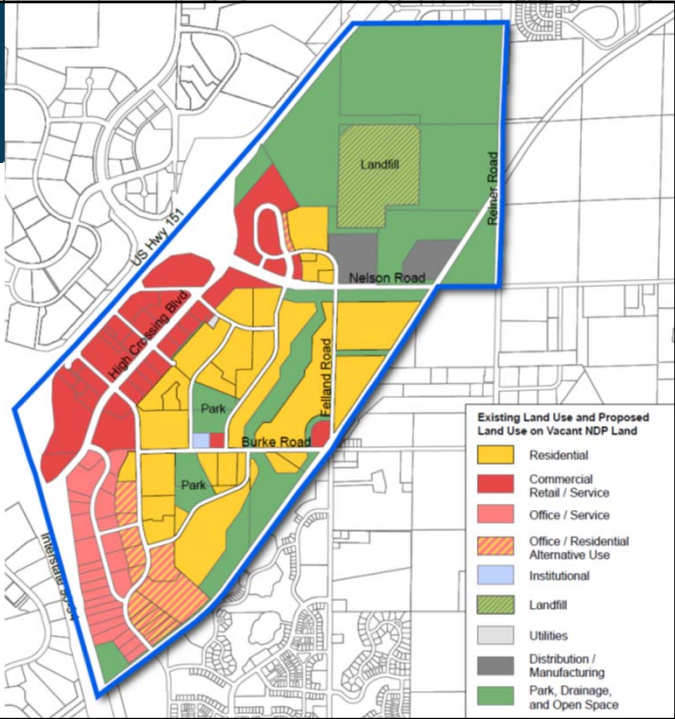


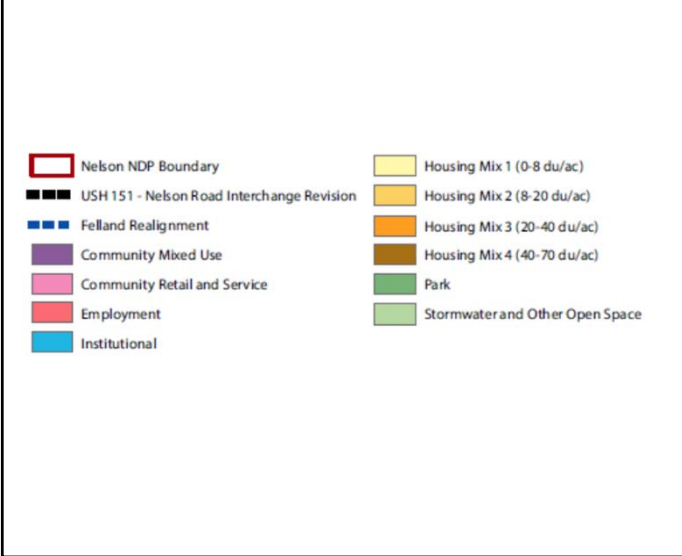
# Nelson Neighborhood Development Plan



# Nelson NDP FLU



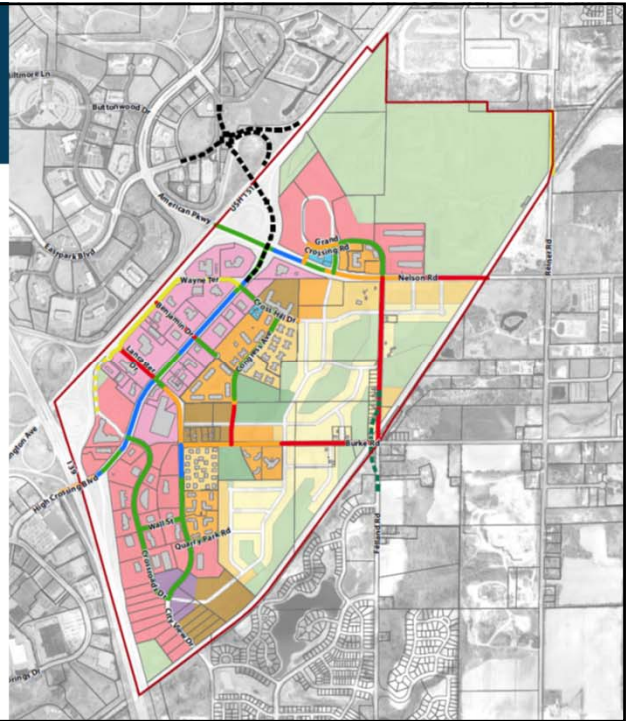
# Updated Nelson NDP



# Pedestrian Network

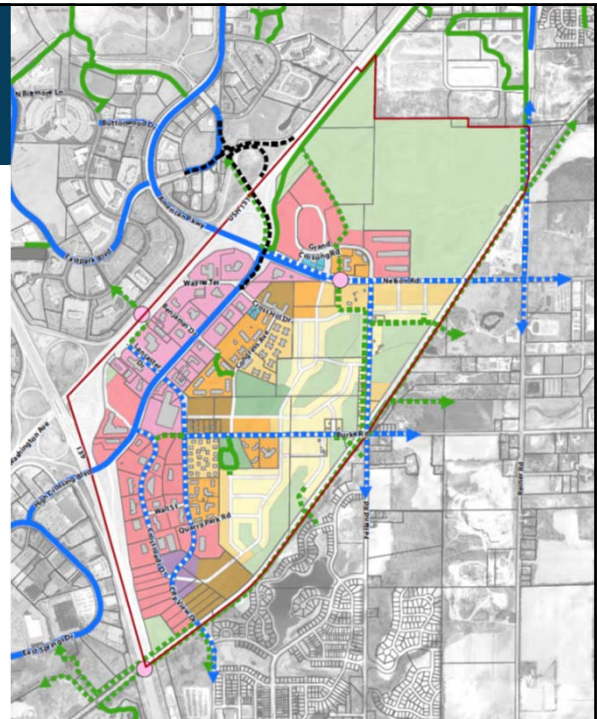
- Discontinuous sidewalk network
- Crosswalk striping
- Near-term upgrades

- Nelson NDP Boundary
- USH 151 - Nelson Road Interchange Revision
- Folland Road Realignment
- Future Street - Sidewalk on One Side
- Existing Street - Sidewalks on Both Sides
- Existing Street - Install Sidewalks on Both Sides as Street is Reconstructed
