

# Welcome

## West Area Plan Community Meeting

August 2, 2023

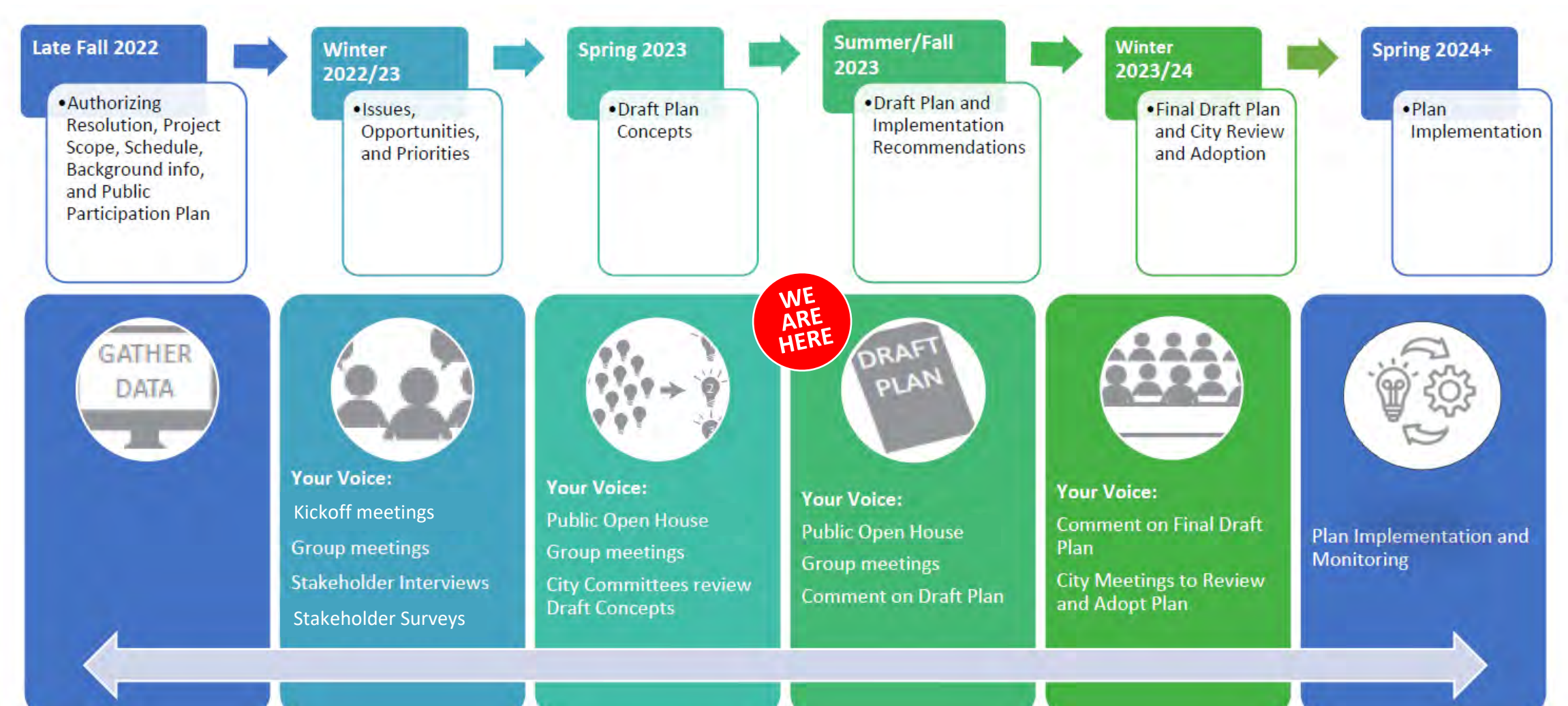


### What this meeting will cover?

- What is a Planning Framework - Area Plan?
- Assets, Issues, Opportunities Summary
- Feedback Thus Far
- Underlying Plans Review
- Initial Recommendations
- Planning Process & Timeline
- Hear from you: questions and feedback



### Project Timeline



We invite you to continue to participate in the coming months as we refine draft recommendations for land use, transportation, parks and open space, and other elements of the City's Comprehensive Plan.

The best way to keep up to date on this planning process is to join the project email list, which will provide information about public engagement opportunities and periodic status updates.



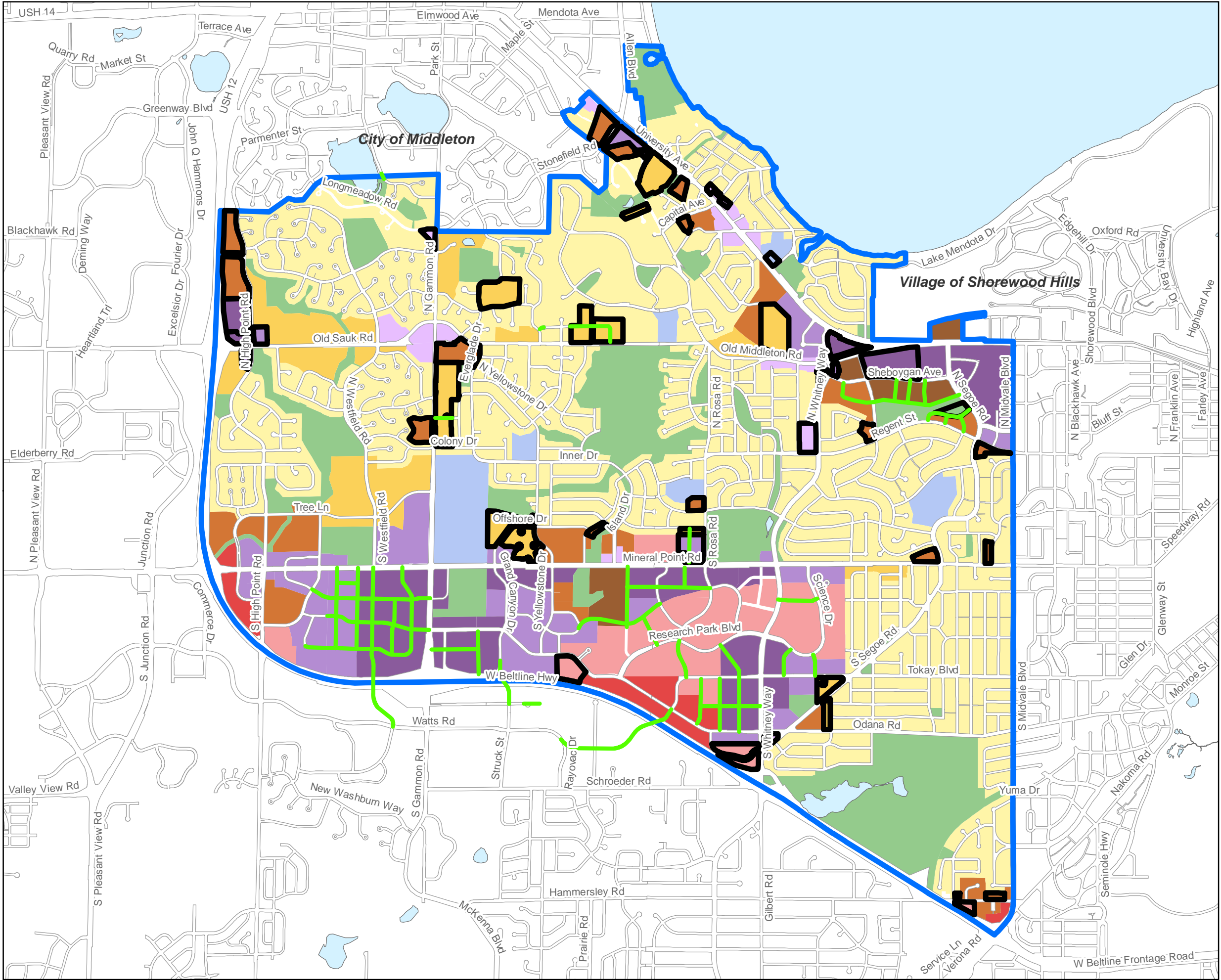
### Project Contact

[westplan@cityofmadison.com](mailto:westplan@cityofmadison.com)



