

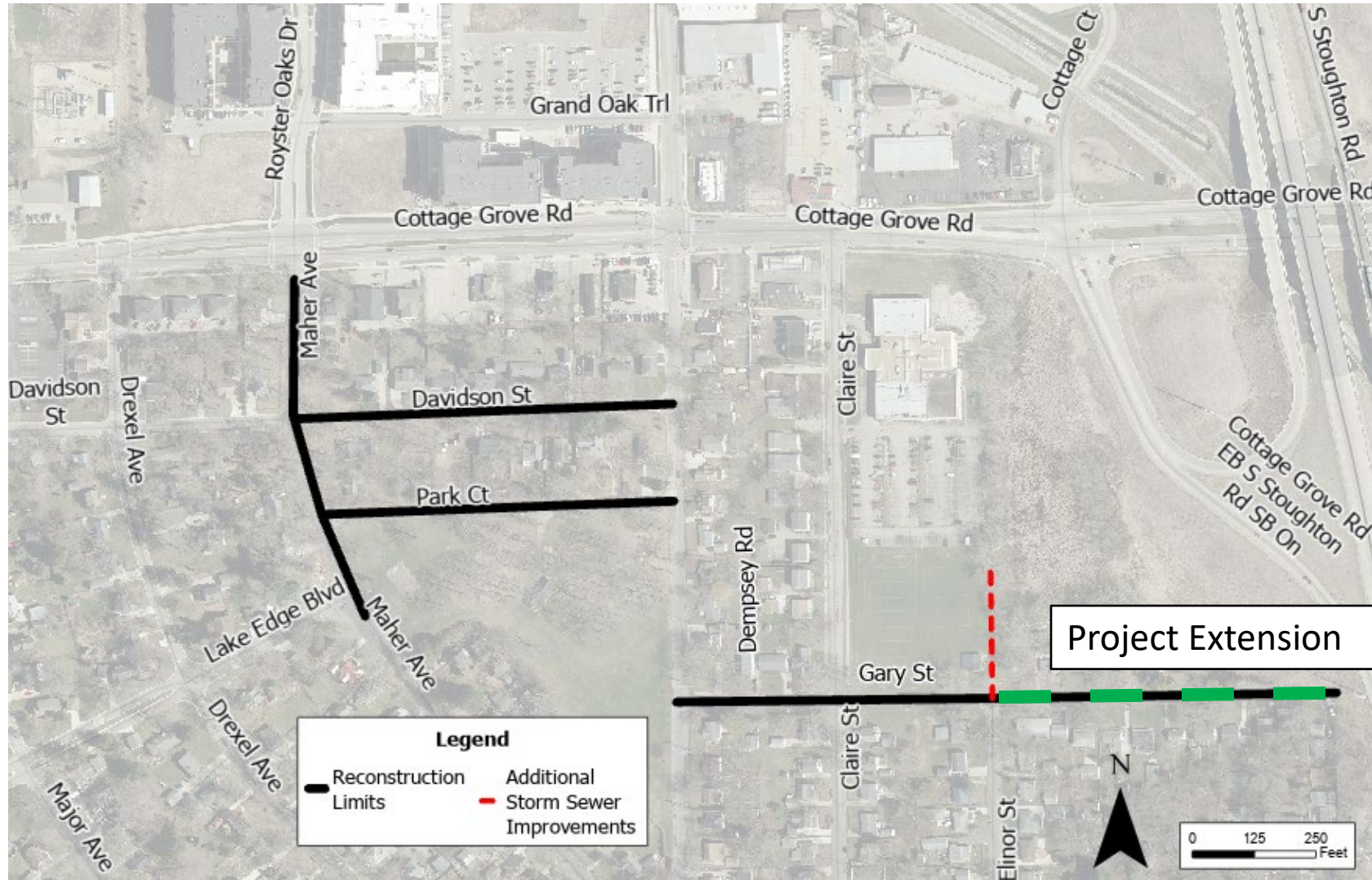


Davidson St, Maher Ave, Park Ct, Gary St Reconstruction

Transportation Commission Meeting
City of Madison Engineering Division
June 11th, 2025

