



Davidson St, Maher Ave, Park Ct, Gary St Reconstruction

Public Information Meeting
City of Madison Engineering Division
May 15, 2025

Thank you for attending. We will begin shortly...

Presentation Overview

Thank You for participating!

- ▶ Welcome (Hannah Mohelnitzky, Public Information Officer, City of Madison)
- ▶ Presentation (Jose Navarro, Aaron Canton P.E.)
- ▶ Q&A (facilitated by Hannah Mohelnitzky)
 - Assisted by:
 - Eric Cefalu, Storm and Sanitary Designer, City of Madison
 - Ryan Newman, Water Designer, City of Madison
 - Kevin Luecke, Bike Pedestrian Coordinator, City of Madison
 - Jeremy Nash, Traffic Engineer, City of Madison
 - Jeff Greger, Planner, City of Madison
- ▶ Presentation available on the website:
 - <https://www.cityofmadison.com/engineering/projects/davidson-st-park-ct-maher-ave-and-gary-st-reconstruction>

Meeting Technical Housekeeping

- This meeting will be recorded and posted to the project page.
- All attendees should be muted to keep background noise to a minimum.
- Use the “Q and A” button for technical issues with meeting to troubleshoot with staff to assist.
- Use the “Q and A” button to type questions about presentation. Questions will be answered live after the presentation.
- Inappropriate questions may be dismissed.
- Use the **“raise your hand”** button to verbally ask your question. You will be prompted to unmute when it is your turn.

This meeting is being recorded.

It is a public record subject to disclosure.

By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.

How to Participate

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zoom
Workplace

Sign in

City of Madison

Audio

Raise hand

Q&A

Show captions

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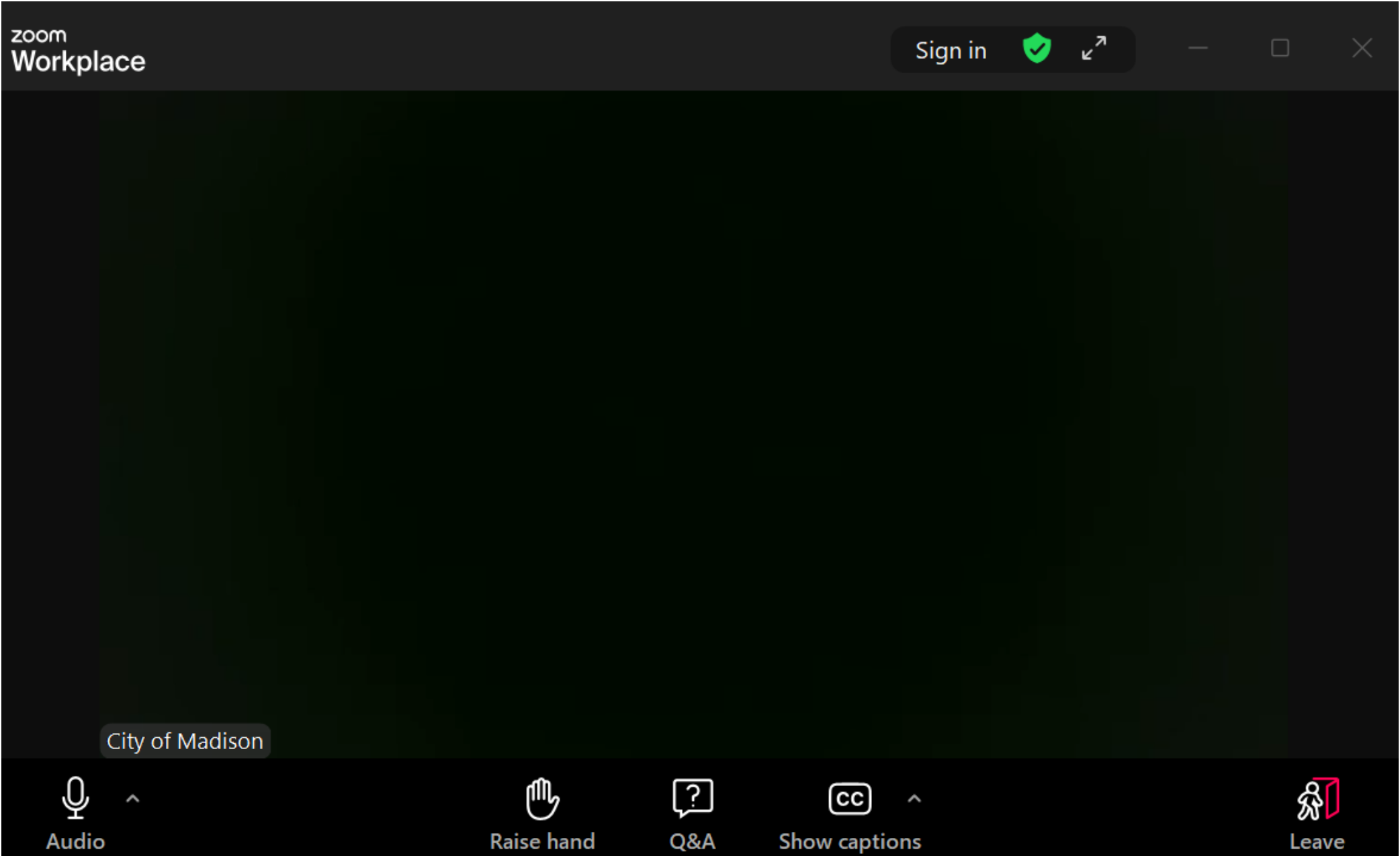
Test speaker and microphone

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Automatically join audio by computer when joining a webinar

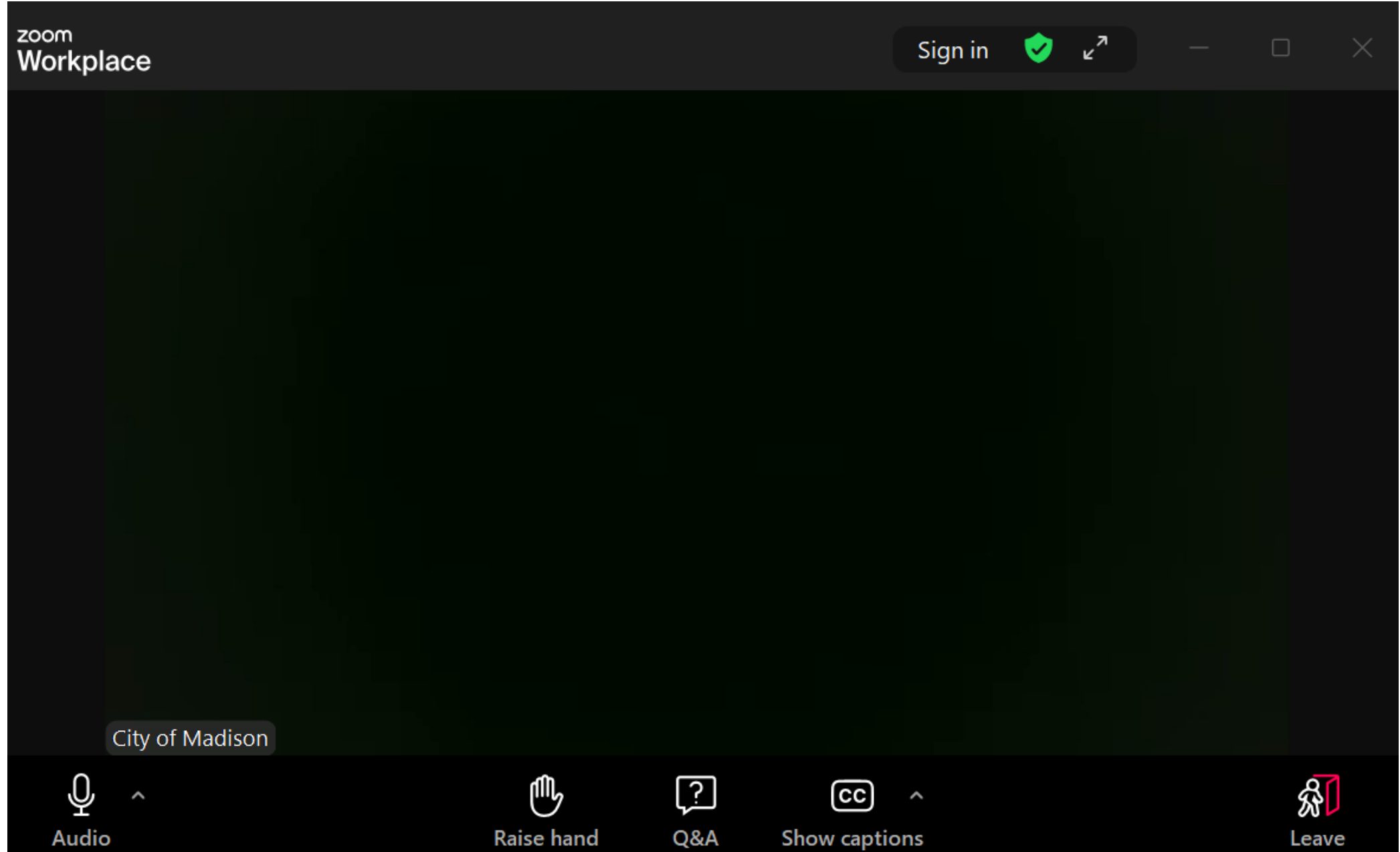
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How to Participate



Raise your hand to be unmuted
For comments or ask additional questions. 

How to Participate



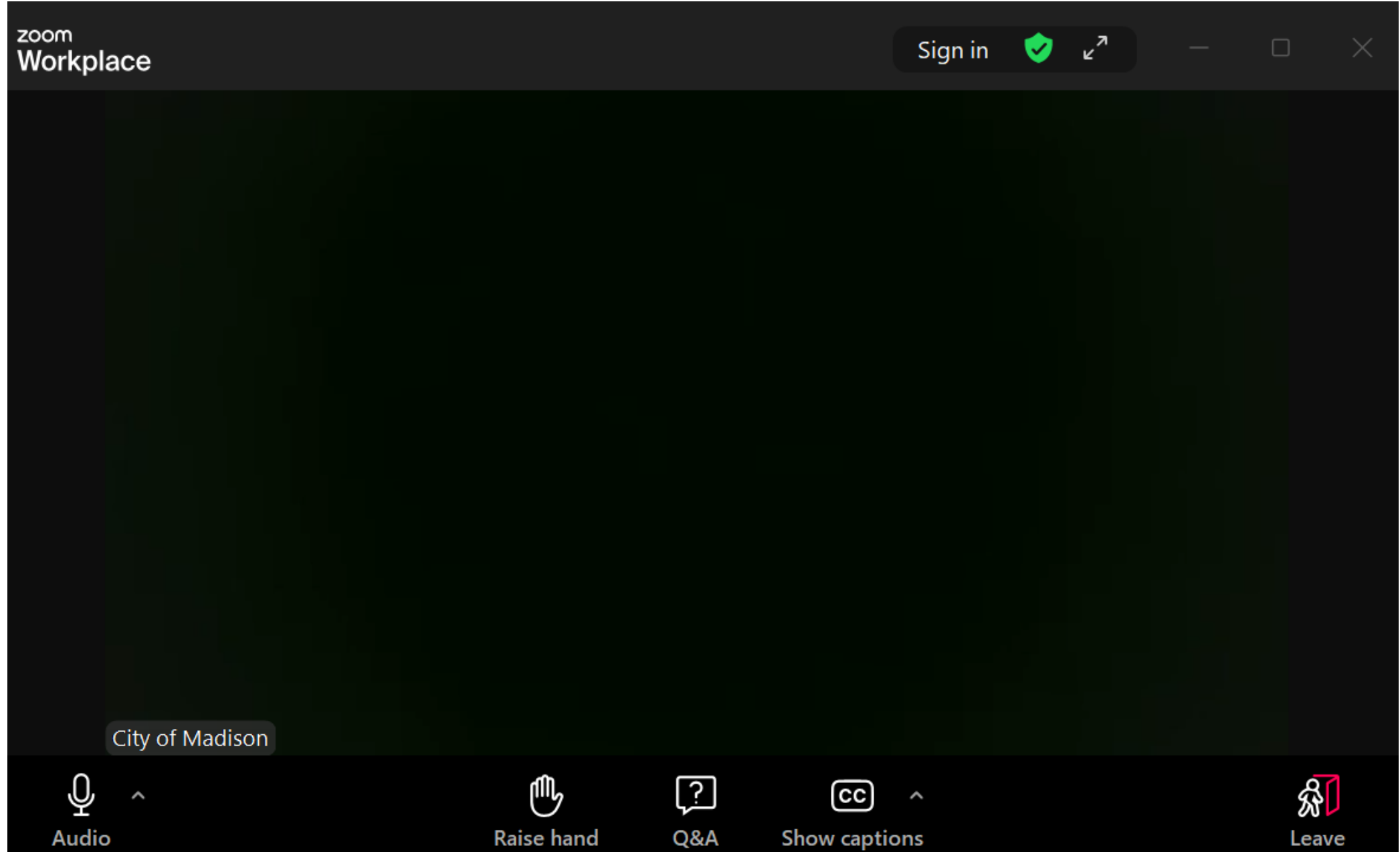
Use **Q&A button** if you have technical issues or a question for the panelists.



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How to Participate



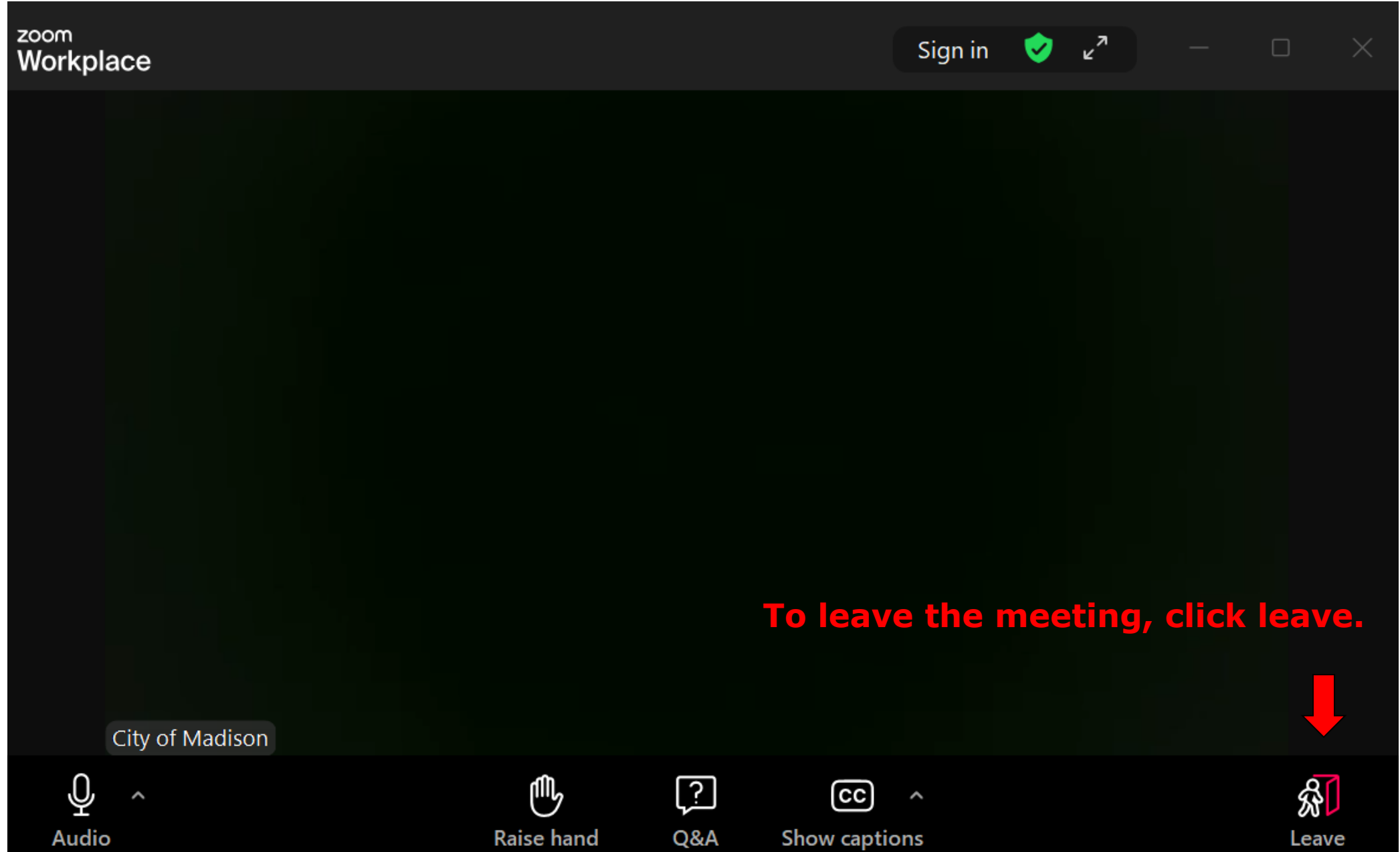
Use Q&A button for all other questions.
We will answer after the presentation.



