Davies St, Dempsey Rd & Maher Ave Reconstruction2021

Public Information Meeting
by City of Madison Engineering Division
December 14, 2020

- ✓ This meeting will be **recorded** and posted to the City's project page.
- ✓ All attendees should stay be **muted** to keep background noise to a minimum.
- ✓ You may use the **"raise hand"** option at the bottom if you have something that required immediate clarification.
- ✓ Use **"chat"** option if you are having technical issues and a staff person can try to assist.
- ✓ Questions will be answered following the presentation. Use the "**raise hand"** button at the bottom to be un-muted in order to ask your question or use the **"Q&A"** option if you prefer to type your question. Inappropriate questions may be dismissed.

This meeting is being recorded.

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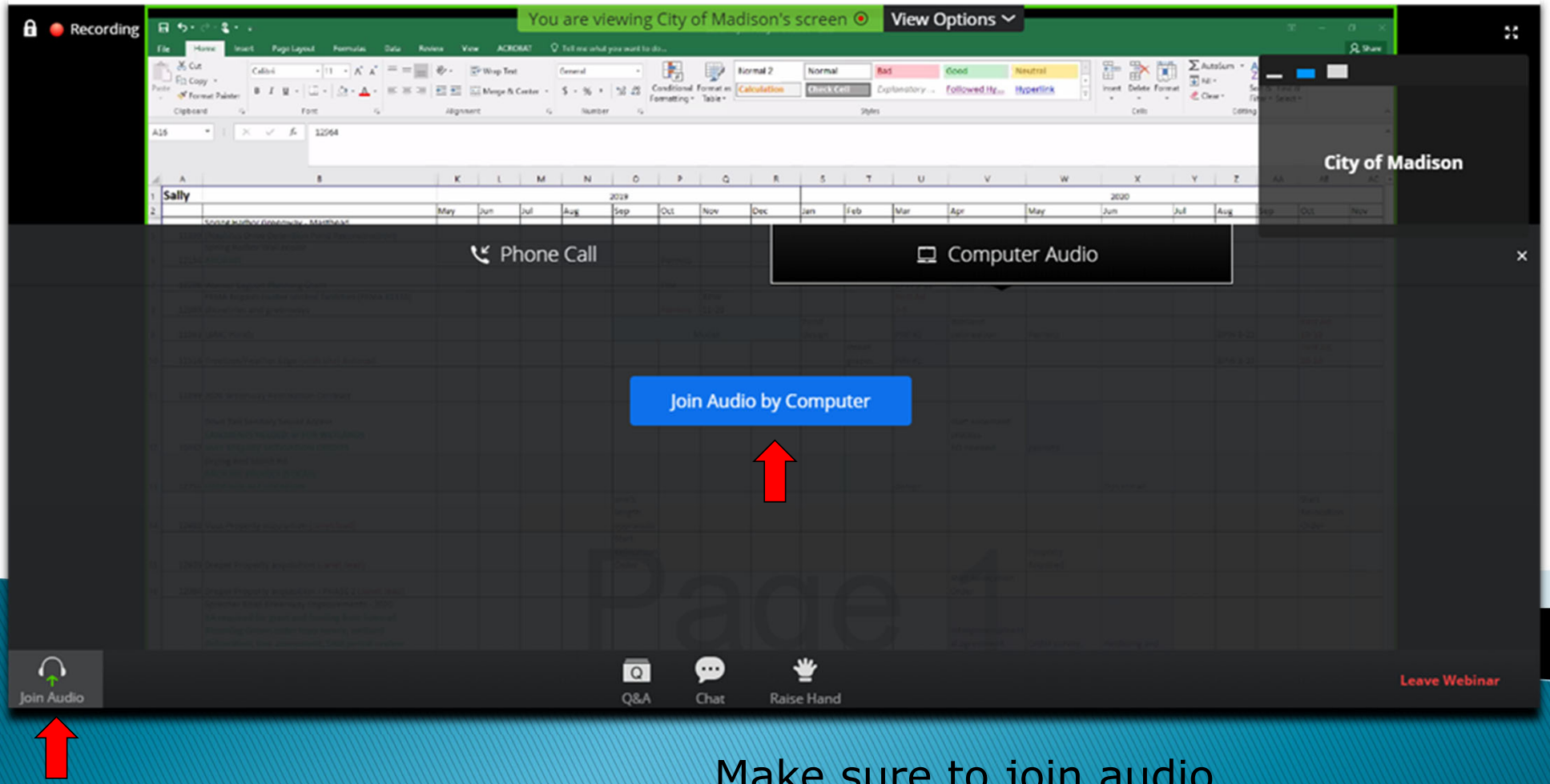
How to Participate



Make sure to join audio

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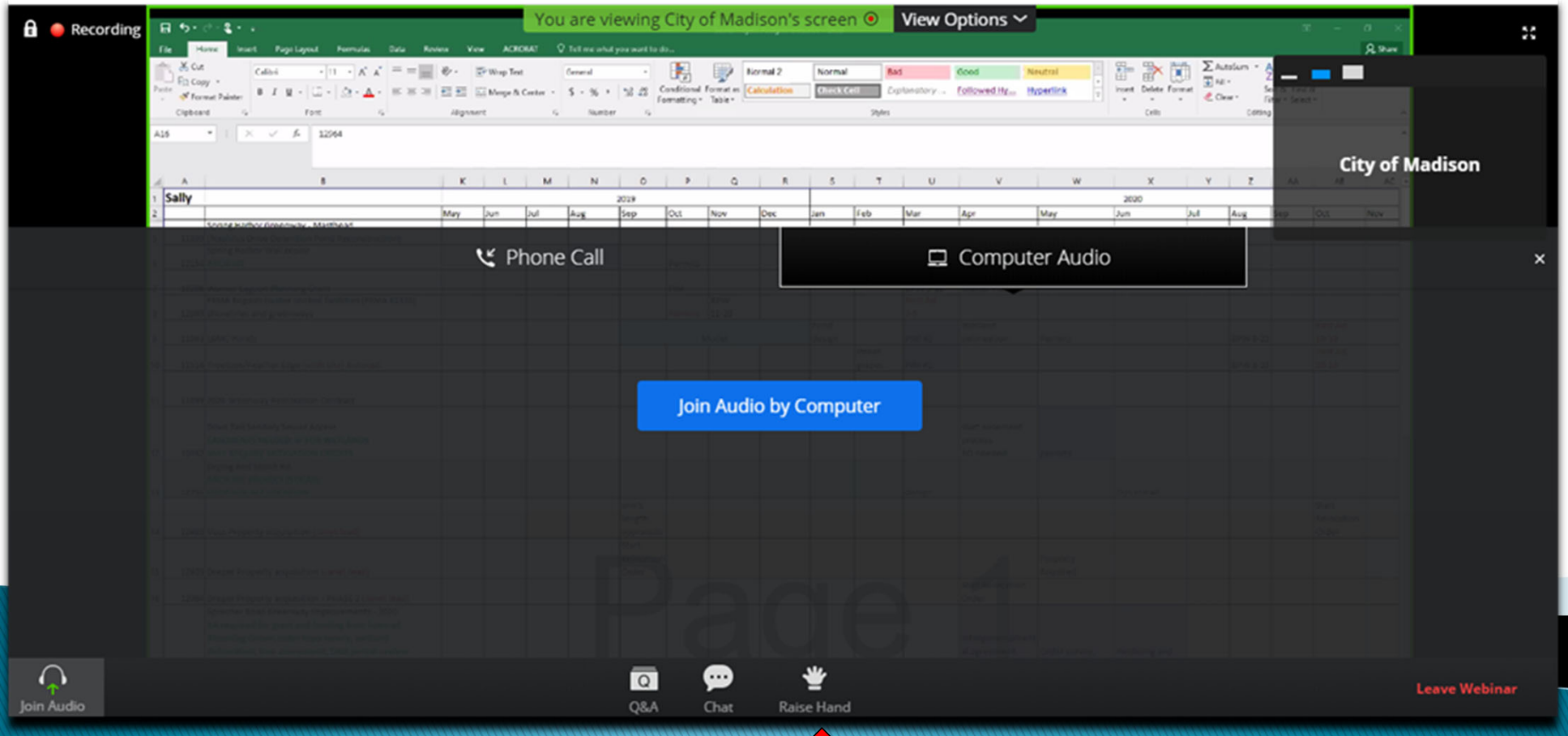
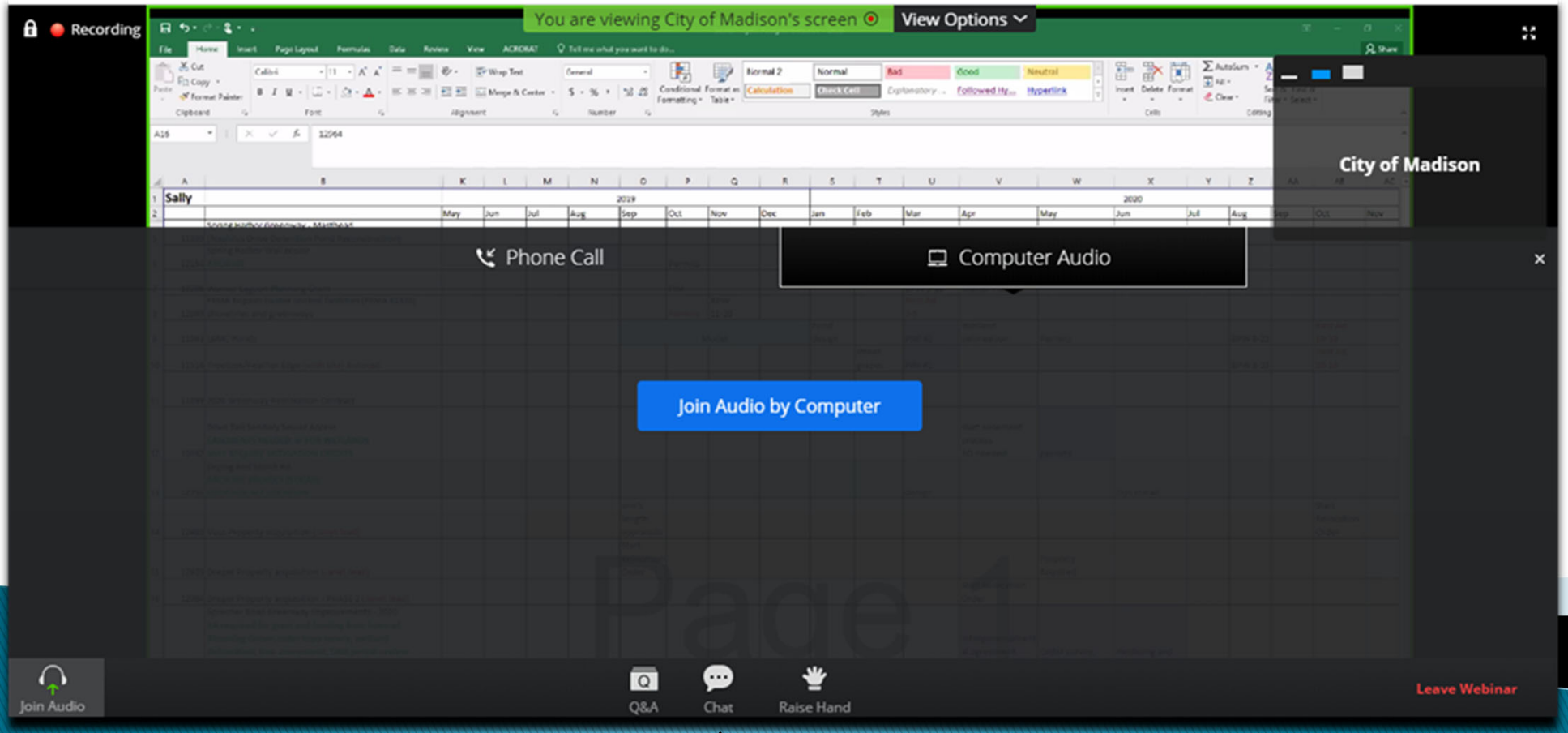


