



Department of Planning & Community & Economic Development

Planning Division

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DATE: September 12, 2019

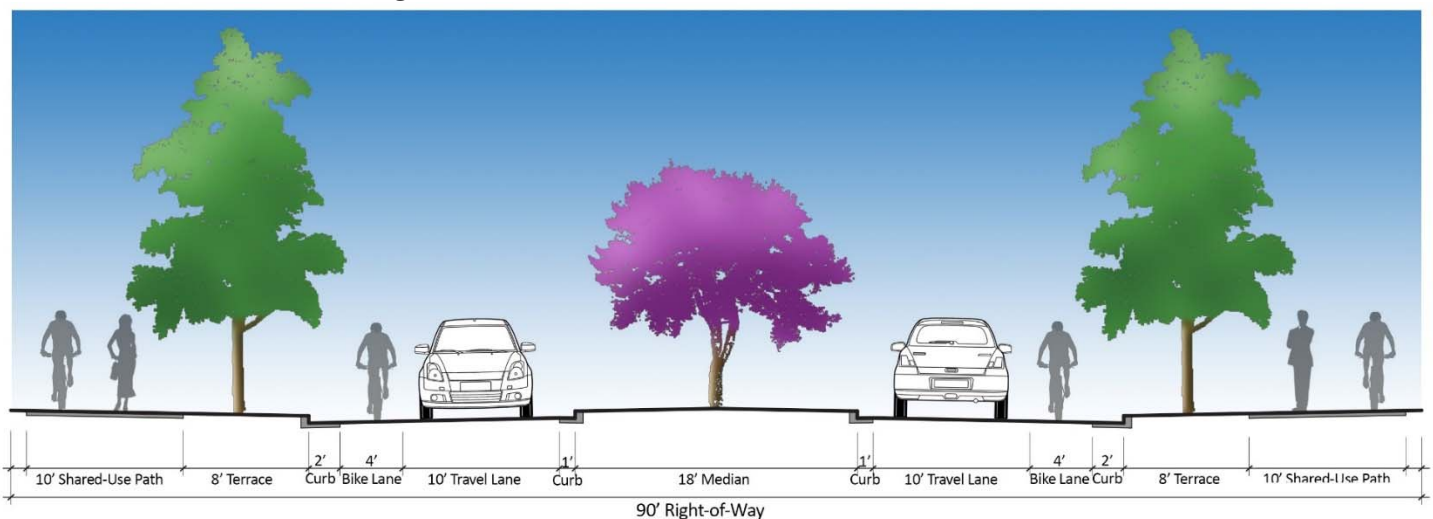
TO: Transportation Policy and Planning Board (TPPB)

FROM: Ben Zellers, AICP, CNU-A

RE: Nelson Neighborhood Development Plan (NDP)