**Website:** [www.cityofmadison.com/WestPlan](http://www.cityofmadison.com/WestPlan)



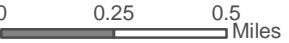


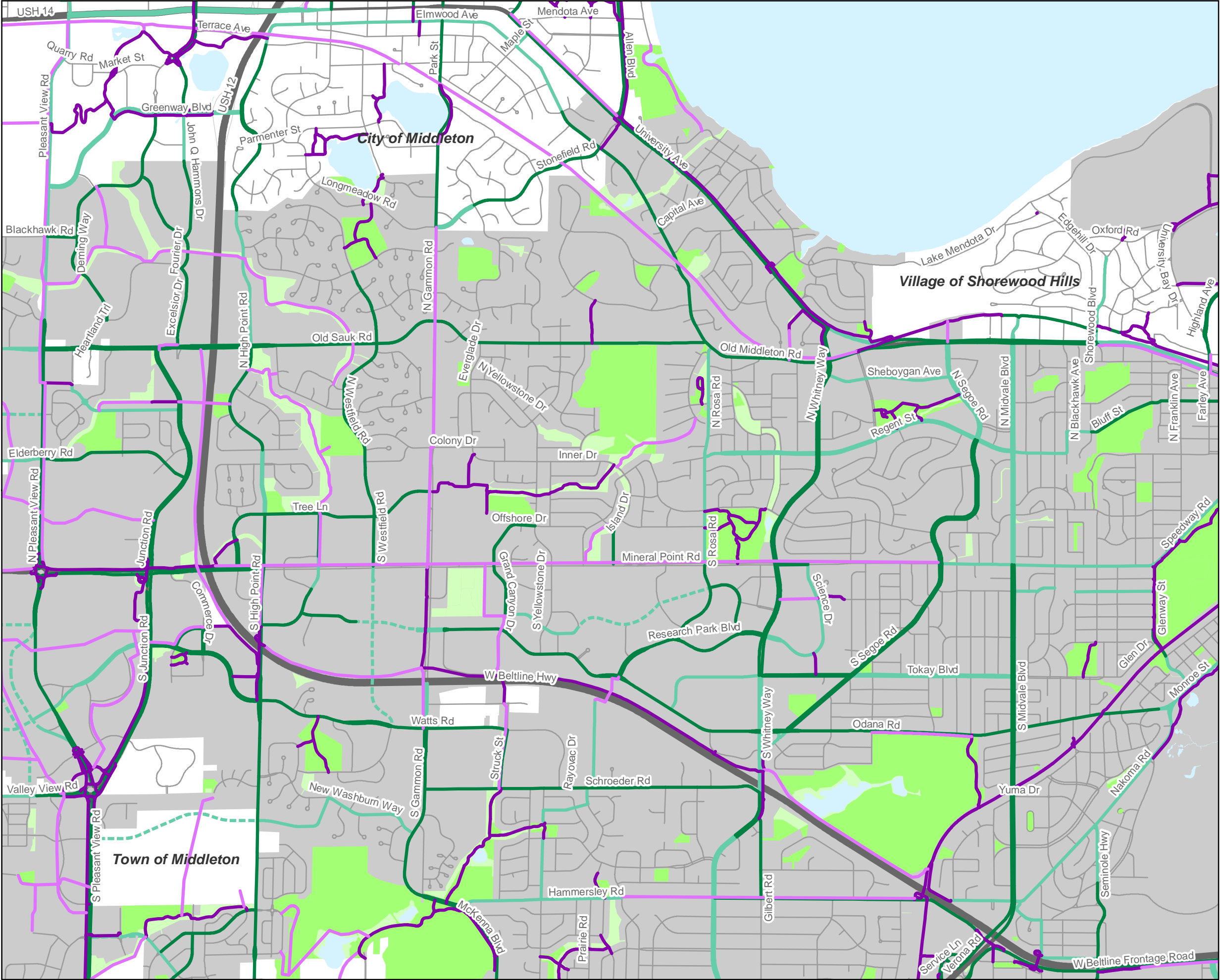
**West Area Plan  
Generalized Future Land Use**

- 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)
  - Downtown Mixed Use (DMU)
  - Downtown Core (DC)
  - General Commercial (GC)
  - Employment (E)
  - Industrial (I)
  - Parks and Open Space (P)
  - Special Institutional (SI)
  - Airport (A)
  - Neighborhood Planning Area (NPA)

**DRAFT**

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



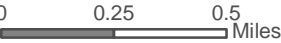


# West Area Plan

## Bicycle Network

- Planned Bike Path/Wide Sidewalk
- Existing Bike Path/Wide Sidewalk
- Existing On-Street Bike Lane
- Planned On-Street Bike Lanes
- Planned On-Street Bike Lane (planned roads)
- Ponds/Greenways
- Park
- City of Madison Boundary

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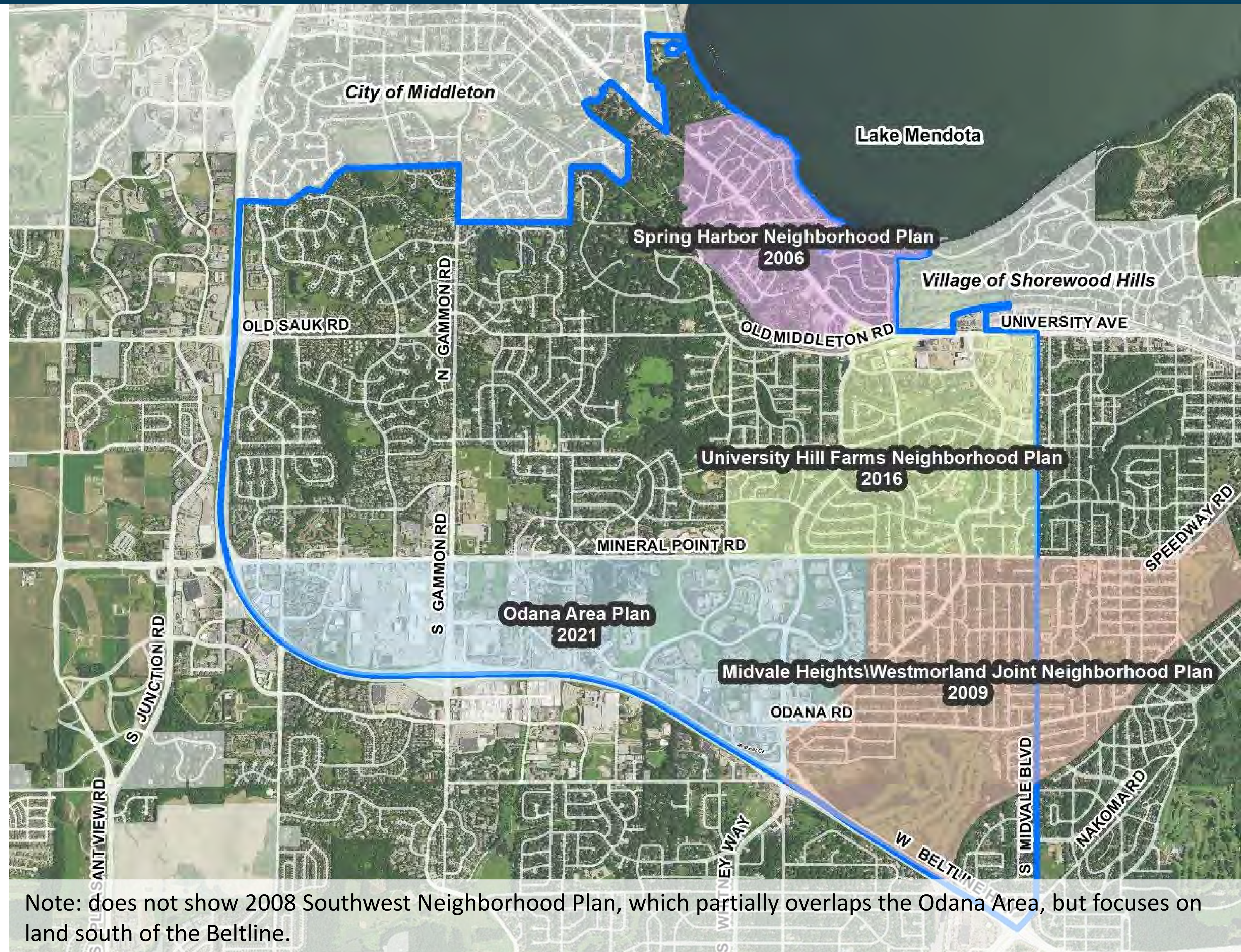




# Underlying Plans Review



- Include recommendations that the City has control over or can influence in West Plan
- Don't Include Recommendations:
  - Where the City has little influence over implementation
  - That are already implemented
  - That conflict with current City Policy
  - Adequately covered by existing City policies, programs, or ordinances
- What Happens to Underlying Plans?
  - May consider retirement
  - If not retired, the City will follow recommendations in West Area Plan and Comprehensive Plan if they differ with older plans
- Staff review of underlying plans is on project website



