late Spring 2025: Advertise for Contractor Bids
- Late Summer: Begin Construction TBD
- Late Fall: End Construction

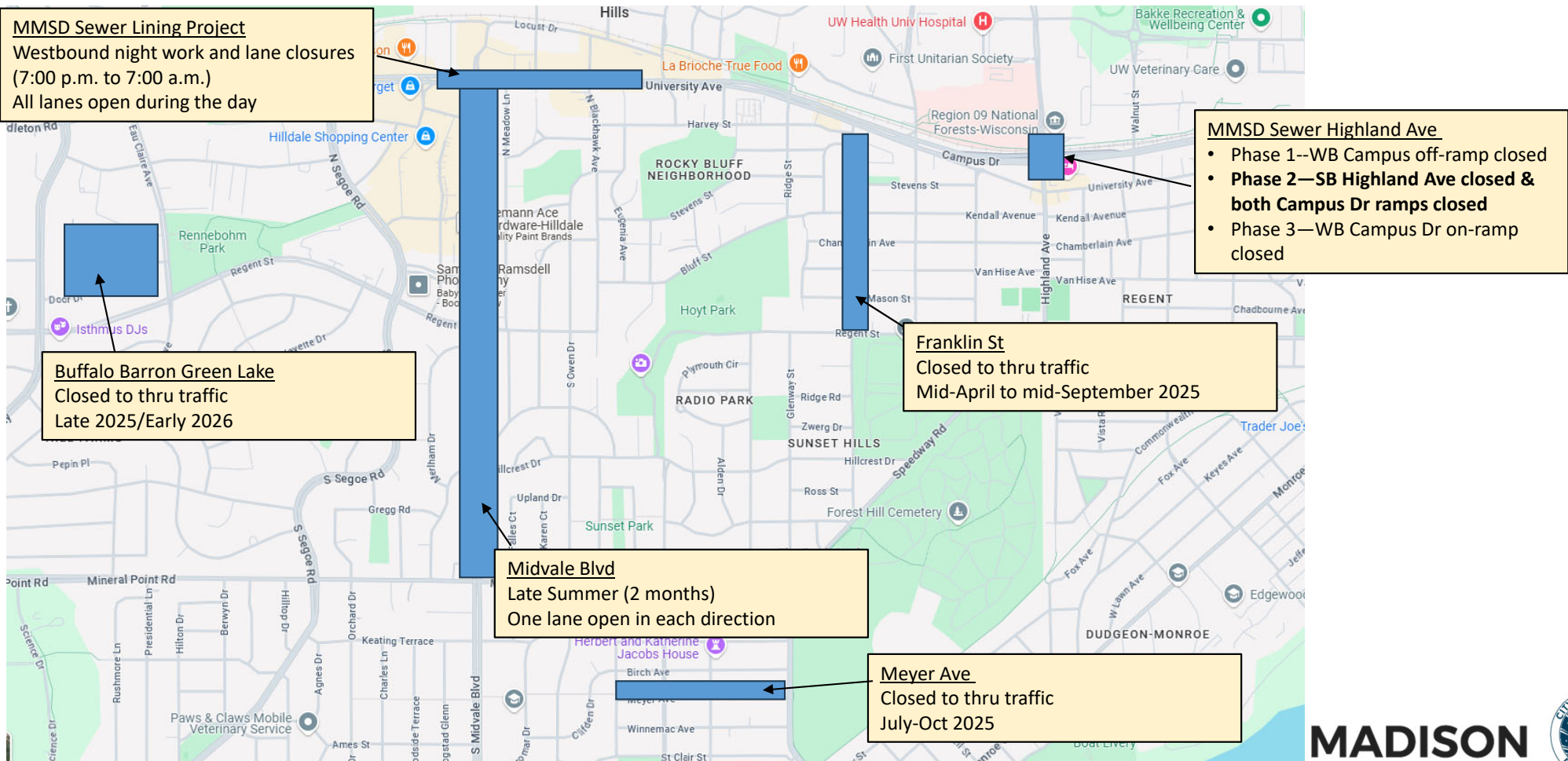


# Construction & Access

- Midvale Boulevard
  - Approximately 2 months to complete all work
  - Traffic control
    - One lane each direction
  - Residential driveway access will be maintained during most of construction
  - No planned water shut-offs are expected
  - Allowed working hours
    - 7am to 7 pm Monday to Saturday
    - 10 am 7 pm Sunday - Not typically used



# Overview map of surrounding projects



## Next Steps

- Up coming opportunities for public involvement
  - Sign-up for project email updates on the website
  - Transportation Commission public hearing meeting
  - Board of Public Works public hearing meeting
  - Common Council public hearing meeting
- Public notified via website updates and/or mailing
- Visit Project Website
  - <https://www.cityofmadison.com/engineering/projects/midvale-blvd-resurfacing-safety-improvement-project>



# Transportation Commission (TC) Meeting

- Members of the public can watch, register support/opposition, speak (3 minutes), and/or submit written comments.
- Subscribe to the email list on project webpage to get notification when TC meeting registration opens.
- If you register to speak, make sure the name you display in Zoom matches the name you registered under so staff know who to unmute when it's your turn.
- TC meetings start at 5:00 PM and an individual project review starts based on its placement on the agenda. Public hearings start at 6pm. You can join at any time.
- More information is available online at [www.cityofmadison.com/transportation/commission](http://www.cityofmadison.com/transportation/commission)



## Board of Public Works (BPW) Meeting

- Members of the public can watch, register support/opposition, speak (3 minutes), and/or submit written comments.
- Subscribe to the email list on project webpage to get notification when BPW meeting registration opens.
- If you register to speak, make sure the name you display in Zoom matches the name you registered under so staff know who to unmute when it's your turn.
- BPW meetings start at 4:30 PM but the public hearings for public works projects don't start until 5:30 PM (or when the item under discussion at 5:30 PM finishes). You can join at any time.
- If you have any questions about registering for the BPW meeting, email [boardofpublicworks@cityofmadison.com](mailto:boardofpublicworks@cityofmadison.com).





# Contact Information & Resources

Thank You for Attending!

- Questions
  - Please use the **“Q&A”** option at the bottom of the screen to type a question.
  - To ask a question verbally, click the **“raise hand”** option at the bottom of your screen and the host will unmute you.
- Engineering
  - Nick Jaeckels P.E., Project Manager, 266-9177, [njaeckels@cityofmadison.com](mailto:njaeckels@cityofmadison.com)
  - Hannah Mohelnitzky, Public Information Officer, 669-3560, [hmoelnitzky@cityofmadison.com](mailto:hmoelnitzky@cityofmadison.com)
- Traffic Engineering
  - Lukas Collins, Traffic Engineer, 261-9625, [lcollins@cityofmadison.com](mailto:lcollins@cityofmadison.com)
- Project Website: <https://www.cityofmadison.com/engineering/projects/midvale-blvd-resurfacing-safety-improvement-project>
  - Sign-up for project email updates on the website
    - Updates on the design process and construction progress will be posted to the project website
  - Recording for this meeting will be posted on project webpage

CITY OF **MADISON**