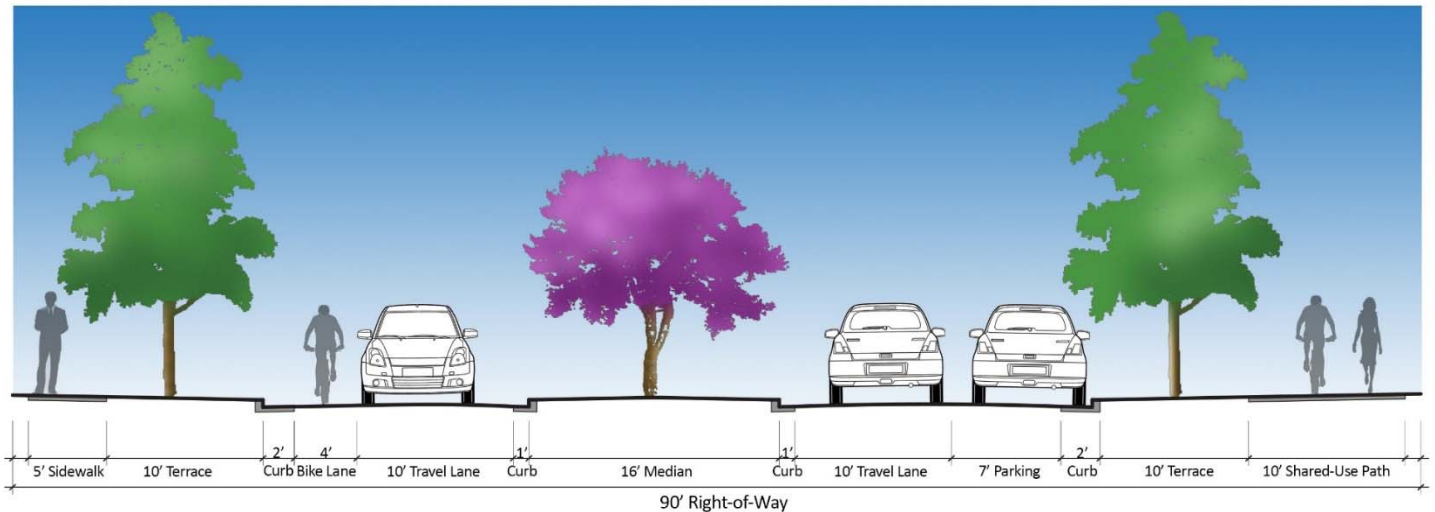
The TPPB received an update on the Nelson NDP at its August 5, 2019 meeting. After that meeting, staff finalized the Nelson NDP draft, which was introduced to the City Council on September 3rd. The City Council referred the NDP to TPPB, the Board of Parks Commissioners, and the Plan Commission. Nothing has changed from the information presented to TPPB at its August meeting, so staff anticipates presenting a very short summary of the Plan at the September 20th meeting. Additionally, Alder Foster had requested that staff prepare some cross-section alternates to those that are in the current plan draft (see pages 12-14) to help facilitate TPPB discussion on whether the low-stress bike network in the area should be expanded beyond the current plan draft (see Map 11). Note that several alternates include additional shared-use paths, which, unlike sidewalks, are plowed by the City. Since plowing paths requires a second (smaller) truck, they are more expensive to clear than on-street lanes. Consequently, more off-street paths would require more maintenance funding by the Council if they are to be maintained in the winter. Also, unlike sidewalks, for which reconstruction is cost-shared with the adjoining property owner, shared-use paths are reconstructed with City funds. Neither of these is necessarily a reason to not do shared-use paths, just a note that more paths would likely lead to more maintenance and reconstruction costs for the City.

Felland Road (Alternate to Page 12 Cross-Section)



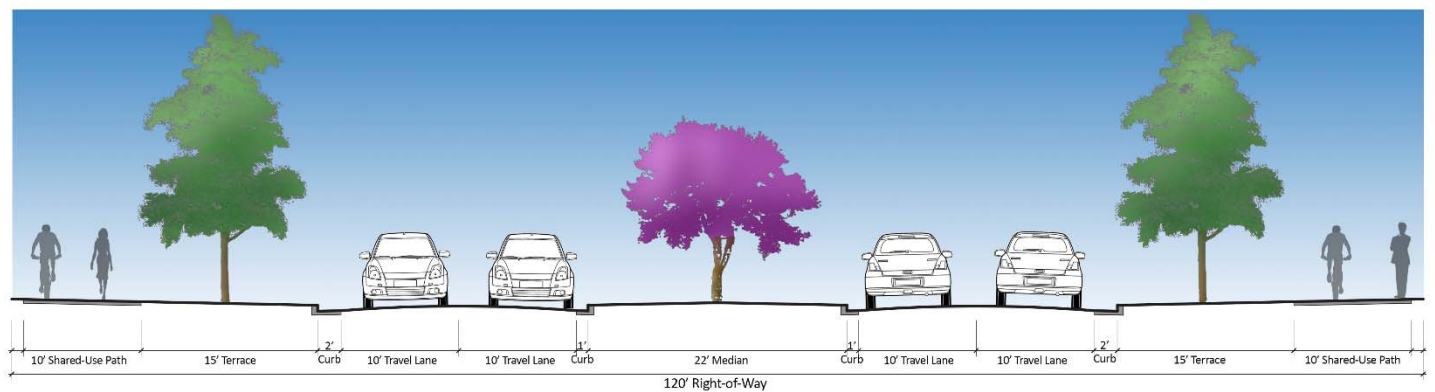
This alternate replaces the sidewalk along the right (east) side of the street with a shared-use path by expanding the right-of-way by five feet.