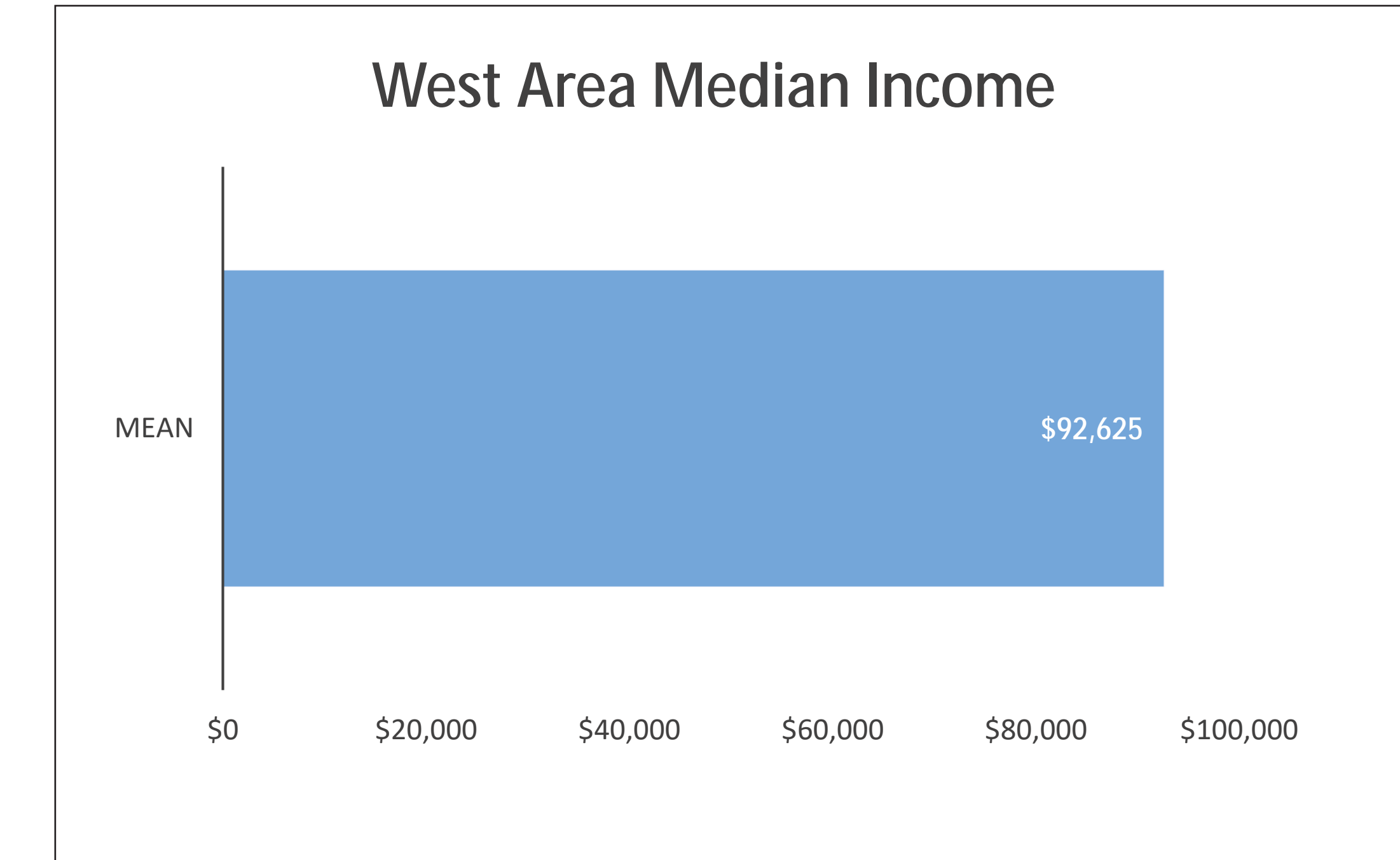
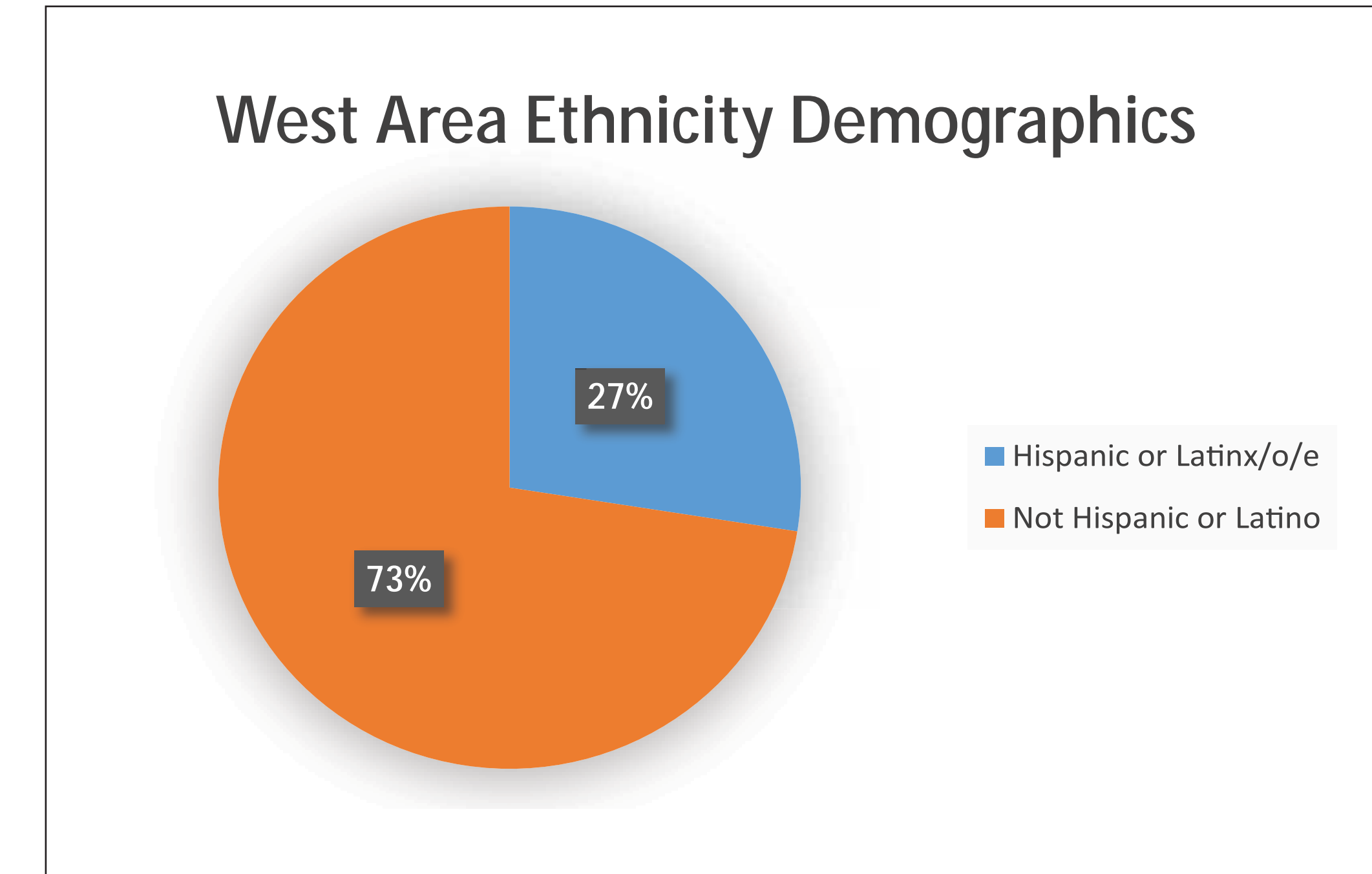
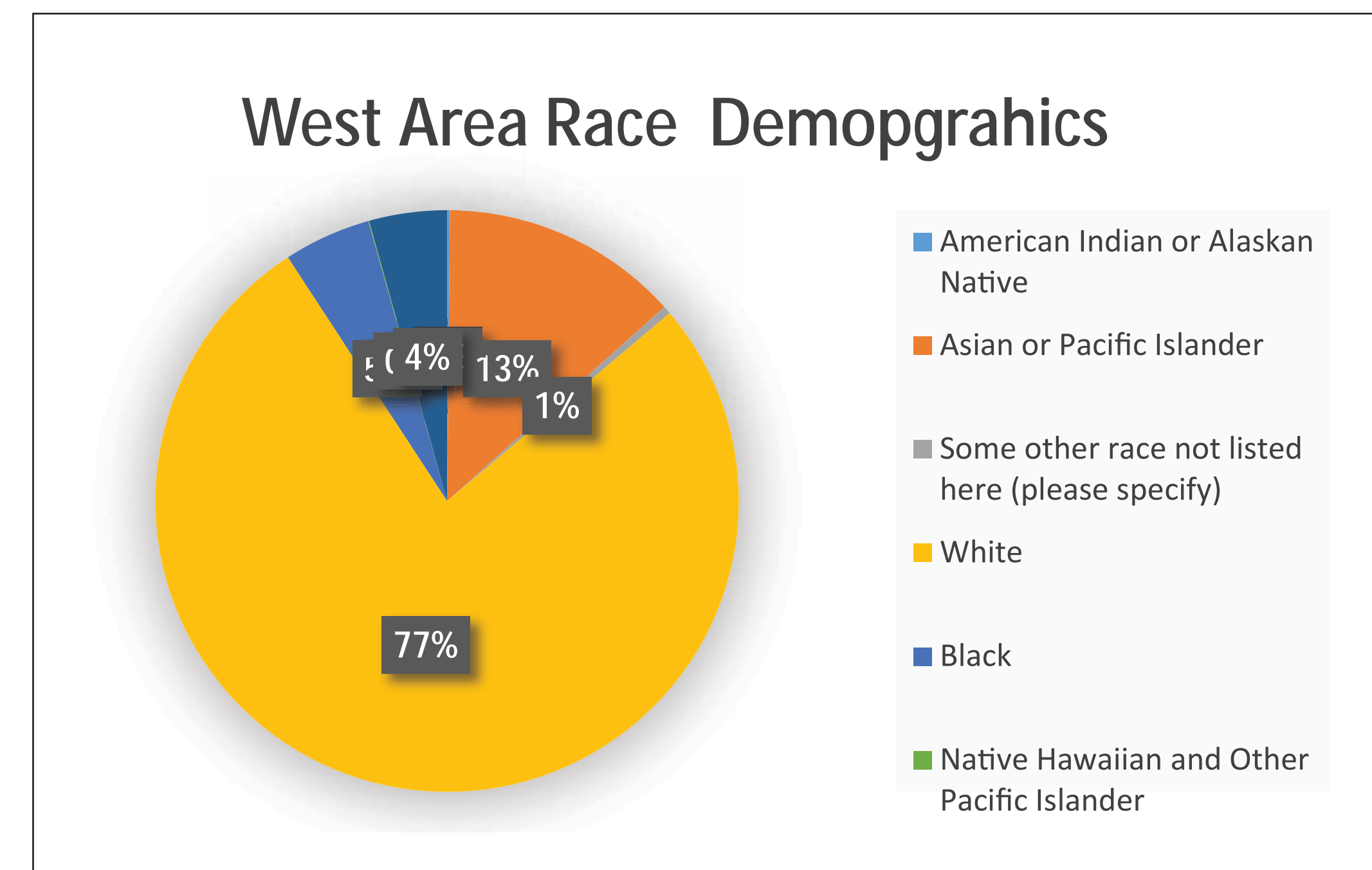
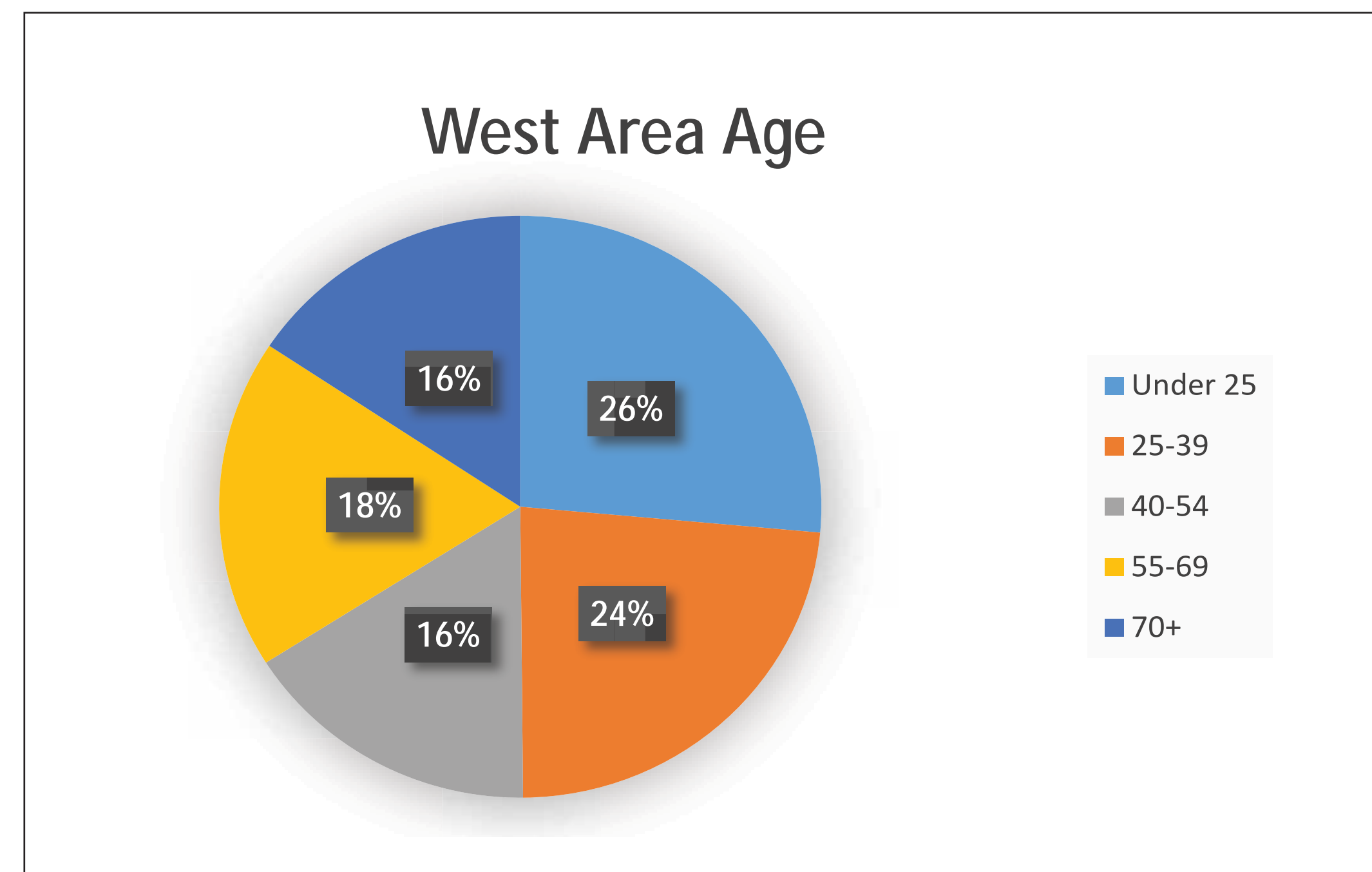