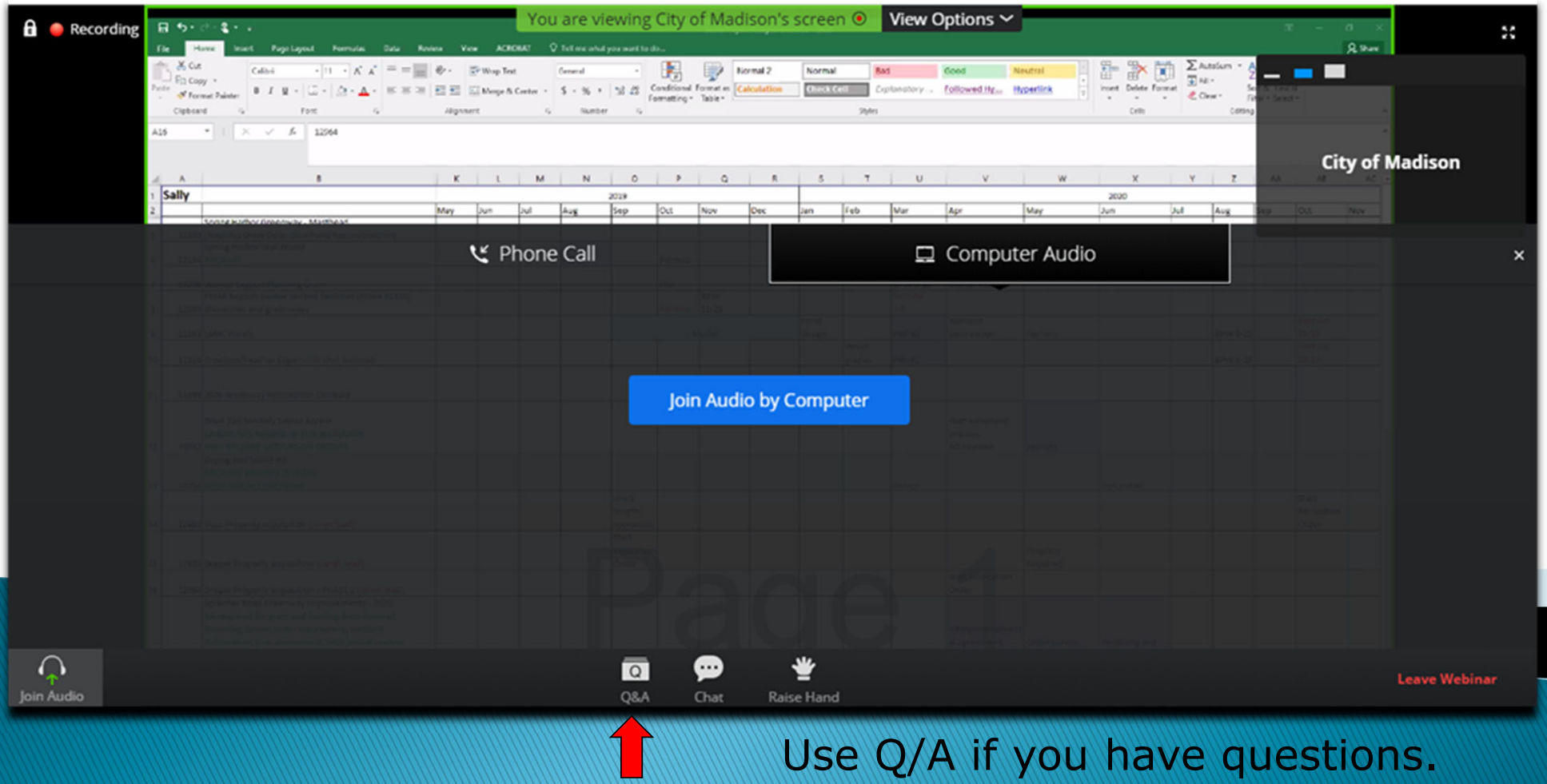
Raise your hand to be unmuted
For comments or ask additional questions.

How to Participate



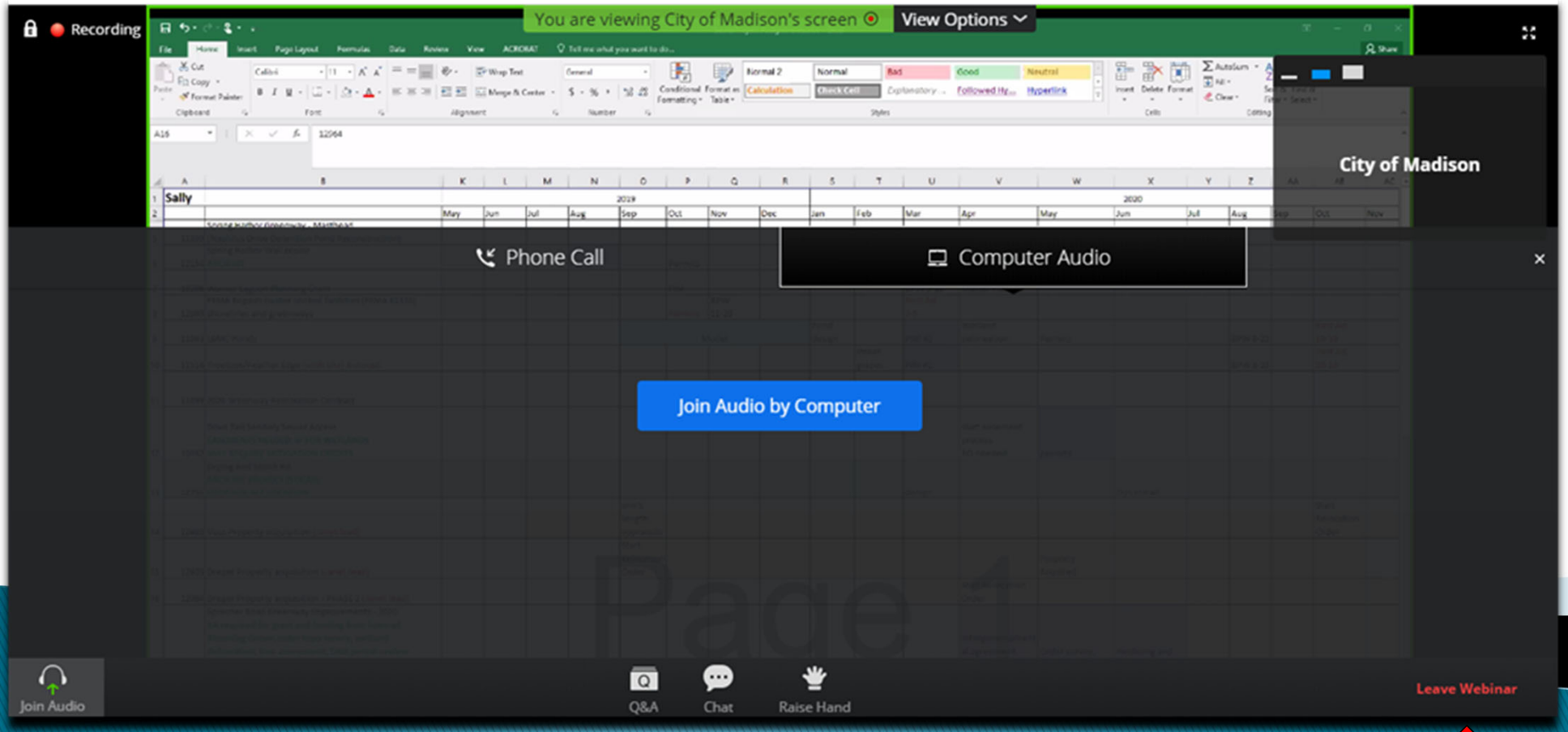
Use chat if you have technical issues or a question for the panelists