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How to Participate



How to Participate

zoom
Workplace

Sign in

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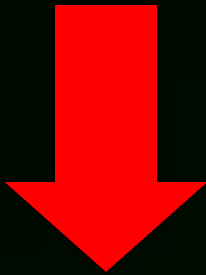
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Raise hand

Q&A

Show captions

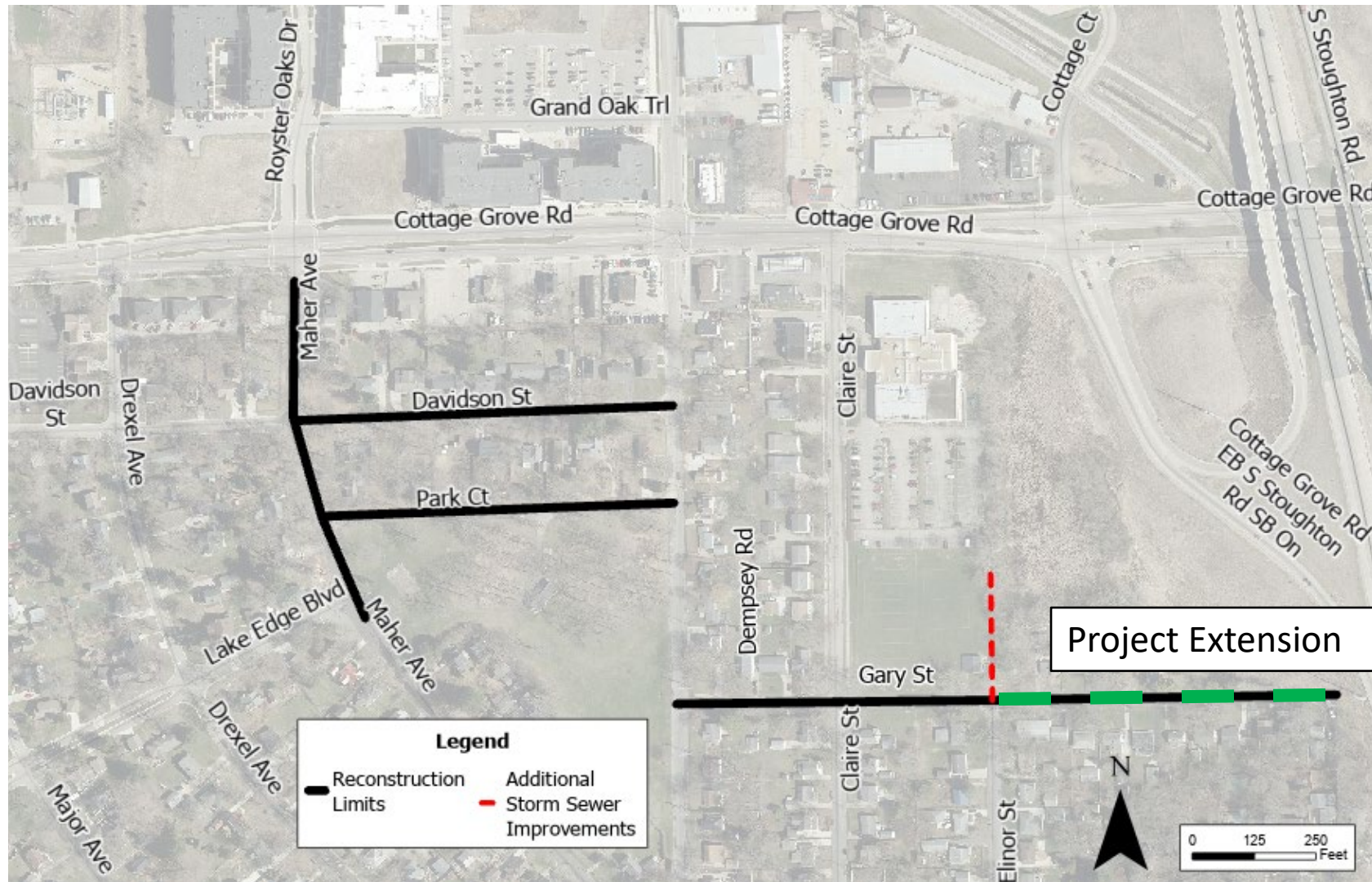
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Presentation Overview

- ▶ **Project Location**
- ▶ Meeting Purpose
- ▶ Project Scope
- ▶ Vision Zero
- ▶ Complete Green Streets
- ▶ Proposed Street Design Options
- ▶ Proposed Utility Design
- ▶ Questionnaire Results
- ▶ Assessments Policy & Costs
- ▶ Construction & Access
- ▶ Next Steps
- ▶ Contact Information, Resources, Q&A

Project Location

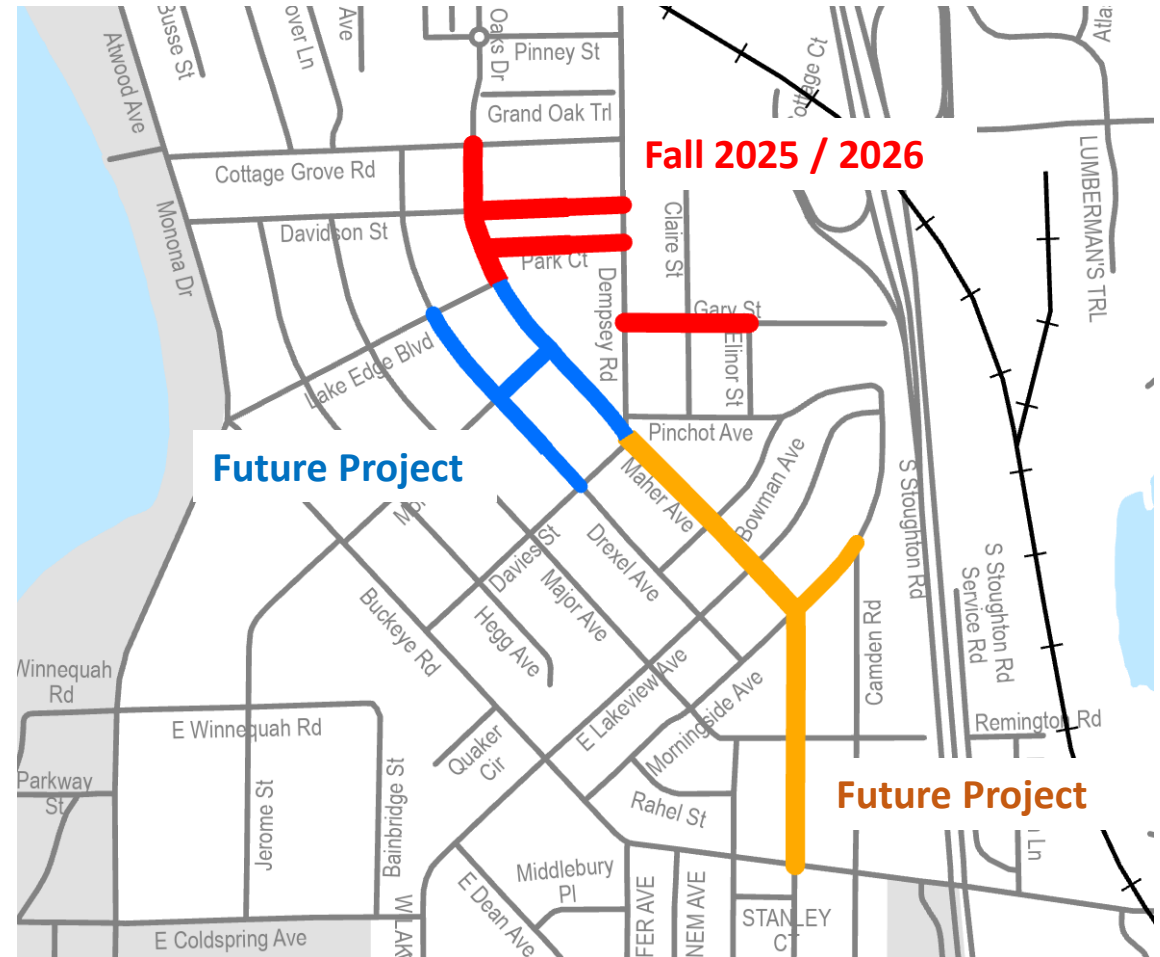


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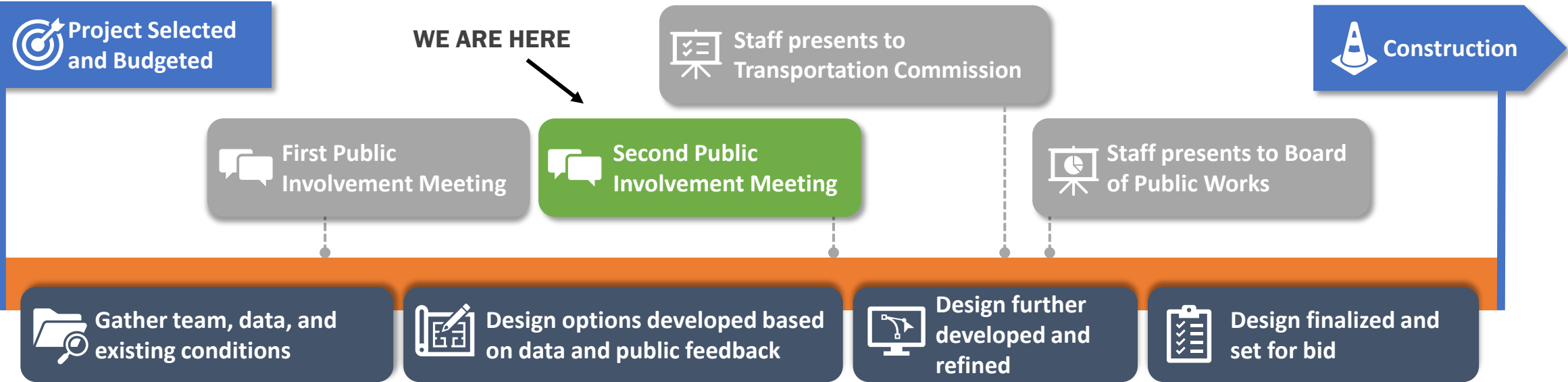
Meeting Purpose (Big Picture)

- ▶ Three projects on Maher Ave
- ▶ This project is the first part
- ▶ What is done here will set up for other projects down the line



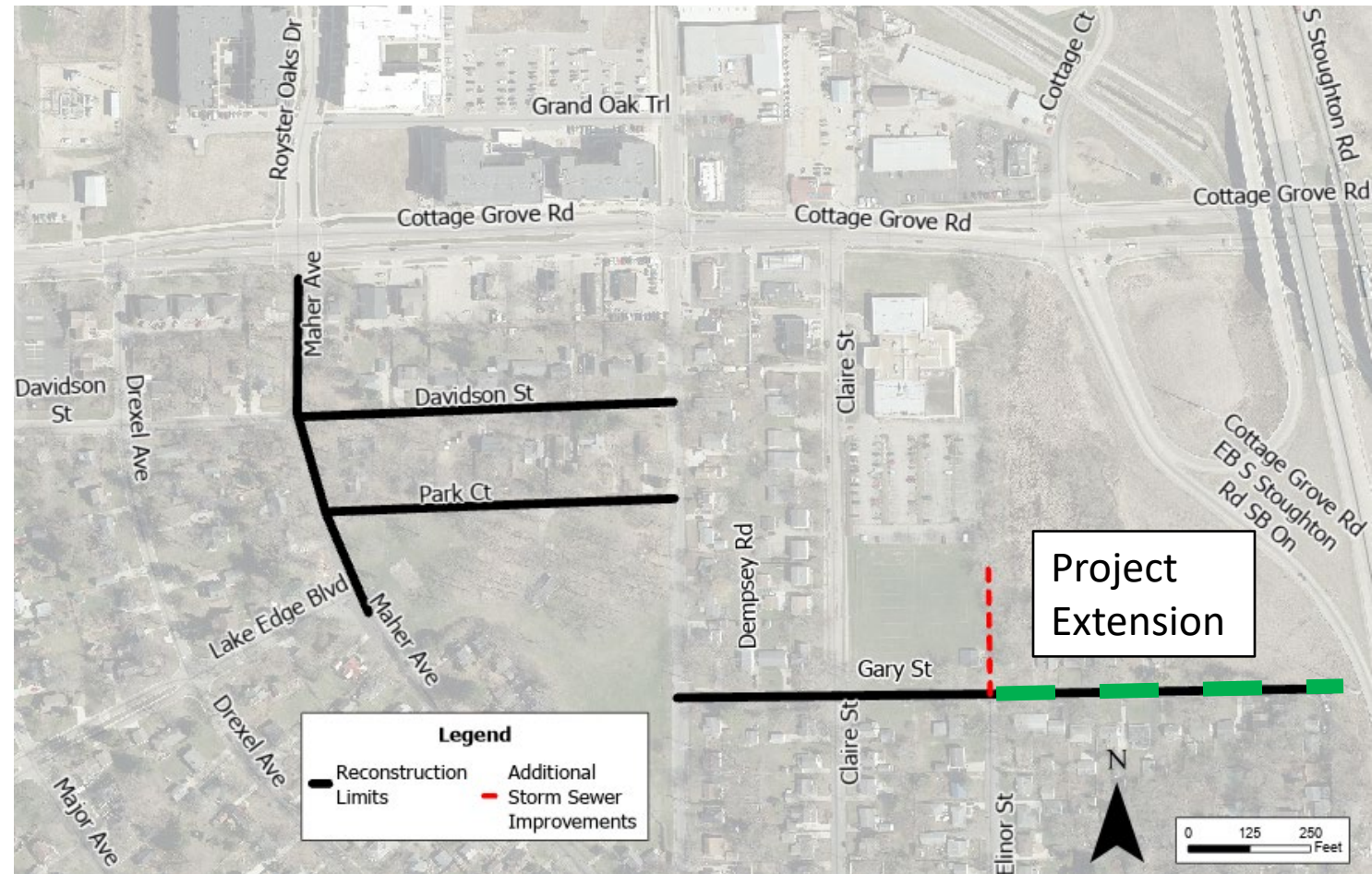
Meeting Purpose (Big Picture)

