



Parman Terrace Construction Project 2027

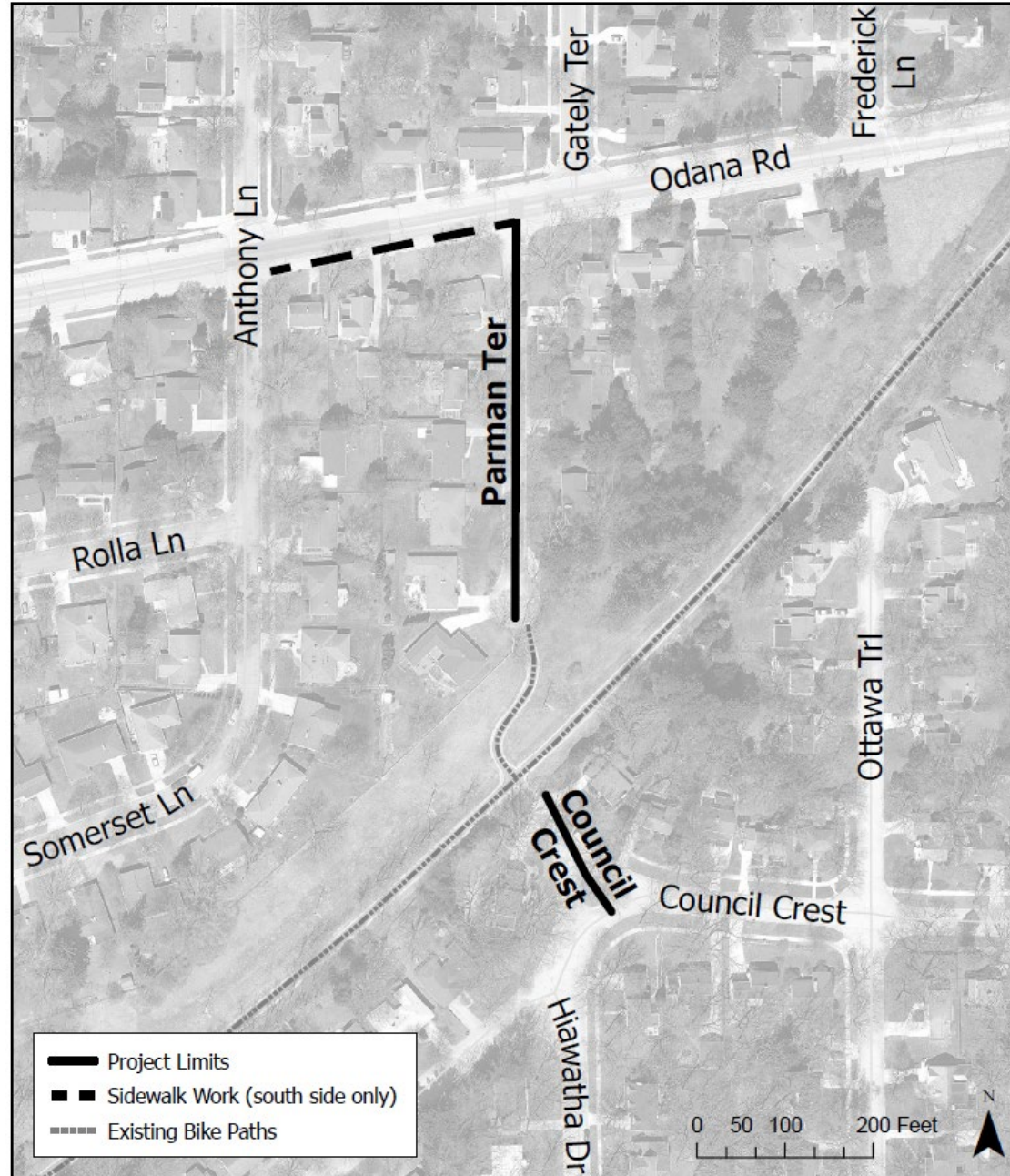
Transportation Commission
City of Madison Engineering Division
July 15, 2026