How to Participate



Use Q/A if you have questions.
We will answer after the presentation

How to Participate



To leave the meeting click here

Preview of presentation

- Project limits
- Existing conditions
- Preliminary Survey Results
- Proposed scope of work
- City Policies and Adopted Plans
- Street design options
- Questions/Input on Options
- Construction and Access
- Assessment Policy and Cost
- Anticipated Project Schedule
- Contact Information and Resources
- Questions/Input

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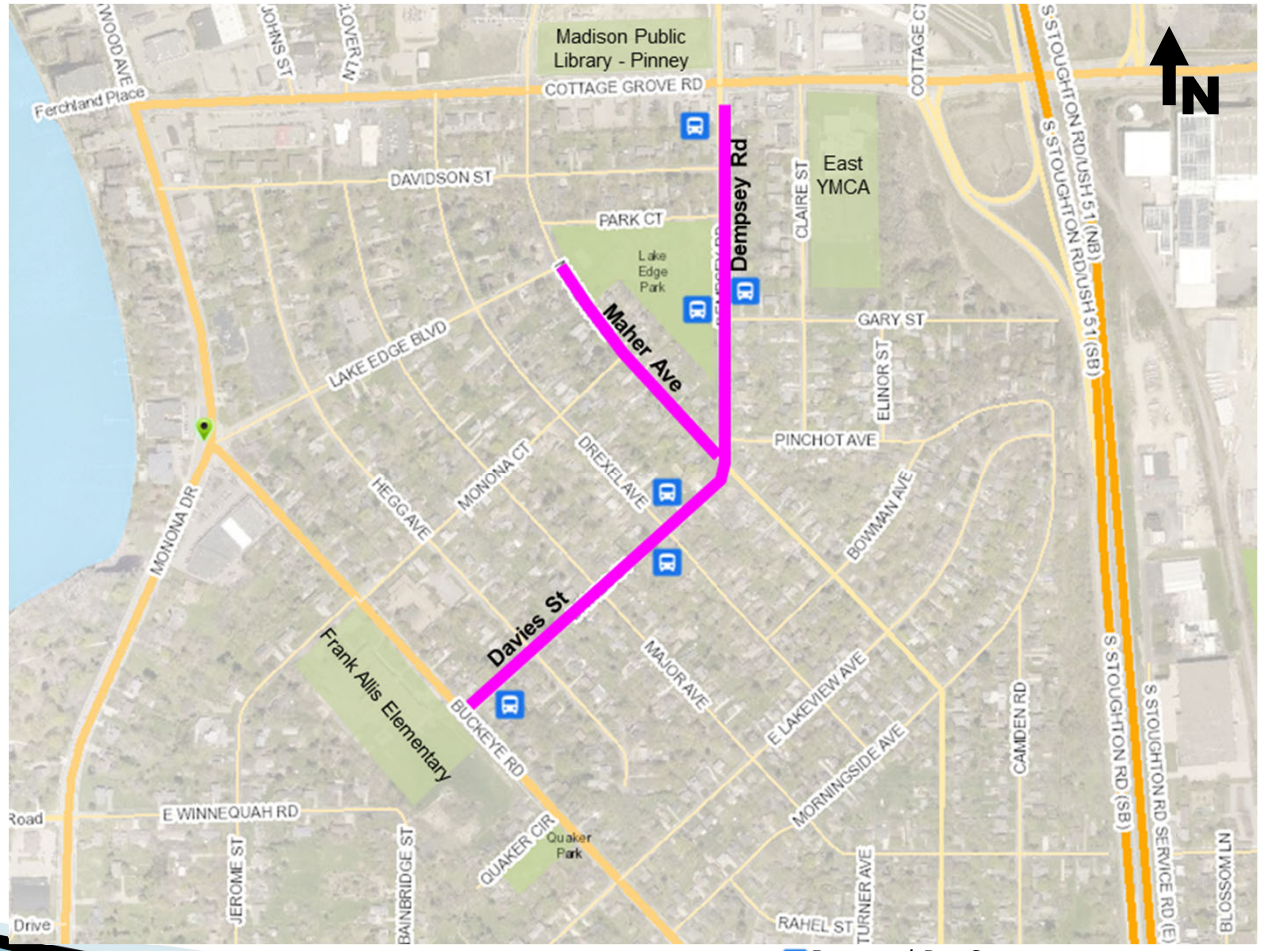
Project Limits



Proposed Bus Stops

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Existing Conditions

Item	Existing Condition
Pavement Surface Evaluation & Rating	Davies: last resurfaced in 1951, rated a 3-5/10 Dempsey: last resurfaced in 1963, rated 3-4/10 Maher: last resurfaced in 1970; rated 3-4/10
Curb & Sidewalk	Davies: None existing Dempsey: None existing Maher: None existing
ROW Width	Davies: 60’ Dempsey: 66’, 61’, 56’ Maher: 60’
Surface Width	Davies: 32’ Dempsey: 36’ Maher: 33’

Pavement Surface Evaluation Ratings

Quality	Rating
Excellent	9-10
Good	7-8
Fair	5-6
Poor	3-4
Failed	1-2

Existing Conditions

Davies Street (westbound)

Dempsey Road and Park Ct.

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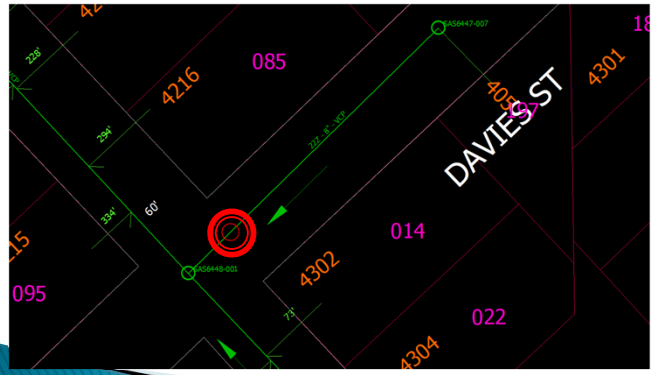
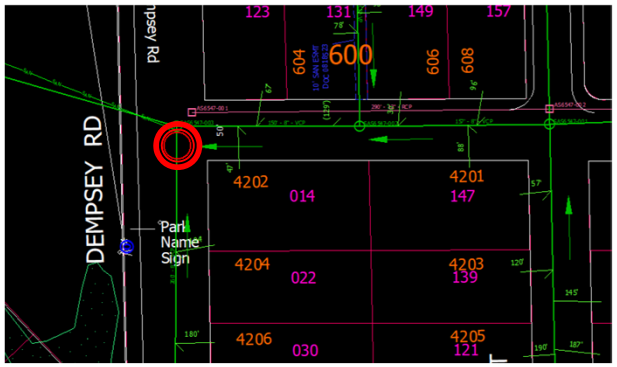
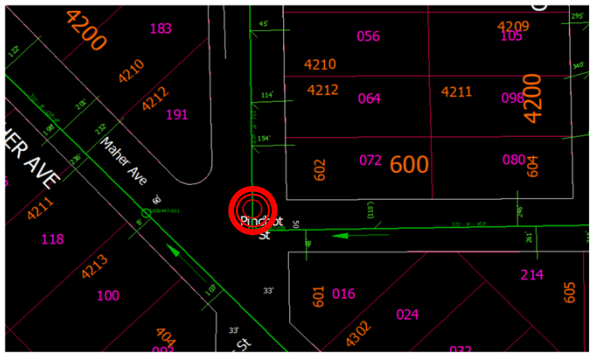
Existing Conditions