# Engagement Opportunities So Far

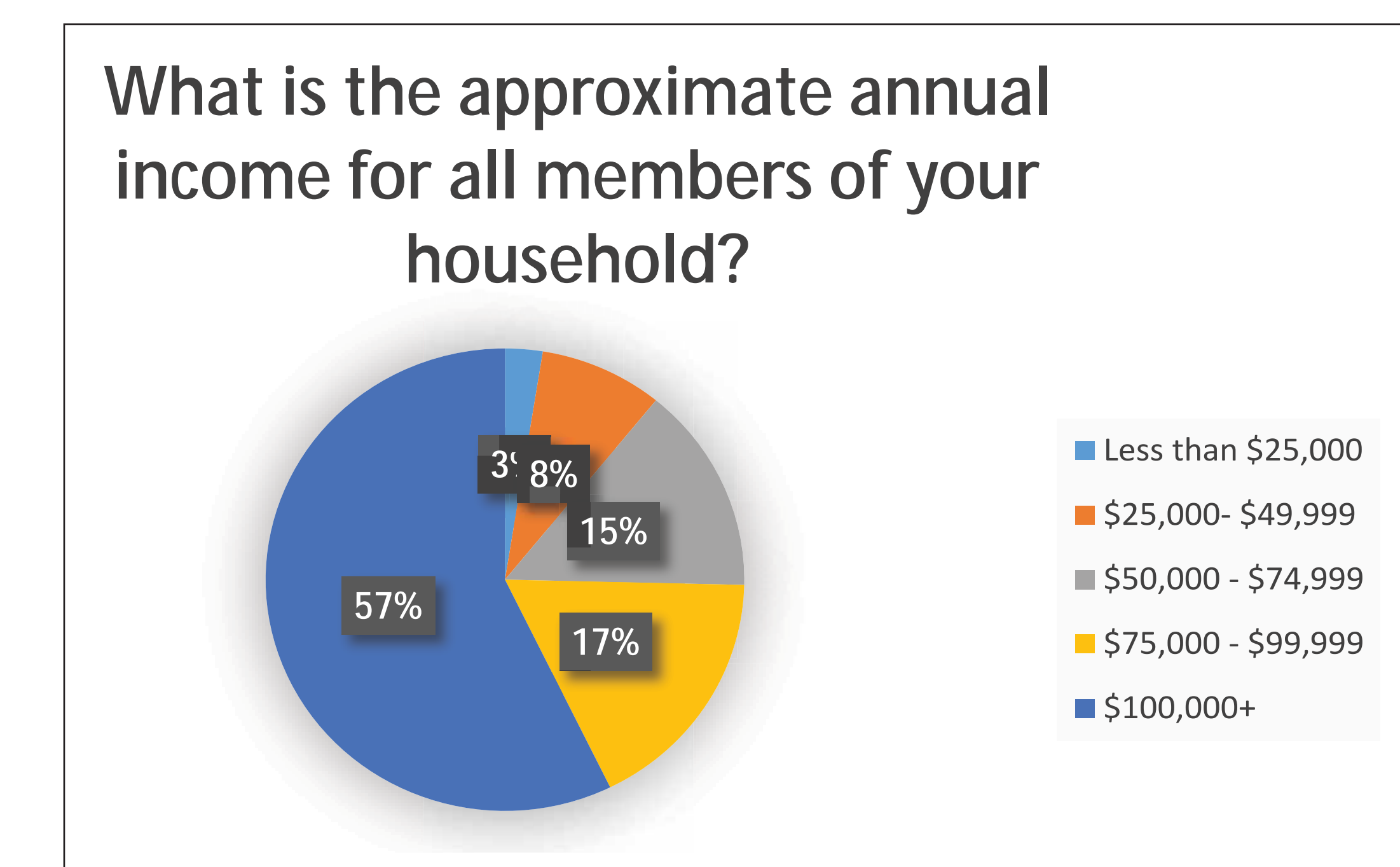
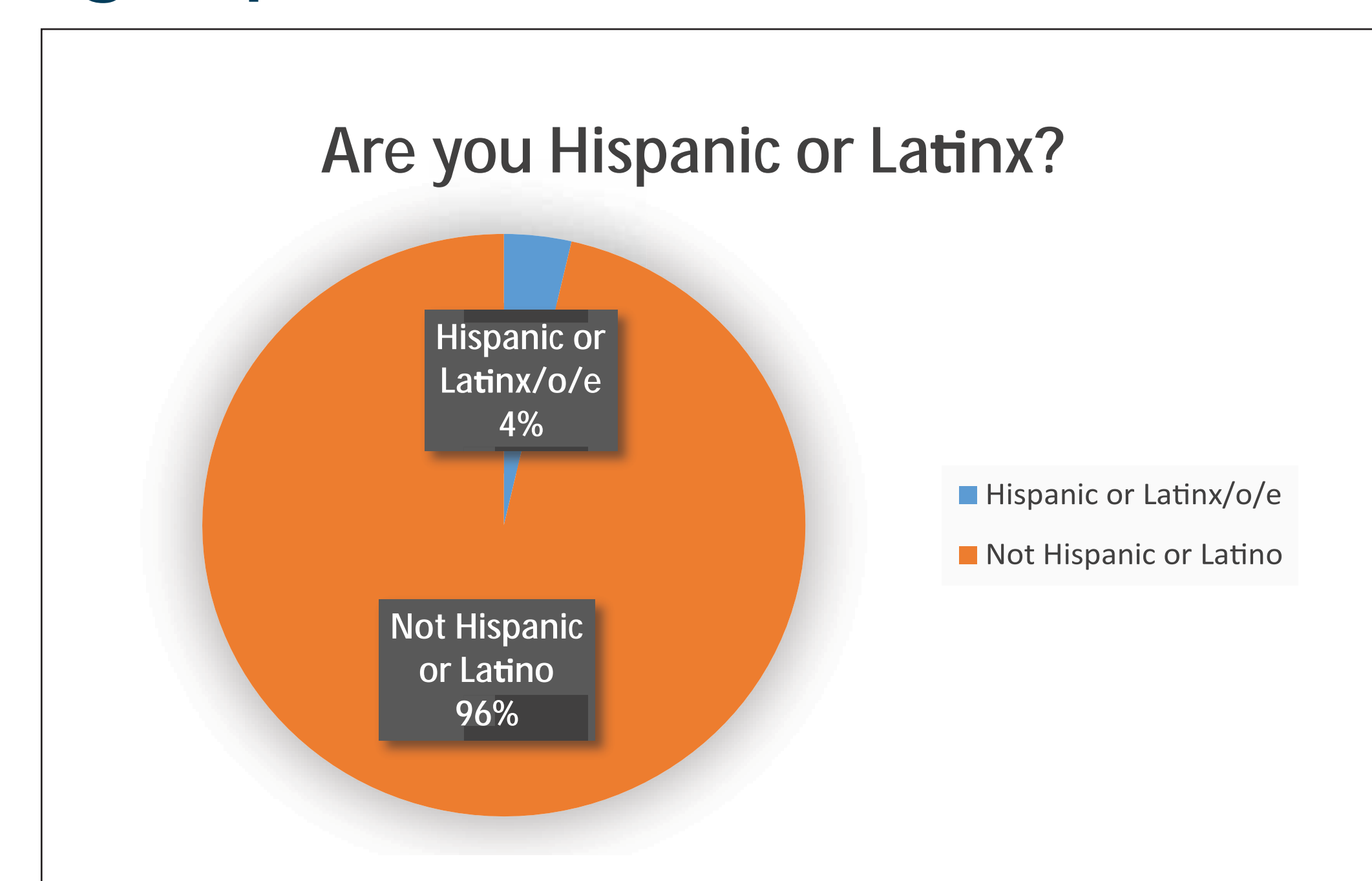
