



Department of Planning & Community & Economic Development

Planning Division

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December 7, 2023

(for December 13 Transportation Commission Meeting)

To: Transportation Commission
From: Linda Horvath & Ben Zellers (West Area Plan Project Managers)
RE: West Area Plan Update

Since January, the Planning Division has been working with City agencies, residents, Community Partners, businesses, elected officials and others to prepare the West Area Plan. Public participation has included virtual and in-person meetings, online community and business surveys, and engagement with underrepresented populations through neighborhood events, door-door conversations, focus groups, and more. Public feedback, coordination with other City initiatives like Vision Zero and Complete Green Streets, park development plans, watershed plans, and relevant underlying plan actions have all helped guide and inform drafting of Area Plan actions.

Today we will provide a plan overview and ask for your feedback on draft transportation actions.

Discussion Points

- 1. Complete Green Streets:** The City's [Complete Green Streets](#) (CGS) approach provides a consistent process for planning, designing, and building streets to better reflect community values. It categorizes streets into 11 types, to reflect existing and/or planned surrounding contexts. The Draft Complete Green Streets West Area Plan Map on page 4 proposes some changes to CGS street types. For example, mixed-use nodes are continuing to develop with increasing densities in and around University Ave./N. Midvale Blvd., University Ave./N. Whitney Way and Gammon Rd./Mineral Point Rd., so the West Area Plan proposes changing the designation of portions of the affected streets from 'boulevard' to 'urban avenue.' Another recommendation is to categorize streets in Research Park as 'neighborhood mixed-use streets' instead of the current CGS 'neighborhood streets' designation, to better reflect how this area is growing and developing. Finally, the West Area Plan CGS map designates planned street types.

Does the Commission agree with the draft CGS changes?

- 2. Road Connectivity:** Most planned future streets shown on the Draft Planned Streets Map on page 5 are integrated from the Odana Area Plan and the University Hill Farms Neighborhood Plan. However, there are a few other places where improving connectivity should be considered:
 - A. [Yosemite Place:](#)** extend south to Yosemite Trail.
 - B. [Middleton Street:](#)** connect across the Madison-Middleton border.
 - C. [Old Sauk Road Planned Streets:](#)** Contingent on redevelopment proposed in the area, extend Appalachian Way to the east, then south to connect to Old Sauk Road. Add new north-south street alongside the Cooper Lane Bike Path to connect with Appalachian Way extended.
 - D. [St. Dunstan Drive:](#)** Study whether changes in the configuration of St. Dunstan Drive should be made if the St. Dunstan's Episcopal Church site is proposed for redevelopment, including whether it should be established as a two-way street connecting University Avenue to Old Middleton Road.

Does the Commission agree with the potential additional street connections?

3. **School route improvements:** Conversations with high school and middle school students, area principals, and community center staff have highlighted a number of different pedestrian and bike safety issues. Coordinating with ongoing Vision Zero and Complete Green Streets initiatives, the West Area Plan recommends the following improvements to address school route issues:
 - A. **Vel Phillips Memorial H.S. and Ezekiel Gillespie Middle School** – shared use path along N. Gammon Rd., pedestrian safety improvements at Mineral Pt. intersections with High Pt., Gammon and Grand Canyon Rds, and lighting improvements in W. Beltline Hwy. underpasses.
 - B. **Crestwood Elementary School** – relocate crosswalk on Old Sauk Rd. to west end of the school and add a sidewalk on the north side of Old Sauk Rd.
 - C. **Stephens Elementary School** – add bike lanes and bump outs for school busses on Rosa Rd.
 - D. **Van Hise Elementary and Hamilton Middle School** – safety improvements at N. Segoe Rd./Regent St. intersection, and along N. Segoe Rd. between Regent St. and Mineral Pt. Rd.
 - E. **Spring Harbor Elementary School** – new pedestrian underpass beneath railroad crossing that is between Old Middleton Rd. and Craig Ave.

Does the Commission agree with the proposed school route improvements?

4. **Road Diets** – the following street sections are being considered for narrowing of the roadway and/or reduction of traffic lanes to calm traffic and increase pedestrian and bicyclist safety:
 - A. **Gammon Rd. north of Tree Lane or Colony Dr.:** Narrow road to one lane of traffic in each direction with a center turn lane, similar to the current City of Middleton Gammon Rd. cross-section. Remaining space would be used for a side path. Average weekly traffic (AWT) north of Tree Ln. is <18,000 vehicles per day; north of Colony Ln. is <14,000. For comparison, Odana Rd. is about 17,000 for much of its length between Whitney Wy. and Gammon Rd.
 - B. **Old Sauk Rd. between Westfield Rd. and High Point Rd.:** Reduce travel lanes to one lane of traffic in each direction with a center turn lane. Add a buffer to the existing curb bike lanes. The AWT for this section is <14,000 vehicles. The buffer may need to be eliminated close to High Point Rd., where traffic counts increase.
 - C. **N. High Pt. Rd.:** Reduce road width between Sauk Creek Park and Tramore Tr. to allow for installation of a side path that would connect to the Sauk Creek Greenway shared-use path discussed below and the planned Beltline underpasses at Sauk Creek Park and just southwest of Tramore Tr. AWT is between 6,200-8,200 on this section of High Point Rd.

Does the Commission agree with the proposed road diets?

5. **Sauk Creek Greenway Shared-Use Path:** There has been a shared-use path shown for the greenway for 30+ years in City plan documents, and it was carried forward into the 2006 and 2018 Comprehensive Plans. There has been a significant amount of public feedback during the West Area Plan about the need to improve bicycle and pedestrian safety and connectivity, along with neighbor concerns about continuing to show this shared-use path. Concerns have included that the path will: be dangerous, increase crime, lead to losing too many trees, not connect to anything, negatively impact wildlife, increase runoff, cost too much to build and maintain, and increase noise and litter. Similar concerns have been expressed in the past for large path projects, like the [Southwest Path](#), and smaller path projects, like the [Rennebohm Park path](#). In addition to Madison examples, other communities, such as Middleton with the [Pheasant Branch Conservancy](#), and Fitchburg with the [Capital City Trail](#), have successfully integrated greenway paths with the landscape and wildlife. Staff feels that continuing to show a planned Sauk Creek Greenway path in the West Area Plan will help address feedback on increasing bicycle and pedestrian safety, is consistent with current Comprehensive Plan policy guidance, and will be an important future connection in the area's All Ages and Abilities bicycle network. If the West Area Plan includes the path, the specific design of it would be integrated in to the [Sauk Creek Greenway corridor planning](#) and design process, which will continue through 2024. See the Draft

Shared-Use Path and Bicycle Map on page 6 for planned bike and pedestrian facilities.