- Existing sanitary sewer main
  - Maher Ave.
    - Installed in 1952, Vitrified Clay Pipe, 8” diameter
    - Lined in 2014
  - Dempsey Rd.
    - Installed in 1952, Vitrified Clay Pipe, 8” diameter
    - Main below roadway from Pinchot to Gary and Davidson to Cottage Grove Road
    - Main behind properties from Gary to Davidson
  - Davies St.
    - Only one section of main from Drexel to Maher
    - Installed in 1952, Vitrified Clay Pipe, 8” diameter
    - Mains installed on side streets

Existing Conditions







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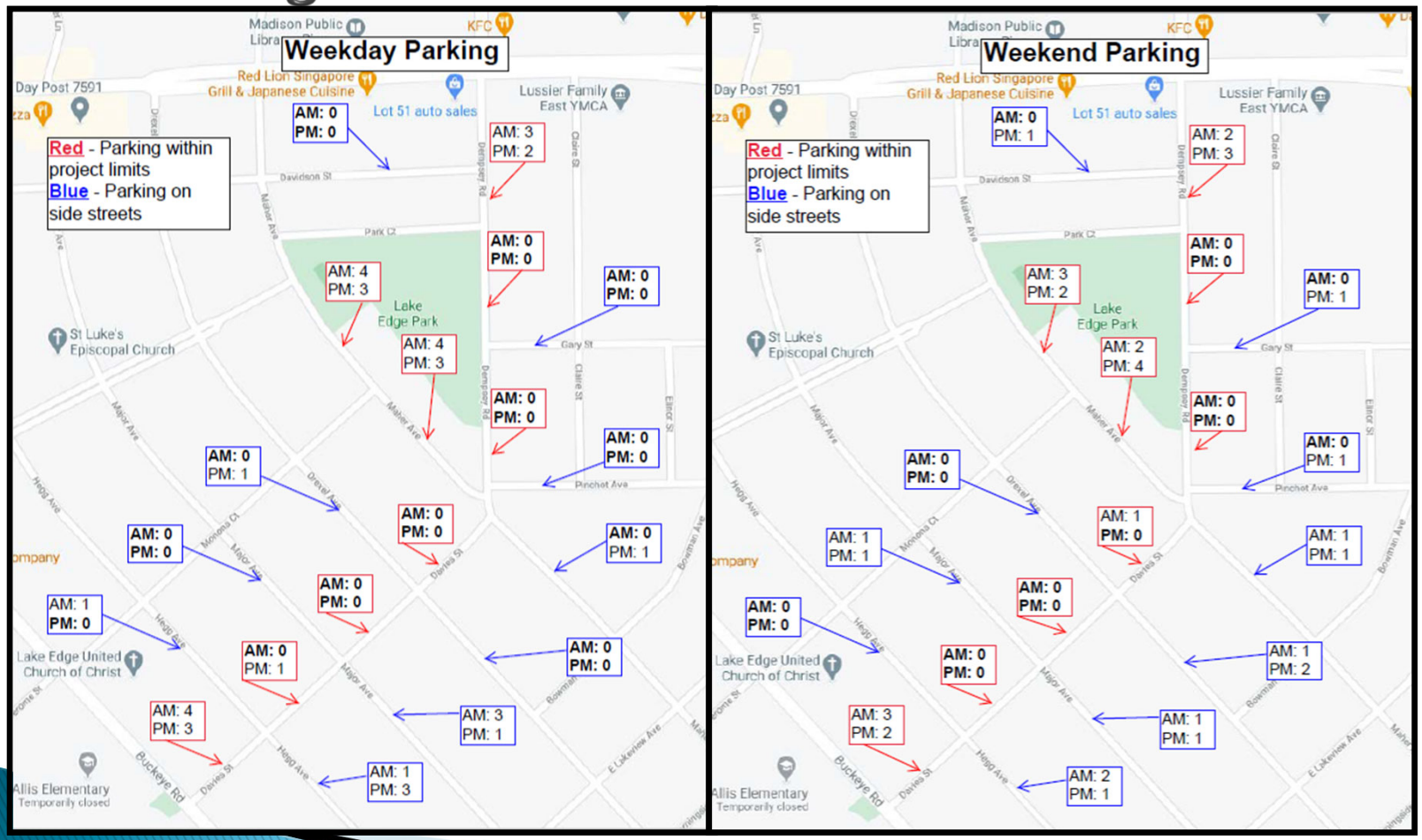
Existing Conditions

- Existing water main
  - Maher Ave.
    - Installed in 1950, Spun Cast Iron, 8” diameter
    - 7 water main breaks recorded
  - Dempsey Rd.
    - Installed in 1950, Spun Cast Iron, 6” diameter
    - 15 water main breaks recorded
  - Davies St.
    - No water main along the street
    - Main only at intersections

Existing Conditions

- Existing Storm Sewer and Inlets
  - Maher Ave.
    - None existing
  - Dempsey Rd.
    - None existing
  - Davies St.
    - Only on south side of street between Major and Drexel
    - Installed in 1981, Reinforced Concrete Pipe, 30” diameter

Existing Conditions



- Parking Study
  - Between 0 and 4 vehicles parked per block
  - Counts taken during mid morning & mid evening

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Preliminary Survey Results

- 29 Surveys received by Friday, Dec. 11, 2020
- Transportation issues of high and moderate concern
  - Speeding – 90%
  - Access to safe walking routes – 71%
  - Cut through traffic – 63%
  - Drivers passing too close or not yielding to people walking and biking – 56%
  - Access safe Biking Routes – 54%
- Majority of Maher residents oppose sidewalk installation on Maher Ave.
- Other transportation issues
  - Availability of parking, not stopping at stop signs, access to transit routes, yielding at crosswalks & people biking

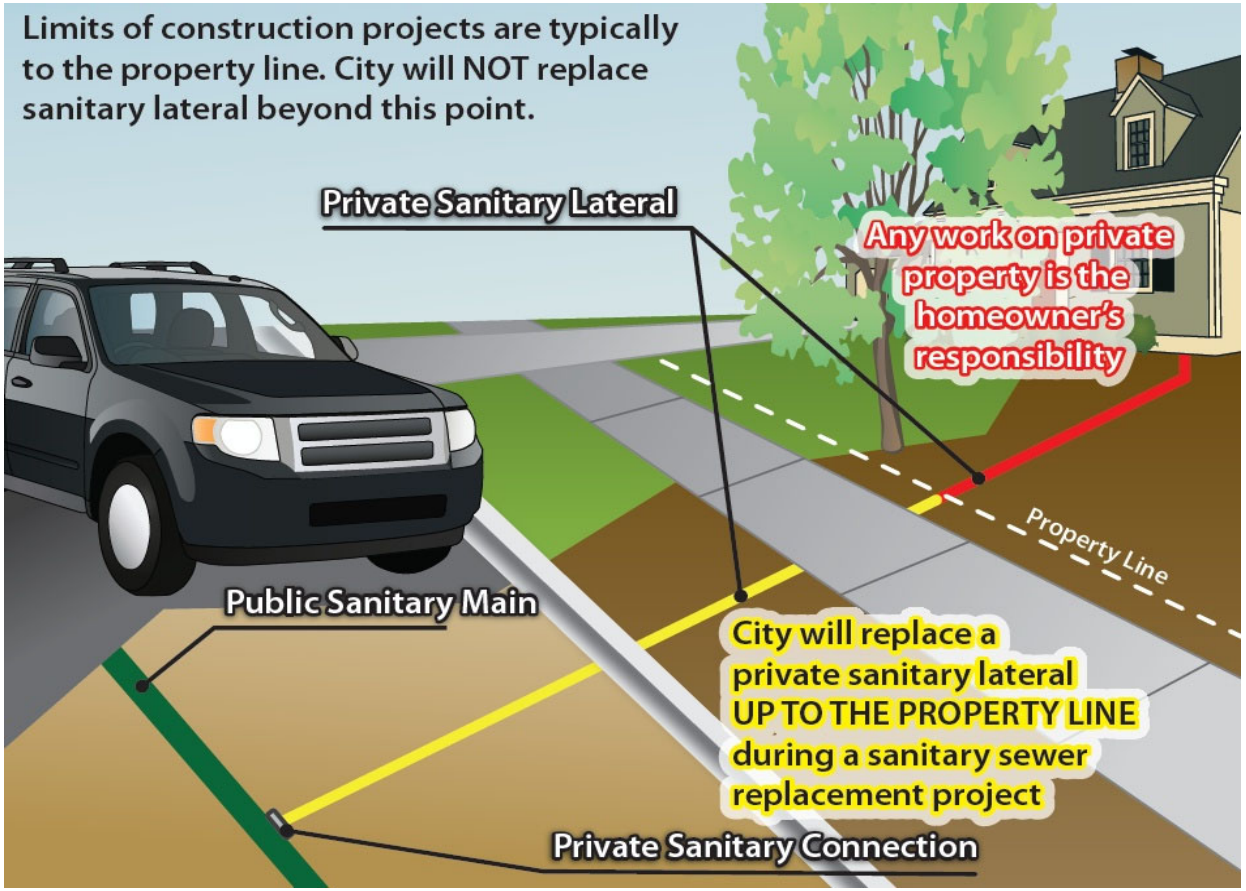
Preliminary Survey Results

- Other concerns:
  - Assessment costs
  - Steep & uneven driveways
  - Road conditions & grading resulting in stormwater drainage issues
  - Space concerns for terrace rain gardens
  - Sanitary sewer back-ups

Proposed Scope of Work

- Underground Utilities
  - Replace sanitary sewer mains with new 8” PVC pipes.
  - Replace all sanitary sewer laterals with new 6” PVC pipes. Replacement is from new main to the property line.
  - Replace all water main with new 8” ductile iron pipes
  - Reconnect water services to the new main
  - Install new storm sewer pipes and inlets
- Streets & Sidewalks
  - Replace all existing pavement
  - Replace all driveway aprons that are connected to the street reconstruction
  - Install new curb and gutter on all streets within the project limits
  - Install new sidewalk within the project limits
  - Install new pavement markings on Davies and Dempsey
  - Install new pedestrian ramps in accordance with A.D.A. design standards.
  - Land purchase and acquiring easement may be necessary at some locations.