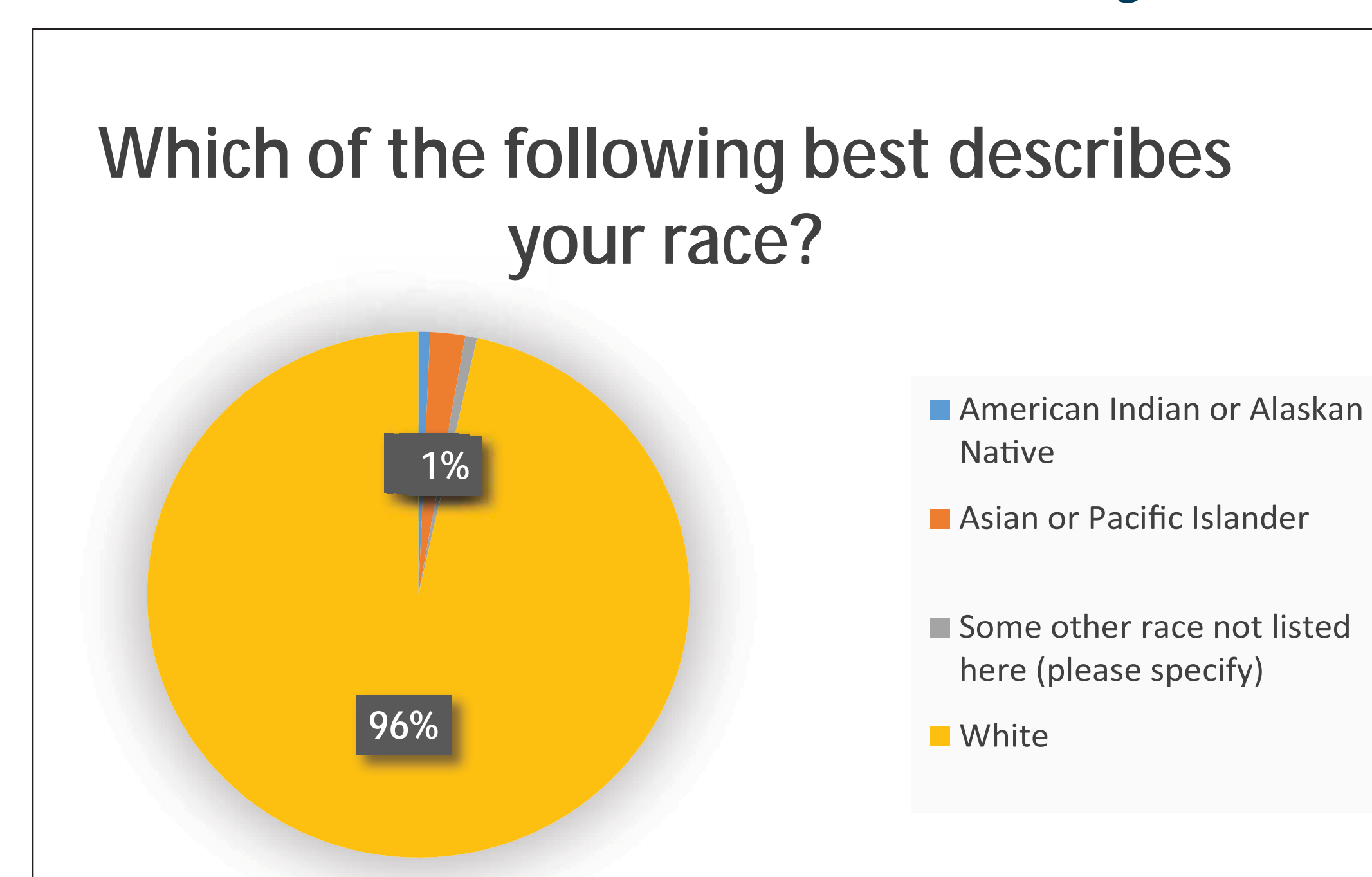
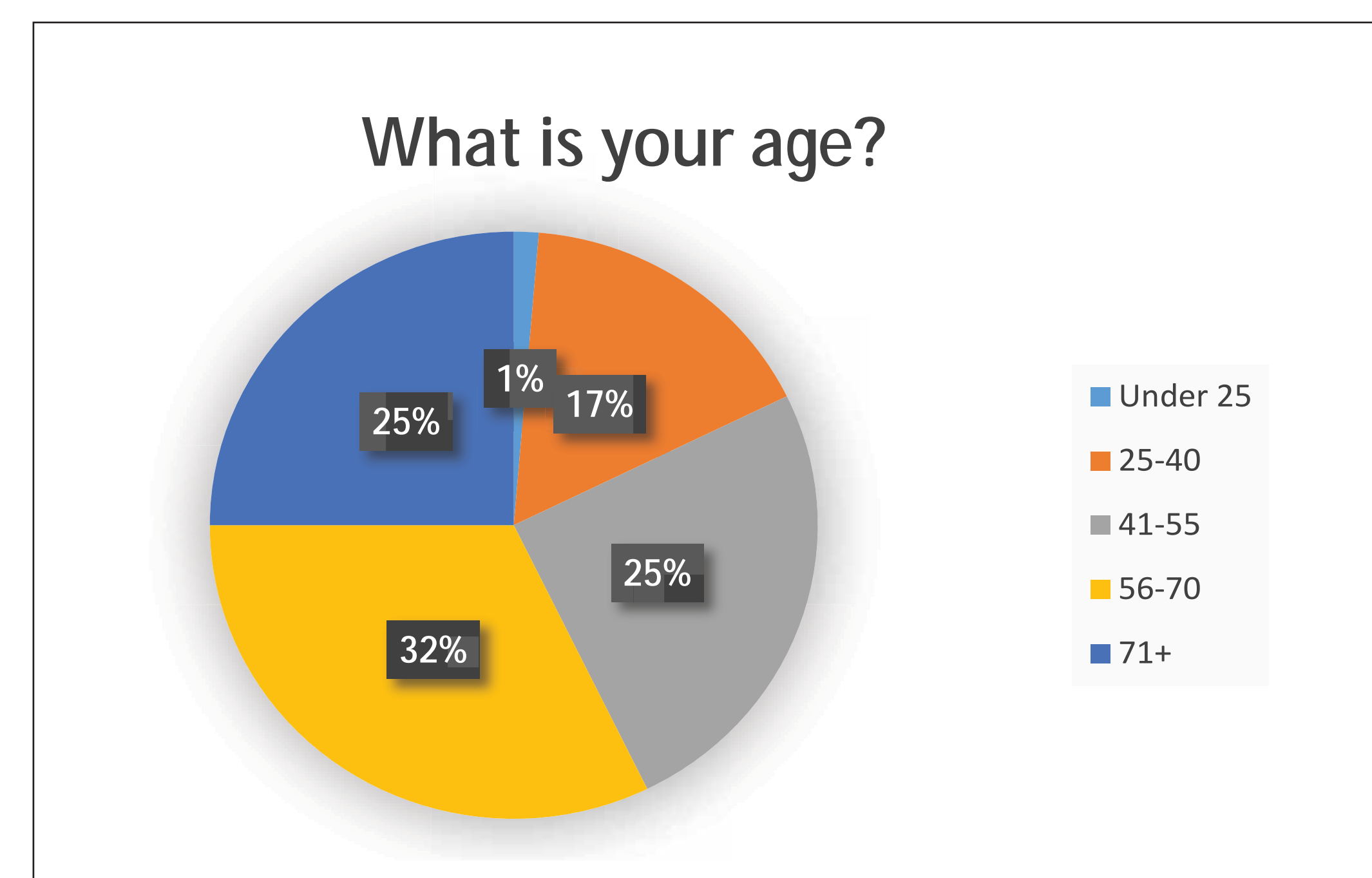