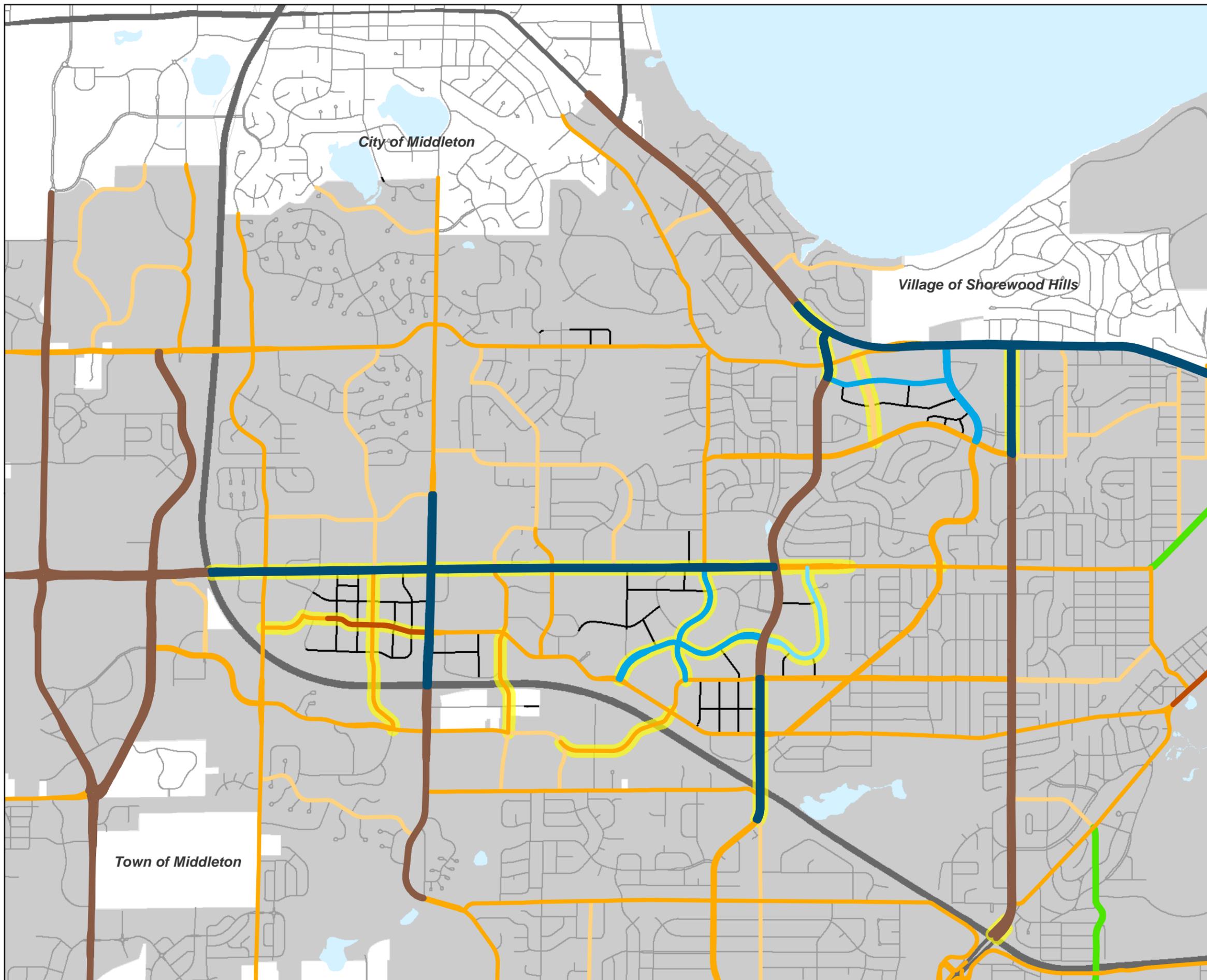
Does the Commission agree with these proposed pedestrian and bike system improvements?

Discussion Question Summary

1. Does the Commission agree with the draft Complete Green Streets changes?
2. Does the Commission agree with the potential additional street connections?
3. Does the Commission agree with the proposed school route improvements?
4. Does the Commission agree with the proposed road diets?
5. Does the Commission agree with th proposed pedestrian and bike system improvements?
6. Should staff continue to show a shared-use path connection in the Sauk Creek Greenway?
7. Is there anything you think we missed?
8. Do you have additional comments or questions?

Attachments:

- Draft Complete Green Streets Map
- Draft Planned Streets Map
- Draft Shared-Use Path and Bicycle Map
- Presentation Slides