Proposed Scope of Work



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Proposed Scope of Work

- Curb and Gutter important functions
  - Improves drainage, channels stormwater to collection points.
  - Prevents erosion of soil beyond the pavement.
  - Protects edge of pavement against raveling.
  - Delineates the edge of the road; keeps people from parking in terrace; keeps road from widening when re-paved, chip sealed, etc.
  - Helps keeping the plows within the street limits.

Proposed Scope of Work

- Trees with painted yellow dots will be removed due to health condition or due to conflict with the proposed reconstruction.
- 35 terrace trees in total have been identified for potential removal due to sidewalk and curb installation
  - Davies: 14 trees
  - Dempsey: 5 trees
  - Maher: 16 trees
- Locations are identified with an “X” on the options plan
- Removals are preliminary and conservative.
- A detailed design and Forestry input will hopefully help to minimize the trees being removed in the ROW.
- Forestry will evaluate new tree locations after the project is completed.
- Proposed sidewalk shifts location when it is close to trees in private property.

Proposed Scope of Work

- Goals
  - Improve pavement quality
  - Improve existing roadway drainage conditions
  - Improve sanitary sewer flow capacity and minimize future failures
  - Provide a safe space to travel to all users
  - Maintain terrace space for tree plantings, snow storage, leaf collection, etc
  - Provide opportunity to install terrace rain gardens on Maher Ave

Proposed Scope of Work

- Terrace Rain Gardens
  - Collects runoff from road
  - Planted with native vegetation
  - Constructed and planted by City
  - Maintained by residents
  - $200 cost to residents
  - Only properties on Maher due to terrace width
  - The terrace must have a minimum area of 10’ X 15’ in a relatively flat, open space away from trees and utilities.

Learn more at: www.cityofmadison.com/TerraceRainGardens

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Proposed Scope of Work

- Interested in a Terrace Rain Garden?
  - Fill out the survey on the project website! We will follow-up with everyone who notes that they are interested
  - Or contact Carissa Wegner directly:
    - Email: cwegner@cityofmadison.com
    - Phone: (608) 261-9822

Learn more at: www.cityofmadison.com/TerraceRainGardens

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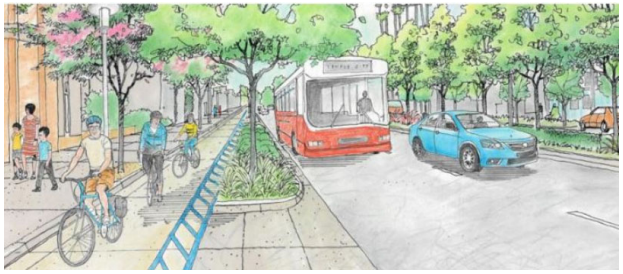
City Policies and Adopted Plans

- Variety of City policies, plans, reports and organizations guide street design
  - Complete Streets
  - Madison in Motion
  - Comprehensive plan
  - Pedestrian and Bicycle Plans
  - Vision Zero
  - NACTO Member City
- Help prioritize and guide designs to provide safe transportation options for everyone

City Policies and Adopted Plans - Context

Complete Streets

- Complete Streets are streets designed and operated to enable safe use and support mobility for all users including people walking, biking, taking transit and driving.



2009 City Council Resolution Reaffirmed a commitment to Complete Streets.

- Reaffirming the City's commitment to Complete Streets and directing staff of various agencies including but not limited to Planning & Development, City Engineering, Traffic Engineering and Metro to follow to the extent possible Complete Streets concepts for all new developments, redevelopments, and street reconstruction projects.

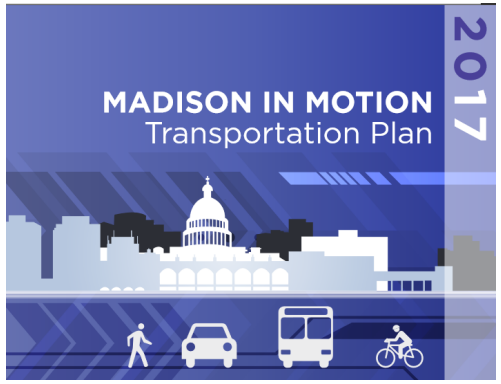
2020 Complete Green Streets Planning Project

- Project to develop a Complete Green Streets Plan that helps policy makers assign priorities in the public right of way.
- The plan will consider network connectivity for different travel modes, parking/loading needs, context of the street location and green infrastructure priority areas.

City Policies and Adopted Plans - Context

2017 Madison in Motion Transportation Plan

- Expand Mobility Choices: Expand transportation infrastructure to support a greater range of options for all user types.
- Create transportation equity for all residents: The future transportation system must address the needs of all users.



2018 Imagine Madison Comprehensive Plan

- Ensure all populations benefit from the City's transportation investments.
- Expand and improve the city's pedestrian & bicycle network to establish safe and convenient active transportation.

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City Policies and Adopted Plans - Context

1997 Pedestrian Plan for the City of Madison

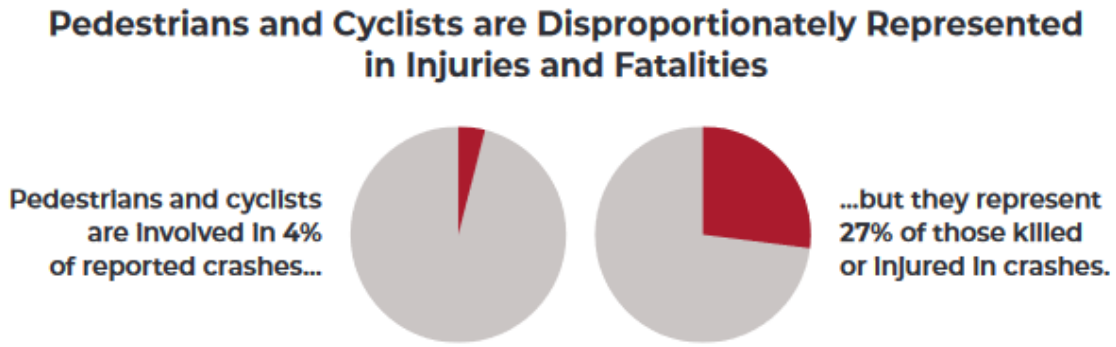
- Vision statements – "Walking is a major travel mode and where the City's development patterns & interconnected pedestrian circulation network 1) provide pedestrians convenient, safe and enjoyable access and mobility throughout the developed parts of the city and 2) link the City's neighborhoods and help to maintain them as sustainable and viable places to live."

2015 Bicycle Plan for Madison Metro Area & Dane County

- Vision includes "safe, convenient, and enjoyable bicycle network that is accessible and comfortable for individuals of all ages, races, backgrounds, and abilities."

City Policies and Adopted Plans - Context

- Vision Zero Initiative
  - Eliminate all fatal and serious injuries by 2030
  - Emphasis on smart street design and operations to account for human error



VISION ZERO MADISON

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Imagine Madison Plan – Sidewalks

Strategy 8
Expand and improve the city's pedestrian and bicycle networks to enable safe and convenient active transportation.

Actions:

a. Proactively fill gaps in the pedestrian and bicycle network.

b. Continue to integrate pedestrian and bicycle safety improvements and amenities into new and reconstructed streets.

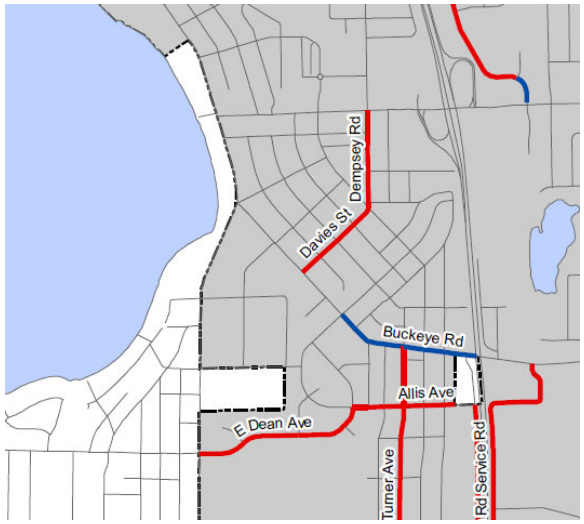
Tier 1 Sidewalks

Existing Sidewalk on One Side of Street

No Existing Sidewalk

Note: Tier 1 sidewalks are a priority for filling in existing gaps in the City's pedestrian network because they are close to schools, transit routes, or along other features that attract pedestrians. City of Madison policy is that all streets should have sidewalks on both sides of the street. Sidewalks not included in Tier 1 should still be installed whenever the opportunity presents itself.

