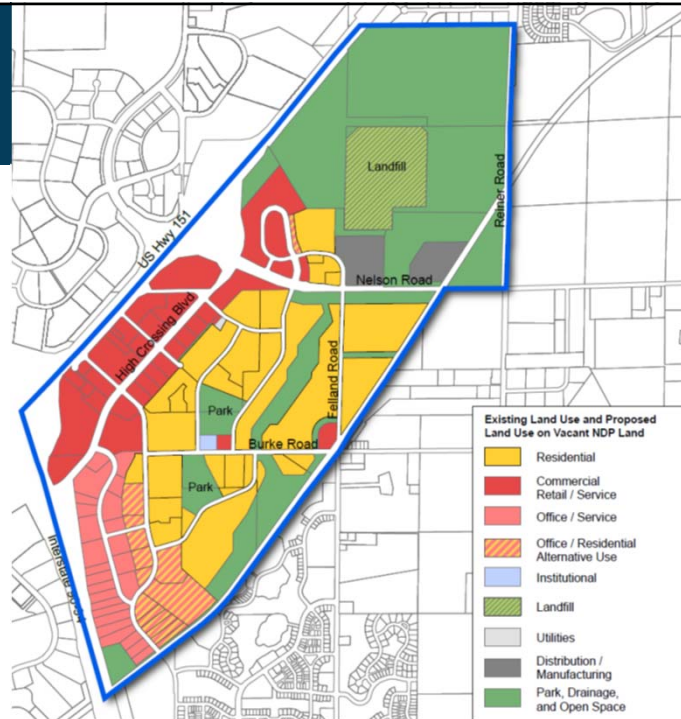


Nelson Neighborhood Development Plan

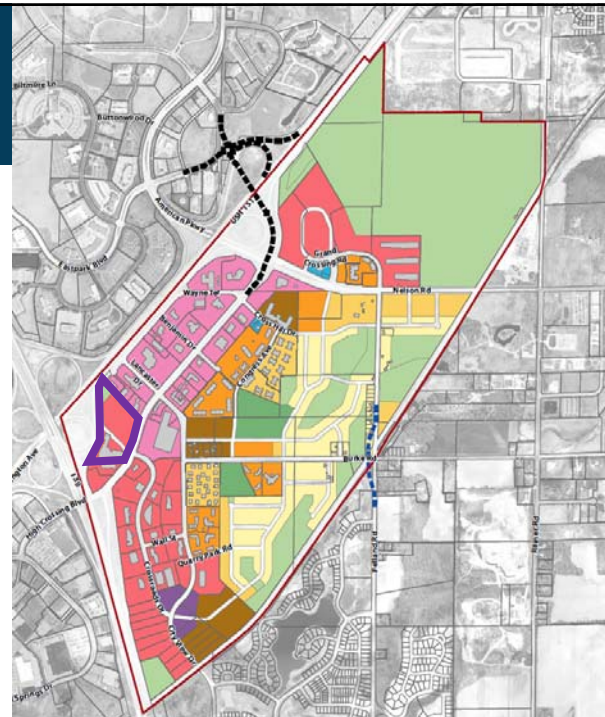


Nelson NDP FLU



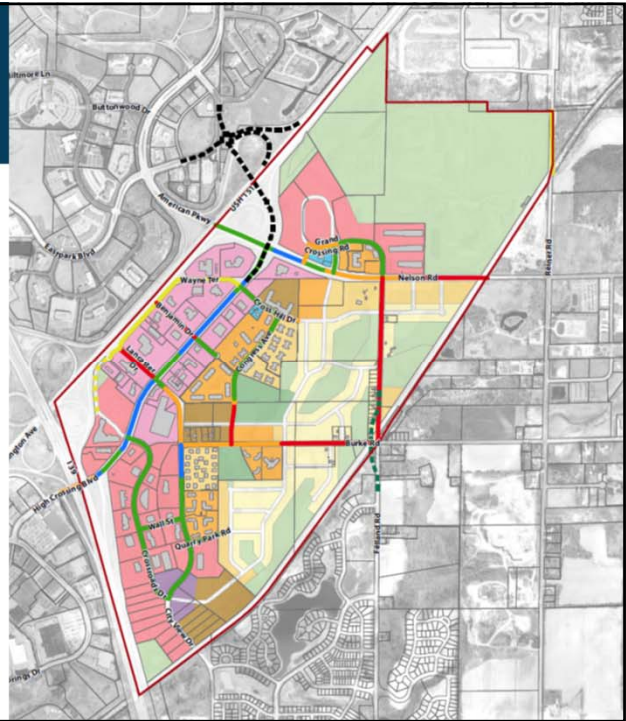
Updated Nelson NDP

- | | |
|--|---------------------------------|
| Nelson NDP Boundary | Housing Mix 1 (0-8 du/ac) |
