



Department of Planning & Community & Economic Development  
**Planning Division**

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Date: July 21, 2010

To: Madison Plan Commission

From: Planning Division Staff

Subject: Planning Division Staff Recommended Changes to the Draft Mid-Town Neighborhood Plan Amendment

This memorandum provides the Planning Division staff recommended changes to the Draft Mid-Town Neighborhood Development Plan Amendment based on the review of the draft Plan Amendment by the Board of Park Commissioners and the Long Range Transportation Planning Committee.

On July 14, the Board of Park Commissioners recommended approval of the draft Plan Amendment without any suggested changes to the document.

On July 15, the Long Range Transportation Planning Committee recommended approval of the draft Plan Amendment with consideration of members' comments and suggested changes as noted in the draft meeting minutes (attached).

Planning Division staff recommend the following changes to the draft Plan Amendment as illustrated on the marked-up version of Map 6 (attached) and described below.

1. Show another crossing of the Lower Badger Mill Creek (LBMC) corridor at the first east-west street south of Valley View Road. Amend the text to note that if a street crossing is not feasible then a pedestrian-bicycle path should be provided. Staff considers the two LBMC crossings currently shown on the draft Plan Amendment maps to be higher priority street crossings than this third proposed street crossing.
2. Add bicycle lanes to the portion of South Point Road between Valley View Road and the east-west pedestrian-bicycle path.
3. Add bicycle lanes to the planned street between Meadow Road and Hill Creek Park.
4. Add an east-west pedestrian-bicycle path through Hill Creek Park between the street that terminates into the Park and Hill Creek Drive. The path should have the typical width of 10 feet.

Planning Division staff does not recommend other changes to the proposed street plan at this time.

**Draft July 15, 2010 Long Range Transportation Planning Committee meeting minutes (excerpt)**

**5. ID 18538, “AMENDING THE MID-TOWN NEIGHBORHOOD DEVELOPMENT PLAN, A SUPPLEMENT TO THE CITY OF MADISON COMPREHENSIVE PLAN, TO PROVIDE MORE DETAILED RECOMMENDATIONS FOR THE WESTERN PART OF THE PLANNING AREA AND TO INCLUDE ADDITIONAL LANDS WEST OF MEADOW ROAD, AND AUTHORIZING THE CITY’S APPLICATIONS TO AMEND THE CENTRAL URBAN SERVICE AREA AS REQUIRED TO IMPLEMENT THE RECOMMENDATIONS IN THE PLAN”**

Brian Grady (Planning Division) provided an overview of the main components of the Mid-Town Neighborhood Development Plan Amendment (NDP) - including the natural features, property ownership, land use recommendations, street network, and bicycle and pedestrian system recommendations.

A member of the public, Ron Boehnen (3420 Sugar Maple Lane), wished to make some comments about this agenda item. He wished to commend Brian Grady and Michael Waidelich for the way they conducted the neighborhood listening session. Mr. Boehnen urged support for the street network recommendations and pointed out a number of existing traffic problems in the area. He said that CTH M and Mineral Point Road traffic is very challenging to access and that improvements need to be made. He cited a serious problem with traffic cutting through the neighborhood, using local residential streets. He said that traffic speeds are unsafe on Sugar Maple Lane, and he noted that the street is a Fire Route because it is faster than other routes.

Ald. Steve King noticed some recommendations for “carriage lanes”, and said that he does not support them.

Chair Robbie Webber pointed out that the bike/ped paths through the area parks should be at least 10 feet wide, given that they will be used for both transportation and recreational purposes.

Mark Shahan said that there needs to be good east/west street access to Olson Elementary School. He said that local streets should be direct, to provide a good bicycling route alternative (especially for less bold bicyclists). He also pointed out that a better street grid will help with the traffic issues alluded to by Mr. Boehnen, by providing numerous routes for vehicles to use. He said that traffic calming should be used in many places to help slow vehicles down.

Shahan said that, in general, the grid street system should be improved throughout the NDP area. However, he said that if the auto grid cannot be improved, at least do so for bikes and pedestrians. He said that good bike/ped connections should be made from the local streets within the Mid-Town Neighborhood to the north-south bicycle path along the Lower Badger Mill Creek corridor. He also recommended that the southerly extension of South Point Road connect to Hill Creek Drive at the existing street stub, rather than having it connect with Sugar Maple Lane.

Margaret Bergamini expressed disappointment about the public transit improvements in this area. Brian Grady said that some of the transit service to the Epic complex in Verona could be re-routed to serve the neighborhood. He also said that connections could be pursued to the north of the NDP area. However, he added that it is not typical for NDP amendments to include such specific recommendations for future public transit service. Bergamini said that there should be a stronger transit component.