- Existing Street - Install Sidewalks on One Side as Street is Reconstructed
- Existing Street - Sidewalk on One Side, Install Sidewalk on Opposite Side as Development Occurs
- Existing Street - Sidewalk on One Side, Install Sidewalk on Opposite Side in Next 3 Years



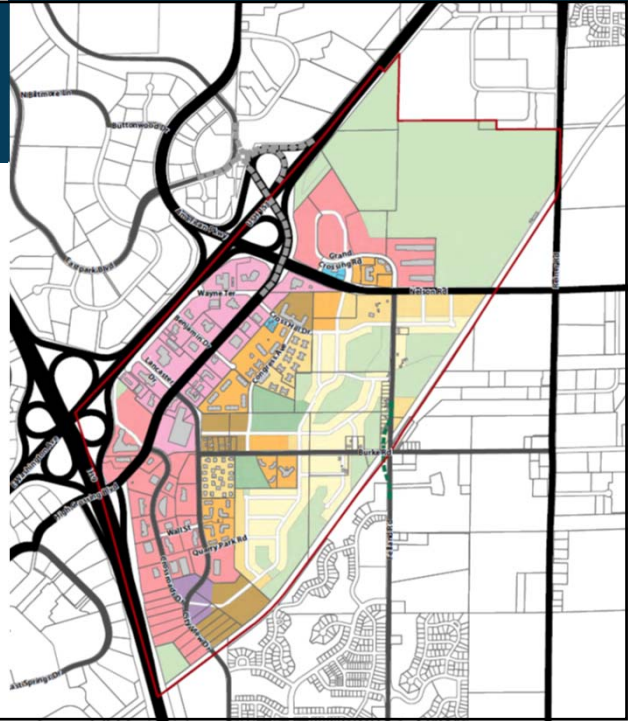
# Bike & Shared-Use Path Network

- Nelson NDP Boundary
- USH 151 - Nelson Road Interchange Revision
- Planned On-Street Bicycle Facility
- Planned Shared Use Path
- Existing Shared Use Path
- Existing On Street Bicycle Facility
- Planned Overpass/Underpass