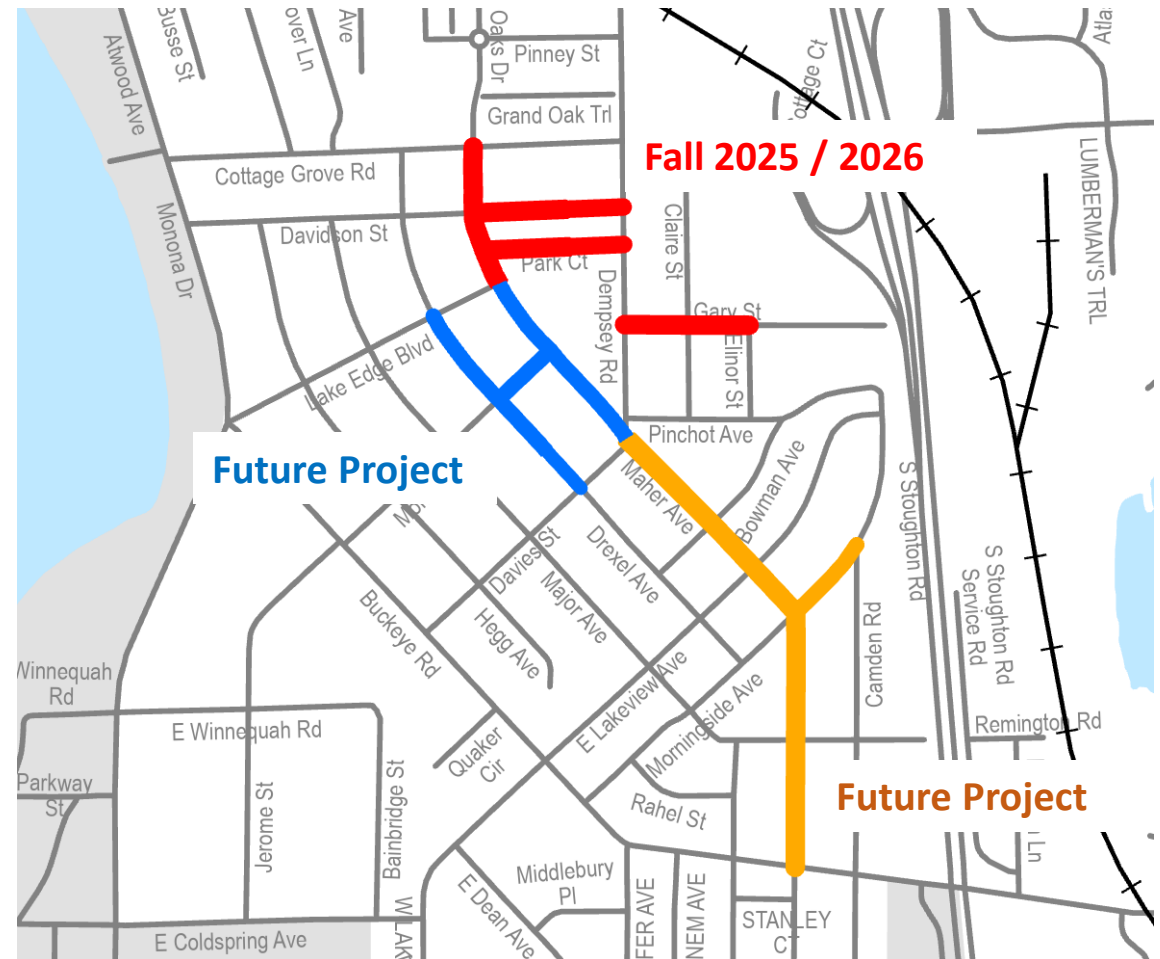


Project Location



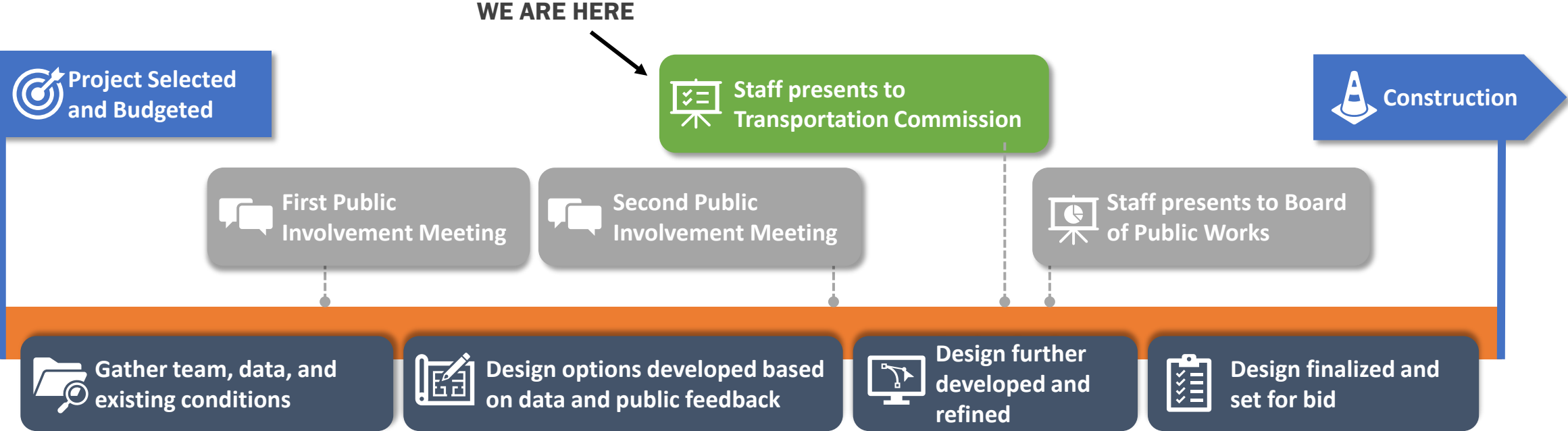
Meeting Purpose (Big Picture)

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



Meeting Purpose (Big Picture)

Project Development Process



Project Scope

- ▶ Street reconstruction
 - Street design will include: curb & gutter, sidewalk, 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



CITY OF MADISON



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.

Controlling Speed is a Key Factor in Vision Zero

When a person is driving at...



This is their field of vision:



This is their stopping distance:

115 FEET

200 FEET

305 FEET

And pedestrians hit at this speed have a...



