



Department of Transportation

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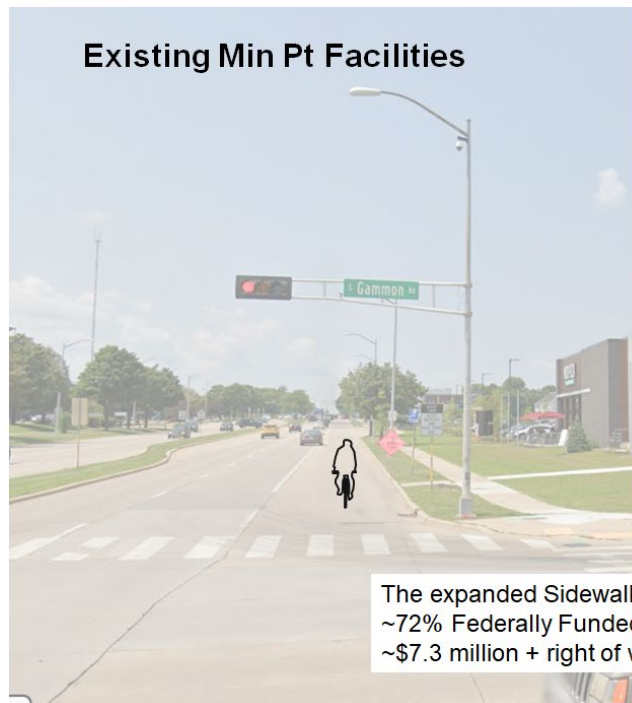
Subject: Mineral Point Road Widened Sidewalk
East West Bus Rapid Transit Project

This memo supplements the November 1st staff memo with additional information and actions of the Board of Public Works and Transportation Commission. This memo addresses legistar 80605, Approval of Geometry, Plans, and Specifications and Authorizing the Board of Public Works to Advertise and Receive Bids for Mineral Point Widened Sidewalk.

This memo does not repeat the background information and decisions discussed in the November 1, 2023 memo.

Widened Sidewalk Proposal

Madison's East West Bus Rapid Transit project extends 15 miles from Junction Road through East Washington Ave and onto East Spring Dr. About 2.5 miles of this BRT line travels on Mineral Point Road from the Beltline to Whitney Way. The BRT project proposes to accommodate cyclists through widening the sidewalk on the north side of Mineral Point Road. This accommodation is very similar to what has been provided on the north side of University Ave. This treatment provides a protected facility with a curb for both pedestrians and cyclists which conforms to All Ages and Abilities criteria. The construction cost of the widened sidewalk, with contingency, is estimated at \$7.3 million. As part of the E-W BRT agreement with the Federal Transit Administration, roughly 72% of this cost is federally funded. The Mineral Point Road Widened Sidewalk project is the last of three construction projects scheduled for 2024 and is planned to be completed with the E-W BRT project. It must be bid in January for it to be completed concurrently with the E-W BRT project.



Existing Min Pt Facilities



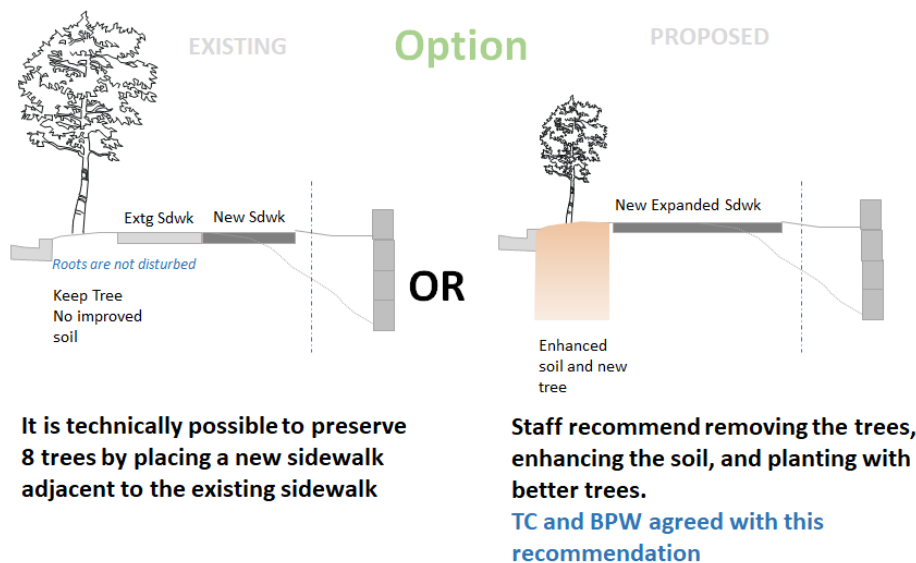
**Proposed Min Pt Facilities
(Similar to University Ave)**