Mike Rewey agreed that connectivity and the grid system is extremely important to bicyclists and pedestrians, even if it is not practical to achieve for auto traffic. He urged the use of bicycle lanes on local streets, and not just arterials and collectors – especially those local streets that provide good, direct connections through the NDP (and across arterials to abutting

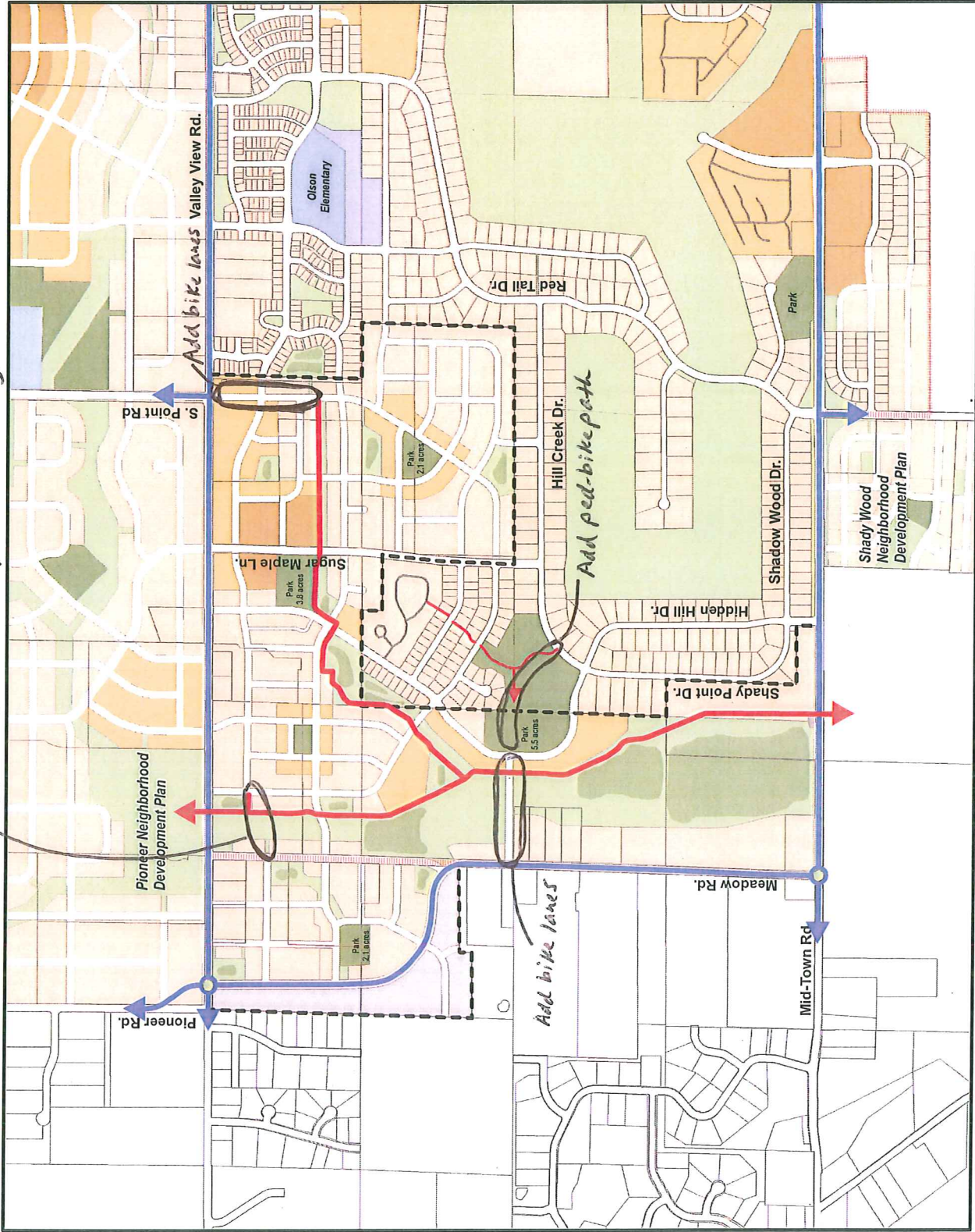
neighborhoods). He said that these types of improvements to local streets will help people to become more comfortable bicycling. Rewey provided staff a marked-up map of some possible additional connections to consider. He also agreed with the comment to provide a 10-foot bicycle/pedestrian path through Hill Creek Park, to facilitate good transportation options.

Robbie Webber said that safe routes to schools are a very important component of these NDPs, and that speeding traffic (mainly from parents dropping off kids) is a serious issue in these areas. She agreed that better bicycle and pedestrian connections in the neighborhood would help provide a school transportation option (and hopefully reduce auto traffic at the schools). She noted that Red Tail Drive has been noted by neighbors in the area as having a serious speeding/cut-through problem. She said that lane marking and traffic calming can be helpful, and she strongly urged these types of improvements near Olson Elementary School (as well as along Red Trail Drive).

The LRTPC then voted 6-1 to recommend adoption of Resolution ID 18538 (Margaret Bergamini voted “no”), and to forward the LRTPC Minutes as comments for the Plan Commission to consider. The Committee also thanked Mr. Grady for his presentation.

7-21-2010 Planning Division Staff Recommended Changes

Add street or at least ped-bike crossing



**Map 6:  
Pedestrian-Bicycle  
Facilities**

Amendment to the Mid-Town  
Neighborhood Development Plan  
June 2010



Recommended Pedestrian-Bicycle Facilities  
On-Street Bicycle Lane  
Off-Street Path

**DRAFT**