Project Development Process



Meeting Purpose

- ▶ To gain public feedback for the street layout options for the reconstruction project
- ▶ Communicate to residents on the assessments
- ▶ To inform the public on the approval schedule and construction access
- ▶ Remind the public to fill-out the online questionnaire

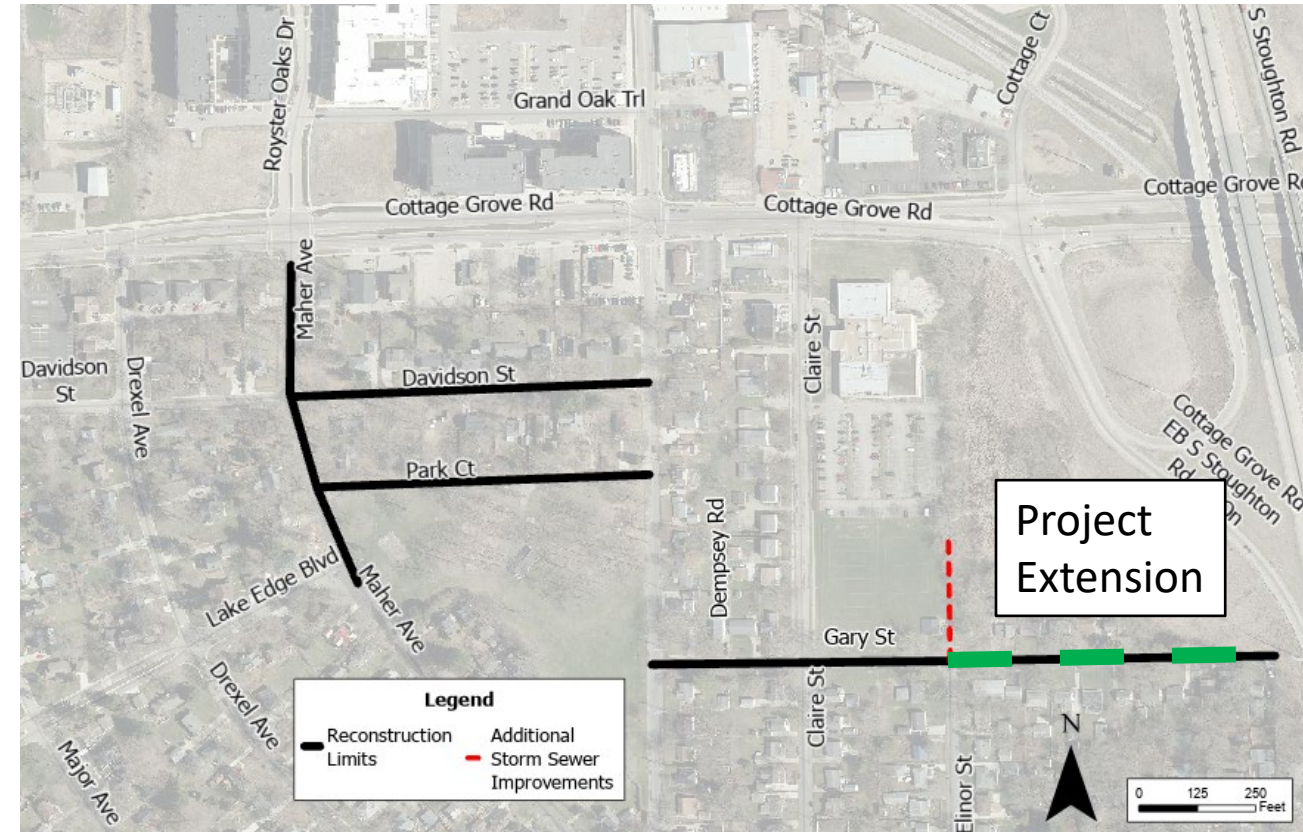


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Project Scope

- ▶ Street reconstruction
 - Street design will include: curb & gutter, sidewalk, and driveway aprons
 - Sanitary sewer and water will also be replaced
 - Storm sewer and stormwater features will be added
 - Replacement of asphalt pavement and gravel base
 - Existing street lighting to remain and looked at to be improved
 - Opportunity for Rain gardens may present themselves as design options are looked at



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VISION ZERO MADISON

ACTION PLAN
2020 - 2035

VISION
ZERO
MADISON

Why Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proven successful across Europe and now it's gaining momentum in major American cities.

Pedestrians and Cyclists are Disproportionately Represented in Injuries and Fatalities

Pedestrians and cyclists are involved in 4% of reported crashes...



...but they represent 27% of those killed or injured in crashes.

Controlling Speed is a Key Factor in Vision Zero

When a person is driving at...



This is their field of vision:



This is their stopping distance:

115 FEET

200 FEET

305 FEET

And pedestrians hit at this speed have a...



13% likelihood of fatality or severe injury



40% likelihood of fatality or severe injury



73% likelihood of fatality or severe injury

Concept and data:
Toole Design Group, LLC

TOOLE
DESIGN



Vision Zero

- ▶ Intends to eliminate traffic deaths and severe injuries on City streets by 2035
- ▶ Increase safe, healthy, equitable mobility for all ages and abilities
- ▶ Project Area is not on a High Injury Network
- ▶ Project Area - no existing walking or bike facilities
- ▶ Metro Transit local route
 - ▶ Cottage Grove Rd (Bus C)
 - ▶ Davies St (Bus G)
- ▶ Project Philosophy Goal
 - ▶ Add curb, sidewalk, and pedestrian crossings
- ▶ Project Specifics
 - ▶ High speed south-bound on Maher Ave
 - ▶ High speed turning movement concerns around Lake-Edge Blvd intersection

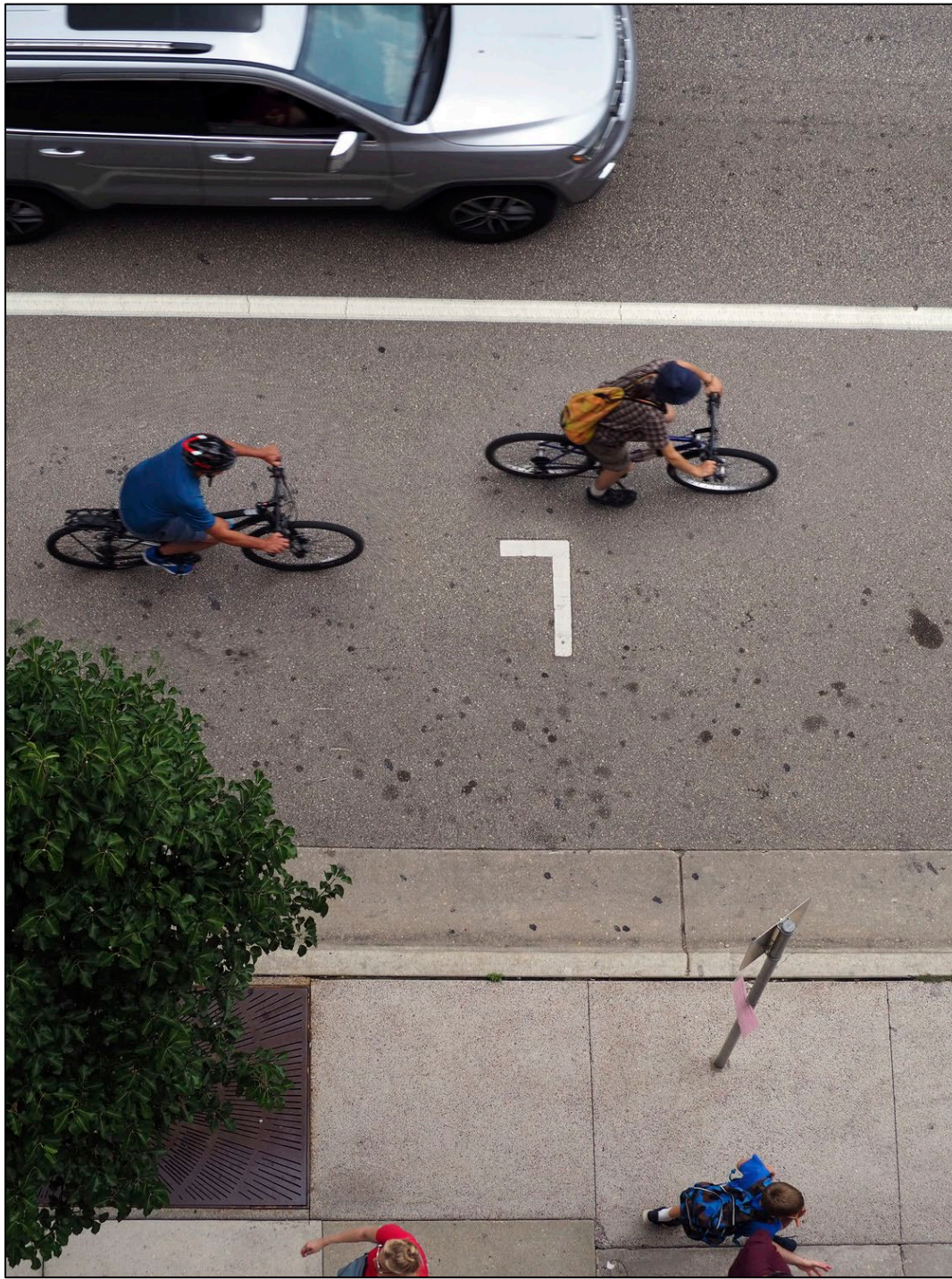
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City of Madison

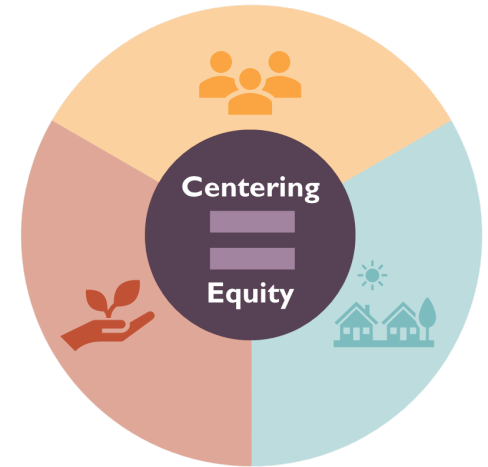
Complete Green Streets Guide

Approved January 6, 2023



STREET VALUES

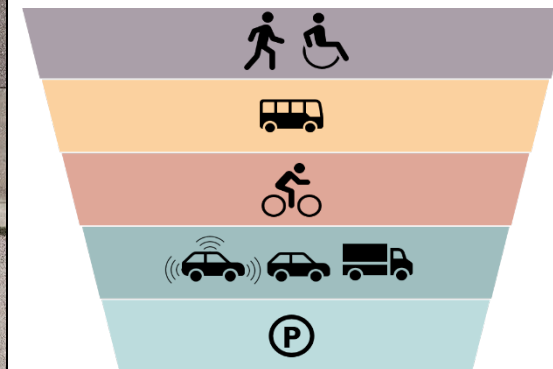
Putting People First



Fostering
Sustainability

Supporting
Community

MODAL HIERARCHY



MADISON



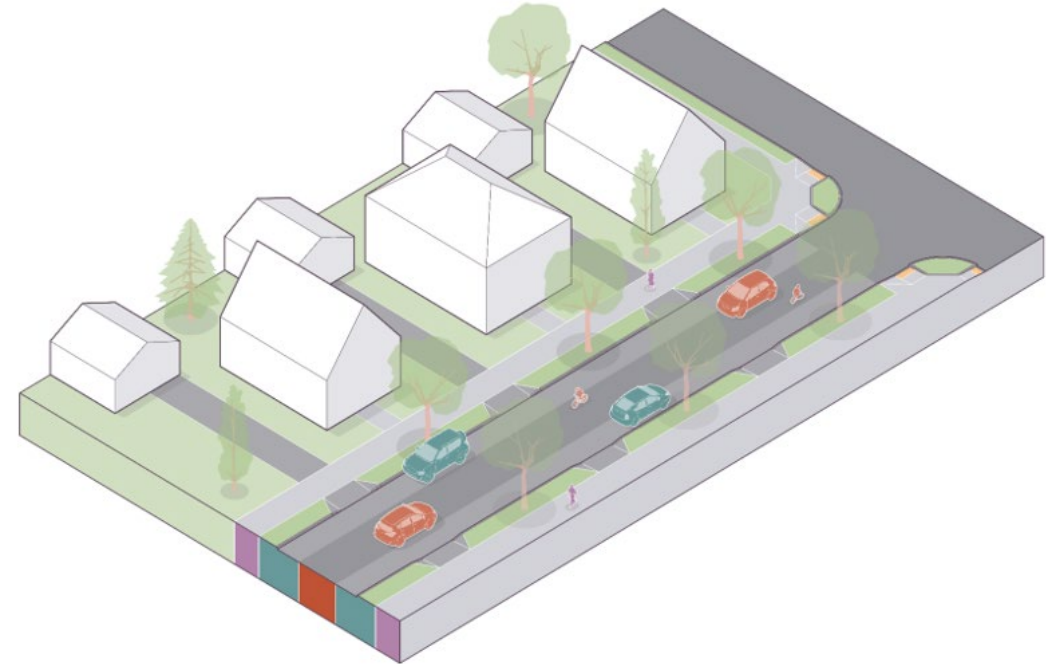
COMPLETE GREEN STREETS – STREET TYPE

Neighborhood Yield Street

Context: Residential neighborhood

Description: This is the standard street type to be applied on many older neighborhood streets. May allow parking on only one side. Does NOT allow two drivers to pass each other (one must give way) when parked vehicles are present, which provides a traffic-calming effect.

Target Speed: 20 mph or less



Zone Priorities and Preferred Elements for Each Zone

Walkway High Priority	Flex Zone Medium Priority	Travelway Low Priority	Additional Considerations
Standard sidewalks, with landscaping between the sidewalk and homes or buildings. May shift closer to or farther from the street to avoid impacting existing canopy trees. In constrained conditions (e.g., “Court” streets), sidewalk may be located back-of-curb and on only one side.	Landscaped terrace with street trees. May straddle the walkway when the walkway is close to the street to avoid impacting existing canopy trees. On-street parking on one or both sides.	Two-way travel without lane markings, typically requiring one direction to give way to the other. No dedicated bikeway.	Snow emergency zones, parking restrictions, parking demand, emergency access.