| USH 151 - Nelson Road Interchange Revision | Housing Mix 2 (8-20 du/ac) |
| Felland Realignment | Housing Mix 3 (20-40 du/ac) |
| Community Mixed Use | Housing Mix 4 (40-70 du/ac) |
| Community Retail and Service | Park |
| Employment | Stormwater and Other Open Space |
| Institutional | |

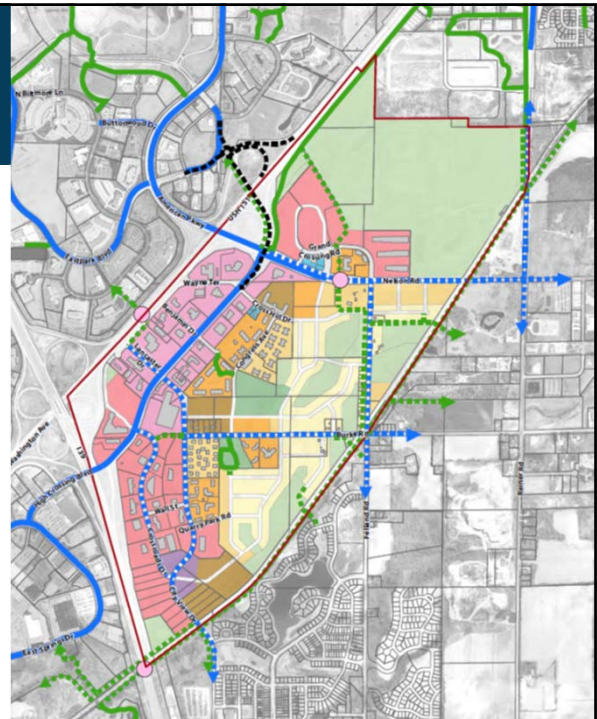
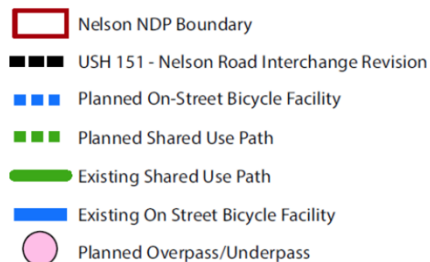