- Virtual & In-Person public meetings: February-March 2023 (~200 people)
- Interactive Commenting Map: ~450 comments
- Community Survey: ~445 comments through August 1st
- Open House: 100+ people
- Community Partner outreach (ongoing)

## West Area Demographics



## Survey Demographics





# Assets, Issues, and Opportunities



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	Less subsidized housing
More parking	Prioritize 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
Think area is safe and low crime	Want reduction of crime

What Assets, Issues, or Opportunities did we miss?  
Use a sticky note to tell us what's important to you.

## Assets

- Parks & Greenspace
- Tree Canopy
- Existing Bike, Pedestrian & Transit Connections
- Proximity to Downtown
- Quiet & Safe
- Charming Character
- Community Feel

## Opportunities

- Neighborhood Mixed-Use
- Density
- Support Local Business Owners
- Vision Zero
- Sustainability in All Aspects
- Interconnected Greenspace
- Expand Community Involvement

## Issues

- Housing & Affordability
- Connectivity
- Bicycle & Pedestrian Safety



# North-South Bicycle Connections



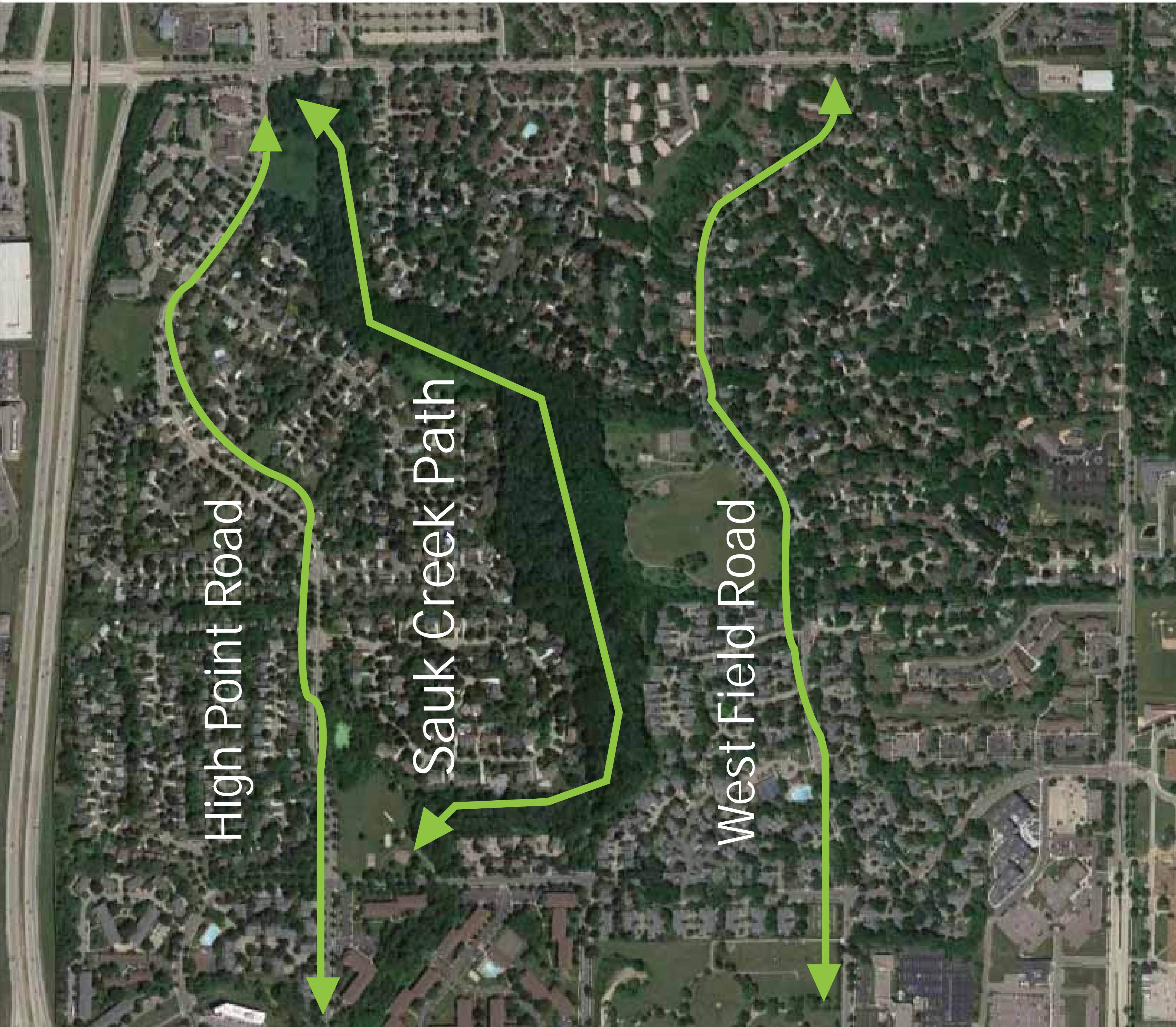
## Three Potential Alternatives for a North-South Bicycle Connection

Many people feel unsafe in an on-street bike lane

2018 Comprehensive Plan strategy to “Expand and improve the city’s pedestrian and bicycle networks to enable safe and convenient active transportation.”

Complete Green Streets Guide, adopted December 2022, emphasizes growing the city’s All Ages and Abilities bike network

All Ages and Abilities = a continuous, low stress bicycle network (bikes are separated or buffered from car traffic)