Presentation Overview

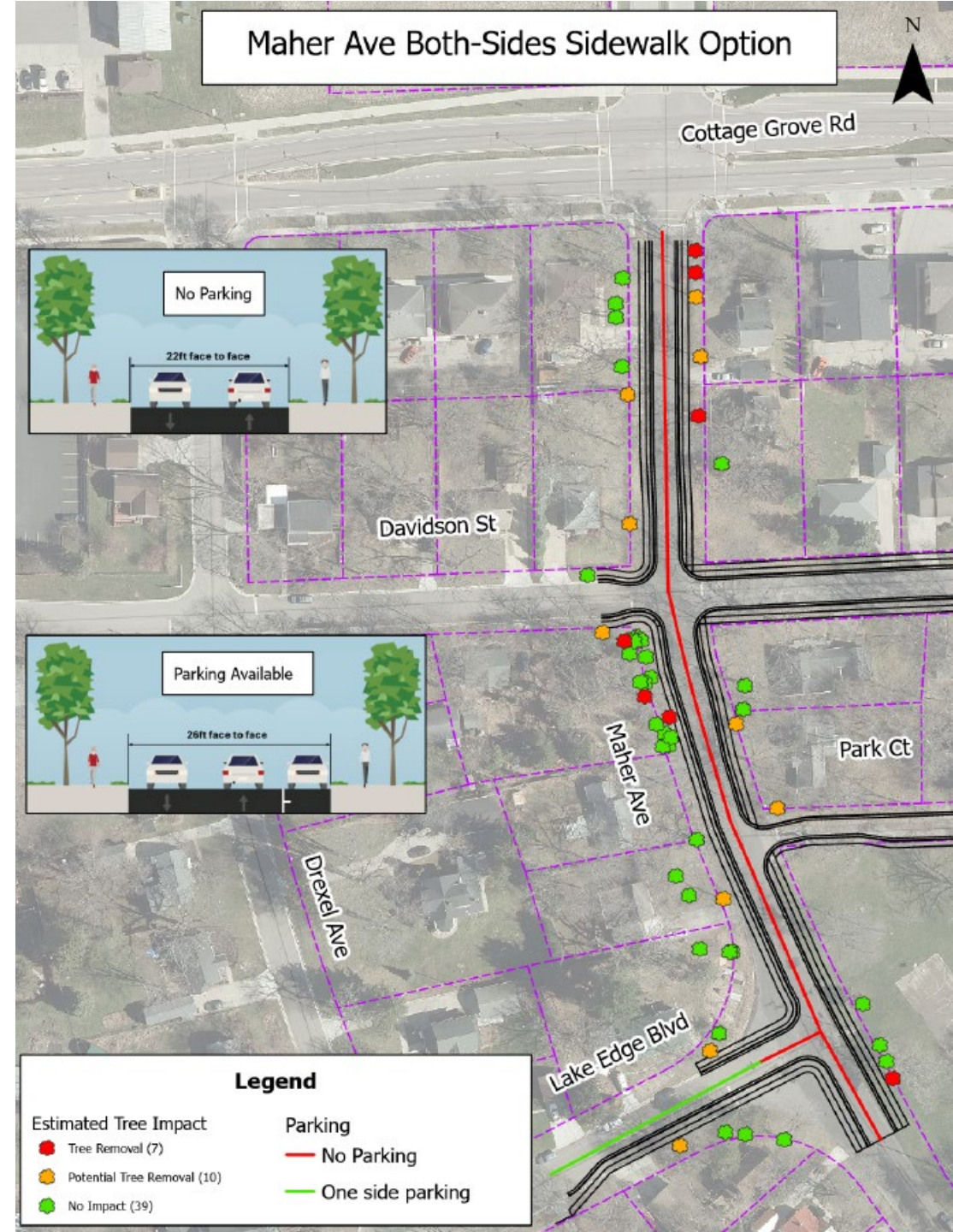
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Proposed Street Options

► Option 1A – Maher Ave Both-Sides Sidewalk

Full street width varies 22' – 26'

- Adding curb & gutter
- Replace driveway aprons
- 5' sidewalks on both sides
- Narrowed street to lower speeding
- Substantial tree impacts
 - *7 known tree removals*
 - *10 potential tree impacts*

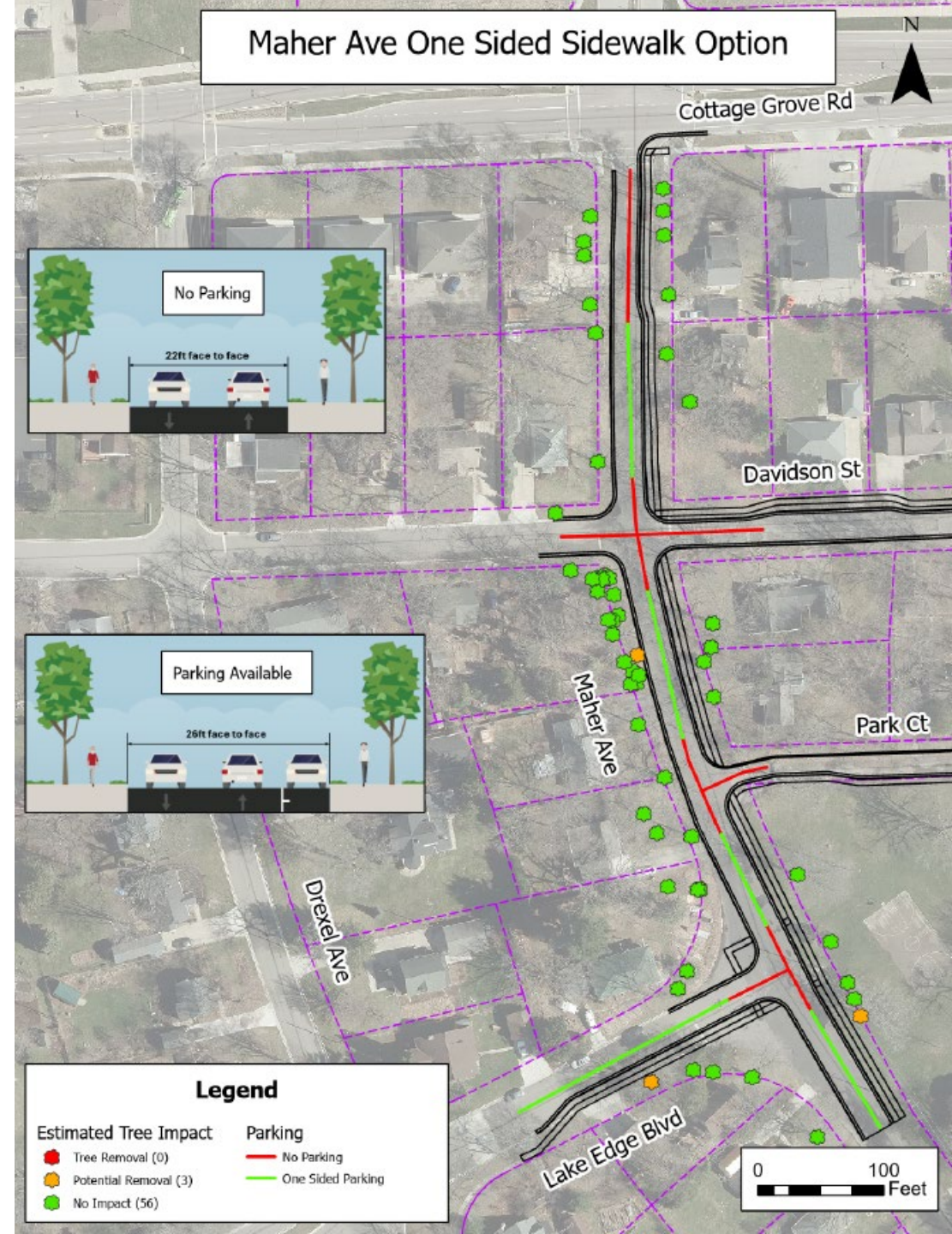


Proposed Street Options

▶ Option 1B – Maher Ave One Sided Sidewalk

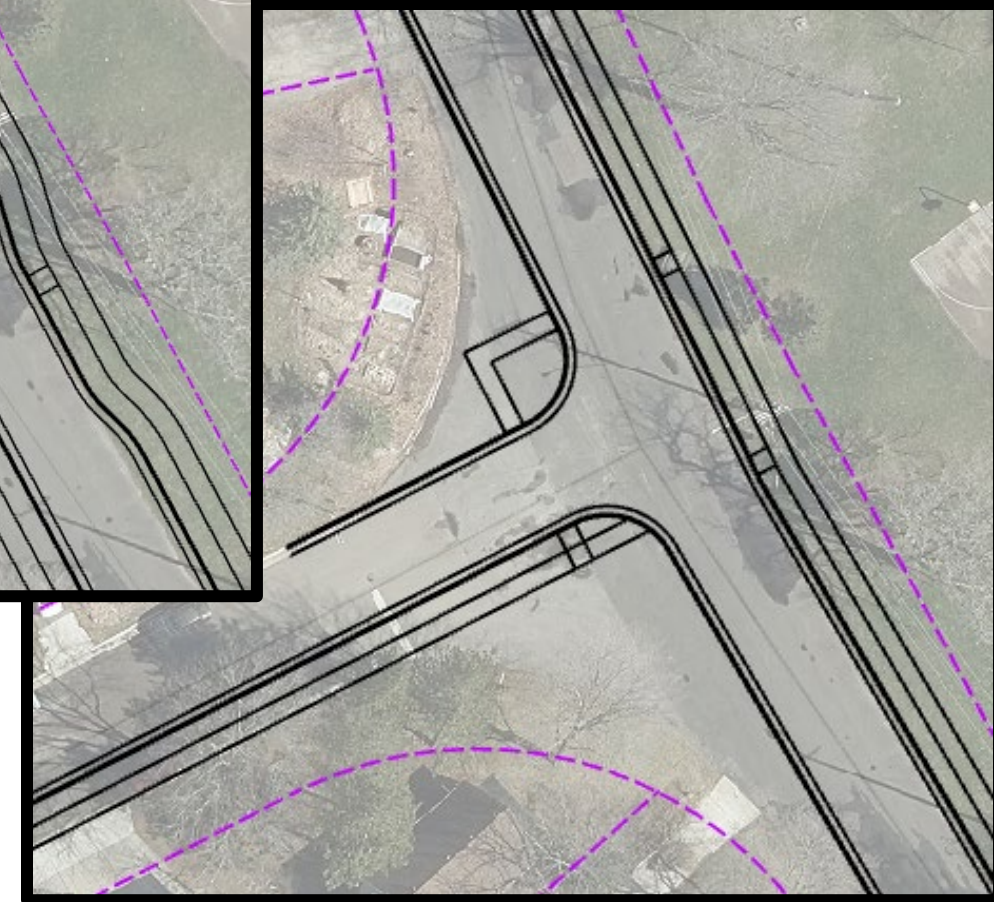
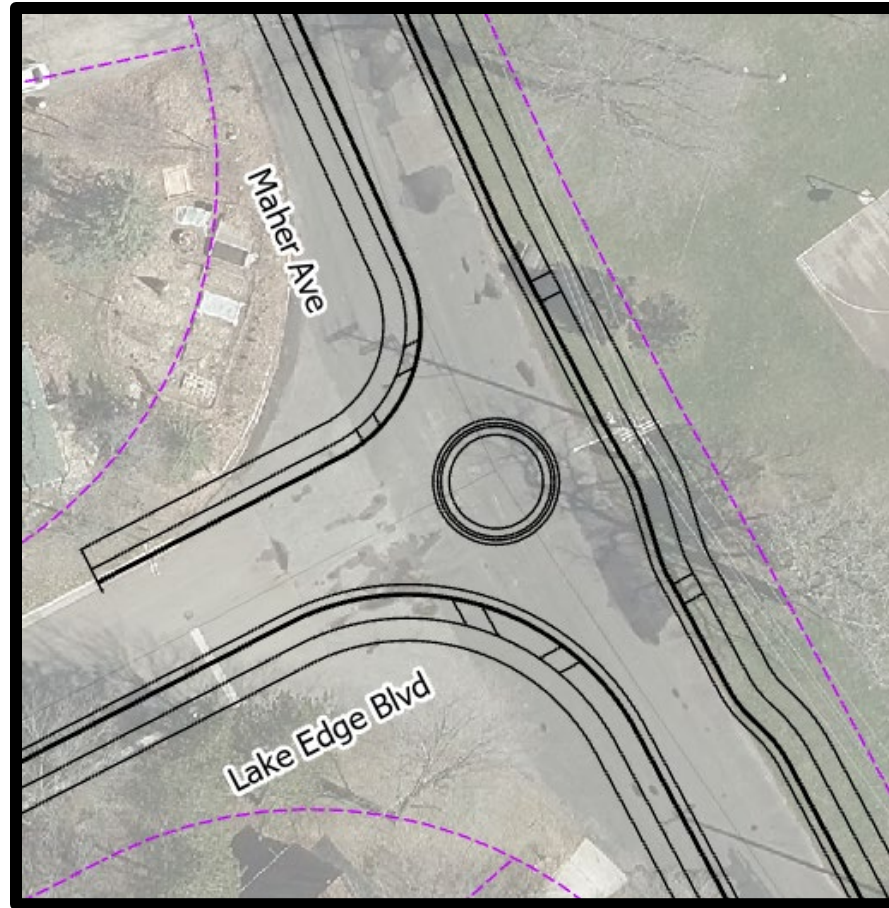
Full street width varies 22' – 26'

- ▶ Adding curb & gutter
- ▶ Replace driveway aprons
- ▶ 5' sidewalks on one side
- ▶ Narrowed street to lower speeding
- ▶ Substantial tree impacts
 - ▶ *0 known tree removals*
 - ▶ *3 potential tree impacts*



Proposed Street Options

- ▶ Option 1C – Traffic Circle
- ▶ Traffic circle is an alternative to a T-Intersection.
- ▶ Both will be effective in traffic calming
- ▶ Option can work with either sidewalk alternative
- ▶ Circle defaulted to red colored concrete
 - ▶ Opportunity for planting median if Resident is interested (*if option is selected*)



Proposed Street Options

▶ Option 2A – Davidson St Both-Sides Sidewalk

Full street width 26'

- ▶ Adding curb & gutter
- ▶ Replace driveway aprons
- ▶ 5' sidewalks on both sides
- ▶ Narrowed street to lower speeding
- ▶ Substantial tree impacts
 - ▶ *24 known tree removals*
 - ▶ *2 potential tree impacts*



Proposed Street Options

▶ Option 2B – Davidson St One-Sided Sidewalk

Full street width varies 22 - 26'

- ▶ Adding curb & gutter
- ▶ Replace driveway aprons
- ▶ 5' sidewalks on one side
- ▶ Narrowed street to lower speeding
- ▶ Substantial tree impacts
 - ▶ *2 known tree removals*
 - ▶ *6 potential tree impacts*