The expanded Sidewalk is Part of the BRT Project
~72% Federally Funded
~\$7.3 million + right of way

Tree markings, neighborhood list serves, and media articles drew attention to the Mineral Point Road Sidewalk Widening project and the loss of trees. The attention prompted staff coordination to reduce tree impacts. A series of design modifications, sidewalk shifting, and reduced sidewalk widths (5-foot) was able to reduce tree impacts by roughly half.

Trees with Options - Proposed Replacement with Better Soil Conditions

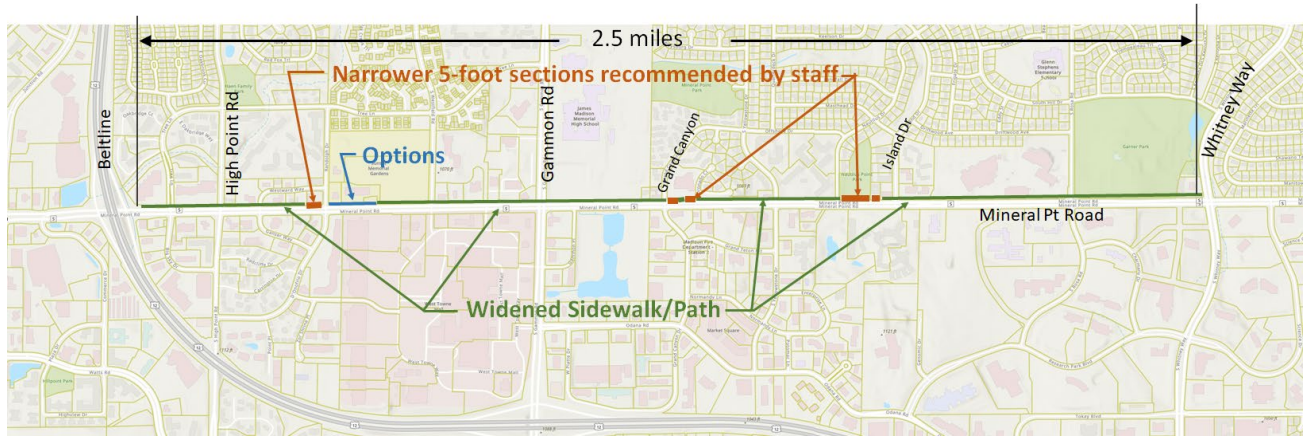
In addition to the reduction in tree removals, some trees have removal and preservation options. East of Randolph Drive (Sta 93+00) there is a series of 8 terrace trees, consisting mostly of 7” to 12” Norway Maples in front of a strip mall. The trees are of marginal health. It is technically possible for the widened sidewalk project to preserve these by maintaining the existing sidewalk in-place and adding another 5-foot sidewalk directly to the north. Forestry staff believe that both the project and the future tree canopy could benefit from fully removing the trees, improving soil conditions and replanting the trees with a different variety. With this option, the project would have a widened sidewalk without a center joint and the improved soil conditions would provide healthier trees with more canopy potential in a few years. This following graphic illustrates this option. While it is possible to save these trees, project staff and Forestry recommend replacing these trees with an improved soil terrace to produce better trees and canopy. The Transportation Commission and Board of Public Works agreed with this recommendation.