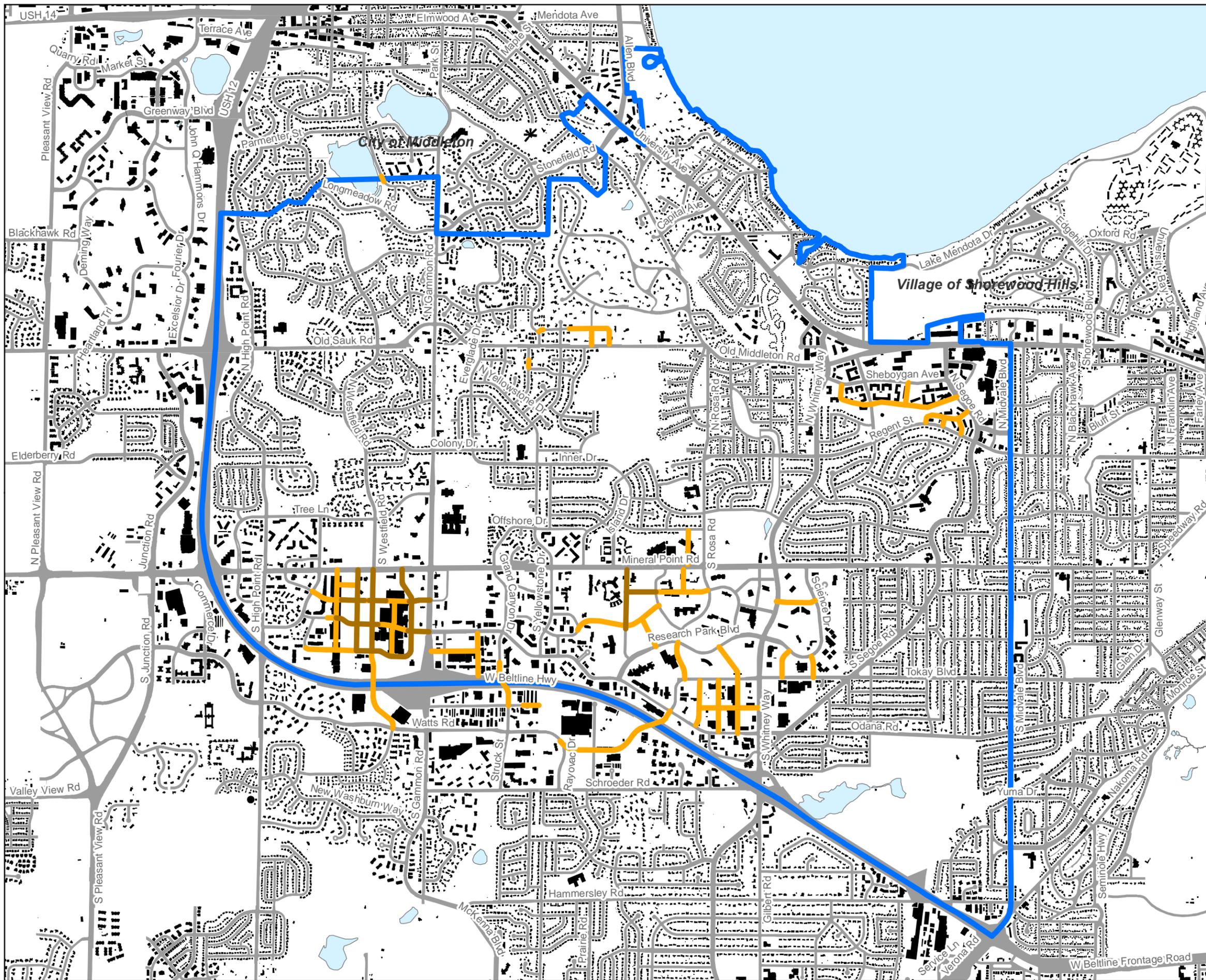
**West Area Plan
Complete Green Streets Types**

- Proposed Street (undesignated)
- City of Madison Boundary
- West Area Plan CGS Change

Complete Green Street (CGS) Type

- Urban Avenue
- Mixed-Use Connector
- Mixed-Use Neighborhood Street
- Civic Space
- Boulevard
- Community Main Street
- Community Connector
- Neighborhood Street
- Parkway





West Area Plan Planned Streets

-  Area Boundary
-  Planned Street
-  Officially Mapped Planned Street
-  Building Footprint
-  Public Right-of-Way





West Area Plan



Project Team: Linda Horvath • Ben Zellers • Breana Collins • Urvashi Martin • Colin Punt • Shea Wegner •