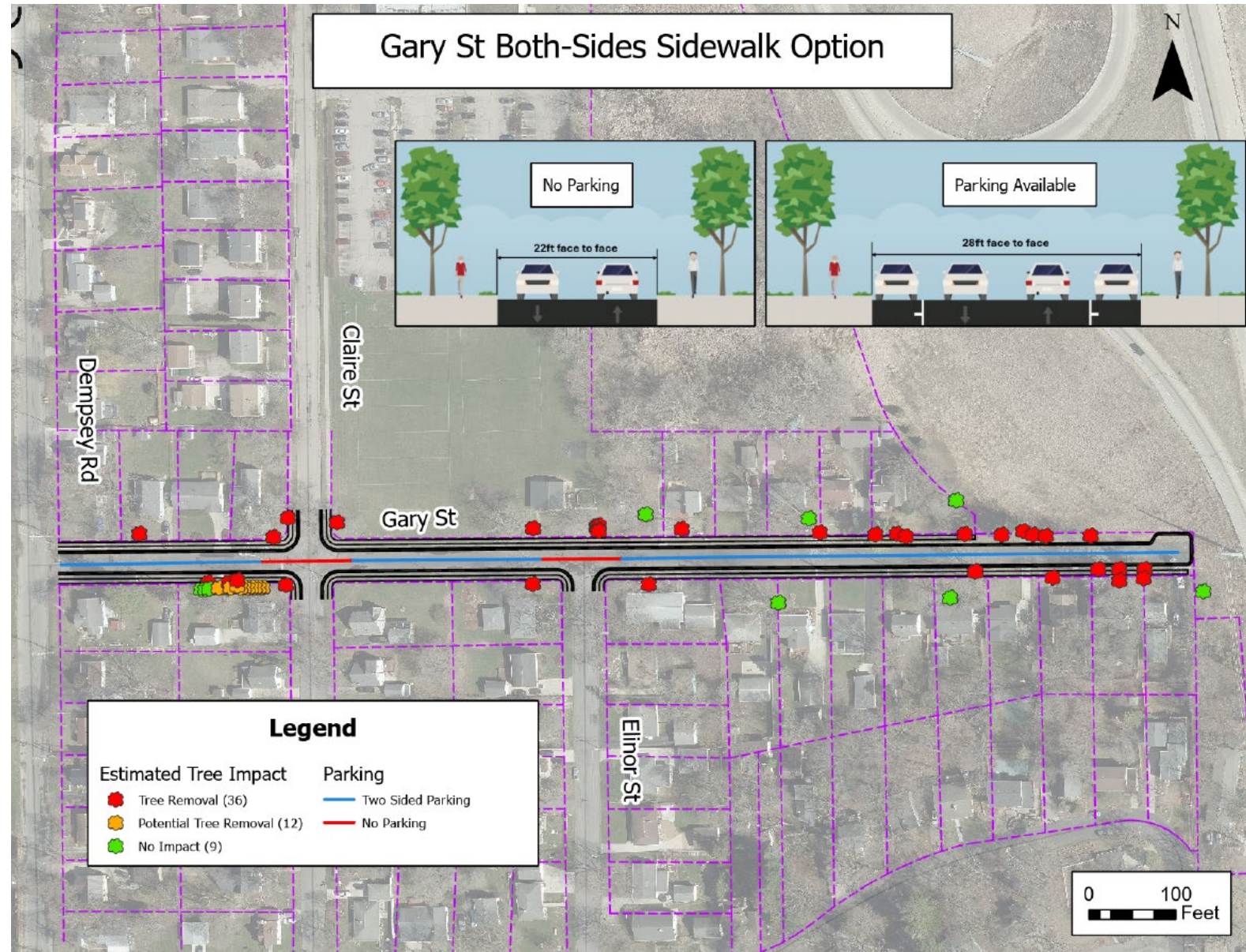


Proposed Street Options

► Option 3A – Gary St Both-Sides Sidewalk

Full street width 28'

- Adding curb & gutter
- Replace driveway aprons
- 5' sidewalks on both sides
- Narrowed street to lower speeding
- Substantial tree impacts
 - 36 known tree removals
 - 12 potential tree impacts



Proposed Street Options

▶ Option 3B – Gary St One Sided Sidewalk

Full street width varies 22' - 28'

▶ Adding curb & gutter

▶ Replace driveway aprons

▶ 5' sidewalks on one side

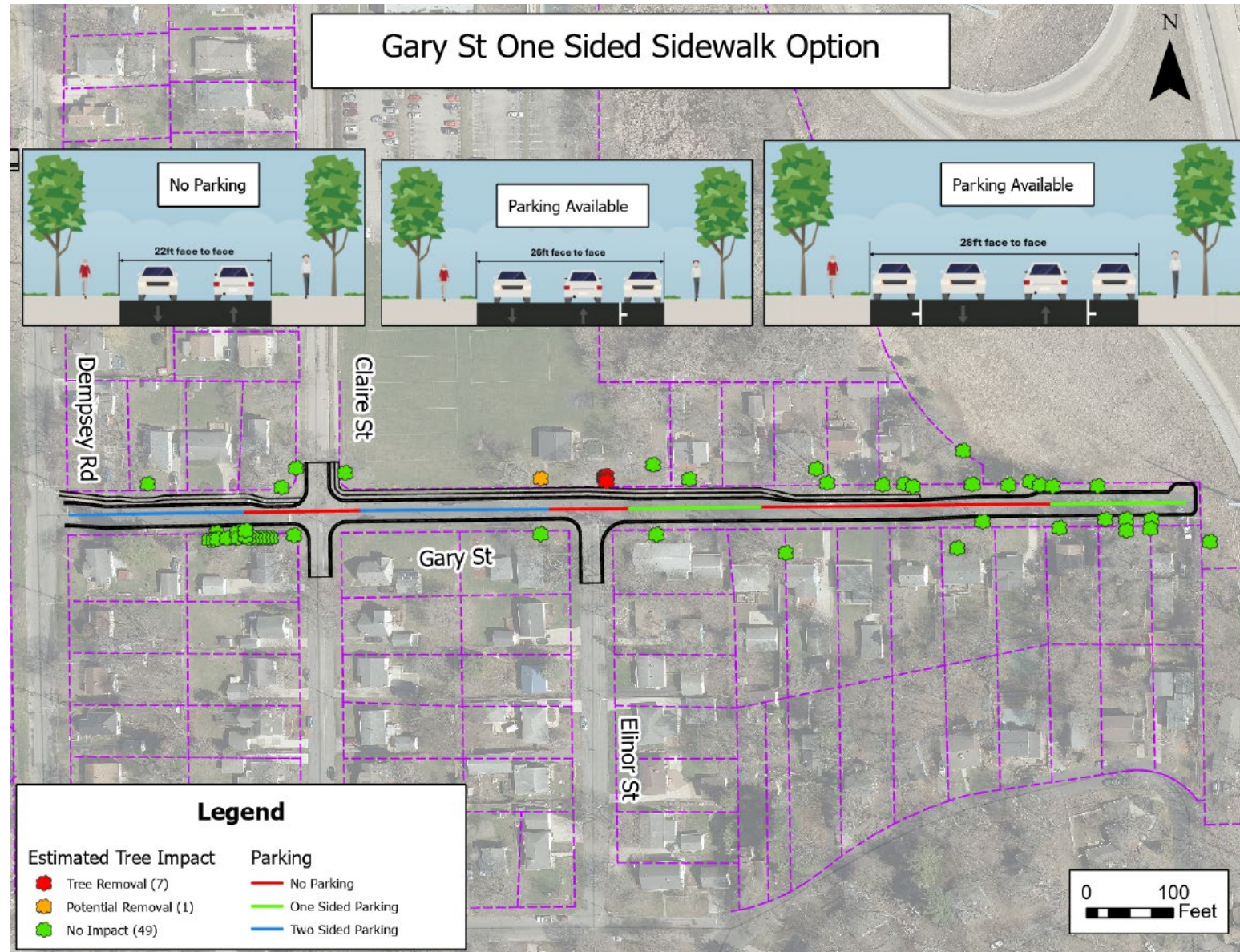
▶ Narrowed street to lower speeding

▶ Substantial tree impacts

▶ 7 known tree removals

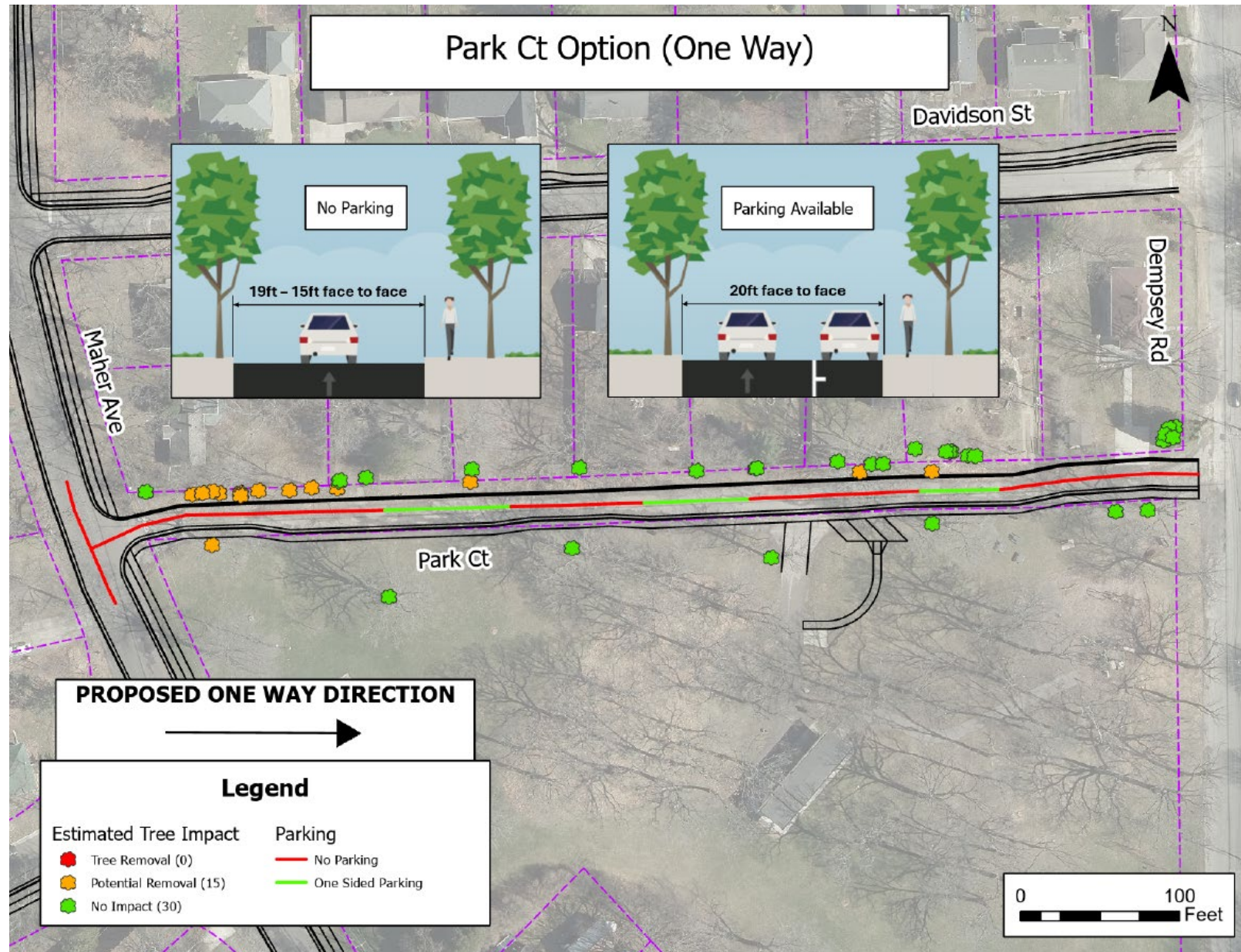
▶ Removals are from stormwater improvements
and communicated with YMCA

▶ 1 potential tree impacts



Proposed Street Options

- ▶ Option 4 – Park Ct
- ▶ Converted to One-way Eastbound direction
- Full street width varies 15' - 20'
- ▶ Adding curb & gutter
- ▶ Replace driveway aprons
- ▶ 5' sidewalks on one side
- ▶ Narrowed street to lower speeding
- ▶ Substantial tree impacts
 - ▶ 0 known tree removals
 - ▶ 15 potential tree impacts
- ▶ Accessible Parking Pad near shelter



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Proposed Utility Design

- ▶ Existing Sanitary Mains to be replaced
 - ▶ Laterals to be replaced up to property line
- ▶ Existing Water mains to be replaced
 - ▶ Services reconnected at main, and hydrants replaced
 - ▶ Potential services to be replaced, owners will be contacted if needed
 - ▶ Impacts from Water Installation
 - ▶ 2-3 Planned Water Service Outages (~6 hrs) for Residents
 - ▶ All planned service disruptions will have 2 days advance notice, typically Contractor puts up door hangers
 - ▶ Potential Unplanned Water Service Outages, Contractor will notify Residents and Repair Damages ASAP
 - ▶ Construction may cause Temporary Discolored Water Events. Please see link for more info
<https://www.cityofmadison.com/water/water-quality/discolored-water>
- ▶ Existing storm sewer to be replaced and new sewer to be introduced

Proposed Utility Design

Limits of construction projects are typically to the property line. City will NOT replace sanitary lateral beyond this point.

Private Sanitary Lateral

Any work on private property is the homeowner's responsibility

Property Line

Public Sanitary Main

City will replace a private sanitary lateral UP TO THE PROPERTY LINE during a sanitary sewer replacement project

Private Sanitary Connection

Utility Work: Sanitary Sewer Laterals

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Proposed Utility Design

▶ Existing Storm Sewer on Gary Street

- ▶ Gary Street is regional low point, receives surface contributions from Claire Street, Elinor Street, & some Dempsey Road
- ▶ Existing storm sewer on Gary Street flows east, then north through a storm sewer easement on the YMCA property, drains to public retention ponds east-southeast of the YMCA facility
- ▶ Existing storm sewer on Gary Street is undersized, in poor condition, and does not adequately drain the roadway

▶ Proposed Storm Sewer on Gary Street

- ▶ Gary Street storm sewer to be upgraded, will serve as 'collector' for regional storm water
- ▶ Large 34"x 53" elliptical pipe to be installed along Gary Street and within the YMCA property storm sewer easement
- ▶ Sewer will handle existing contributions to Gary Street, along with new contributions from Davies-Dempsey project's storm sewer upgrades