Type of tree in question

Plan Recommendations

The compromise plan recommendation developed by Transportation and Forestry staff reduced tree removals from 70 to roughly 30 to 40 trees. This recommendation reduced tree impacts yet also narrowed (5-foot) sidewalk for 800 feet over 5 locations. This sidewalk narrowing saved 16 trees ranging in diameter from 8” to 22” (shown in the following table). About 325 feet of the narrowing occurs along Nautilus Park/Drainage way which is owned by the City. It is possible for City Engineering to widen this sidewalk with a separate project at a later date. The following figure schematically illustrates the reduced sidewalk locations recommended by staff.



Both the TC and the BPW recommended plans different from the staff recommendation, generally reducing the amount of substandard (reduced) width sidewalk. The current substitute resolution before the Council recognizes the recommendation of BPW.

Board and Commission members favoring tree preservation felt that the trees were a resource that was important. In many instances, if the tree was removed the resulting terrace would be too narrow to support a replacement tree.

Board and Commission members favoring maintaining at least an 8-foot facility felt that 5-feet was not sufficient to serve two-way traffic from all the types of users the sidewalk/path would serve. A municipality would not construct a reduced 6-foot motor vehicle lane, why would a municipality construct a narrow width pedestrian/bicycle facility.

The following table presents the recommended narrower 5-foot sidewalk locations and the Transportation Commission and Board of Public Works recommendation.

	Landmark	Length of 5' Sidewalk	Trees Saved	Narrative	Reduction Recommended by		
					Staff	TC	BPW
Sta 89+00	Kwik Trip	150	3 (18", 20", and 15" Honey Locust)	This location abuts the Kwik Trip drive isle. Acquisition from Kwik Trip, and/or reducing driveways, would be difficult and affect their delivery vehicles.	Y	N	Y
Sta 134+50	Clock Tower	100	2 (22" and 8" Honey Locust)	This location is directly adjacent to a slope next to a parking lot. Widening is not possible without purchasing additional right of way which could include parking damages.	Y	N	N
Sta 136+20	Clock Tower	100	2 (2x20" Honey Locust)	This location is directly adjacent to a slope next to a parking lot. Widening is not possible without purchasing additional right of way which would include parking damages.	Y	N	N
Sta 155+00	Nautilus Park/Drainage Way	325	7 (3x12" and 4x15"-16" Honey)	This section of sidewalk is adjacent to a sloped recently constructed detention pond, listed as a park/Section 4f resource in the BRT Environmental Document. The trees being preserved by this narrowing are healthy 12" to 16" Honey Locust trees	Y	N*	N*

					Reduction Recommended by		
	Landmark	Length of 5' Sidewalk	Trees Saved	Narrative	Staff	TC	BPW
			Locust)	of good health. Because this land is owned by the city, a future city project could conceivably widen the sidewalk.			
Sta 158+50	Isle of View Apts	125	2 (2x19" Honey Locust)	This section is in front of an apartment complex parking lot and directly east of the Nautilus Park sidewalk section. If in the near future the Nautilus Park sidewalk was widened, there would be value in having this section already widened. There would be parking damages associated with widening the sidewalk to the north inside of the Apartment Parking lot. For this section the most feasible option would be to widen the sidewalk into the terrace, which would remove the two trees.	Y	N	Y
				*Note that TC and BPW accepted reduced sidewalk by Nautilus Park with the understanding that Transportation/Engineering would work to widen the path using city funds in the next couple of years.			

Summary

The following table summarizes the impacts between the recommendations. All three recommendations maintain 75% to 85% of the tree canopy. As mentioned, the substitute resolution before the council is consistent with the recommendation approved by BPW.

Factor	Staff Recommended	TC Recommended	BPW Recommended
Existing trees removed (including by Garner Pk)	28	37*	32*
Trees with options (remove and replace with better soil)	8	8	8
Total Trees Removed	28 to 36 trees+	37 to 45 trees+	32 to 40 trees+
Tree removals per mile Per block^	11 to 14 1.7 to 2.2	15 to 18 1.6 to 2.7	13 to 16 1.9 to 2.4
Amount of 5-foot sidewalk	800' 6%	325' 2.5%	600' 4.5%
Trees in corridor preserved (191 total currently)	81% to 85%	76% to 81%	78% to 83%

+ Higher number includes the trees associated with the remove and replace option

*This number excludes trees by Nautilus Pk/Drainage way with the understanding this sidewalk would be widened with a future city project.

^800 foot block assumed