Data Source: US Census Bureau; City of Madison Planning Division
Date Printed: 9/17/2018



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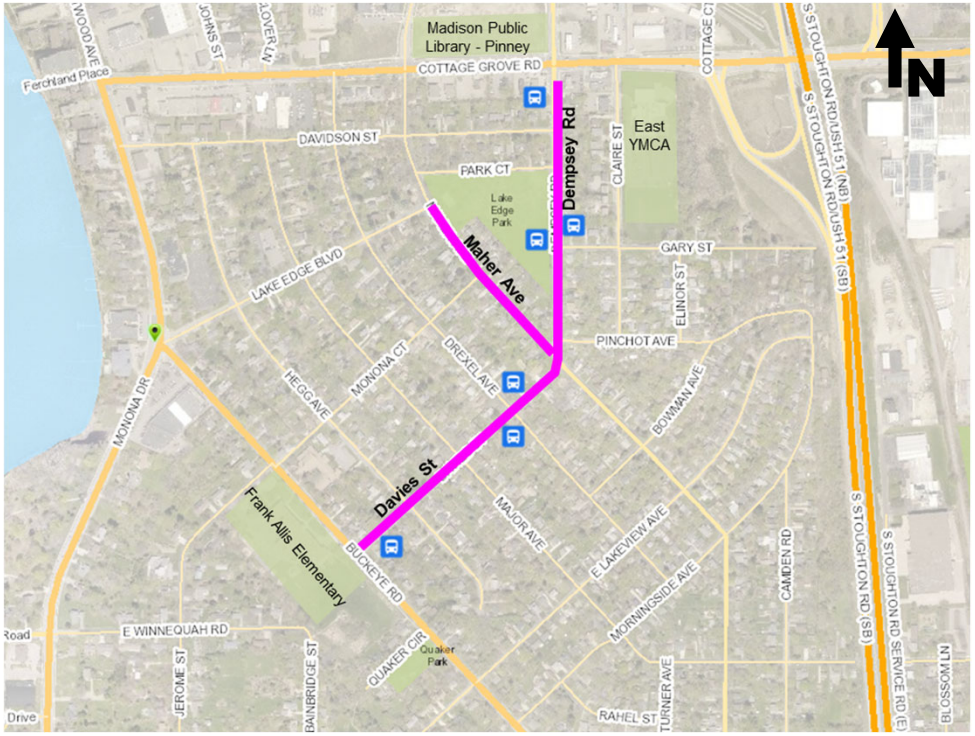
Walking Connectivity for All



Proposed Bus Stops

- Schools
- Bus Stops
- Parks, Libraries, Health Care
- Commercial Areas
- High population of youth, seniors, people with disabilities
- Crash History
- Traffic speed & volume

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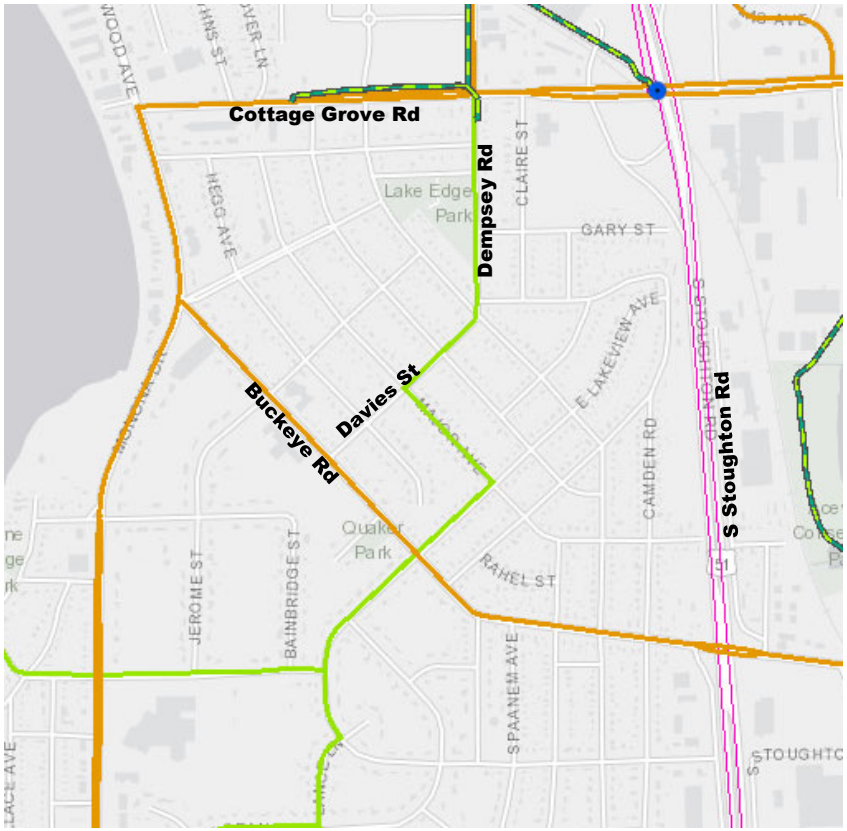
Biking- Connectivity for All



Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		*Any*	*Any of the following:* high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts‡	**Protected Bicycle Lane**
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	**Shared Street**
≤ 20 mph	≤ 1,000–2,000		< 50 motor vehicles per hour in the peak direction at peak hour	**Bicycle Boulevard**
	≤ 500–1,500			
≤ 25 mph	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	**Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane**
	≤ 3,000 – 6,000			**Buffered or Protected Bicycle Lane**
	Greater than 6,000			**Protected Bicycle Lane**
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	**Protected Bicycle Lane, or Reduce Speed**
		Multiple lanes per direction		**Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed**
	Greater than 6,000	*Any*	*Any*	**Protected Bicycle Lane, or Bicycle Path**
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		*Any*	High pedestrian volume	**Bike Path with Separate Walkway or Protected Bicycle Lane**
			Low pedestrian volume	**Shared-Use Path or Protected Bicycle Lane**

NACTO National Association of City Transportation Officials

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Preliminary Street Design Options

May change based on feedback

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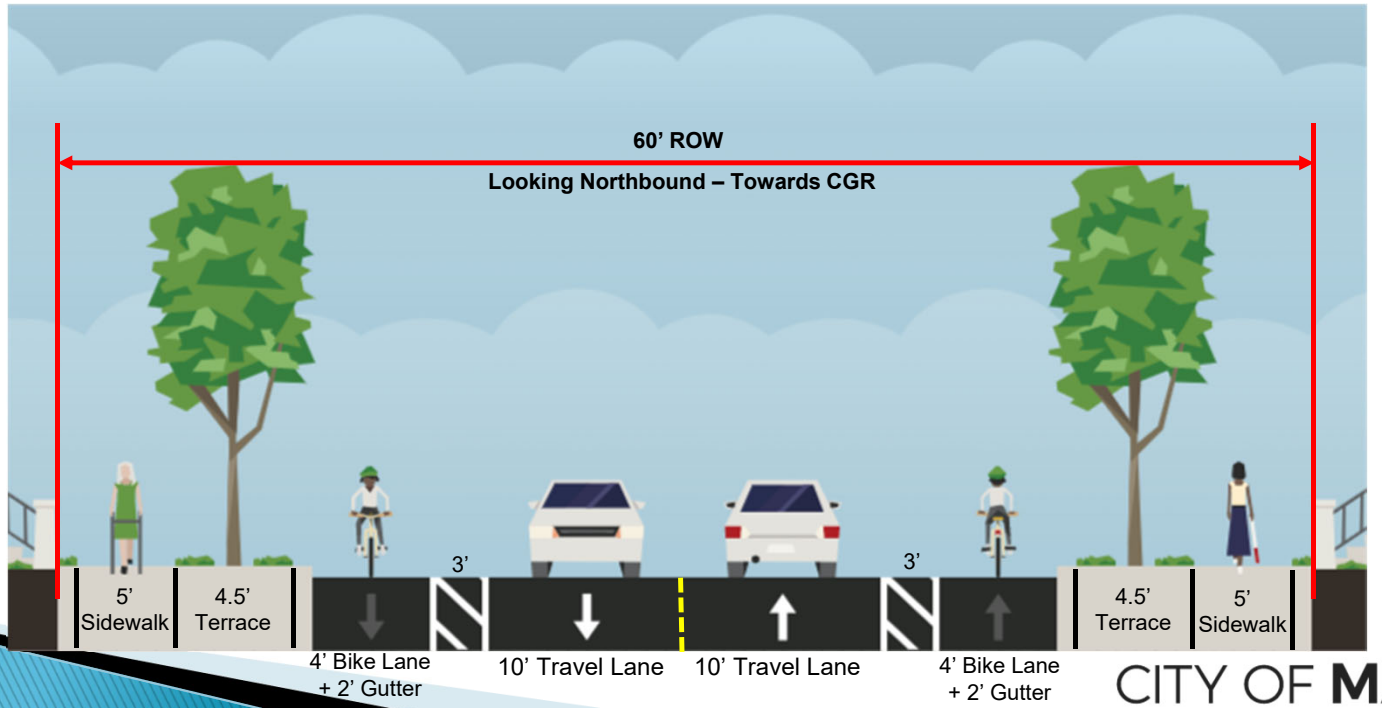
Street Design Options