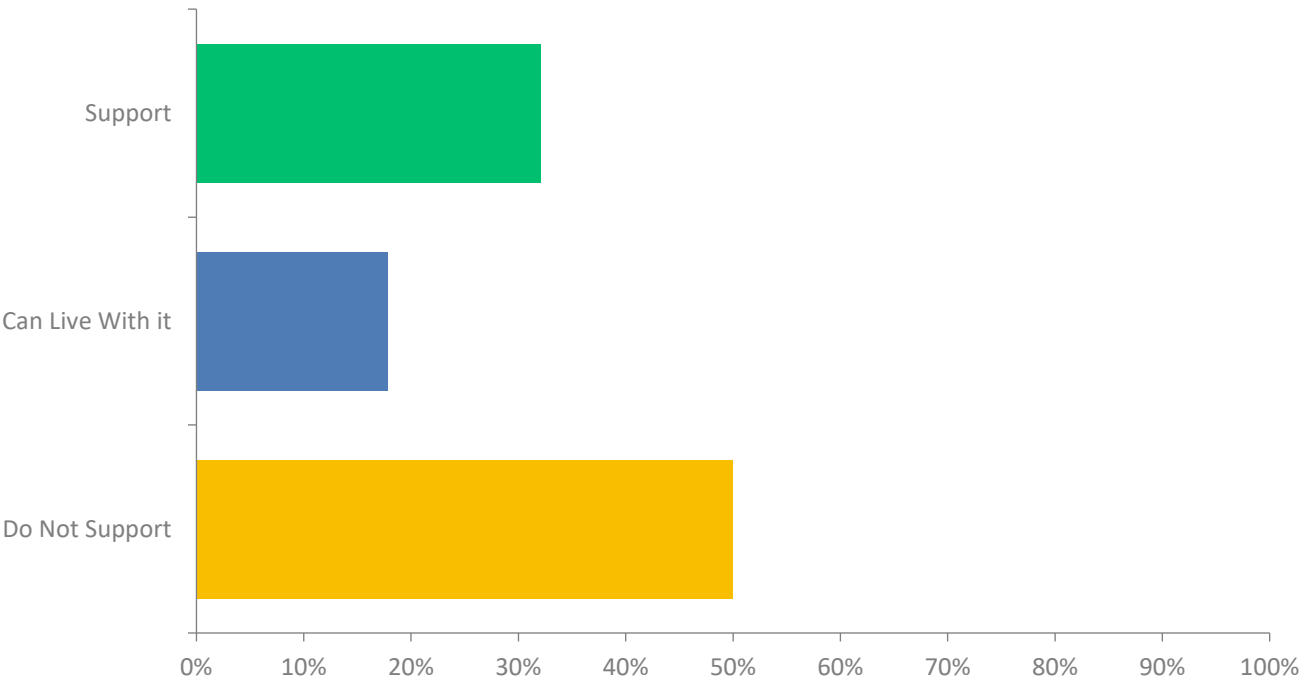


Presentation Overview

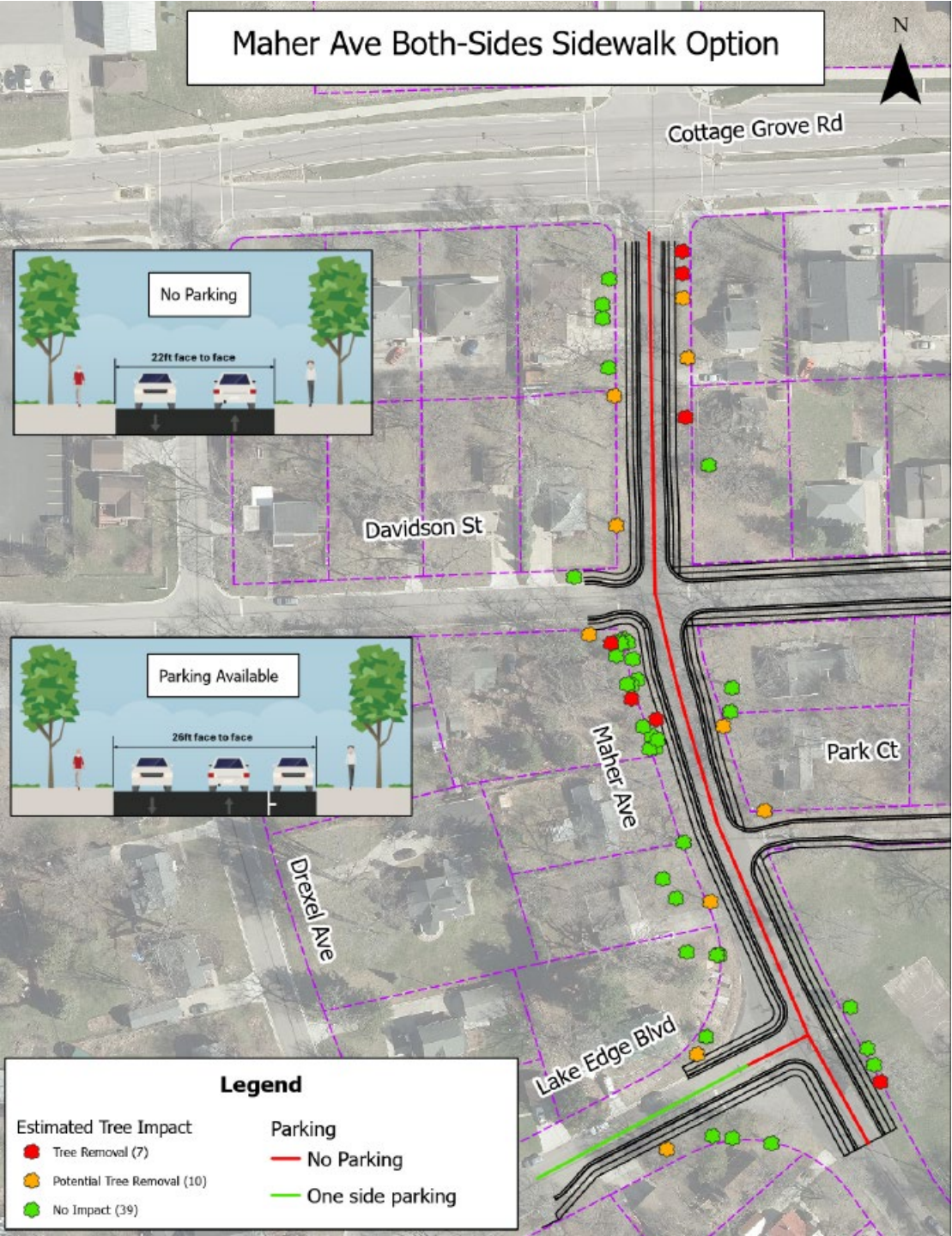
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Questionnaire Results

- ▶ Option 1A – Maher Ave – Both-Sides Sidewalk
 - 28 responses

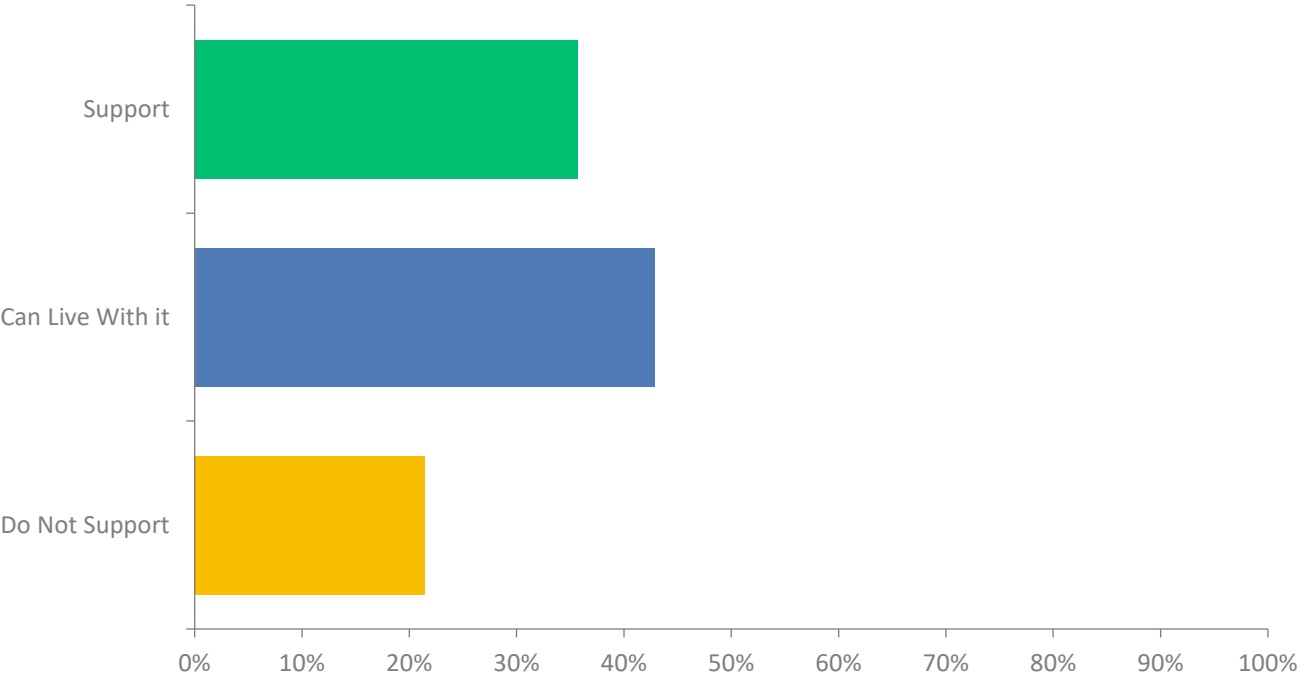


ANSWER CHOICES	RESPONSES	
Support	32.14%	9
Can Live With it	17.86%	5
Do Not Support	50.00%	14
TOTAL		28



Questionnaire Results

- ▶ Option 1B – Maher Ave –One Sided Sidewalk
 - 28 responses



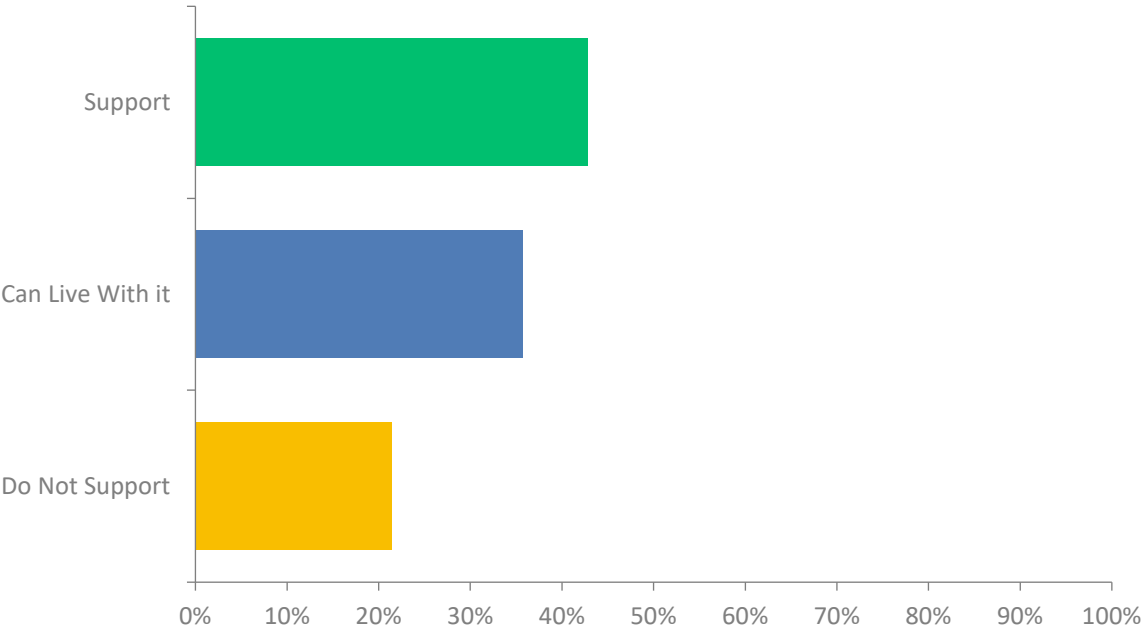
ANSWER CHOICES	RESPONSES	
Support	35.71%	10
Can Live With it	42.86%	12
Do Not Support	21.43%	6
TOTAL		28



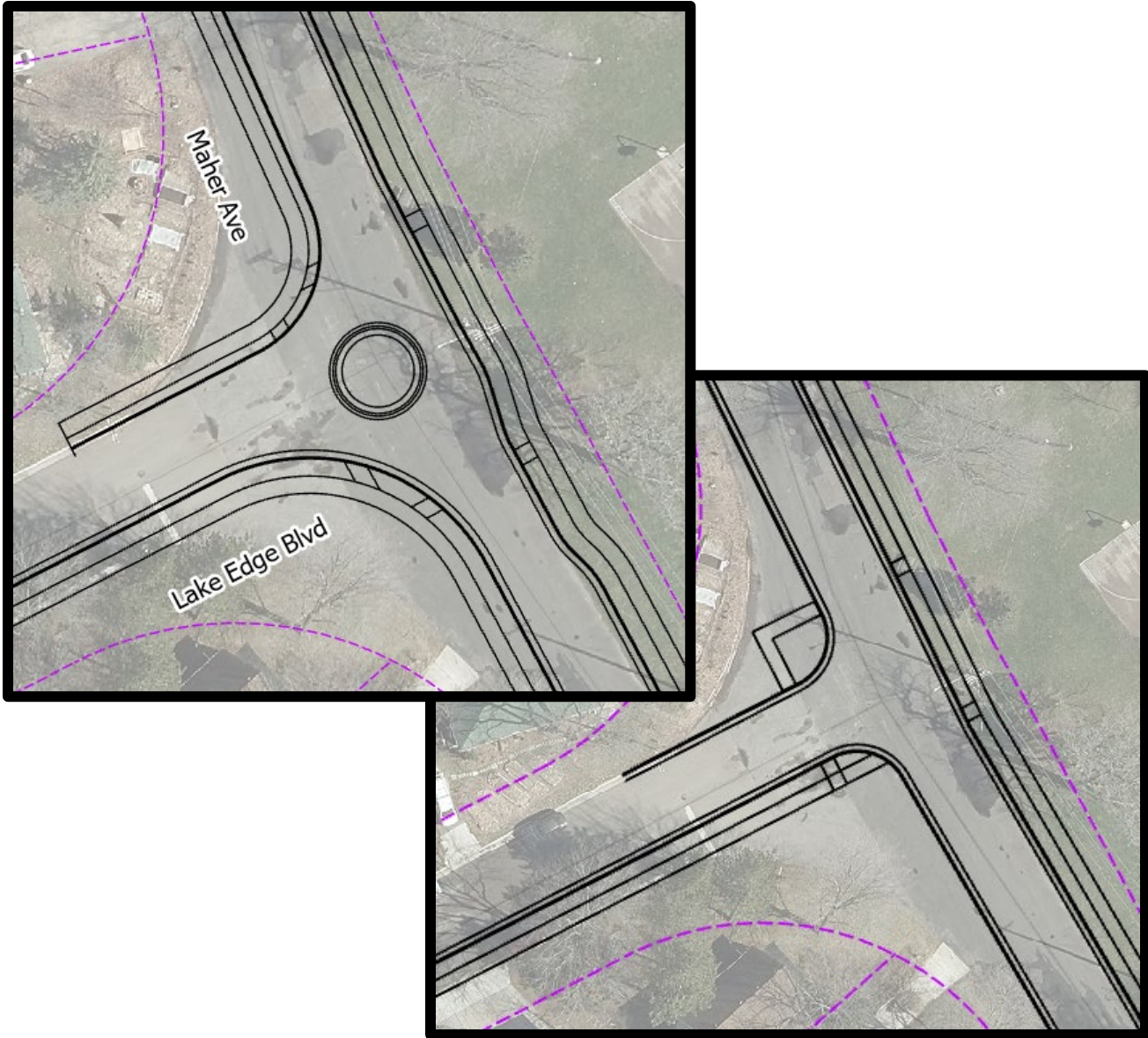
Questionnaire Results

► Option 1C – Traffic Circle Option

○ 28 responses

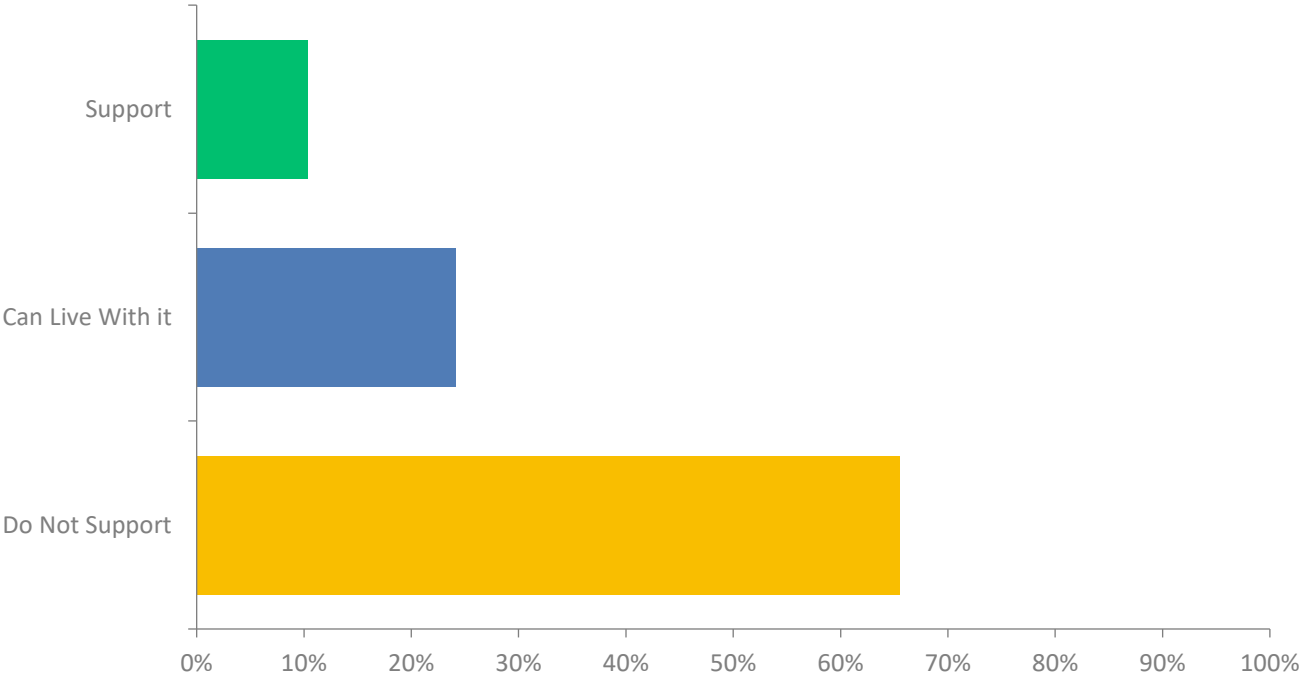


ANSWER CHOICES		RESPONSES
Support	42.86%	12
Can Live With it	35.71%	10
Do Not Support	21.43%	6
TOTAL		28