Pedestrian Network

- Discontinuous sidewalk network
- Crosswalk striping
- Near-term upgrades

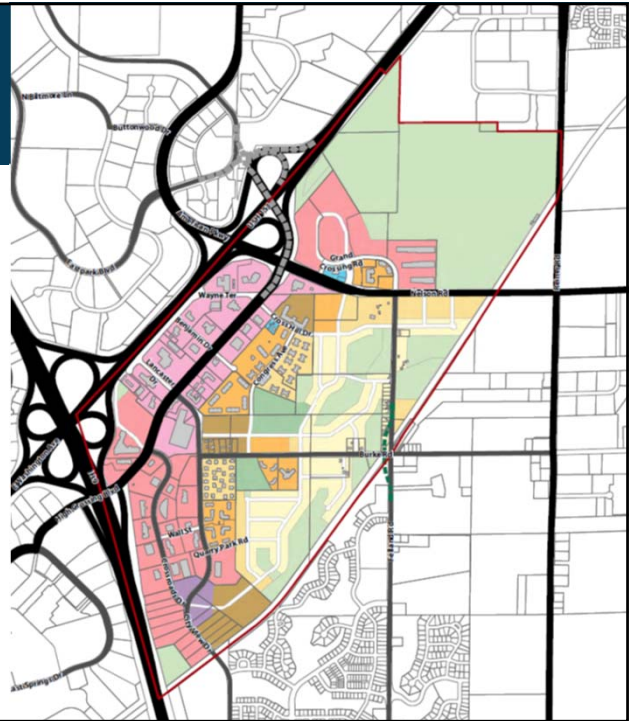


Bike & Shared-Use Path Network



Street Network

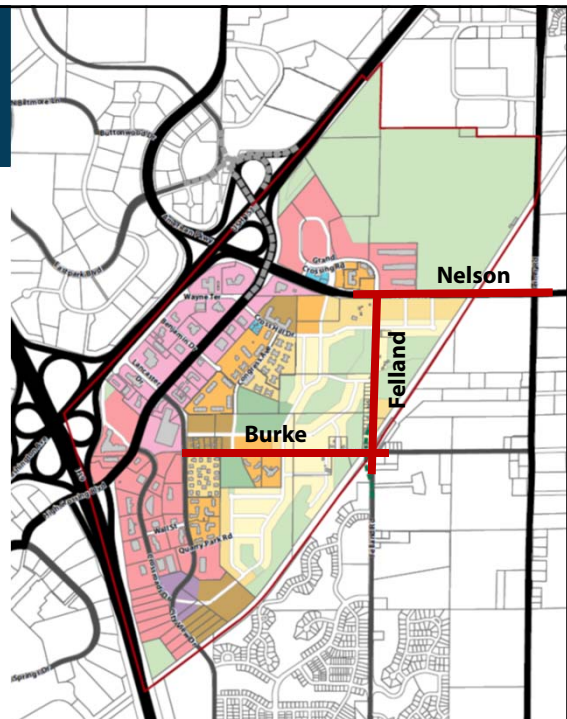
-  Nelson NDP Boundary
-  Arterial Street
-  Collector Street
-  USH 151 - Nelson Road Interchange Revision
-  Felland Road Realignment



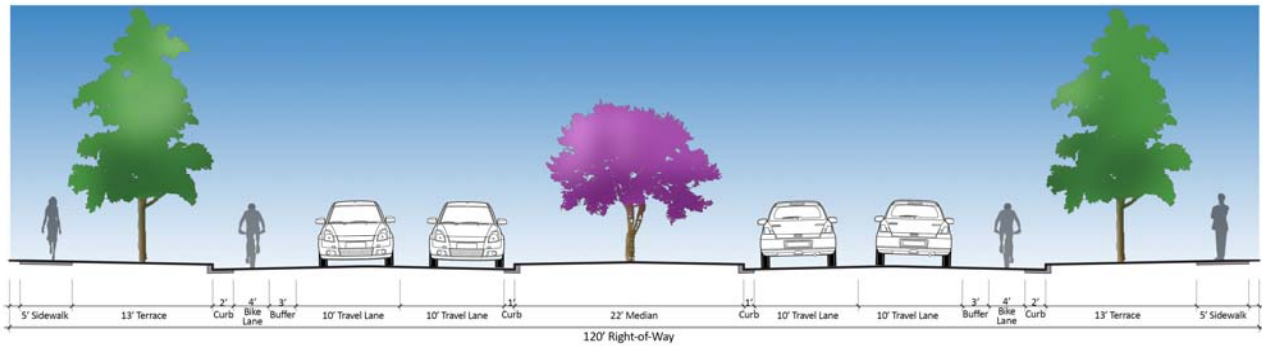


Street Network

-  Nelson NDP Boundary
-  Arterial Street
-  Collector Street
-  USH 151 - Nelson Road Interchange Revision
-  Folland Road Realignment