# Street Network

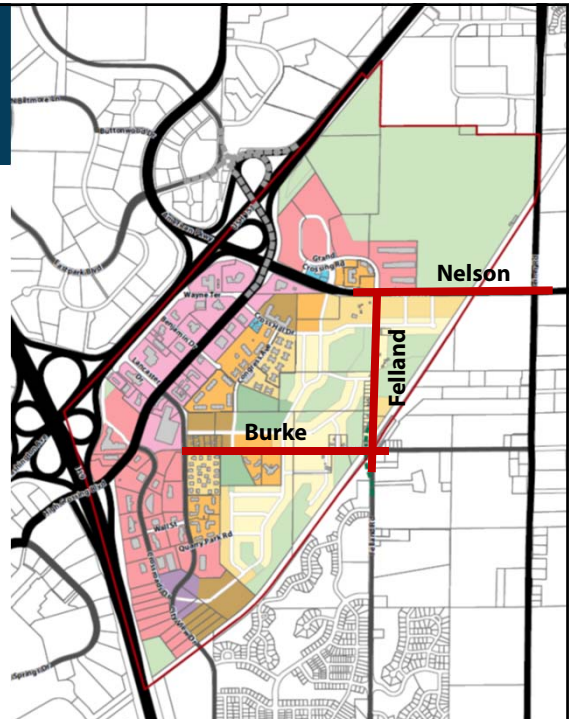
-  Nelson NDP Boundary
-  Arterial Street
-  Collector Street
-  USH 151 - Nelson Road Interchange Revision
-  Felland Road Realignment