- Option 1 – Davies Street
  - 38’ wide
    - 4’ bike lanes and 3’ buffers or
    - 7’ standard bike lanes
  - 5’ sidewalk on both sides
  - No on-street parking allowed



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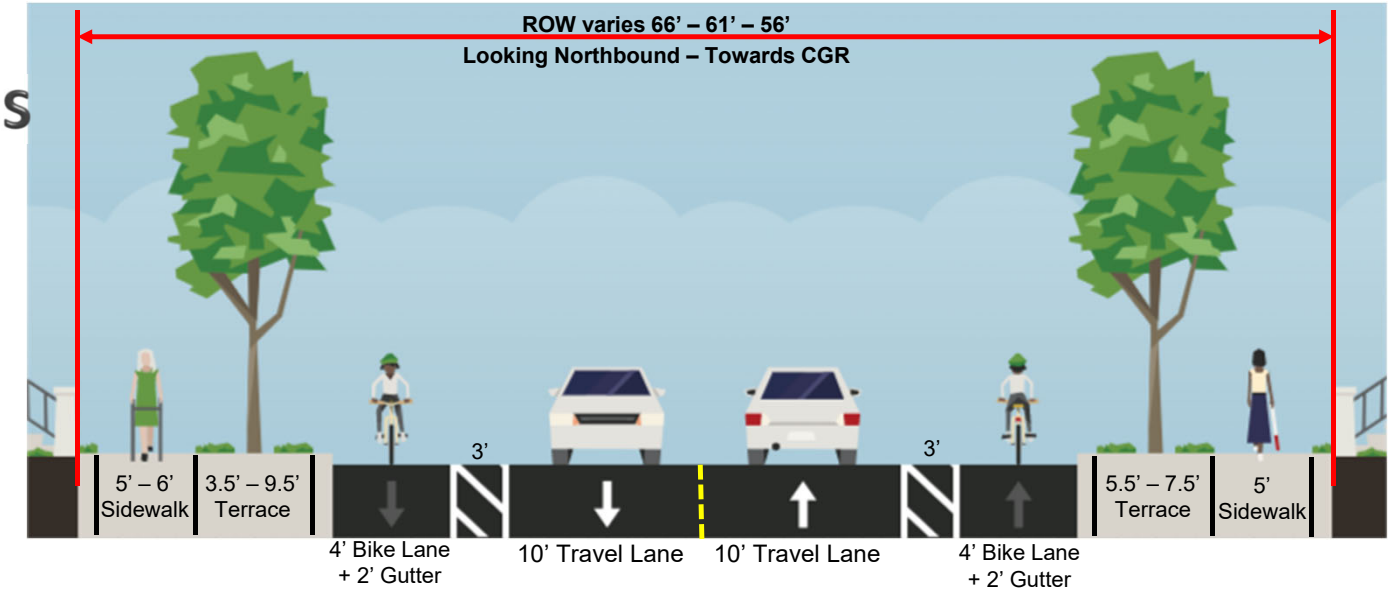
Street Design Options

- Option 1 – Dempsey Rd
  - 38’ wide
    - 4’ bike lanes and 3’ buffers or
    - 7’ standard bike lanes
  - 5’ sidewalk on both sides
  - No on-street parking allowed



	Pinchot – Gary	Gary – Midblock	Midblock – Park Ct	Park Ct – Davidson	Davidson – CGR
ROW	66’	66’	66’	61’	56’
Street Width	38’	38’	38’	38’	34’
Buffered Bike Lanes	Yes	Yes	Yes	Yes	No
Terrace West	7.5’	9.5’	No terrace	4.5’	3.5’
Terrace East	7.5’	5.5’	5.5’	5.5’	5.5’
Sidewalk West	5’	5’	6	5’	5’
Sidewalk East	5’	5’	5’	5’	5’

5’ bike lanes + 2’ gutter

**Option plan also available after presentation.

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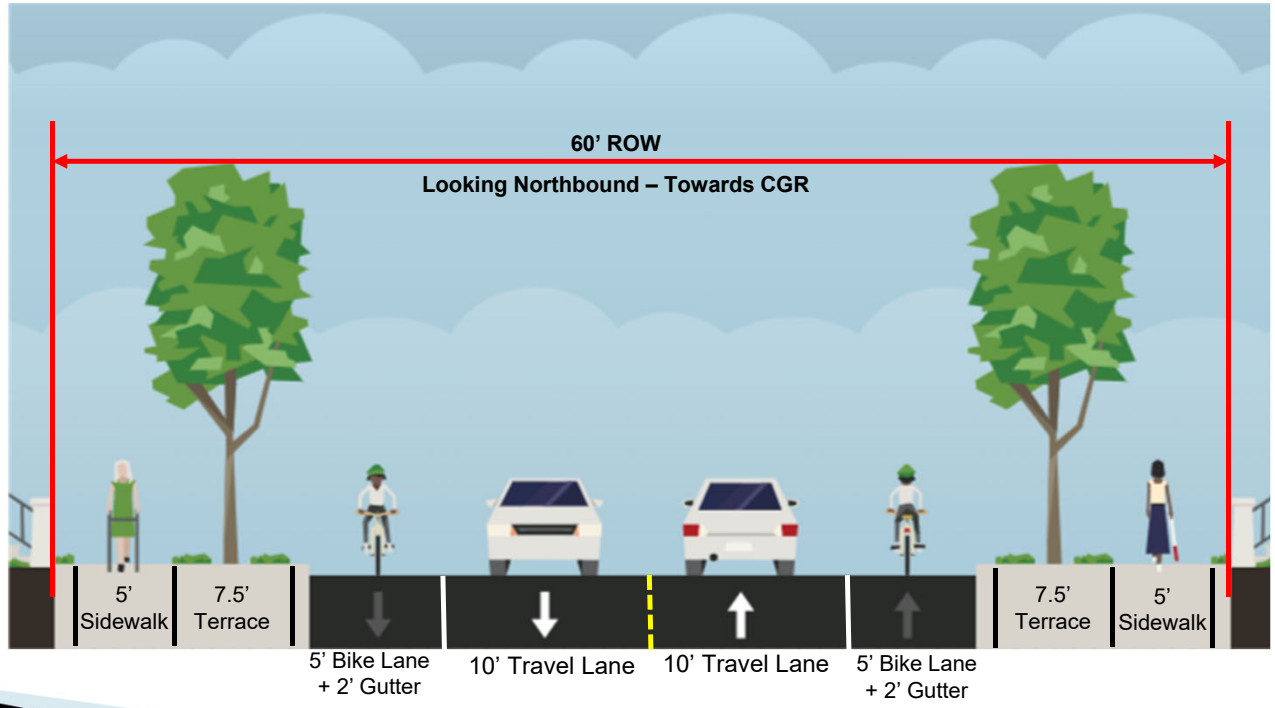
Street Design Options

- Option 2 – Davies St
  - 34’ wide, with standard bike lanes
  - 5’ sidewalk on both sides
  - No on-street parking allowed



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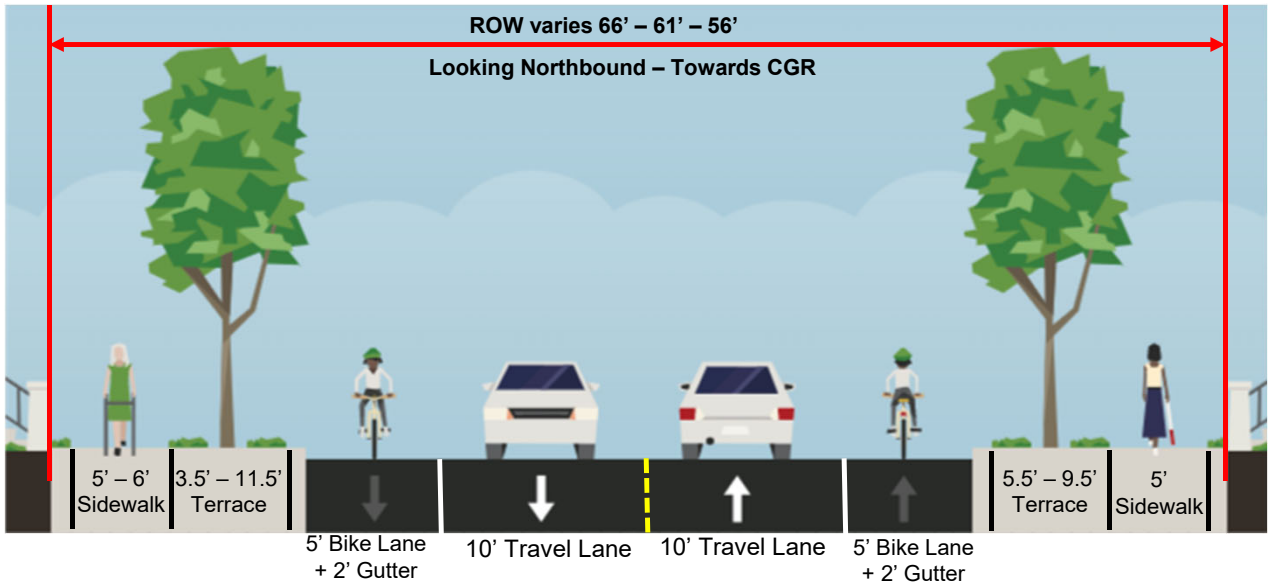
Street Design Options