Transportation Commission Meeting: December 13, 2023

Agenda

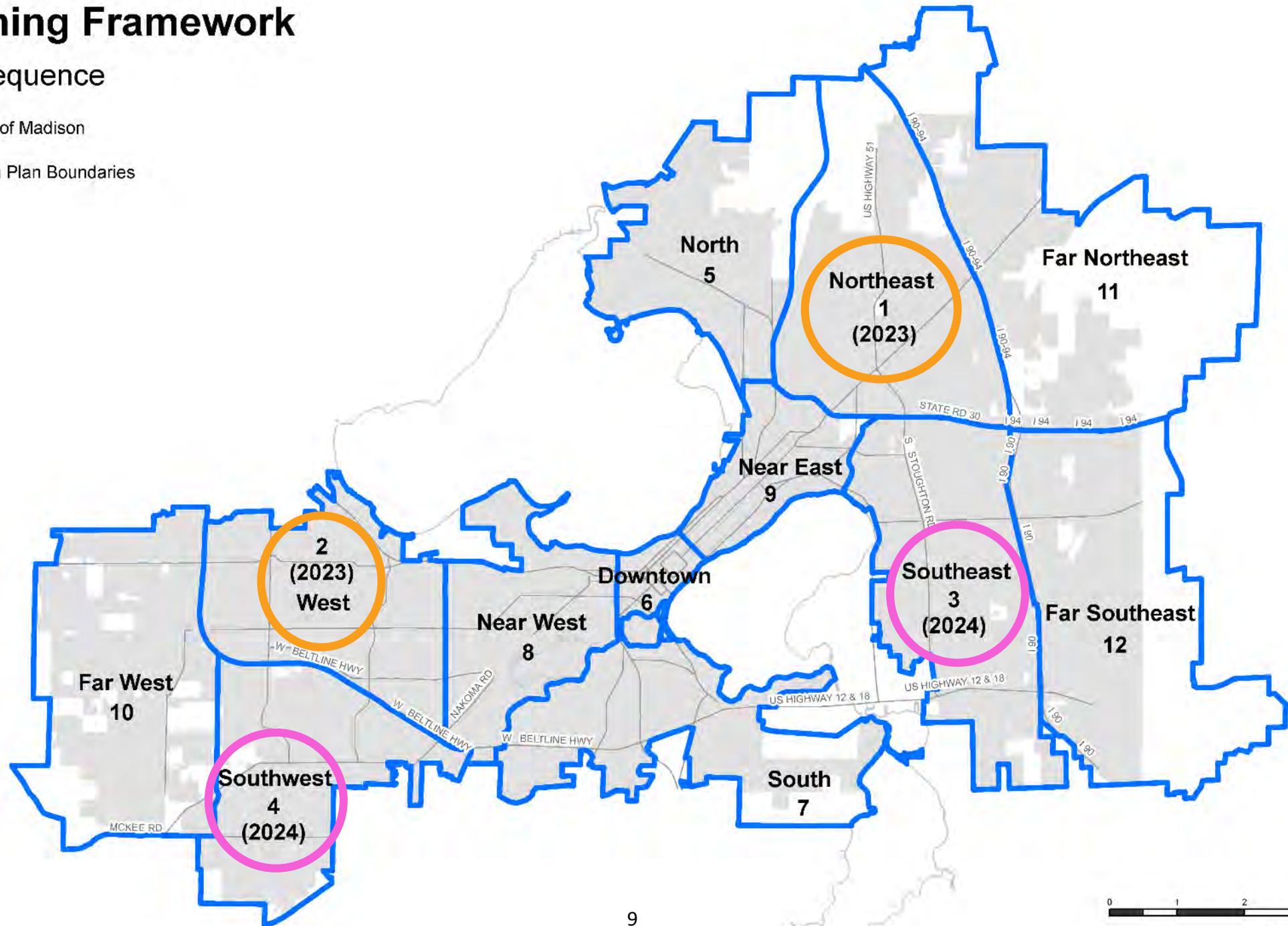


- Planning Framework
- West Area Plan Background
- Draft Plan Transportation Actions
- Discussion

Planning Framework

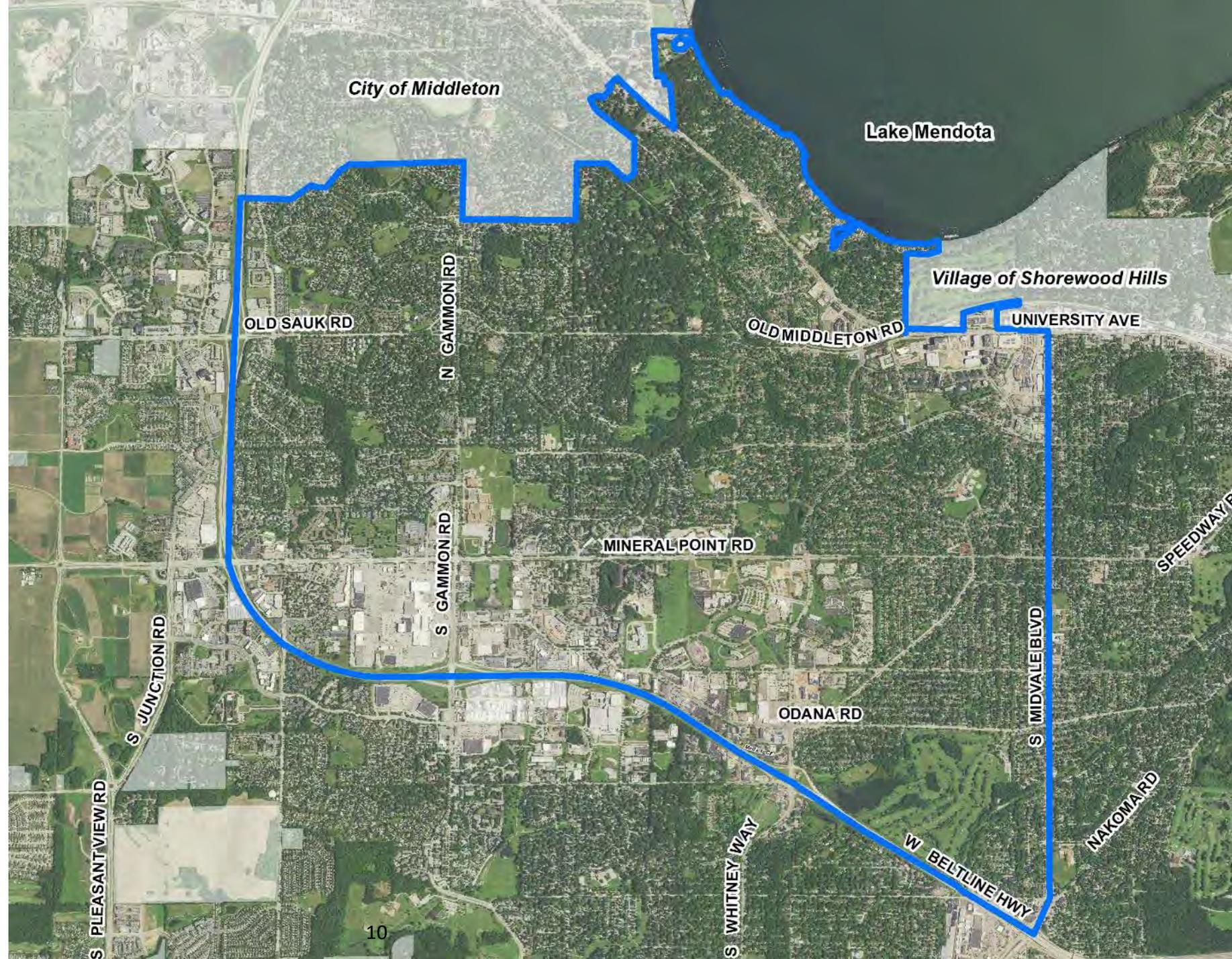
Plan Sequence

-  City of Madison
-  Area Plan Boundaries



West Area Plan

- ~5,600 acres
- ~30,000 residents
- ~15,200 housing units
- 27.5% people of color
- ~25,000 jobs



West Area Public Participation Activities



- Virtual & In-Person public meetings (February-March)
- Interactive Commenting Map
- Community Survey
- Open House (May 10)
- BPC and PC check-ins (May)
- Virtual & In-Person public meetings (July-August)
- Interagency staff team meetings
- Business postcard survey
- UW People Program, Lussier summer interns
- School principal meetings
- Focus Groups – Chinese Community, Arts, Lussier and Wexford Areas