13% likelihood of fatality or severe injury



40% likelihood of fatality or severe injury



73% likelihood of fatality or severe injury

Concept and data:
Toole Design Group, LLC

TOOLE
DESIGN



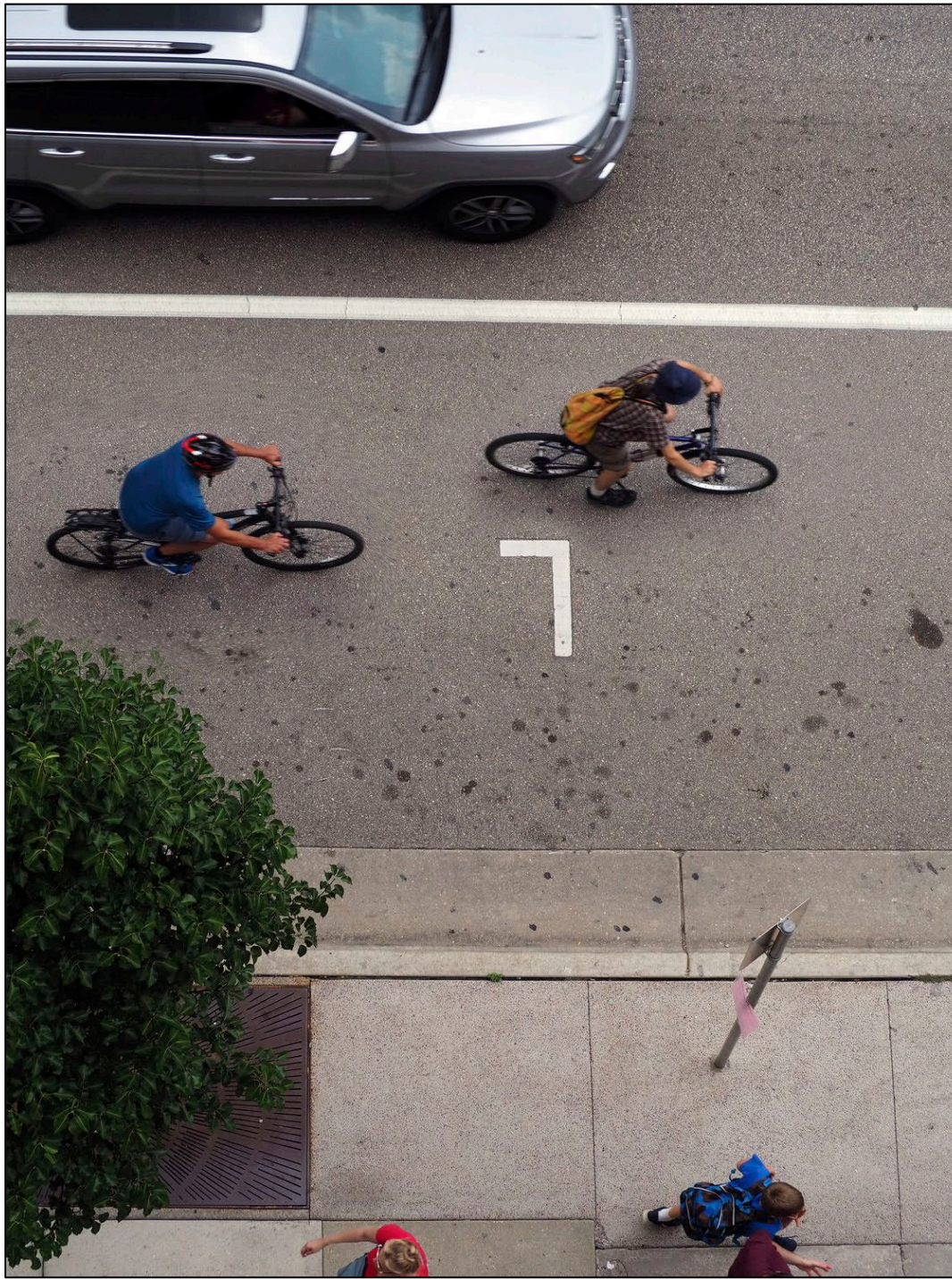
Vision Zero

- ▶ 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
- ▶ Project Specifics
 - ▶ High speed south-bound on Maher Ave
 - ▶ High speed turning movement concerns around Lake-Edge Blvd intersection