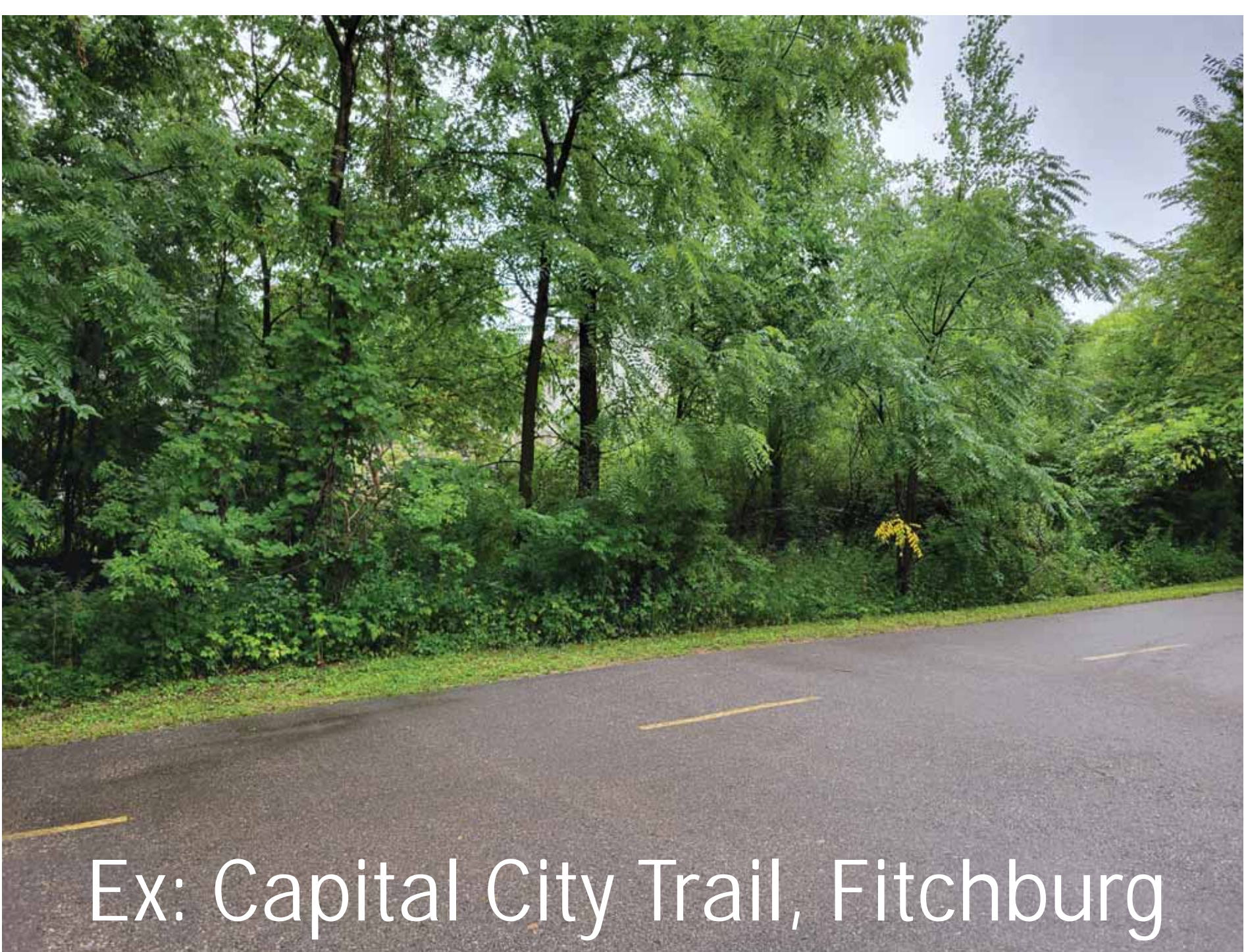
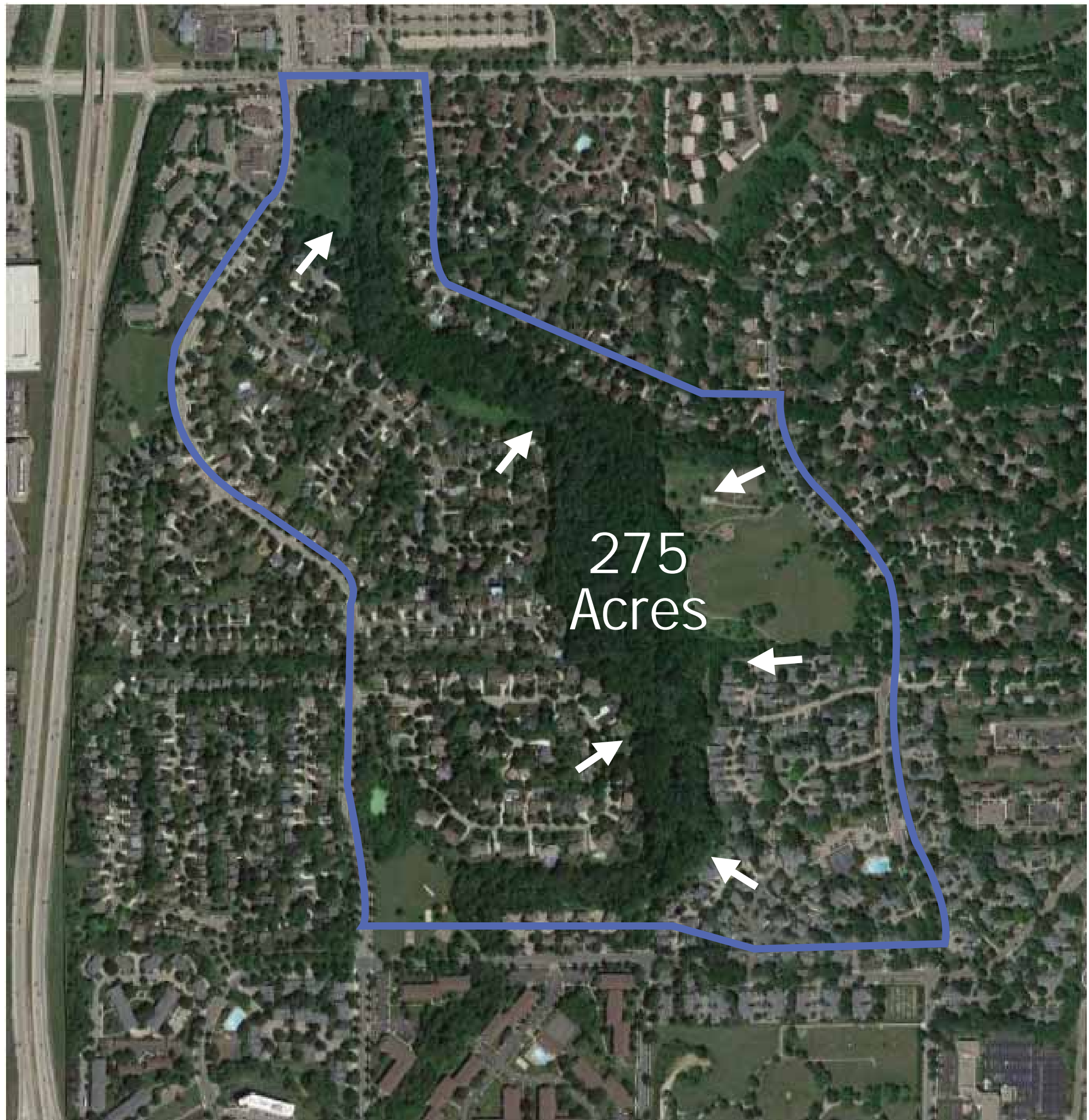
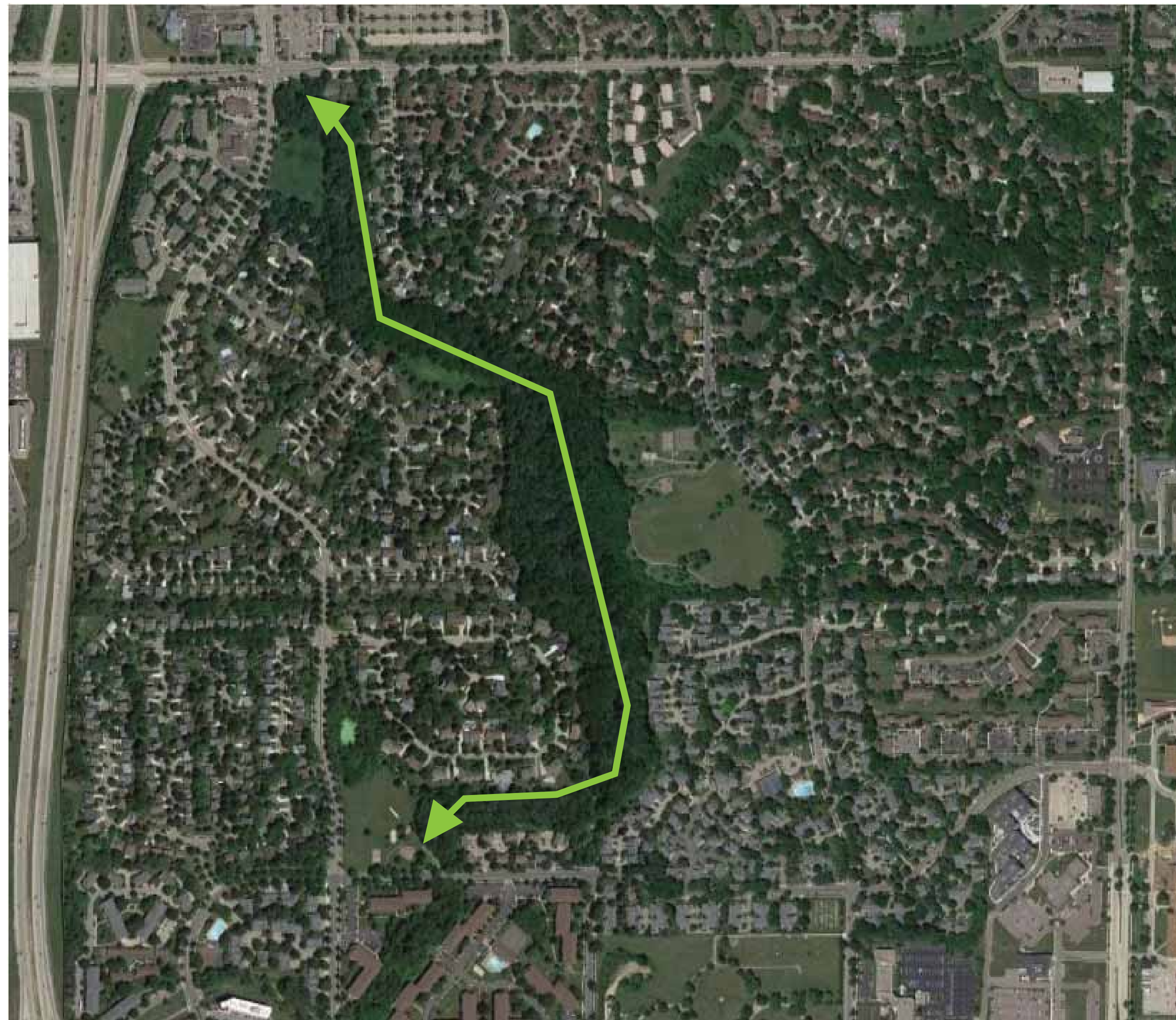
## Sauk Creek Greenway