Presentation Overview

- **Project Location**
- Meeting Purpose
- Complete Green Streets
- Proposed Street Design Alternatives Considered
- Proposed Design

Project Location

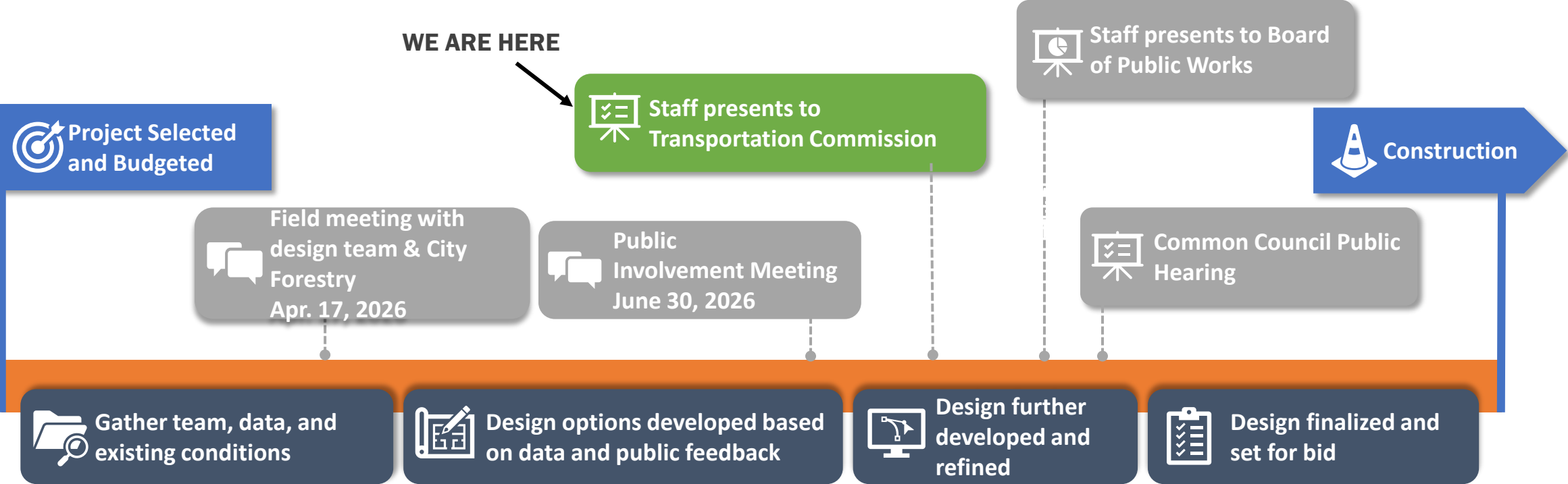


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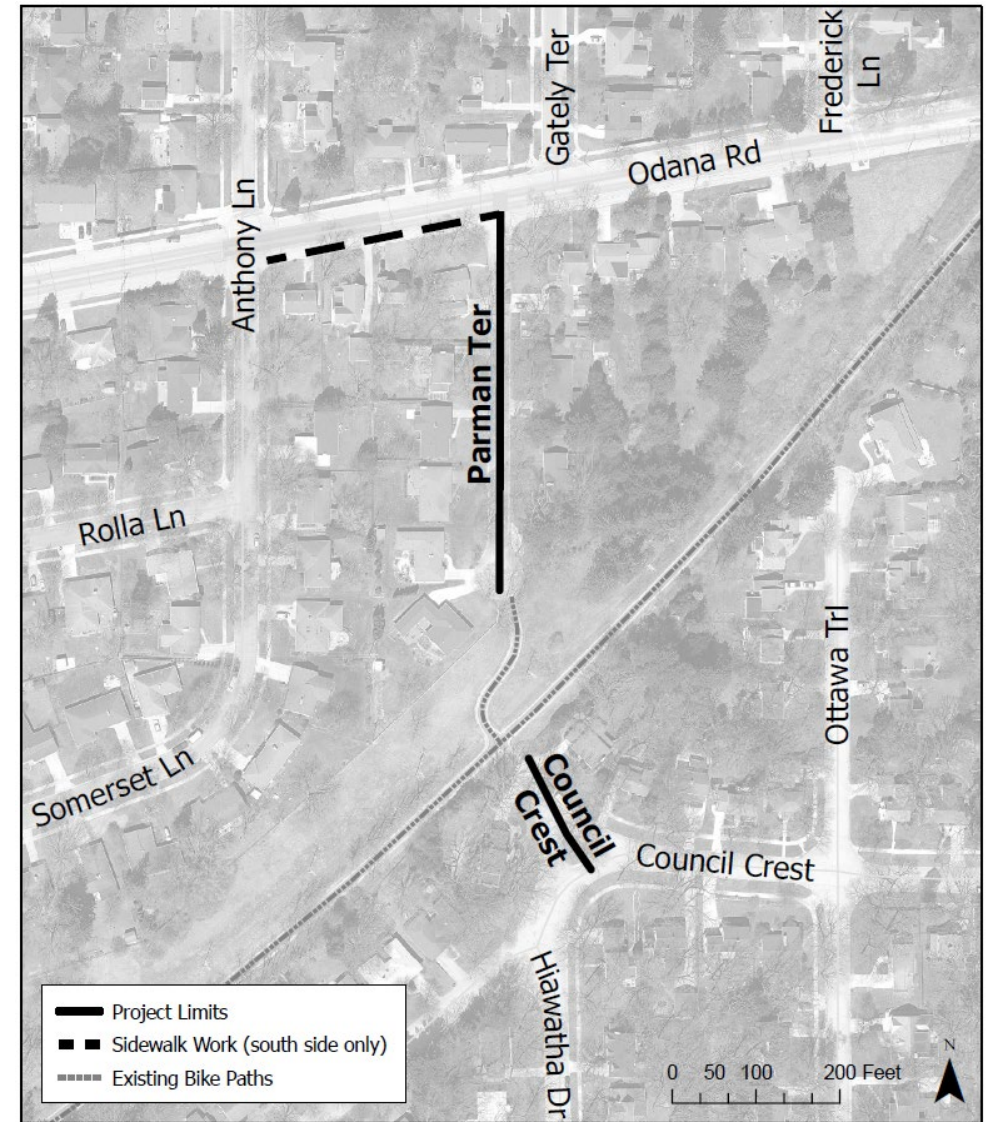
Meeting Purpose (Big Picture)

Project Development Process



Meeting Purpose

- To inform the commission regarding the upcoming project and the street layout alternatives
- To inform the commission about public meeting
- To gain feedback/approval on the commission preferred design alternative



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COMPLETE GREEN STREETS – STREET TYPE