Feedback Thus Far



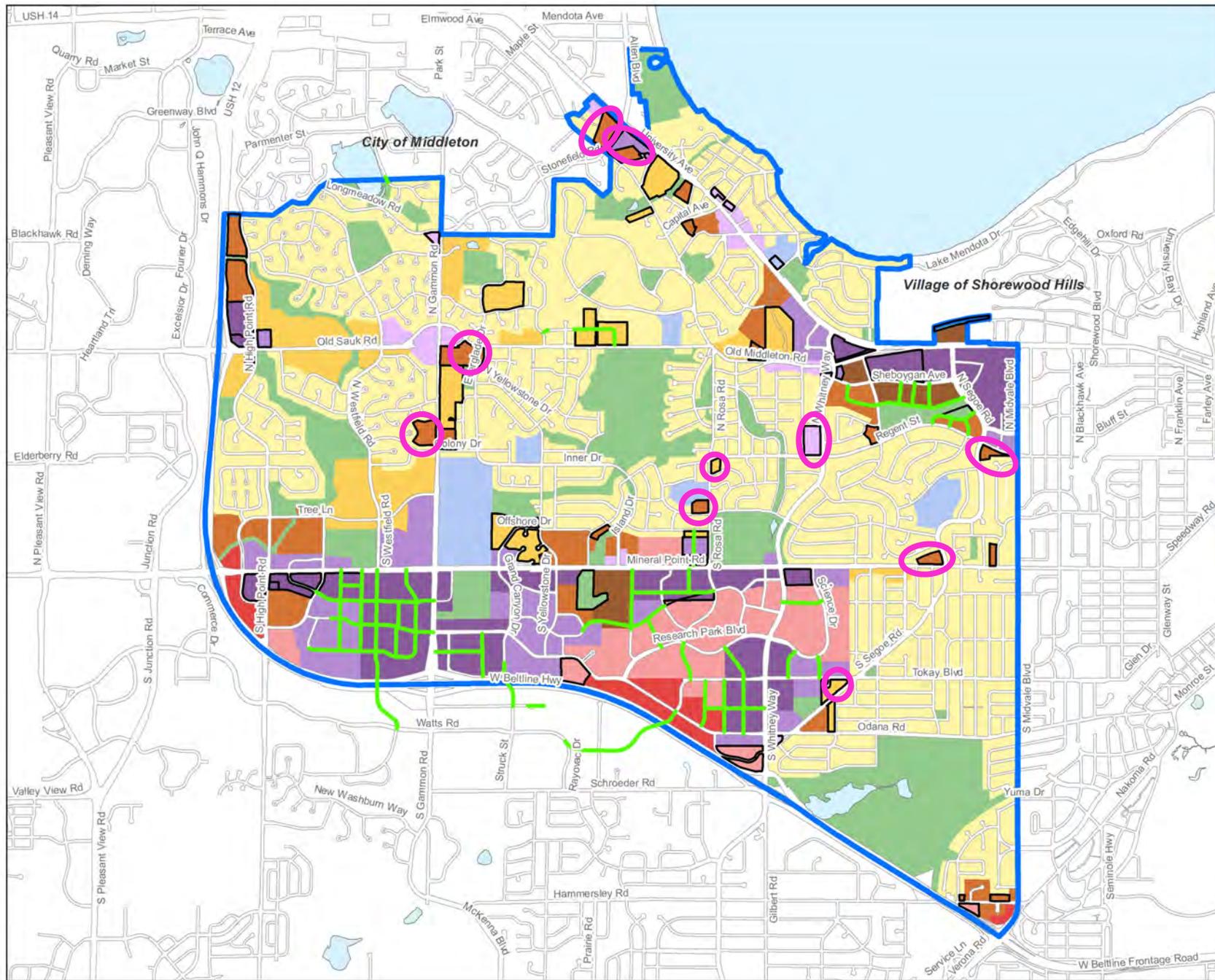
People want to see . . .	People also want to see. . .
Lower density/lower rise buildings	More mixed-use; Higher density development
Expanding bike paths; Improved ped/bike safety; Connected greenways	No paths in greenways
More parking	Prioritizing people - not cars; Decrease car lanes
More affordability	Less subsidized housing
More diverse housing stock; Increased housing development	Less multifamily development
Address stormwater runoff	Maintaining greenway trees

- Health & Safety: safe and low crime listed as an area asset; reducing crime listed as a recommendation/concern

Feedback Thus Far



- Underrepresented groups
 - Unsafe walking routes to Memorial H.S. – low lighting, major intersections
 - On-street bike lanes feel unsafe
 - Isolation and segregation due to affordable housing being located in select areas
 - Limited youth programming and job opportunities
- Arts
 - Community art studios & gathering spaces (e.g. libraries, empty storefronts, parks)
 - Colorful public art & community i.d. along major corridors
 - Public art in parks
 - Performance & education space (e.g. vacant mall spaces, corporate employers)



**West Area Plan
Generalized Future Land Use**

- Planned Streets
 - Change in GFLU*
 - Area Boundary
- Generalized Future Land Use**
- Low Residential (LR)
 - Low-Medium Residential (LMR)
 - Medium Residential (MR)
 - High Residential (HR)
 - Neighborhood Mixed Use (NMU)
 - Community Mixed Use (CMU)
 - Regional Mixed Use (RMU)
 - General Commercial (GC)
 - Employment (E)
 - Parks and Open Space (P)
 - Special Institutional (SI)

○ Place of worship

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* From 2023 Comprehensive Plan.
Note: Includes amendments to the Comprehensive Plan generalized future land use map and planned streets recommended by plans adopted since 2018.