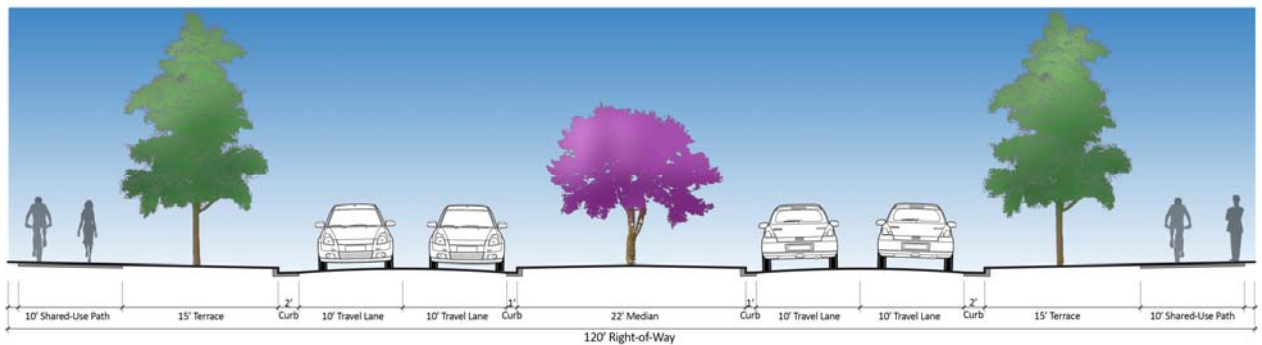


Nelson Road Cross-Section



(TPPB staff recommends adding 1' to outer travel lanes)

Nelson Road – Alternate A

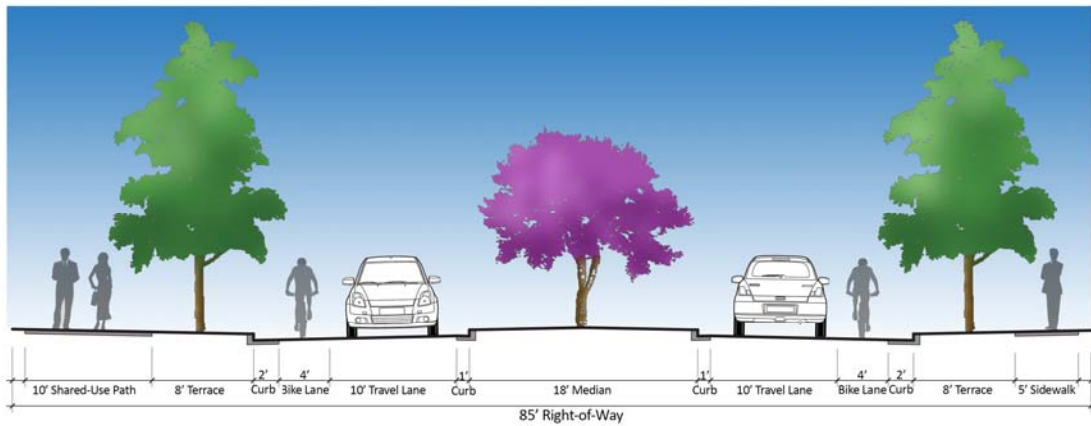


(TPPB staff recommends adding 1' to outer travel lanes)