City of Madison

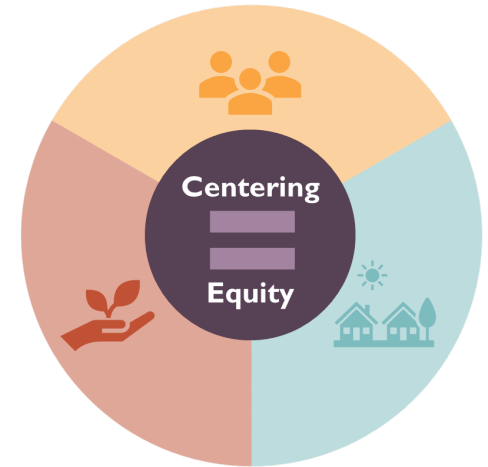
Complete Green Streets Guide

Approved January 6, 2023



STREET VALUES

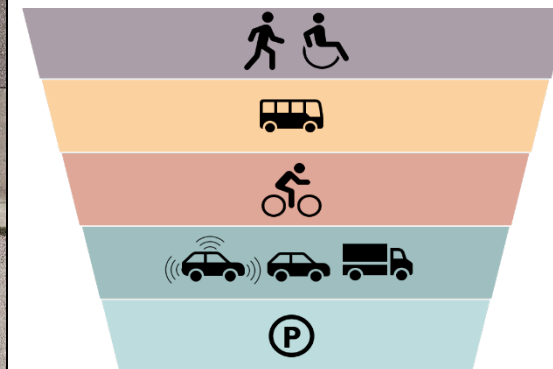
Putting People First



Fostering
Sustainability

Supporting
Community

MODAL HIERARCHY



MADISON



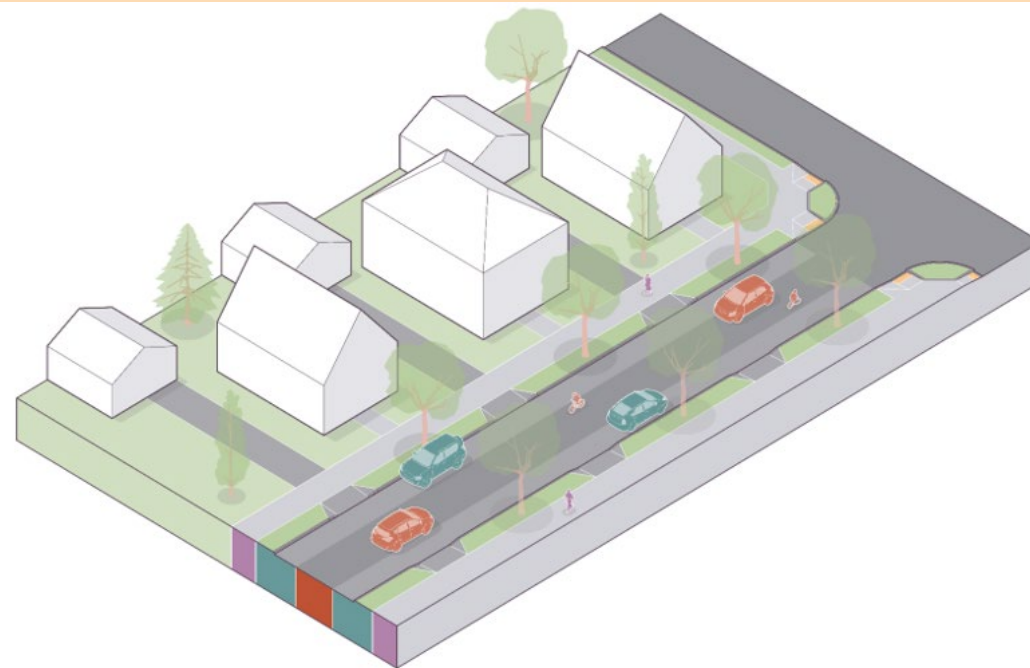
COMPLETE GREEN STREETS – STREET TYPE

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

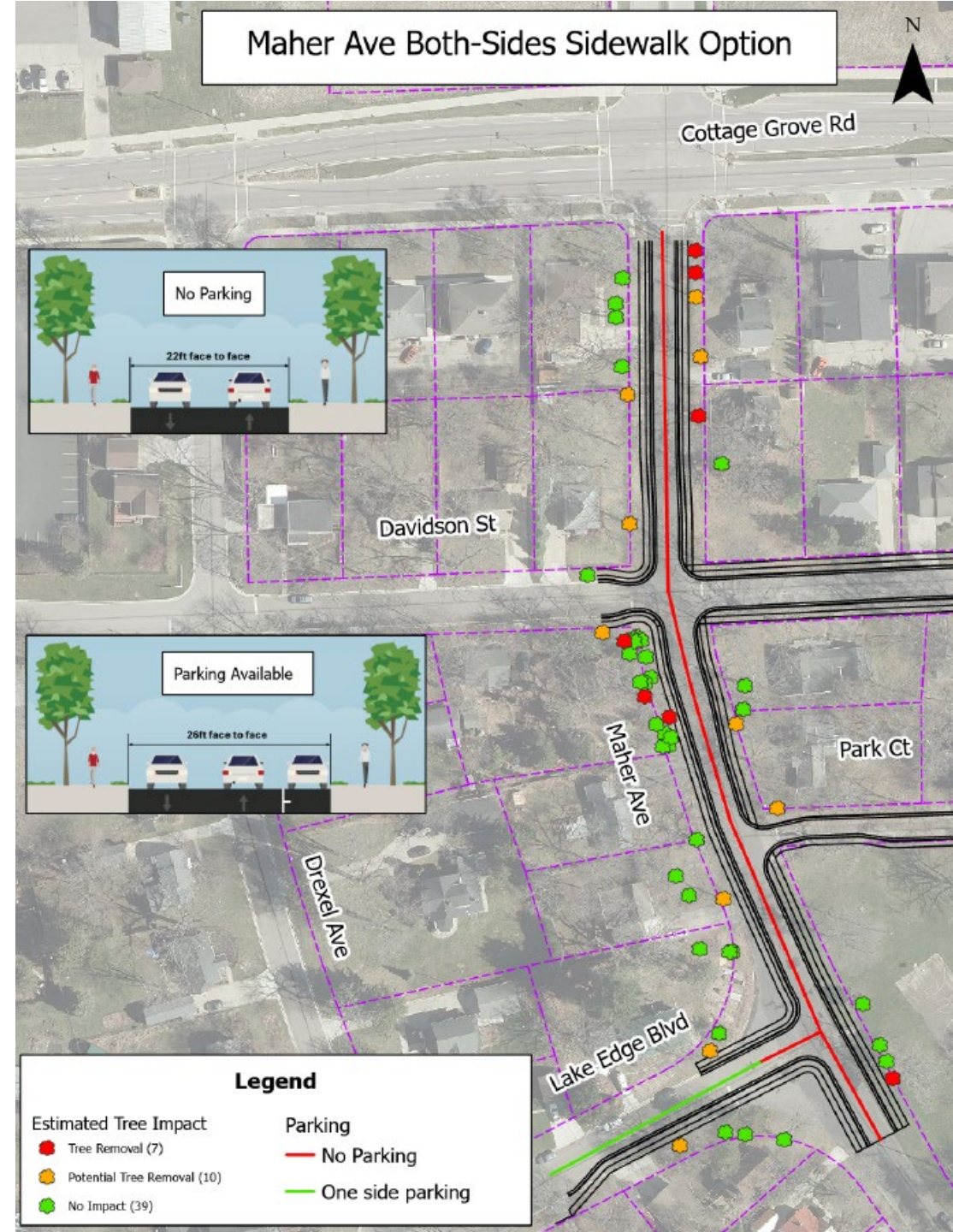
Walkway High Priority	Flex Zone Medium Priority	Travelway Low Priority	Additional Considerations
Standard sidewalks, with landscaping between the sidewalk and homes or buildings. May shift closer to or farther from the street to avoid impacting existing canopy trees. In constrained conditions (e.g., “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.

Proposed Street Options

► Option 1A – Maher Ave Both-Sides Sidewalk

Full street width varies 22' – 26'

- Adding curb & gutter
- Replace driveway aprons
- 5' sidewalks on both sides
- Narrowed street to lower speeding
- Substantial tree impacts
 - *7 known tree removals*
 - *10 potential tree impacts*