**West Area Plan
Complete Green Streets Types**

Proposed Street (undesigned)

City of Madison Boundary

West Area Plan CGS Change

Complete Green Street (CGS) Type

Urban Avenue

Mixed-Use Connector

Mixed-Use Neighborhood Street

Civic Space

Boulevard

Community Main Street

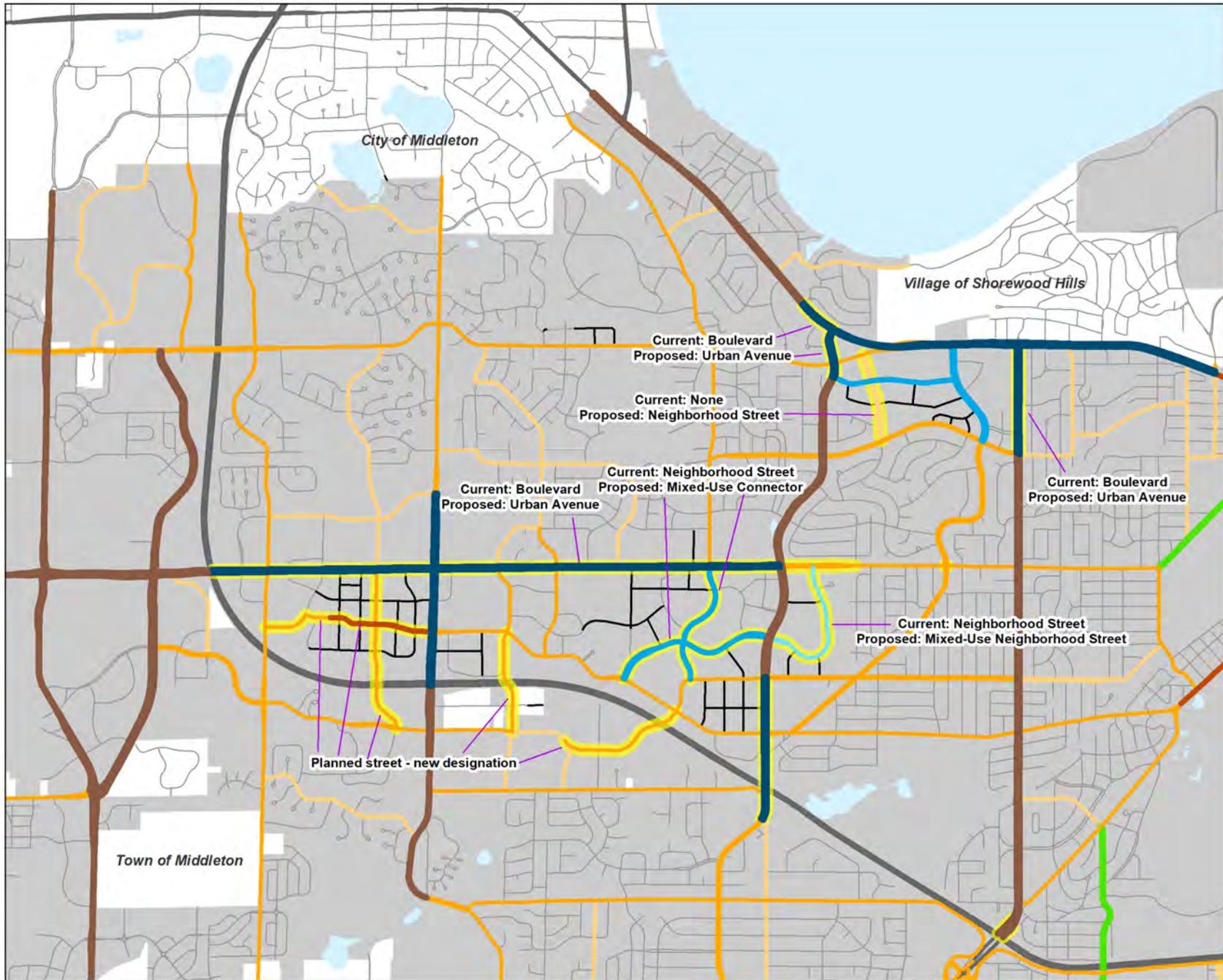