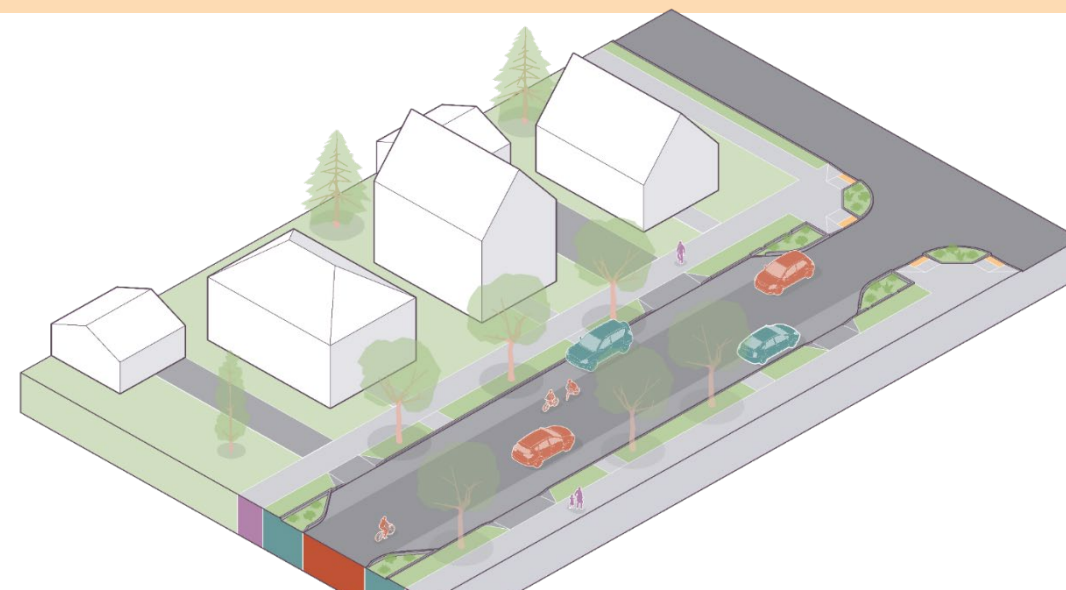
Existing Paraman Terrace – Neighborhood Street

Context: Residential neighborhood

Description: Wider neighborhood streets. Includes some higher-traffic streets and transit routes that should be designed to prioritize neighborhood quality of life. Allows two drivers to pass each other without stopping.

Existing Street width: 28' with parking on both sides typically allowing traffic to pass slowly in both directions.

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 canopy trees.	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 common.	Two-way travel without lane markings. No dedicated bikeway unless traffic volumes are above 3,000 ADT.	Speed management, parking demand to determine type and amount of on-street parking.

COMPLETE GREEN STREETS – STREET TYPE

Proposed Parman Terrace - Neighborhood Yield Street

Context: Residential neighborhood

Description: Many older neighborhood streets fall within this street type. May allow parking only on 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 canopy trees.	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 common.	Two-way travel without lane markings. No dedicated bikeway unless traffic volumes are above 3,000 ADT.	Speed management, parking demand to determine type and amount of on-street parking.

Complete Green Streets – Possible Street Widths

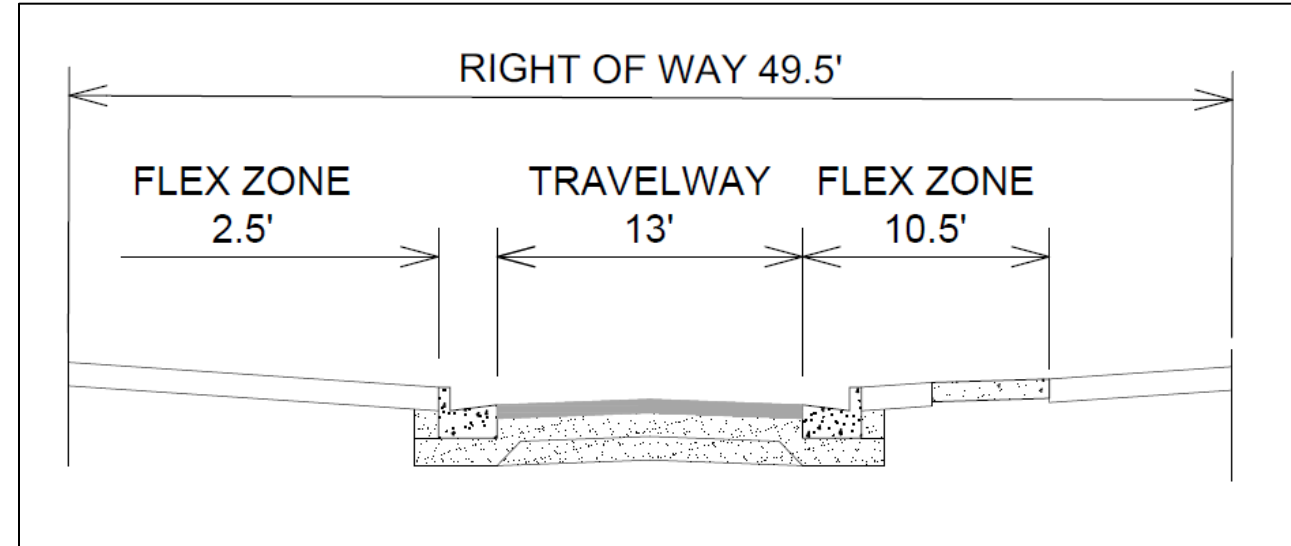
- Change street type from *Neighbor Street* to *Neighborhood Yield Street*
- Complete Green Streets Table 6.1 – *Street Type Space Requirements*
 - Minimum Travelway Width: **14'**
 - Parking on 1 side
 - Maintain a narrower street width where on-street parking is not provided
 - Typical and maximum Travelway Width: **16'**
 - Parking on 1 side
 - Parking on one side does not allow traffic to pass in both directions (one vehicle must give way)
 - Flex zone Width
 - Total width can be from 10' to 17'
 - Includes curb & gutter, terrace, trees, on-street parking if present, etc.
 - In constrained cases terrace width can go as low as 3'