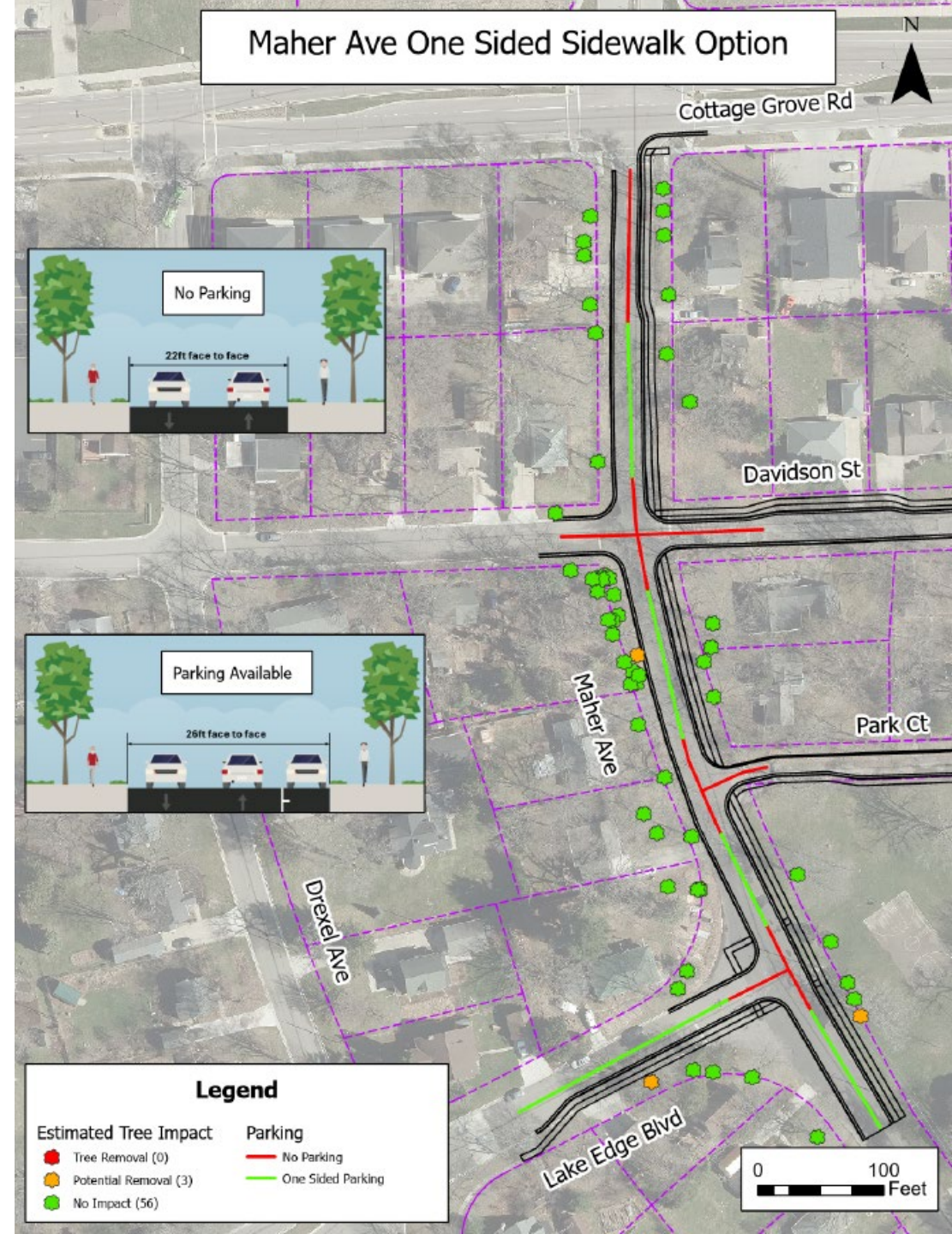


Proposed Street Options

▶ Option 1B – Maher Ave One Sided Sidewalk

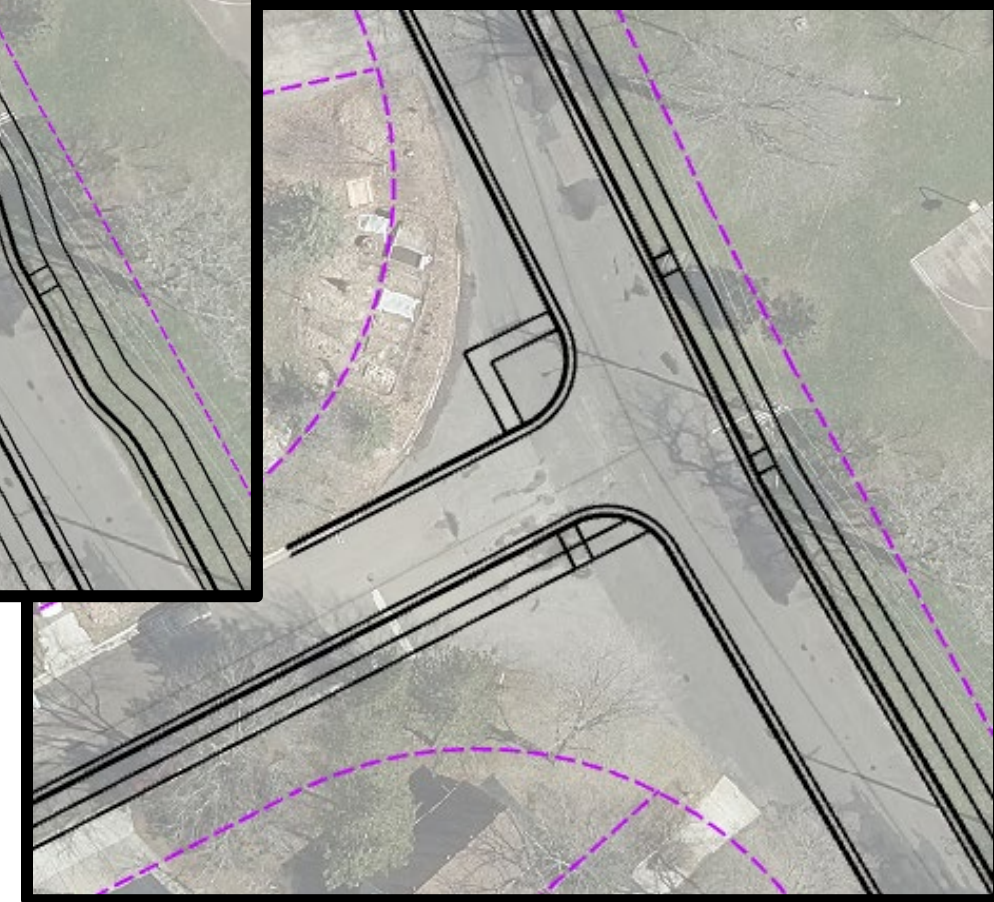
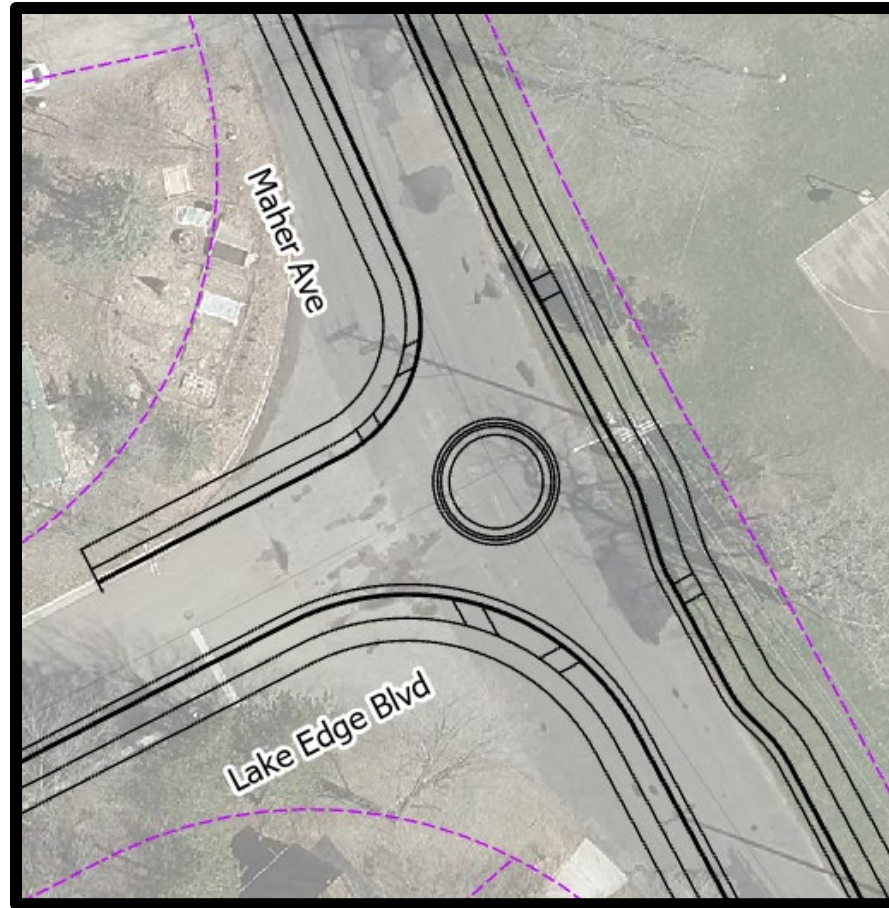
Full street width varies 22' – 26'

- ▶ Adding curb & gutter
- ▶ Replace driveway aprons
- ▶ 5' sidewalks on one side
- ▶ Narrowed street to lower speeding
- ▶ Substantial tree impacts
 - ▶ *0 known tree removals*
 - ▶ *3 potential tree impacts*