Community Connector

Neighborhood Street

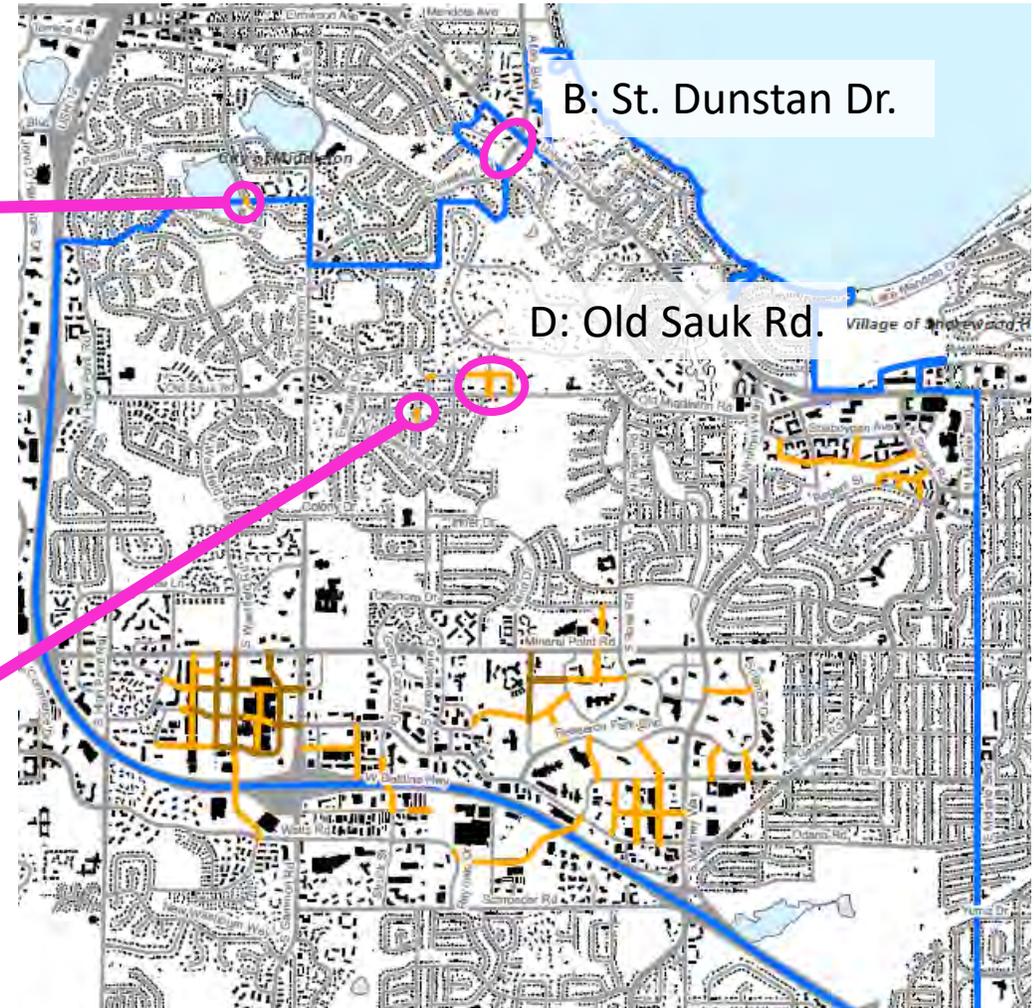
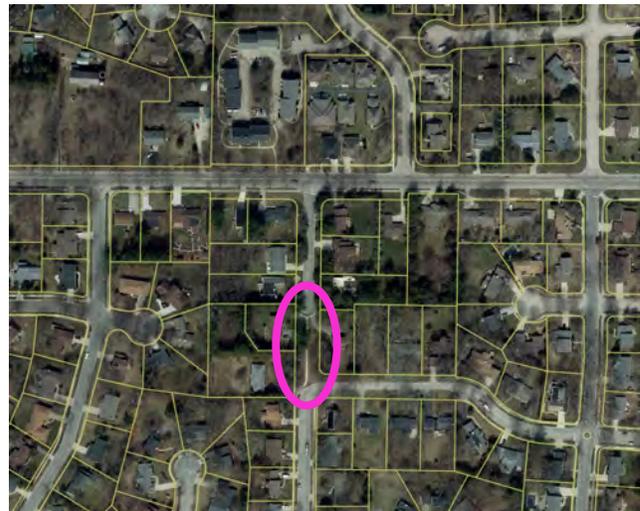
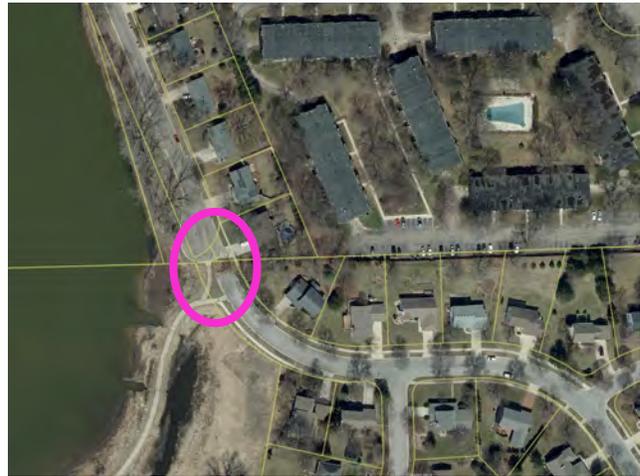
Parkway

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0 0.25 0.5 Miles

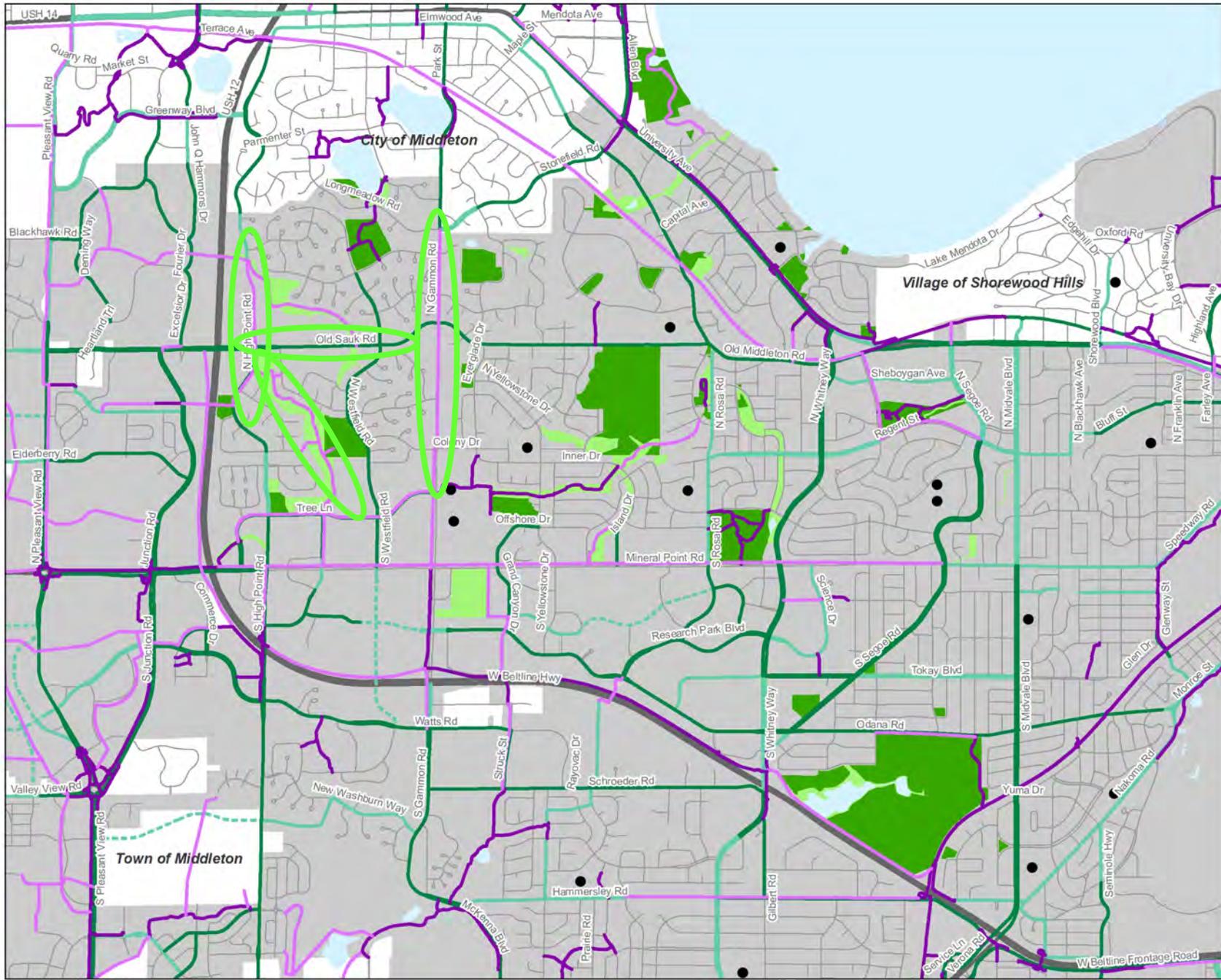


Draft Street Connections



B: St. Dunstan Dr.

