

**City of Madison
Interdepartmental Correspondence**

Date: October 19, 2009
To: Plan Commission
From: Linda Horvath, Planning Division
Subject: FINAL DRAFT Northport-Warner Park-Sherman Neighborhood Plan

The Northport-Warner Park-Sherman Neighborhood Plan was introduced at the July 7, 2009 Common Council meeting. The Plan was referred to 11 Boards/Committees/Commissions for approval. Below is a summary of the actions taken at these meetings:

Community Services Committee

Motion: Approval

Board of Public Works

Motion: Approval with the provision to add bike lanes to Northport Drive.

Staff comment: See Volume I, page 35, recommendation 1, and page 36, recommendations 4, 5 and 10 which support adding bike lanes to Northport Drive.

Ped/Bike/Motor Vehicle Commission

Motion: Return to the lead with the following recommendations that the plan includes language to adopt AASHTO requirements for sidewalks and bike paths and those projects related to Hwy 113 and North Sherman Avenue adopt the requirements of State funded projects requiring that roads accommodate all modes of transportation.

Staff recommendation: Add Overall Recommendations section to page 33 with the following items:

1. American Association of State Highway Transportation Officials (AASHTO) requirements shall be followed for the design, construction and reconstruction of sidewalks and bike paths.
2. Projects on STH 113 and North Sherman Avenue shall follow the requirement that State funded projects accommodate all modes of transportation.

Economic Development Committee

Motion: Approval

Urban Design Commission

Motion: Approval with the provision to support and encourage extending existing Urban Design District No. 4 down Northport and Packers Avenues, as well as encouraging pedestrian/bicycle issues to be continued to be worked on as part of ongoing efforts between the area's Alder and neighborhoods within the plan area.

Staff recommendation: Staff supports the provisions of this motion.

Community Development Block Grant Committee

Motion: Approval

Long Range Transportation Planning Committee

Motion: Approval with the provision to address specific comments and amendments as included in the minutes of the August 20, 2009 meeting of the LRTPC, and addressed below by staff.

1. Pg. 10 – Concept B.

Staff comment: Concept B is one of two options with various design elements. Concept A also proposes a number of design elements, but a cul-de-sac is not included.

Staff recommendation: Retain the cul-de-sac option in Concept B.

2. Pg. 10 – Concept C.

Staff comment: Adding a Concept C drawing that shows the existing intersection as an option could create confusion.

Staff recommendation: Add the following language to pg. 11, paragraph 1 - Design Ideas: Concept B will organize the space to allow for urban form redevelopment. Another option would be to use the existing intersection configuration, but make improvements such as enhancing lane continuity and the southbound merge from CTH CV.

3. Pg. 12 – i.

Staff recommendation: Staff supports the following requested change:

- i. Request that WisDOT, Traffic Engineering, and Engineering explore improvements to the Packers Avenue/CTH CV/Northport Drive intersection ~~as a separate project from the long-term reconstruction of STH 113~~ to aid in redevelopment of this gateway area.

4. Pg. 13 – Concept A.

Staff recommendation: Staff supports adding a ped/bike connection to Hanover Street in Concept A.

5. Pg. 14 – c.

Staff recommendation:

c. Utilize existing planting easement located behind the future UW Credit Union site to construct a pedestrian/bicycle connection from the northwest corner of Warner Park to southeast corner of Lake View Hill Park to be built with neighborhood and County input. Explore adding a segment to this pedestrian/bicycle connection heading east to Hanover Street.

6. Pg. 17 – l.

Staff recommendation:

l. Bicycle and pedestrian pathway route through the property linking to other proposed pathways north to the Cherokee Marsh Conservation Park and south to existing and proposed bicycle routes.

7. Chapter Five.

Staff comment: The Steering Committee recognizes that the plan recommendations will require further study and exploration to determine feasibility. That is why the group worked with planning staff to choose language that requests such further investigation, rather than directly asking for implementation.

Staff recommendation: Retain language such as explore and consider in the plan recommendations.

8. Pg. 34 – 5. & 9.

Staff recommendation:

5. Explore and consider options for increasing safety for children/youth walking or biking to and from school through such measures as pedestrian and bicycle safety improvements; crime deterrents such as designated safe routes using the Safe Routes to School program; no turn on red signals during times when children/youth are most apt to be sharing the roads; and additional crossing guards and adult supervision on the way to and from school.

9. Consider removing the free-flow right turn lane from Northport Drive onto North Sherman Avenue. In addition, add a pedestrian crossing on the west leg (Northport Drive) of the intersection.

9. Pg. 35 – 16.

Staff recommendation: Add the following recommendation: Investigate the feasibility of placing bicycle lanes on all arterial and collector streets at the time of proposed street reconstruction. In addition to streets already indicated in this plan, include Aberg Avenue, Fordem Avenue, North Sherman Avenue north of Northport Drive, Troy Drive (west), and Commercial Avenue.