Proposed Street Options

- ▶ Option 1C – Traffic Circle
- ▶ Traffic circle is an alternative to a T-Intersection.
- ▶ Both will be effective in traffic calming
- ▶ Option can work with either sidewalk alternative
- ▶ Circle defaulted to red colored concrete
 - ▶ Opportunity for planting median if Resident is interested (*if option is selected*)



Proposed Street Options

► Option 2A – Davidson St Both-Sides Sidewalk

Full street width 26'

- Adding curb & gutter
- Replace driveway aprons
- 5' sidewalks on both sides
- Narrowed street to lower speeding
- Substantial tree impacts
 - 24 *known tree removals*
 - 2 *potential tree impacts*

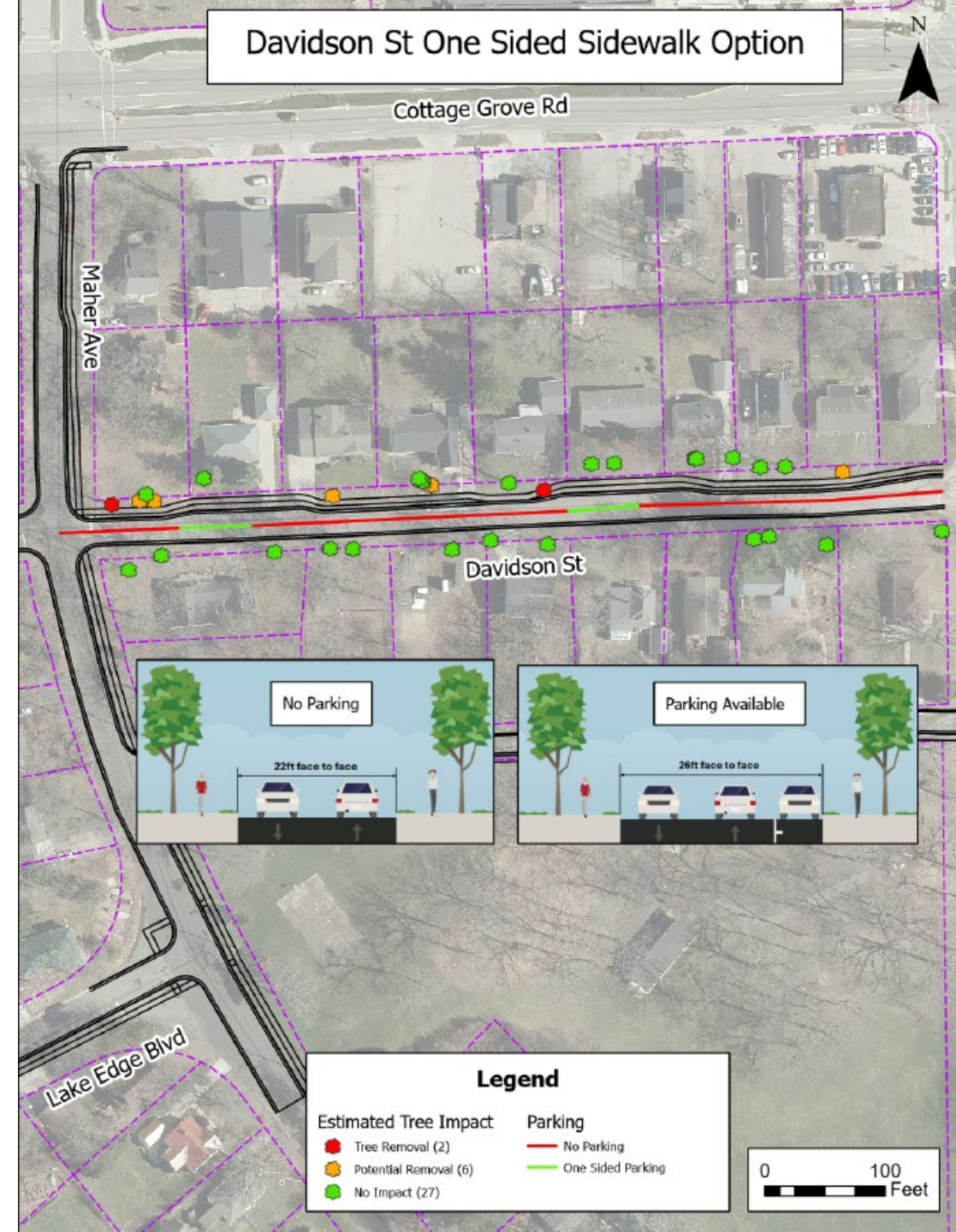


Proposed Street Options

► Option 2B – Davidson St One-Sided Sidewalk

Full street width varies 22 - 26'

- Adding curb & gutter
- Replace driveway aprons
- 5' sidewalks on one side
- Narrowed street to lower speeding
- Substantial tree impacts
 - 2 *known tree removals*
 - 6 *potential tree impacts*