Questionnaire Results

- ▶ Option 2A – Davidson St – Both-Sides Sidewalk
 - 29 responses

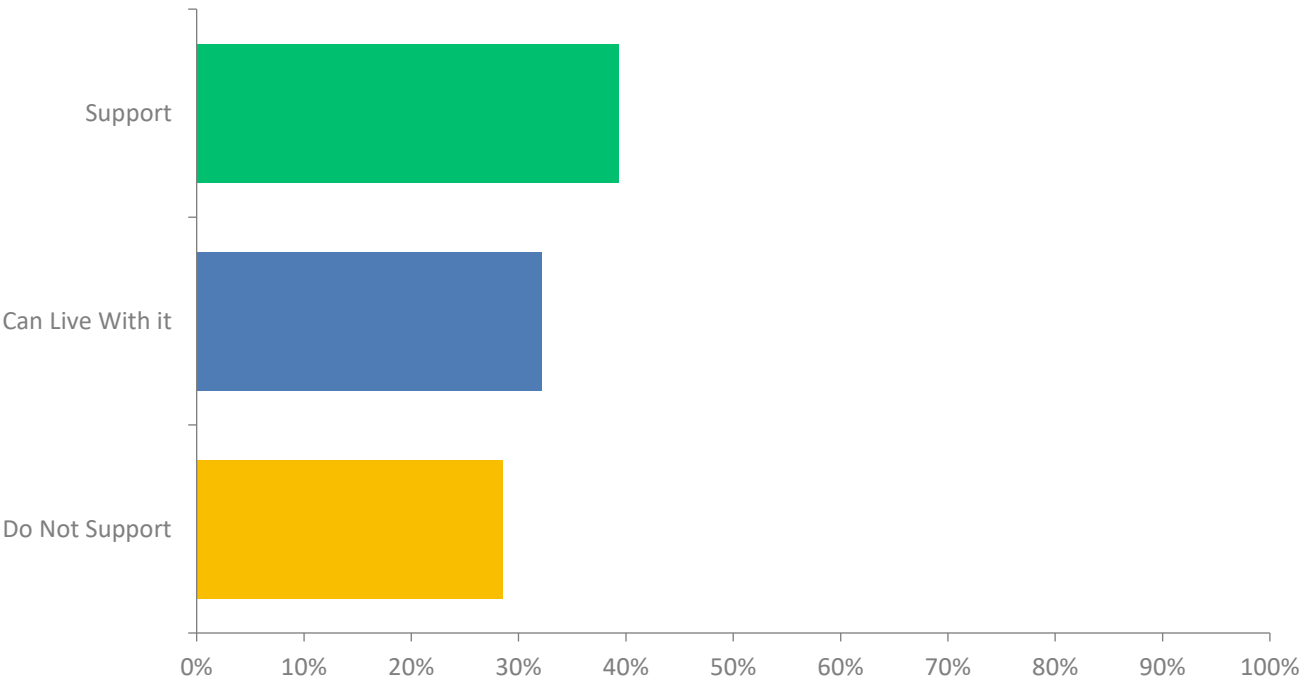


ANSWER CHOICES	RESPONSES	
Support	10.34%	3
Can Live With it	24.14%	7
Do Not Support	65.52%	19
TOTAL		29



Questionnaire Results

- ▶ Option 2B – Davidson St – One Sided Sidewalk
 - 28 responses

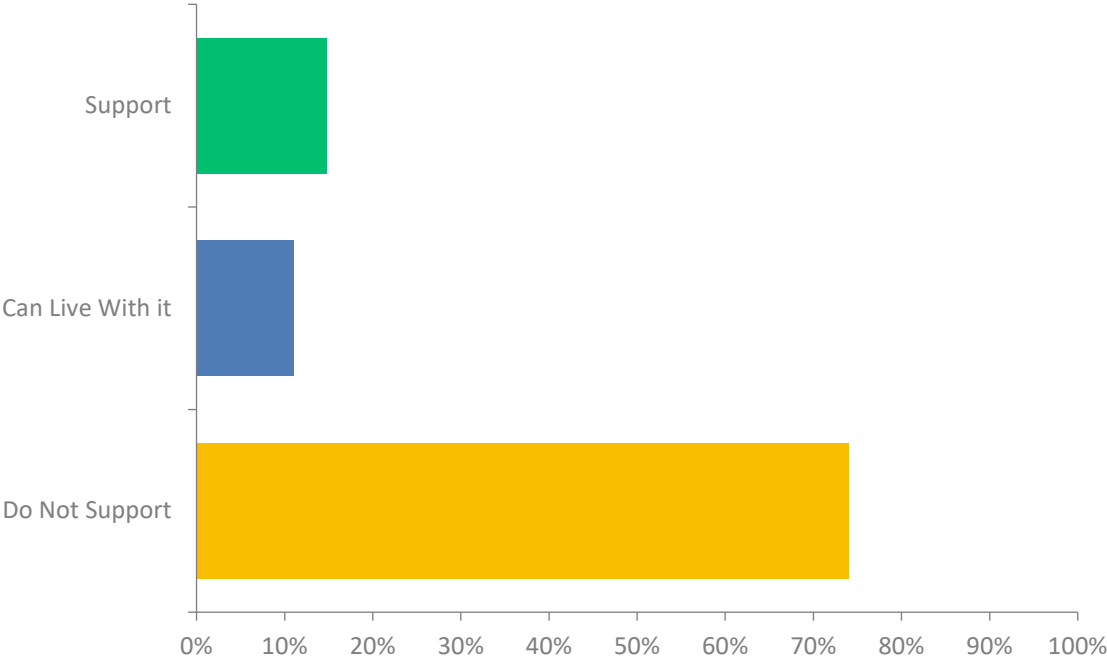


ANSWER CHOICES	RESPONSES	
Support	39.29%	11
Can Live With it	32.14%	9
Do Not Support	28.57%	8
TOTAL		28

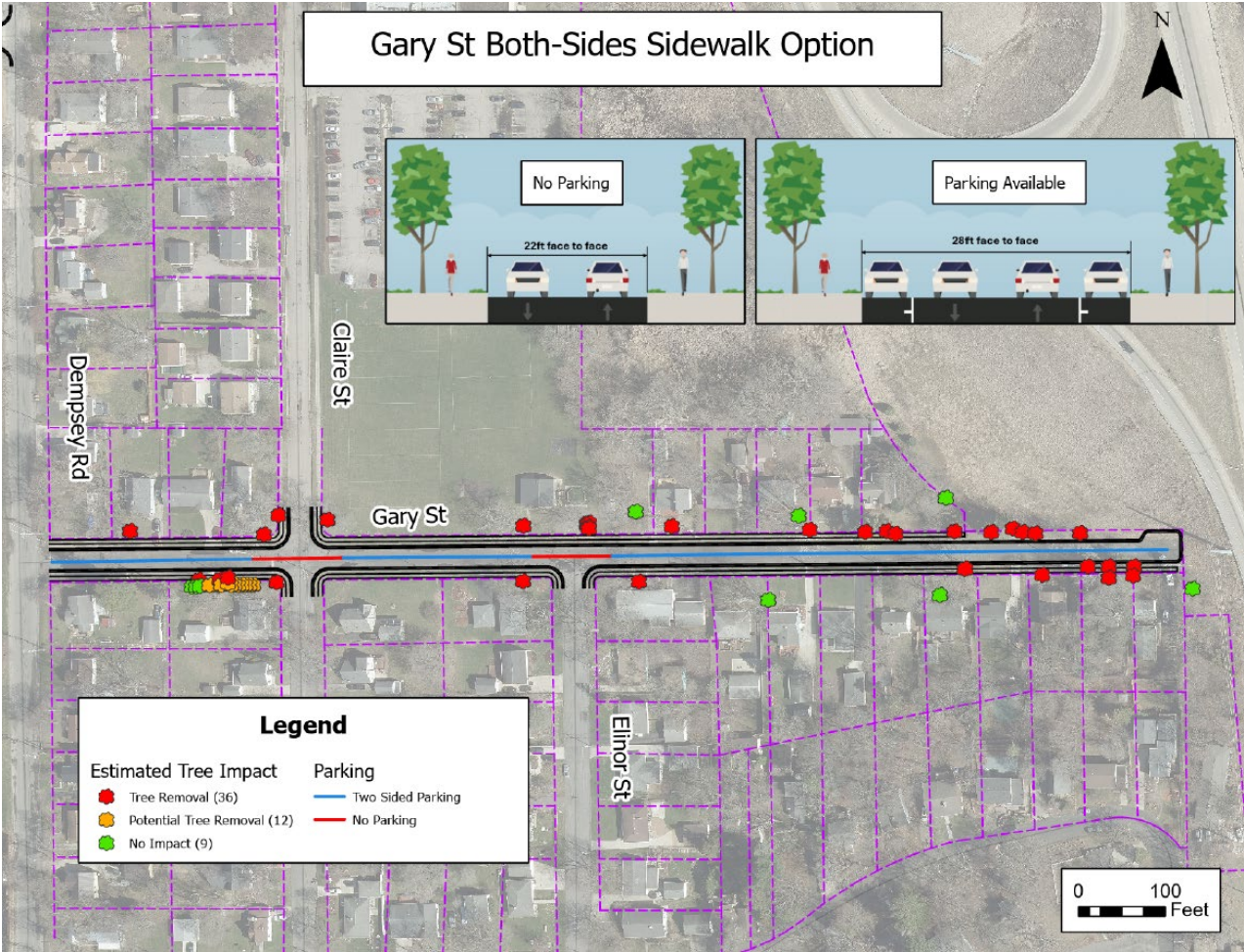


Questionnaire Results

- ▶ Option 3A – Gary St – Both-Sides Sidewalk
 - 27 responses

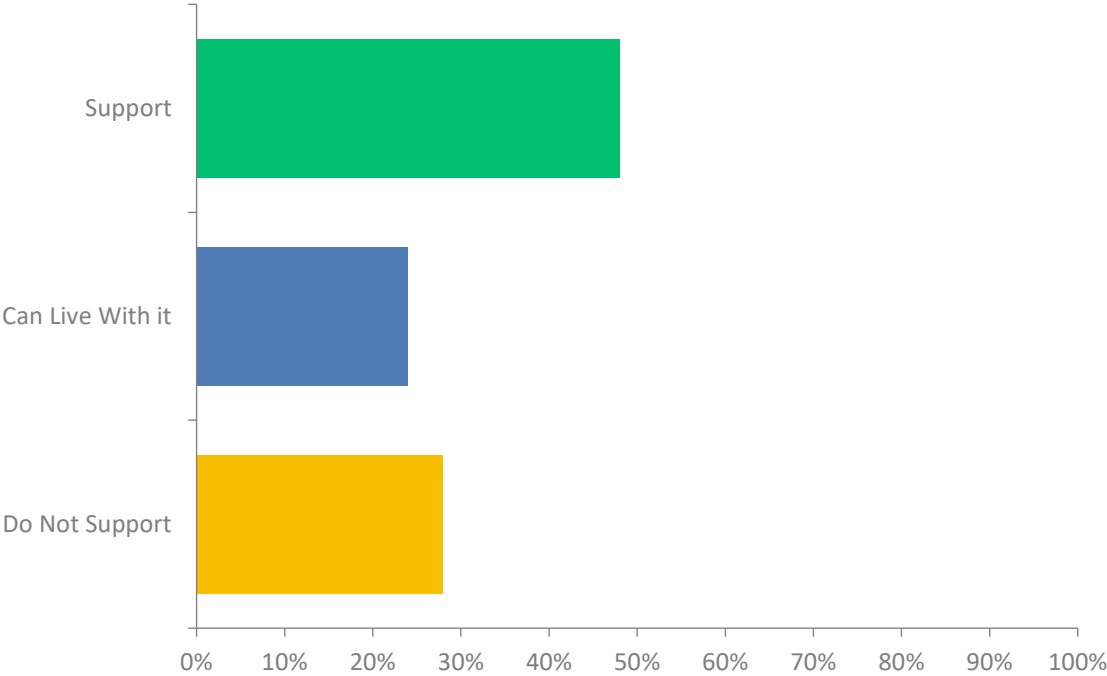


ANSWER CHOICES		RESPONSES	
Support	14.81%	4	
Can Live With it	11.11%	3	
Do Not Support	74.07%	20	
TOTAL		27	