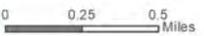
D: Old Sauk Rd.



**West Area Plan
Shared-Use Path and
Bicycle Network**

- Greenway
- City of Madison Park/Open Space
- City of Madison Boundary
- MMSD School
- Existing & Planned Bicycle Facilities**
- Planned Shared-Use Path/Wide Sidewalk
- Existing Shared-Use Path/Wide Sidewalk
- Existing On-Street Bike Lane
- Planned On-Street Bike Lanes
- Planned On-Street Bike Lane (planned roads)

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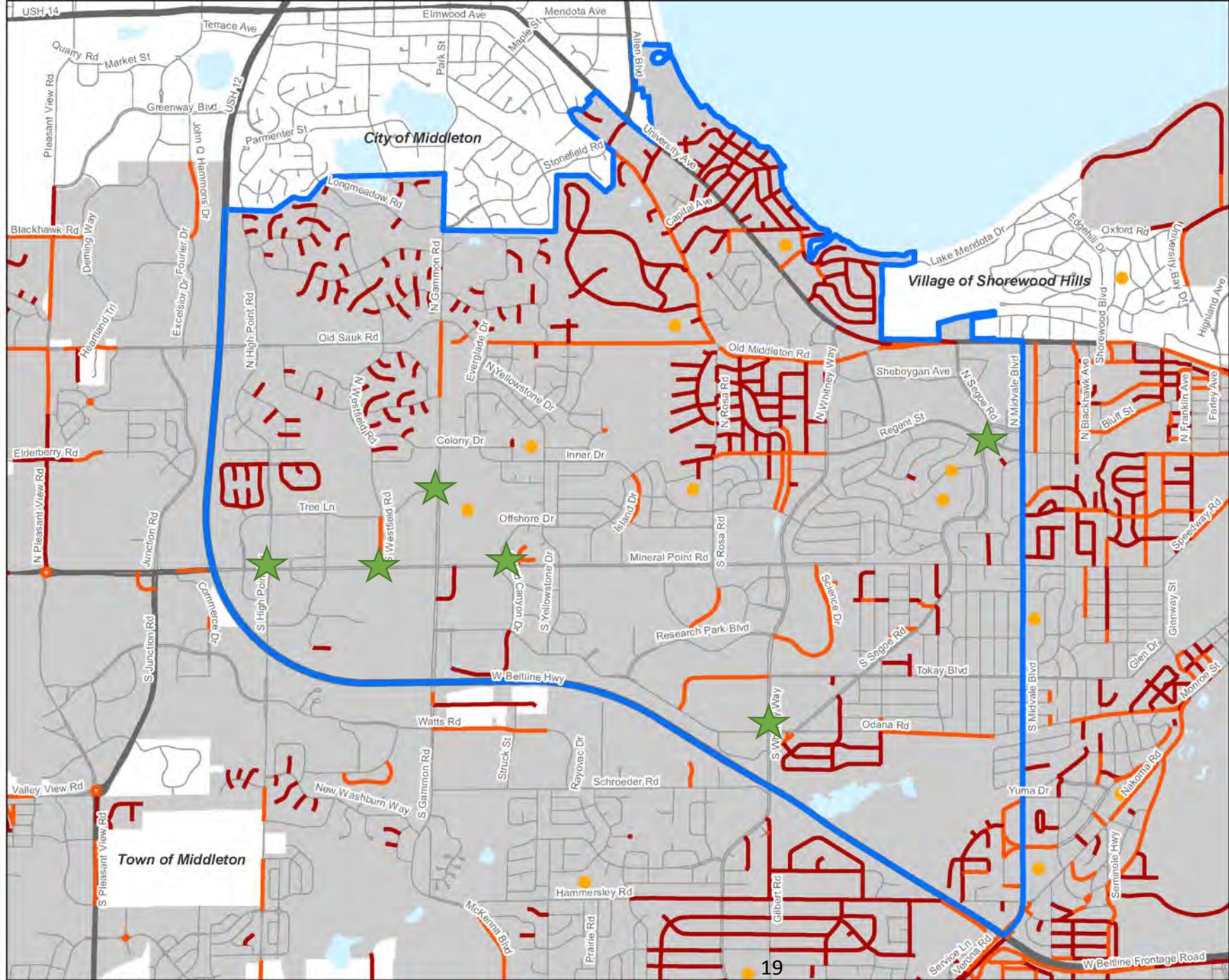
Old Sauk Road: Change to center turn lane, buffered bike lanes

Gammon Road: change to center turn lane with side path

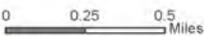


West Area Plan Sidewalk Network

- MMSD School
- Area Boundary
- City of Madison Boundary
- No sidewalk
- Sidewalk on one side only
- ★ Problem Intersection



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West Area Plan Timeline



Action	Date
Alders Check-In	November 17, 2023
Landmarks Commission Check-In	December 4, 2023
Plan Commission Check-In	December 7, 2023
Transportation Commission Check-In	December 13, 2023
Board of Park Commissioners Check-In	December 13, 2023
Complete first draft of recommendations, plan	Through end of 2023
Urban Design Commission Check-In	January 10, 2024
Draft Plan Public Engagement	January 2024
Final Draft of Plan for Introduction	January-February 2024
Adoption Process	February-April 2024?

West Area Plan Discussion Points



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