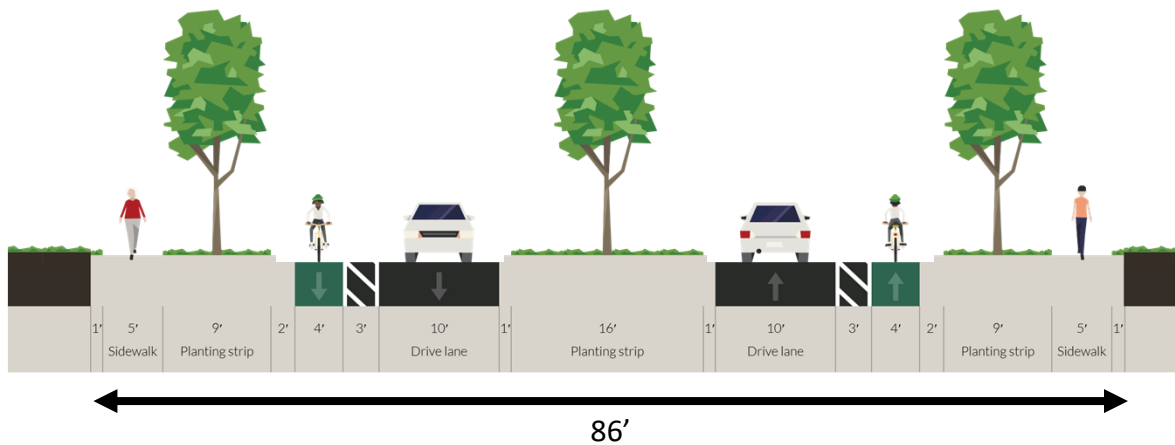
Nelson Road – Alternate



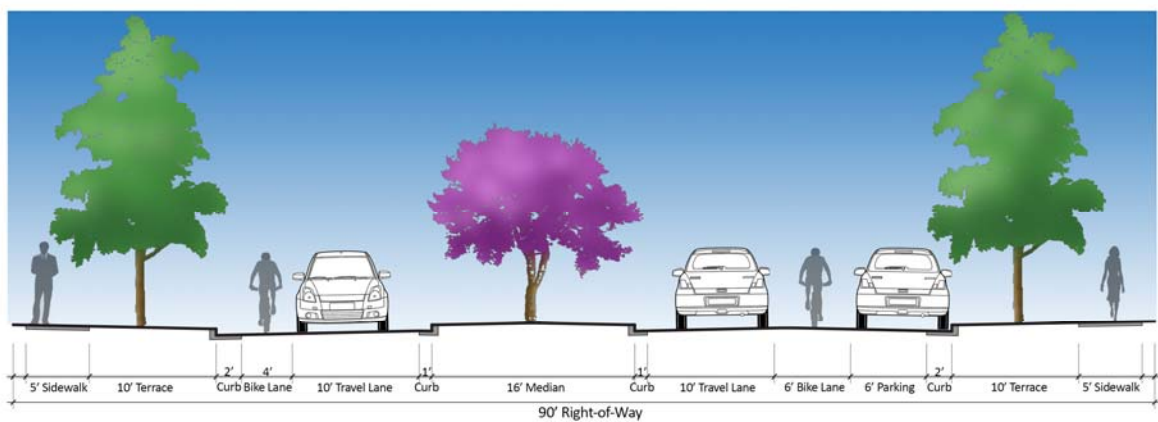
Felland Road Cross-Section



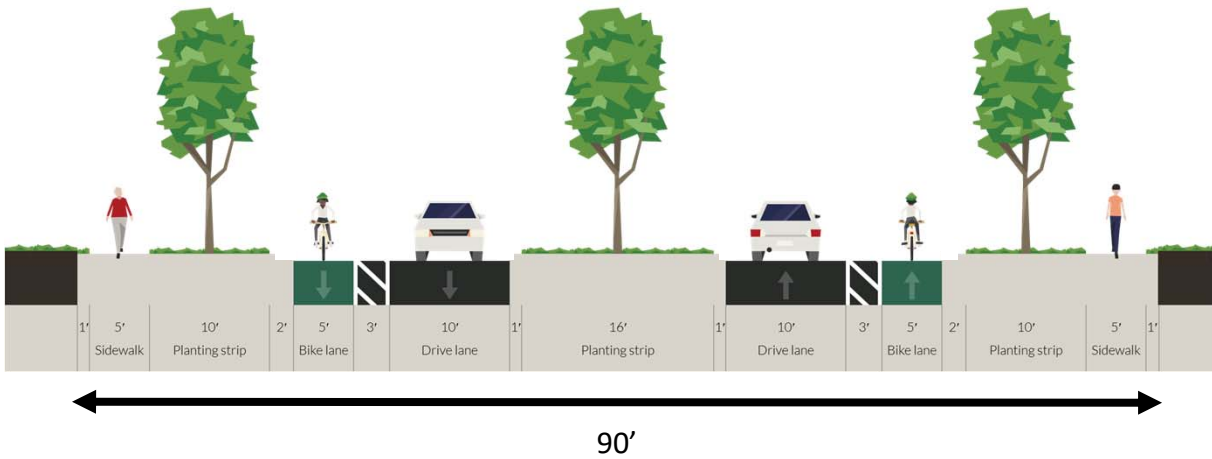
Felland Road - Alternate



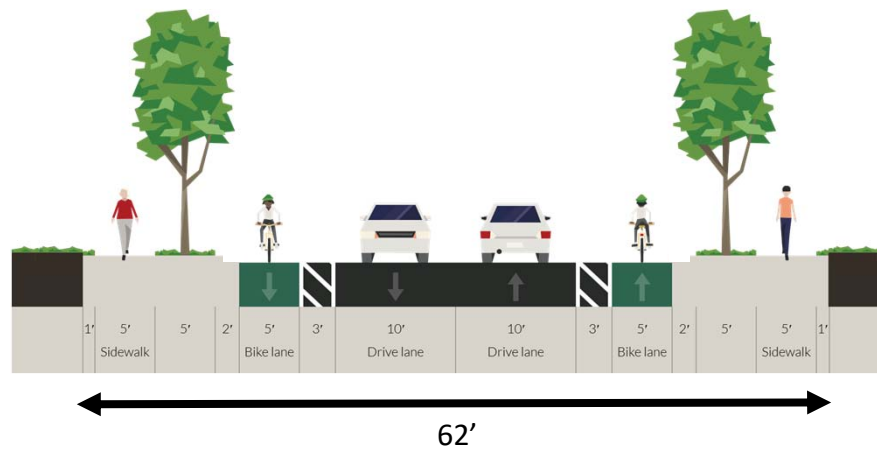
Burke Road Cross-Section



Burke Road - Alternate



Burke Road – No Median, Small Terrace



Collectors with Medians



Schroeder Road



Urban Forestry Task Force



- Report recommends minimum 10' terraces for local and collector streets, 12' for arterial streets.
- Report approved by:
 - Sustainable Madison Committee
 - Urban Design Commission
 - **Transportation Policy and Planning Board**
 - Finance Committee
 - **Plan Commission**
 - Committee on the Environment
 - Board of Public Works

Madison in Motion



- **Page 78:** Provid[e] adequate trees and terracing to reduce the visual and noise impact of motor vehicles on people traveling on foot adjacent to a roadway, enhance pedestrian comfort, and enhance perceived pedestrian safety.
- **Page 78:** Improve[] storm water management treatments to improve water quality, help reduce peak volume, and provide a more comfortable and aesthetically pleasing pedestrian experience.
- **Page 78:** When streets are reconstructed ensure design supports a pleasant pedestrian experience. Providing wide, planted terraces on residential streets (8'-12' is ideal) creates an attractive buffer from the roadway while creating an optimum root environment for street trees.

Madison In Motion



- **Page 81:** Add pedestrian refuges, medians, and curb extensions, where needed, to improve the safety and attractiveness of walking.
- **Page 81:** Narrow lanes to calm traffic and create space for additional uses of the right-of-way, reduce the pedestrian crossing distance between curbs, and reduce pedestrian exposure to traffic.
- **Page 82:** Install street trees along street terraces, within medians and within channelization islands, in order to help improve the aesthetics of the streetscape and potentially encourage slower traffic speeds . . .

Madison in Motion



- **Page 83:** To the extent possible, for construction of new streets and reconstruction of existing streets, narrow the street and reallocate space to more productive uses than under-utilized asphalt, such as widening the terrace, installing or expanding boulevards, or expanding bike or pedestrian facilities.



Discussion/Questions

Project website: www.cityofmadison.com/NelsonNDP

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