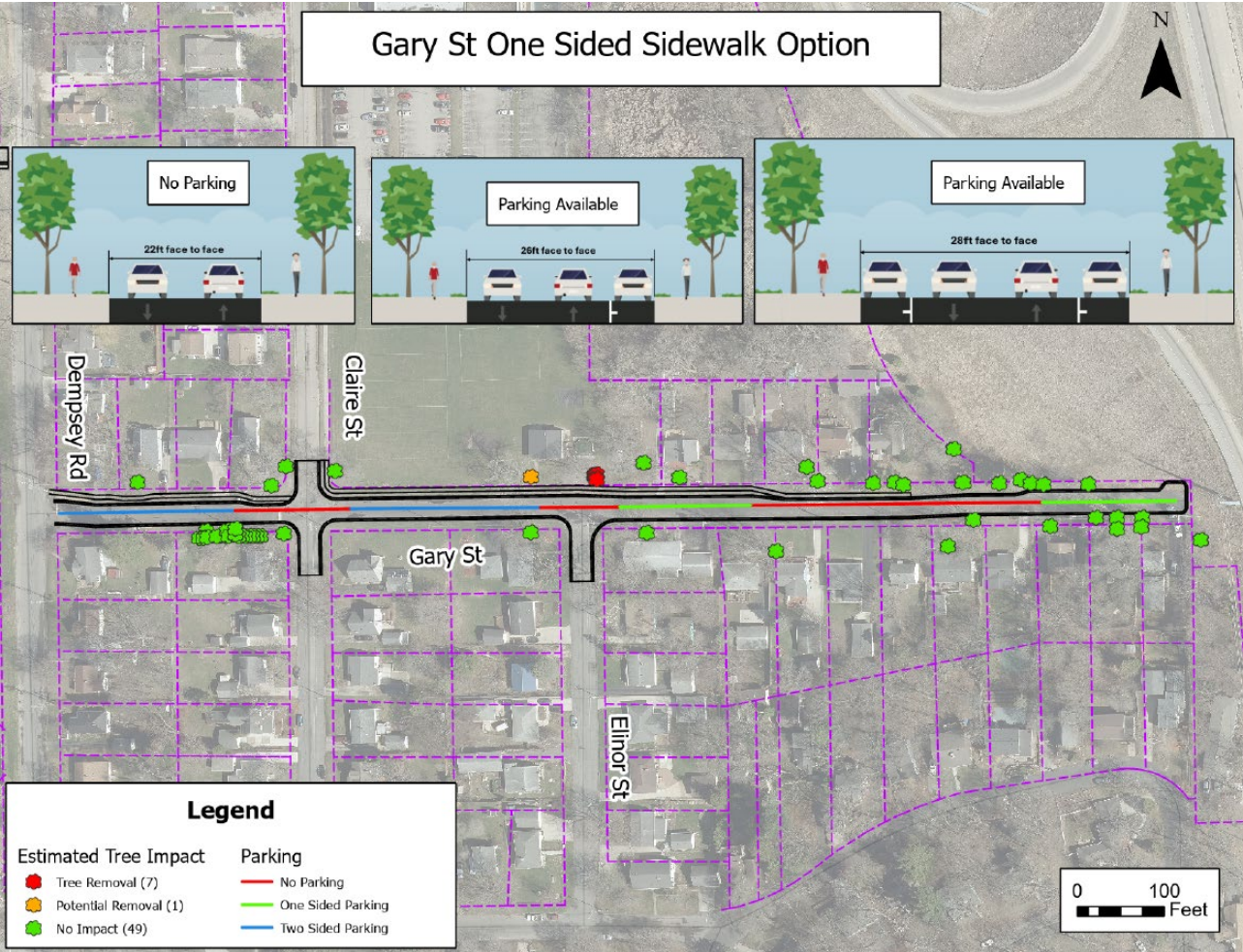


Questionnaire Results

- ▶ Option 3B – Gary St – One Sided Sidewalk
 - 25 responses

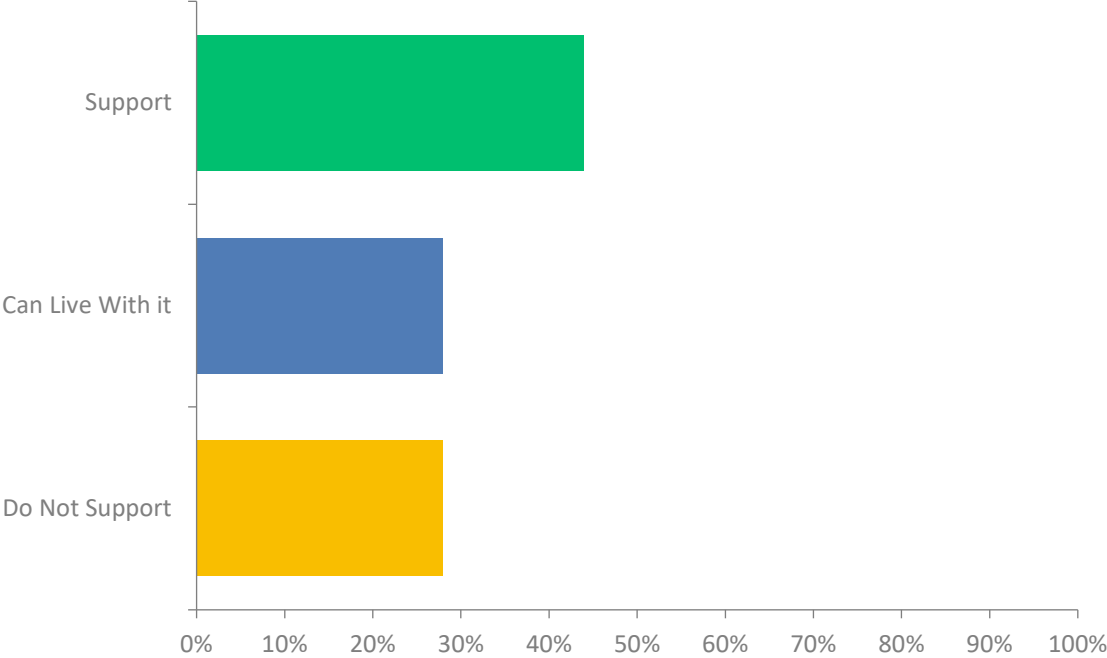


ANSWER CHOICES	RESPONSES	
Support	48.00%	12
Can Live With it	24.00%	6
Do Not Support	28.00%	7
TOTAL		25

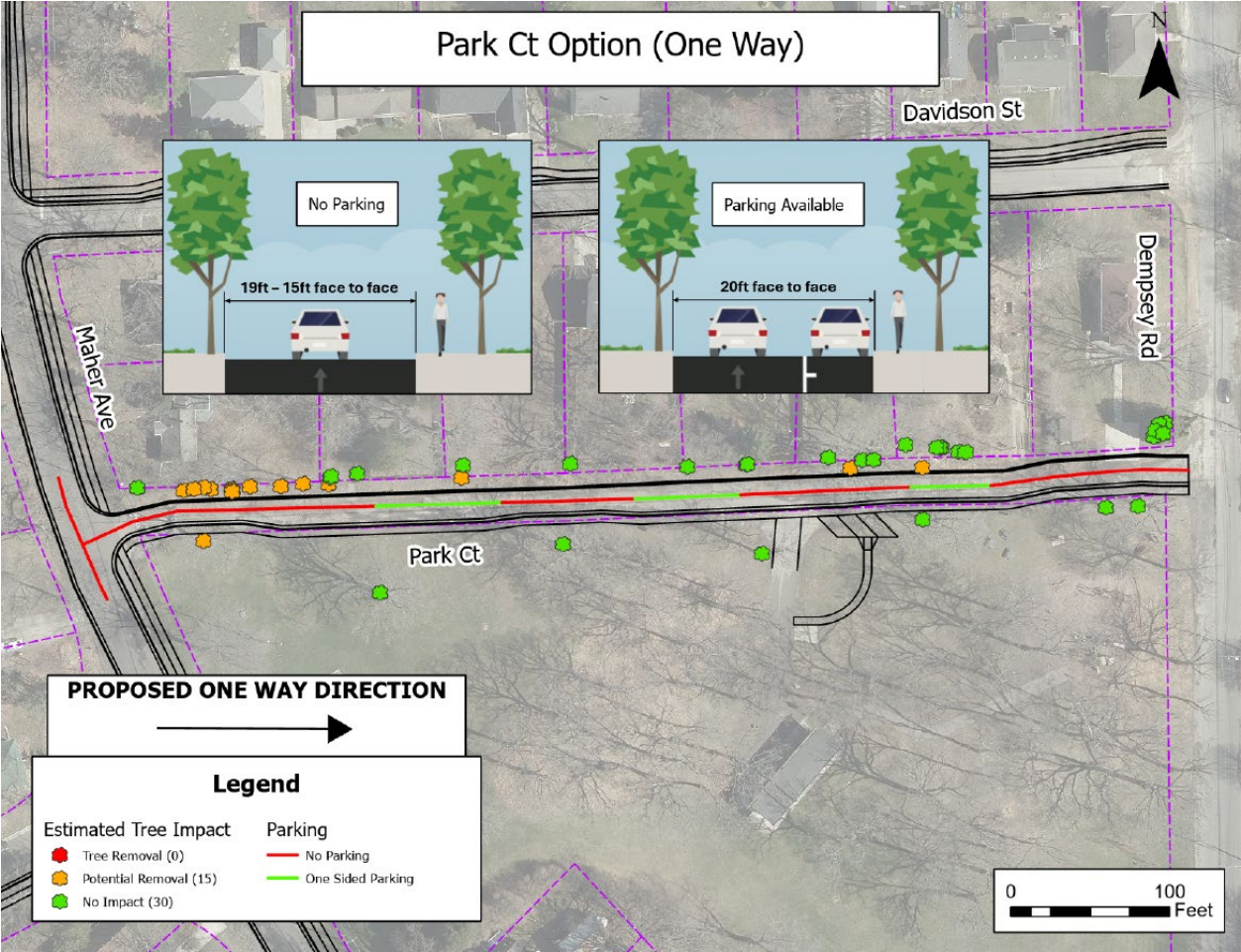


Questionnaire Results

- ▶ Option 4 – Park Ct – One Way Option
 - 25 responses



ANSWER CHOICES	RESPONSES	
Support	44.00%	11
Can Live With it	28.00%	7
Do Not Support	28.00%	7
TOTAL		25

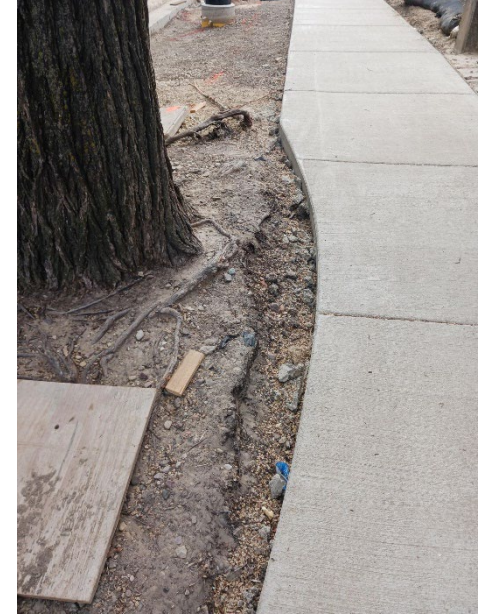


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Forestry Information

- ▶ Tree removals are dependent on alternative selection
 - ▶ Walk through with forestry was conducted on alternatives
- ▶ Private Pruning needs
 - ▶ 3901 Maher (White Oak)
 - ▶ 4000 Maher (White Oak)
 - ▶ 3904 Maher (White Oak)
 - ▶ 608 Gary (White Oak)
 - ▶ 711 Cottage Grove Rd (Tree on Southwest Corner of YMCA Property by Gary and Claire)
 - ▶ 4202 Dempsey (White Pine)
- ▶ Trees Found in Poor Condition to be removed
 - ▶ 821 Gary St (Siberian Elm – Forestry will remove)



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Assessment Policy & Costs

- Special charge for work being done that has a direct benefit to the property
- Preliminary assessments mailed during design phase (Before Board of Public Works)
 - Based on estimated quantities
 - Unit prices for driveways, pavement reconstruction, and terrace walks based on historic street improvements rates
 - Rates are an average of last 3 years of construction costs
 - Unit prices for sanitary laterals and private storm sewer connections based on estimated prices
- Final assessments are billed after project completion
 - Based measure quantities
 - Unit prices for driveways, pavement reconstruction, terrace walks will not change from preliminary
 - Unit prices for sanitary laterals and private sewer connections based on bid prices
 - Mailed in Summer 2027
- Assessment can be paid in lump sum or typical over 8 years with a 4% interest
 - More info on Assessments can be found here <https://www.cityofmadison.com/engineering/streets-paths/repairs-and-reconstruction/assessments-payment-plans>

Assessment Policy & Costs

Item	Property Owner Share	City Share
10' Pavement Replacement*	100%	0%
10' Pavement Resurfacing*	100%	0%
Driveway Apron	50%	50%
Terrace Concrete Walk Replacement (between sidewalk & curb)	50%	50%
Sidewalk New/Replacement	0%	100%
Curb & Gutter New/Replacement	0%	100%
Intersection Curb & Pavement	0%	100%
Sanitary Sewer Main	0%	100%
Sanitary Sewer Lateral	25%	75%
Storm Sewer Main	0%	100%
Private Storm Connections (if any)	100%	0%

*Assessed per linear feet of frontage

**Reduction for multiple frontage lots



Presentation Overview

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- ▶ Meeting Purpose
- ▶ Project Scope
- ▶ Vision Zero
- ▶ Complete Green Streets
- ▶ Proposed Street Design Options
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- ▶ Forestry
- ▶ Assessments Policy & Costs
- ▶ **Construction & Access**
- ▶ Next Steps
- ▶ Contact Information, Resources, Q&A

Construction & Access

- ▶ Street open to local traffic (residents), closed to through traffic
- ▶ Driveways access will maintained as much as possible during construction
 - Not accessible when contractor is working directly in front
 - Closed when curb, sidewalk (if any), and driveway apron installed
 - Up to 20 days with no driveway access for concrete items
- ▶ **Approximately 4-5 months to complete work**
- ▶ Construction: Potential Fall 2025 – Spring/Summer 2026
 - ▶ MGE will relocate private utility replacement ahead of major reconstruction
- ▶ Anticipate that the entire right-of-way will be disturbed
- ▶ Any items near the street that you wish to save, should be removed prior to the start of construction

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Next Steps

- ▶ Fill out the questionnaire #2
 - ▶ Questionnaire to end May 30th 5pm
- ▶ Sign-up for project email updates on the website
- ▶ The public will be able to voice their opinions at the following meetings:
 - ▶ Transportation Commission meeting June 11th
 - ▶ Board of Public Works meeting (Date to be determined, Following TC Approval)
 - ▶ BPW Hearing document and Preliminary Assessment to be mailed out before Board of Public Works meeting.
- ▶ Any information pertaining to these meetings can be found here
 - ▶ <https://www.cityofmadison.com/city-hall/committees/meeting-schedule>

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Contact Information & Resources

- City of Madison
 - Engineer, Jose Navarro, (608) 267-1148, jnavarro@cityofmadison.com
 - Engineer, Aaron Canton, (608) 242-4763, acanton@cityofmadison.com
 - Storm/Sanitary Engineer, Eric Cefalu, (608) 243-5894, ecefulu@cityofmadison.com
 - Water Engineer, Ryan Newman, (608) 261-9640, rnewman@madisonwater.org
 - Traffic Engineer, Jeremy Nash, (608) 266-6585, jnash@cityofmadison.com
 - Bike/Pedestrian Coordinator, Kevin Luecke, (608) 266-6225, kluecke@cityofmadison.com
 - Planner, Jeffrey Greger, (608) 243-0181, JGreger@cityofmadison.com
- Project Website:
 - <https://www.cityofmadison.com/engineering/projects/davidson-st-park-ct-maher-ave-and-gary-st-reconstruction>
 - Sign-up for project email updates on the website
 - Updates on closures & work progress will be posted to the project website
 - Recording of this presentation will be posted on the project website
- Facebook – City of Madison Engineering
- Instagram – @MadisonEngr
- X – @MadisonEngr
- Podcast: Search Everyday Engineering on Apple iTunes or your podcast provider