Burke Road (Alternate to Page 13 Cross-Section)



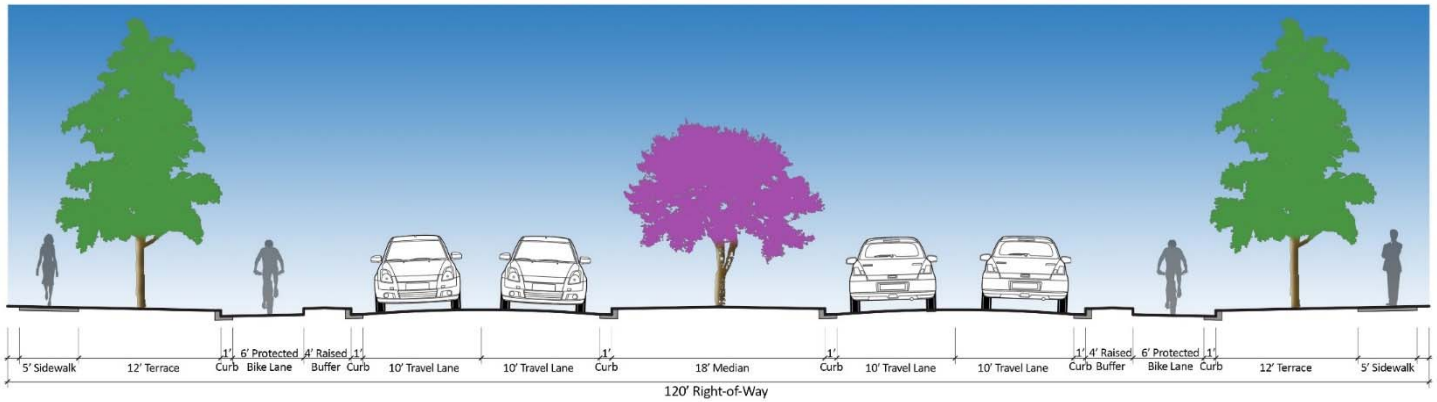
This alternate would replace the sidewalk and bike lane with a shared-use path on one side of the street. This would provide an off-street bike route alternative. Both sides of Burke are fronted with planned Housing Mix 1 development, which would likely mean an off-street path would have many single family home driveway crossings.

Nelson Road (Alternate A to Page 14 Cross-Section)



This alternate replaces on-street buffered bike lanes with shared-use paths on both sides of Nelson. Driveways on to Nelson are limited. However, Nelson has already partially been constructed with an on-street lane along the south side, so some retrofitting would be necessary to shift to a shared-use path. Similarly, much of the north side of Nelson already has a sidewalk. There would likely be some challenges to connecting to the planned shared-use path overpass of Nelson, which already has the ramp constructed on the north side of the road.

Nelson Road (Alternate B to Page 14 Cross-Section)



This alternate reduces the median (by four feet) and the terraces (by one foot each) in order to add a ~4 foot raised buffer between traffic and a six foot bike lane on each side of the street. Similar to shared-use paths, it would be necessary to bring in additional equipment to clear the buffered lane. Large snow events may also result in some snow from the car lanes being plowed over the raised buffer, though that could be cleaned up if the protected lanes were plowed after the street. Depending on final design, this option may result in additional stormwater management costs since there are two outer curbs on each side of the street.