10. Pg. 35 – 17.

Staff comment: The NWS SC received differing public input on whether or not to add new sidewalk connections in various areas of the Northside. The SC felt that there should be additional exploration with the public on this matter.

Staff recommendation: Recommend the proposed #17 being revised as follows, Work with neighborhoods to explore adding pedestrian connections where they do not exist. For example, consider the following: create a ped/bike path from Pankratz Street to Shopko Drive to serve as an interim measure until such time that a street connection with a sidewalk may be constructed along this same route; create a continuous pedestrian connection from Commercial Avenue to East Johnson Street; and, add a sidewalk from Monterey Drive to Monterey Drive/Warner Park playground.

11. Pg. 35-18.

Staff comment: Chapter Six includes recommendations for parks and open space. The primary recommendation is to revisit the Warner Park Master Plan. Pages 37 and 38, recommendation a, b and c address transportation related improvements for the park..

Staff recommendation: On page 35, add the following recommendation.

Improve pedestrian and bicycle access and safety at Warner Park entrances on North Sherman Avenue and Northport Drive, and improve the pedestrian and bike paths through the park as indicated in Chapter Six, pages 37 and 38, recommendations a, b, and c.

12. Pg. 36 - 4.

Staff recommendation: Move the following recommendation to the Short-Term Recommendations section with the additional language indicated:

4. Work with WisDOT to consider options to reconstruct the intersection of Northport Drive/Packers Avenue/CTH CV with a roundabout or T-intersection or improved lane continuity and merging the existing configuration that incorporates high visibility pedestrian crossings, wide sidewalks, and bike facilities.

13. Pg. 36 – 10.

Staff recommendation:

10. From Packers Avenue to North Sherman Avenue or Troy Drive (west) consider: a) reducing all or part of Northport Drive from three lanes to two lanes in each direction; b) widen terrace and plant street trees and other landscaping; c) mark bike lanes.

14. Pg. 36 – 14.

Staff recommendation:

14. Connect Pankratz Street to Shopko Drive. Include bicycle lanes. Create a pedestrian/bicycle connection to the Airport Gateway Area either from the Aberg Avenue interchange or across Packers Avenue.

15. Pg. 36 - 19.

Staff recommendation: Accept the proposed additional recommendation rewritten as follows: Explore and consider feasibility of placing bicycle lanes on all remaining arterial and collector streets such as Packers Avenue.

16. Pg. 36 – 20, & 21.

Staff recommendation: Accept the following additional recommendations.

20. Consider constructing a bicycle/pedestrian path (The Sherman Flyer) from the Yahara River Path to Warner Park and the Town of Westport along the Union Pacific rail corridor.

21. Explore placing bicycle directional/distance signage at key path-path, street-street, and path-street intersections.

Transit and Parking Commission

Motion: Approval

Board of Park Commissioners

Motion September 8: Deferred to October 14 meeting with the provision that Parks and Planning staff work together to address public comments.

Board of Estimates

Motion: Approval

Board of Park Commissioners

Motion October 14: Approval with the revisions submitted by the Parks and Planning Divisions to the Board of Park Commissioners in response to public comment (see attachment to this memo dated 10/8/09) including removal of recommendation j. on page 39.

Staff comment: Item j. recommends water recreational activity such as paddle boats and canoes on the Warner park lagoon. Staff recognize that such activity could disrupt water birds and other wildlife in this area, therefore removing this recommendation is acceptable.

Staff recommendation: Incorporate revisions to the Final Draft NWS Plan as written by the Parks and Planning staff and included in the report to the Board of Park Commissioners dated 10/8/09.

Plan Commission

Staff comment: The Final Draft NWS neighborhood plan was on the September 14 Plan Commission agenda. It was referred, however, to the October 19 agenda in light of a previous decision by the Board of Parks Commissioners to refer the plan to the Board's October 14 meeting so that staff could address public comment.

An additional public comment was submitted to the Plan Commission from Michael Rewey prior to the September 14 meeting (see packet attachment, memo from Michael Rewey). Staff recommends against the proposed change in this memo regarding reconfiguring North Sherman Avenue to two-lanes with a center left turn lane. Any reconfiguration of North Sherman Avenue should be further explored with the community. During the NWS plan process, community groups worked together with Alder Satya Rhodes-Conway to facilitate public discourse on this issue but no consensus was reached.

Staff recommendation: Plan Commission motion to adopt the Final Draft Northport-Warner Park-Sherman Neighborhood Plan with the recommended staff changes included in this memo.

Cc: Alder Satya Rhodes-Conway District 12 and Alder Michael Schumacher District 18