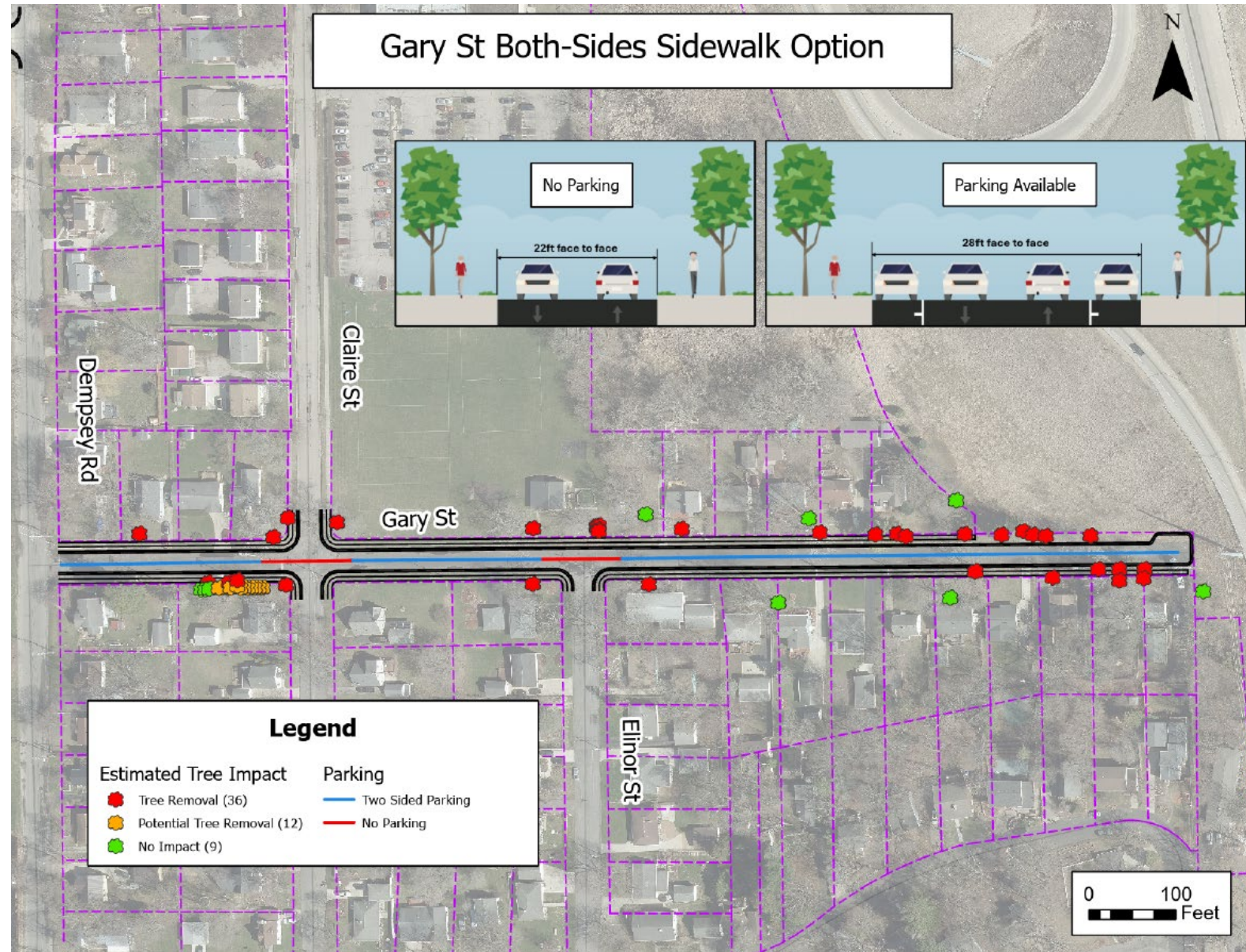


Proposed Street Options

► Option 3A – Gary St Both-Sides Sidewalk

Full street width 28'

- Adding curb & gutter
- Replace driveway aprons
- 5' sidewalks on both sides
- Narrowed street to lower speeding
- Substantial tree impacts
 - 36 known tree removals
 - 12 potential tree impacts



Proposed Street Options

▶ Option 3B – Gary St One Sided Sidewalk

Full street width varies 22' - 28'