### Opportunities:

- Improve access to nature, parks, neighborhoods (east-west)
- Create new north-south connection for biking & walking
- More comfortable route than being on-street (especially for youth)
- Winter maintenance easier than protected bike lanes
- Can overlap with maintenance path that needs to be constructed for stormwater channel

### Issues:

- May require additional tree removal
- More isolated -- users may prefer to be on-street after dark





# North-South Bicycle Connections



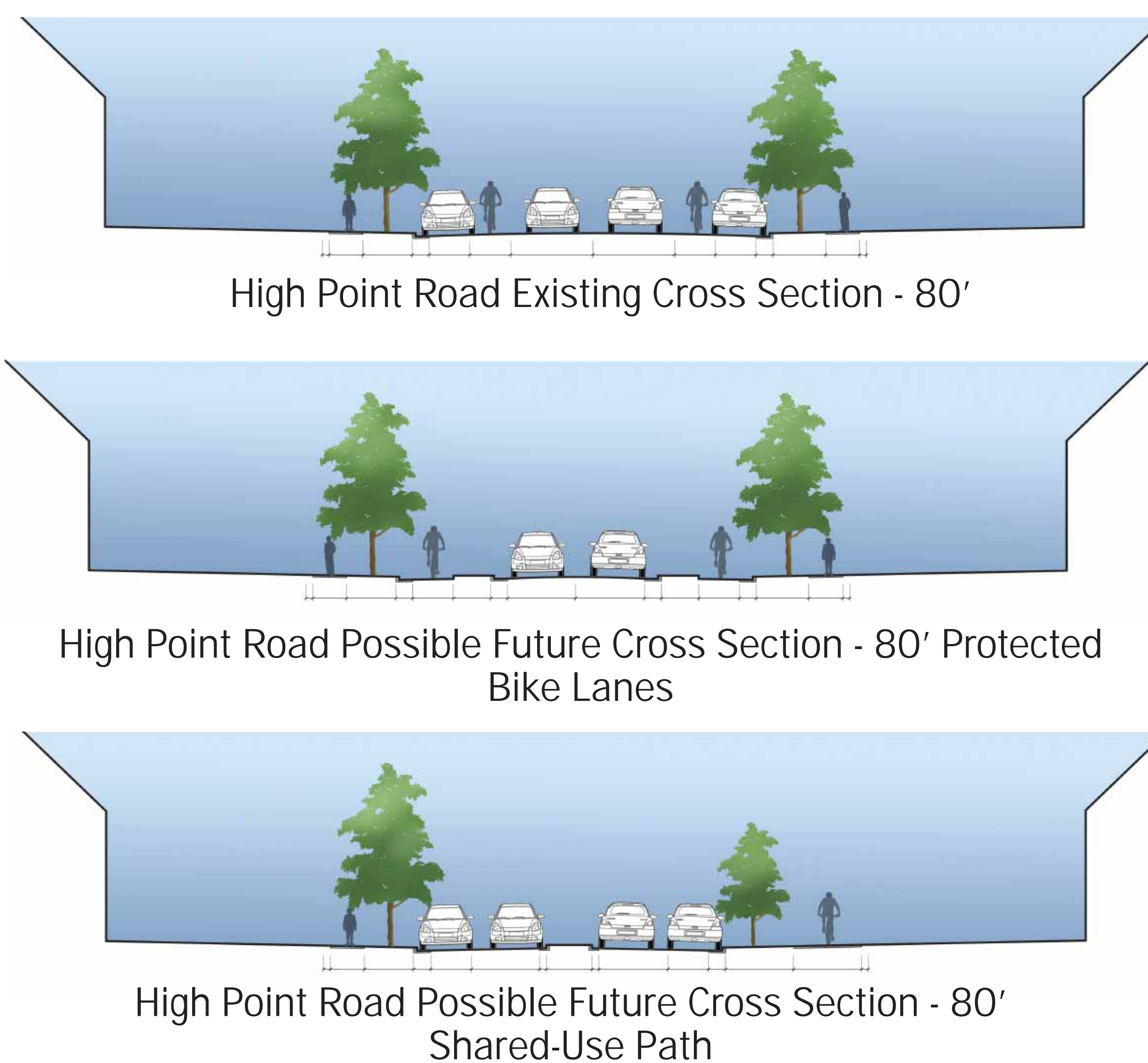
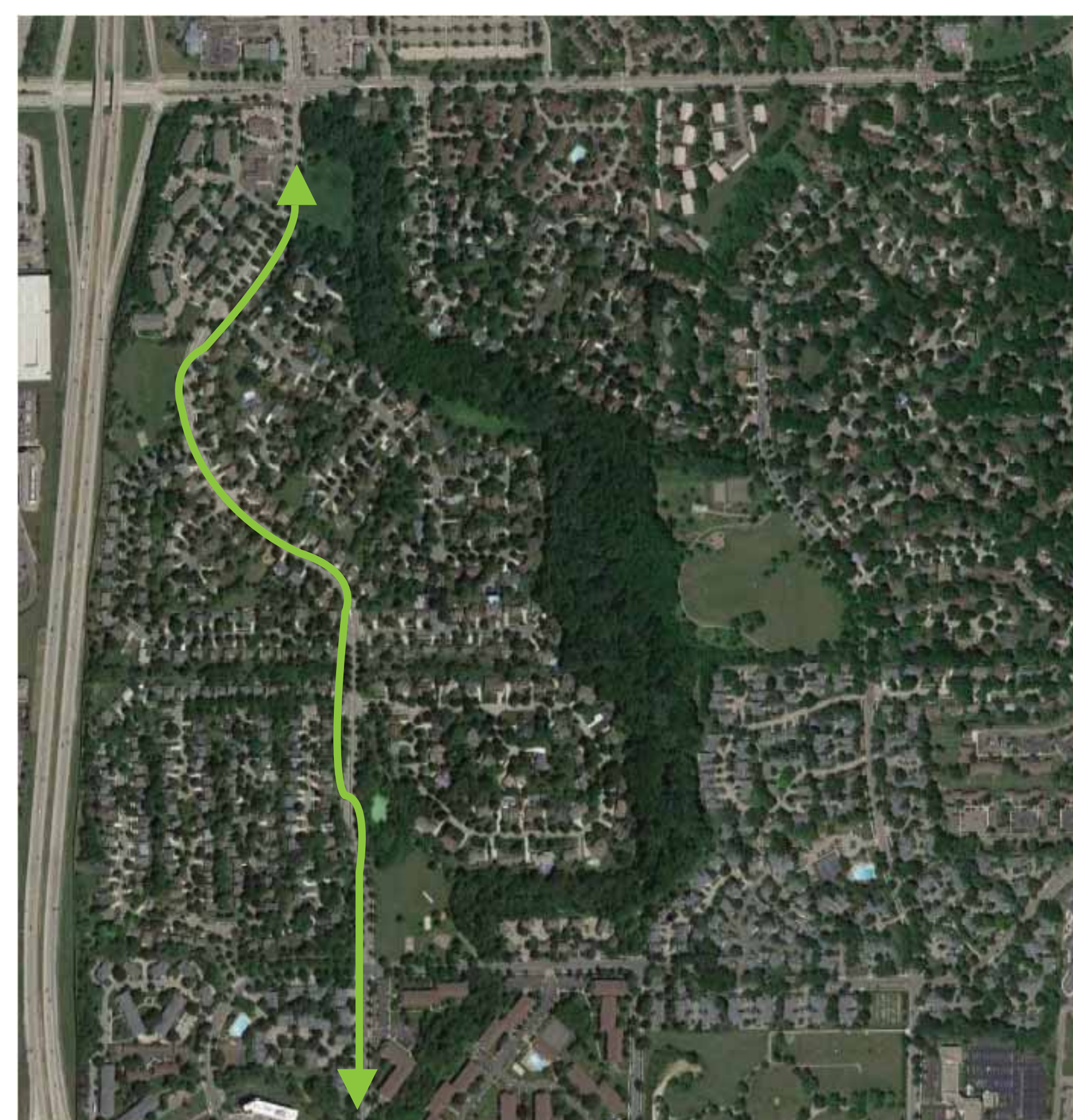
## High Point Road

### Opportunities:

- Improve access to: West Towne Path connection, Sauk Creek Park, and Haen Family Park
- Integrate other changes to improve safety/slow traffic

### Issues:

- Speed and traffic -> All Ages Abilities facility needs to be a protected bike facility, requiring removal of substantial amounts of on-street parking
- East-west connections are lacking north of Tree Lane
- Winter maintenance of protected bike lane is resource intensive
- Any bike facility will have dozens of driveway crossings



## Westfield Road

### Opportunities:

- Improve bike access to Walnut Grove Park, possibly Wexford Park

### Issues:

- Minimum All Ages Abilities facility = buffered bike lane (requires removal of parking on one side & additional traffic calming)
- Buffered bike lanes can be cleared in winter but may not be as useable as a path