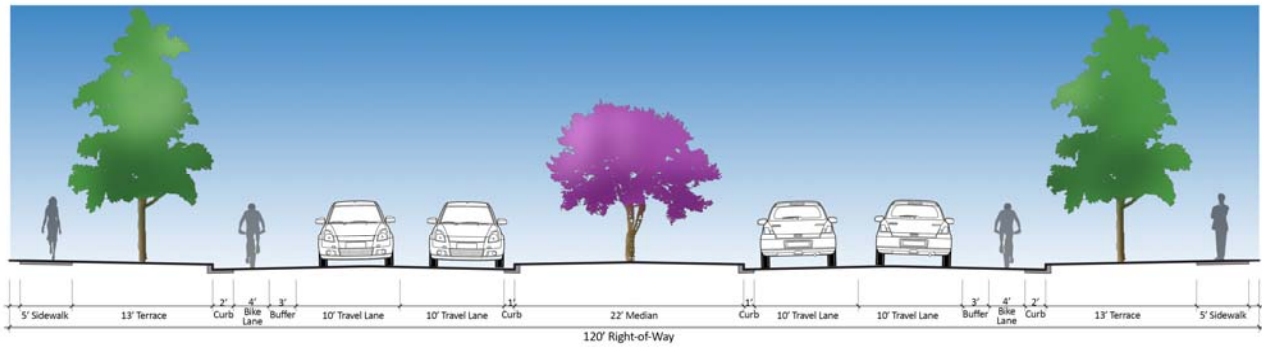


# Street Network

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

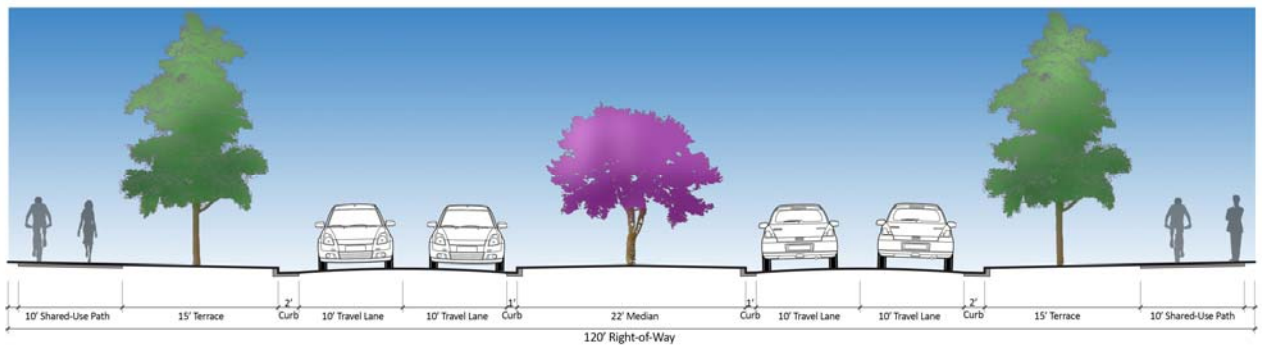


# Nelson Road Cross-Section



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

# Nelson Road – Alternate A

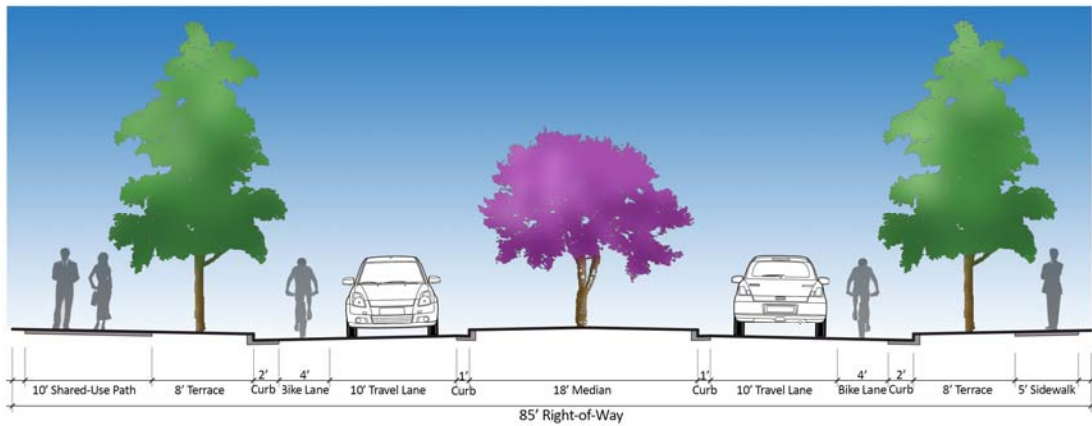


(TPPB staff recommends adding 1' to outer travel lanes)