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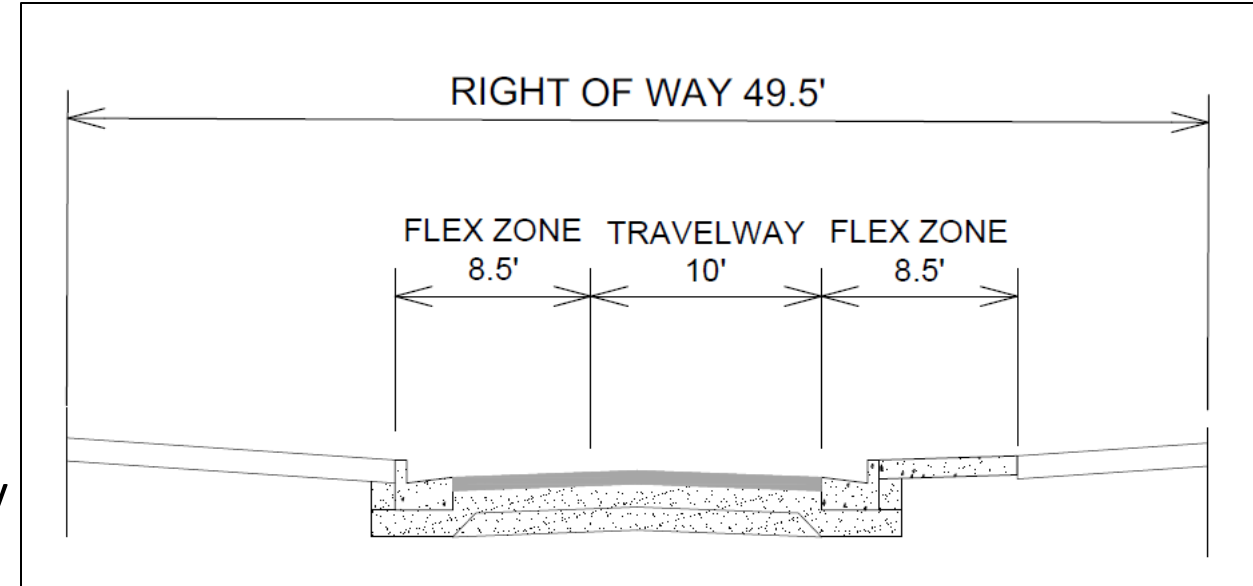
Proposed Street Design Alternatives Considered