▶ Adding curb & gutter

▶ Replace driveway aprons

▶ 5' sidewalks on one side

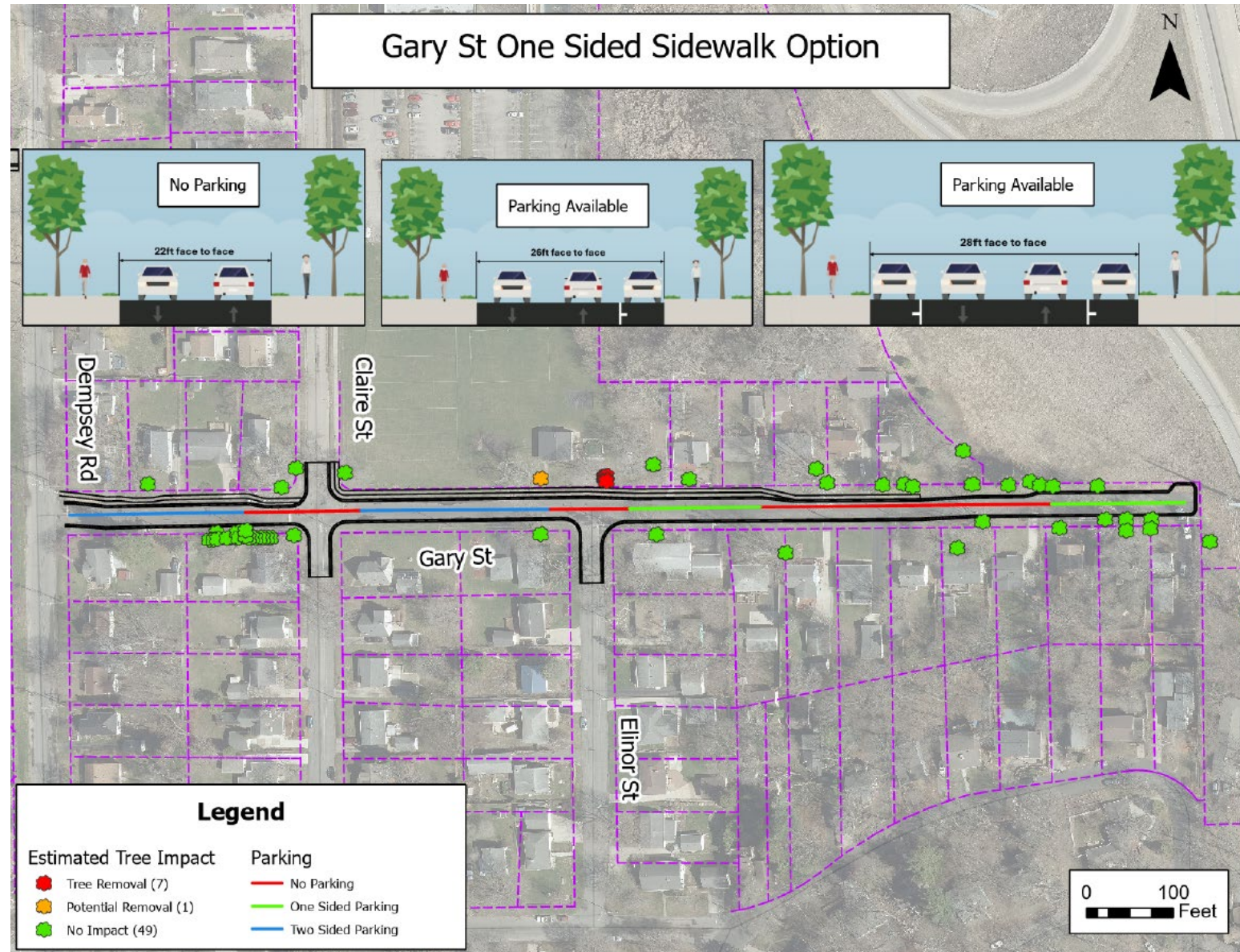
▶ Narrowed street to lower speeding

▶ Substantial tree impacts

▶ 7 known tree removals

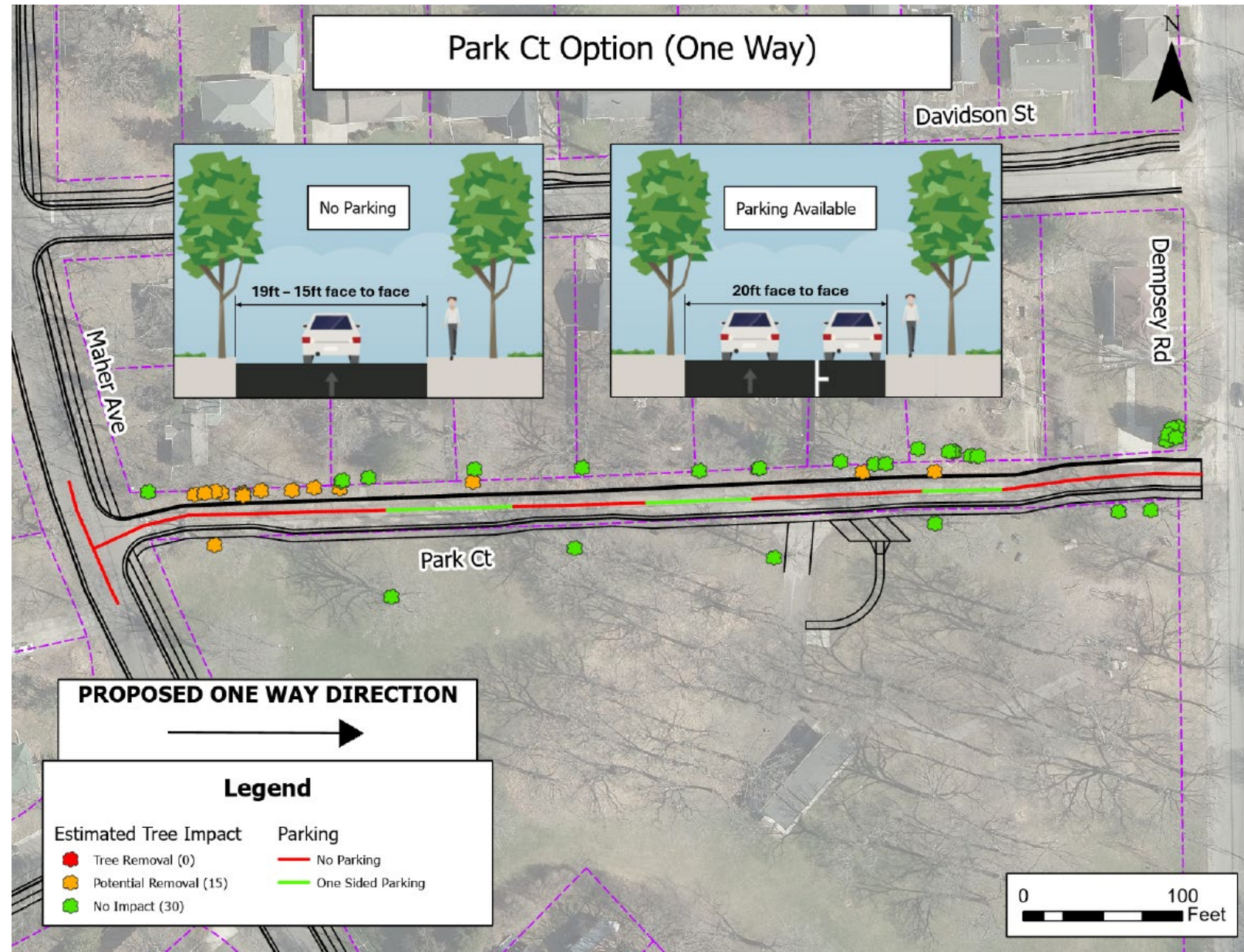
▶ Removals are from stormwater improvements
and communicated with YMCA

▶ 1 potential tree impacts



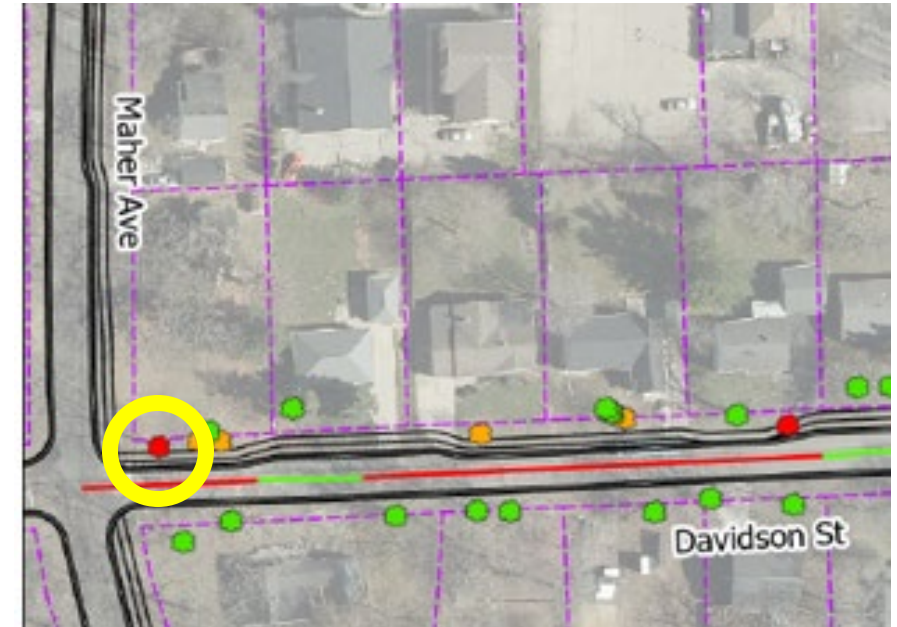
Proposed Street Options

- ▶ Option 4 – Park Ct
- ▶ Converted to One-way Eastbound direction
- Full street width varies 15' - 20'
- ▶ Adding curb & gutter
- ▶ Replace driveway aprons
- ▶ 5' sidewalks on one side
- ▶ Narrowed street to lower speeding
- ▶ Substantial tree impacts
 - ▶ 0 known tree removals
 - ▶ 15 potential tree impacts
- ▶ Accessible Parking Pad near shelter



Voices from the Neighborhood

- ▶ Questionnaire
 - 126 responses
 - Showed Alternative Design options
 - Support
 - Can live with it
 - Do not support
 - Design Alternatives with both sides
 - Average 73% Do not Support
 - Design Alternative with one side sidewalk
 - Average 29% Do not Support
- Raised Concerns about Trees
 - Tree at Maher Ave and Davidson St





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, ecefulu@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
- Instagram – @MadisonEngr
- X – @MadisonEngr
- Podcast: Search Everyday Engineering on Apple iTunes or your podcast provider