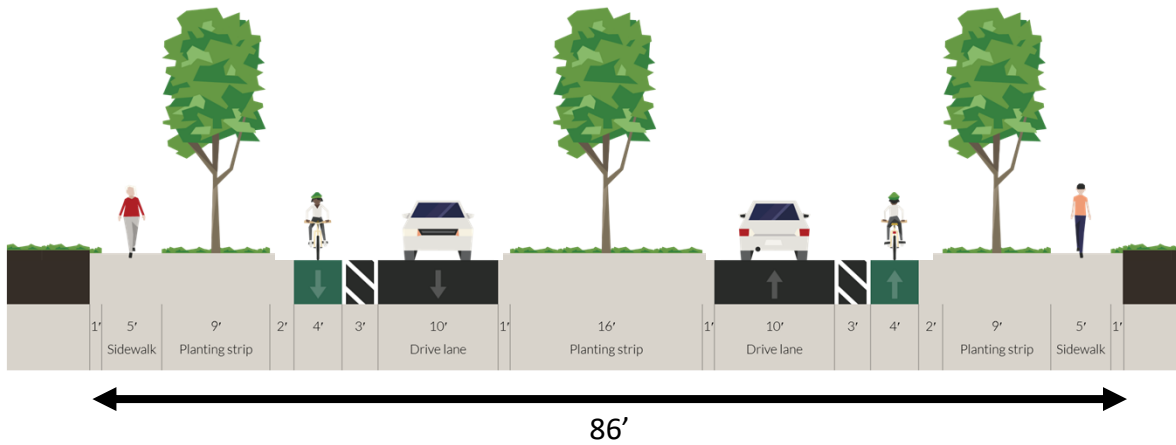
# Nelson Road – Alternate



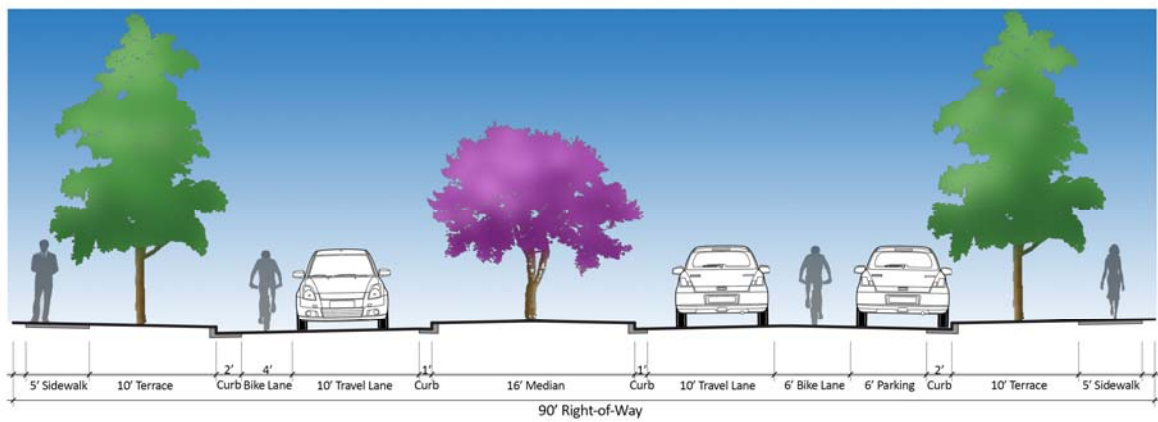
# Felland Road Cross-Section



# Felland Road - Alternate

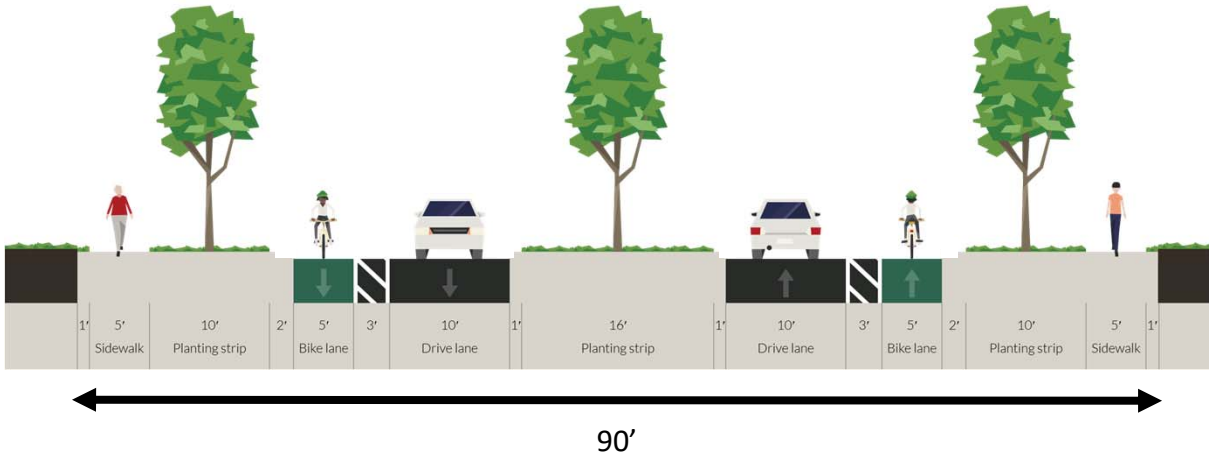


# Burke Road Cross-Section

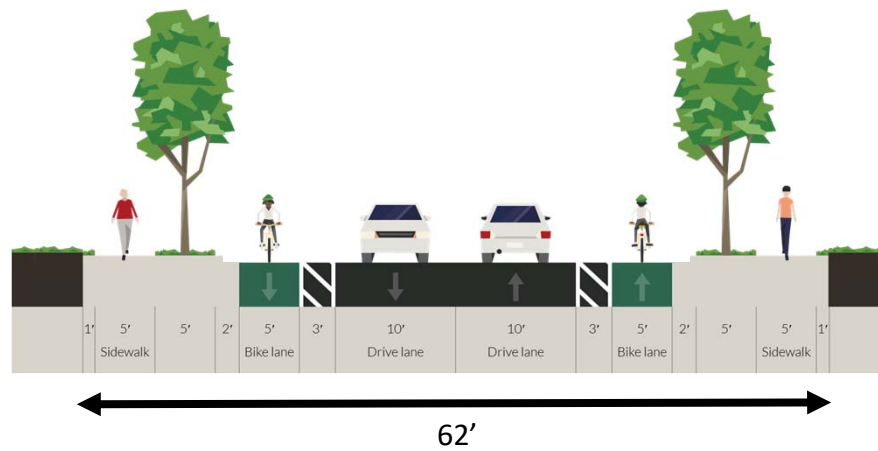




# Burke Road - Alternate



# 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](http://www.cityofmadison.com/NelsonNDP)

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