- Alternative Design A
 - Street width of 17-ft from face of curb to face of curb
 - Install a 3-ft terrace and 5-ft sidewalk on the east side of the street
 - In front of the trees
 - Replace driveway aprons
 - Maintain trees in the right of way
 - Narrow street for traffic calming
 - Sidewalk maintained by residents
 - Existing parking would be removed



Proposed Street Design Alternatives Considered

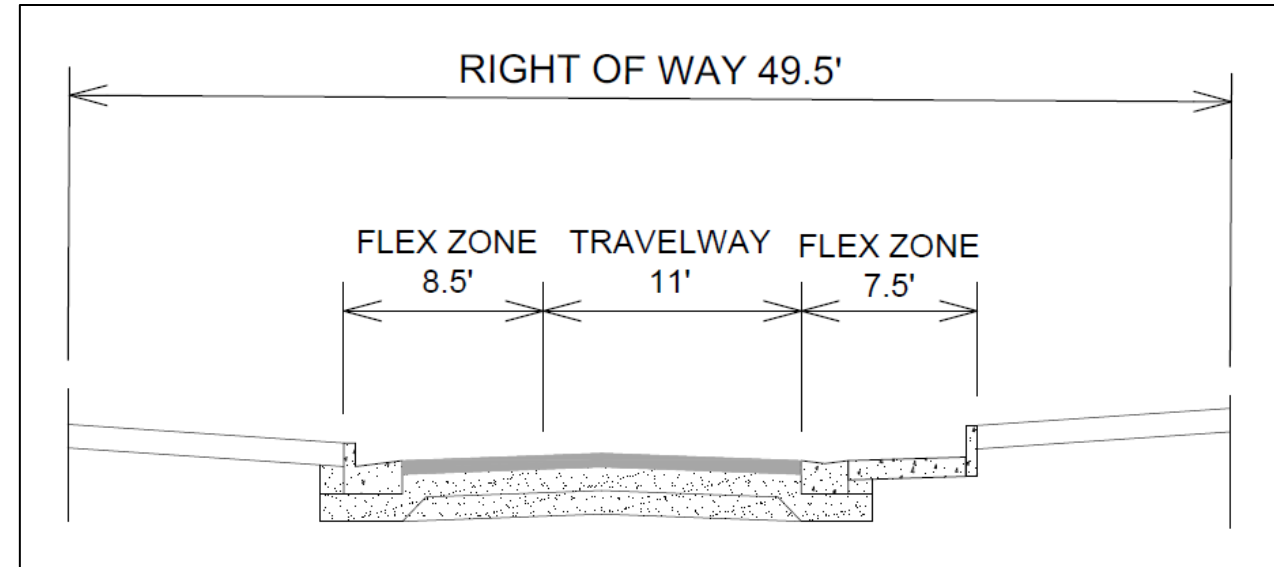
- Alternative Design B
 - Street width of 20-ft from face of curb to face of curb
 - Install a 6-ft sidewalk on the east side of the street
 - In front of the trees
 - Replace driveway aprons
 - Maintain trees in the right of way
 - Narrow street for traffic calming
 - Sidewalk maintained by residents
 - Existing parking would be modified to one side only



Proposed Street Design Alternatives Considered

- Alternative Design C
 - Street width of 20-ft from face of curb to flow line
 - Install a 5-ft sidewalk at street level on the east of the street in front of the trees
 - Replace driveway aprons
 - Maintain trees in the right of way
 - Narrow street for traffic calming
 - Sidewalk maintained by City Engineering
 - Plowing from the Southwest Commuter Path up to the Odana Road intersection
 - Existing parking would be modified to one side only

City Staff Recommendation



Proposed Street Design

- Parman Terrace
 - Replacement of asphalt pavement, gravel base, and driveway aprons
 - Street design & construction will include new sidewalk
- Odana Road
 - Replacement of driveway aprons
 - Construction will include new sidewalk on the south side of the street between Parman Terrace and Anthony Lane
 - Sidewalk maintained by residents