- Option 2 – Dempsey Rd

	Pinchot – Gary	Gary – Midblock	Midblock – Park Ct	Park Ct – Davidson	Davidson – CGR
ROW	66'	66'	66'	61'	56'
Street Width	34'	34'	34'	34'	34'
Buffered Bike Lanes	No	No	No	No	No
Terrace West	9.5'	11.5'	No terrace	8.5'	3.5'
Terrace East	9.5'	7.5'	5.5'	5.5'	5.5'
Sidewalk West	5'	5'	6	5'	5'
Sidewalk East	5'	5'	5'	5'	5'

**Option plan also available after presentation.

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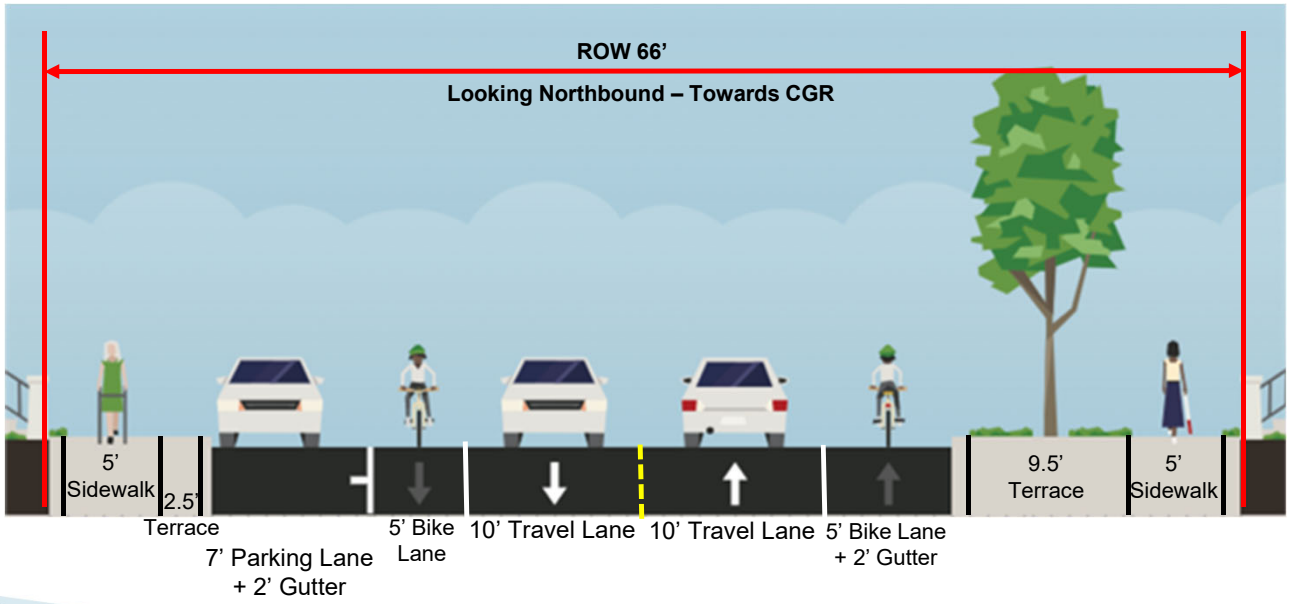
Street Design Options

- Option 2 – Modification for 4200 Block of Dempsey Rd
  - Standard bike lanes & parking on west side
  - Provides safe travel for all modes, but very wide pavement
  - Leaves limited terrace, likely results in higher speeds



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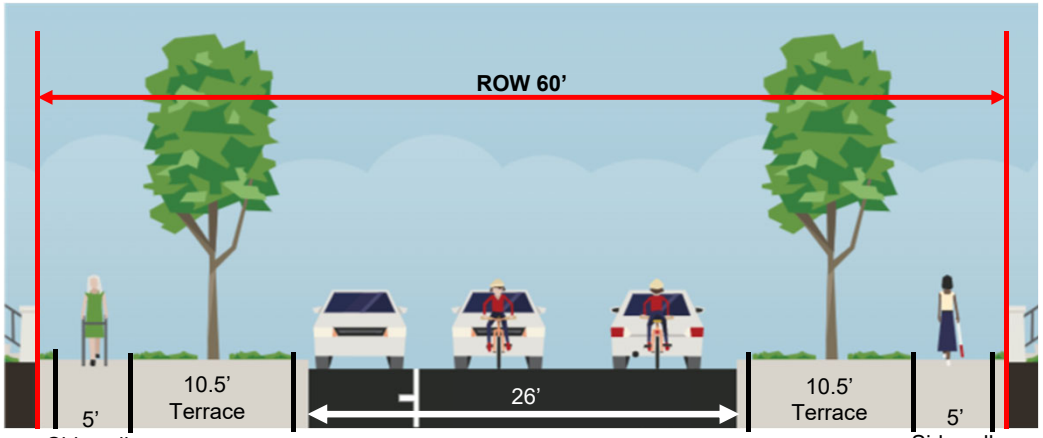
Street Design Options

- Maher Avenue
  - Install new curb & gutter on both sides
  - 26’ wide
  - Proposed 5’ sidewalk
  - Parking only on one side
    - Alternate side parking not possible



Parking side has not been determined.

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Questions/ Input on Options

Presentation continues after this slide.

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Construction and Access

- Construction is expected to begin on April of 2021.
- Construction will have a duration of 6 months.
- Residents will be notified 2 weeks prior the start of construction.
- Roads will be closed to thru traffic during the project.
- Local traffic will remain open during construction except during paving operations.
- Residential driveways may be closed up to 20 days for concrete installation, can be closed a couple of hours if lateral is under.
- Allowed working hours are 7:00 am to 7:00 pm Monday – Saturday and 10:00 am to 7:00 pm Sundays.
  - Limited weekend work anticipated
- On street parking will not be allowed during construction hours.
- 2 water shut-offs to each property, on average
  - Project may also require temporary water services

Construction and Access

- Whole terrace/Right-of-way will get disturbed.
  - Please remove any plantings, raised beds, structures, stone landscaping, retaining walls, pavers, railings, etc. that you wish to save from the terrace prior to construction.
  - Contractor will not replace/reinstall these items.
  - Disturbed areas will be restored with topsoil, seed, and matting.

Assessment Policy and Costs

Item	Property Owner Share	City Share
New Curb & Gutter	100%	0%
New Sidewalk**	100%	0%
Remove & Replace Terrace Steps or Paths	100%	0%
Private Storm Sewer Connection, if requested	100%	0%
Driveway Apron Replacement	50%	50%
Sanitary Lateral Replacement to Property Line	25%	75%
Storm Sewer Main	0%	100%
Sanitary Sewer Main	0%	100%
Water Main & Services	0%	100%
Terrace rain garden	$200	Rest

**Safe routes grant would cover 50% of costs to install new sidewalks

Assessment Policy and Costs

- Assessment cost per property will vary depending on frontage length and the quantity of assessable items.
  - For a property that is not a corner lot and has a frontage of 75', the assessment cost can range from $10,000.00 to $10,500.00.
  - For a property that is not a corner lot and has a frontage of 60', the assessment cost can range from $8,500.00 to $9,000.00.
  - For a property that is a corner lot and both streets are part of the reconstruction, the assessment cost can range from $12,000.00 to $13,000.00.
  - For a property that is a corner lot and only one street is part of the reconstruction, the assessment cost can range from $8,000.00 to $11,000.00.
- Corner lot single or two-family residential will receive 50% assessments for sidewalks & curb.
- Residents can contact the project manager for additional details.

Assessment Policy and Costs

- Preliminary, estimated assessments mailed prior to project
- Final assessments calculated following construction using measured quantities and actual bid prices
  - Final billing sent in summer after construction (2022 for this project)
- Assessments are payable in lump sum or in up to 8 installments at current interest rate (2%)
- Qualified loans available dependent on income.

Anticipated Project Schedule

- Mailing with design update considering feedback and next steps.
- 1/8/2021: Mail Estimated Assessments, Public Hearing Notice
- 1/13/2021: Transportation Commission (held virtually)
- 1/20/2021: BPW Public Hearing (held virtually)
- 2/2/2021: Common Council Hearing (held virtually)
- 2/25/2021: Advertise for Bids
- 4/26/2021: Begin Construction
- 9/24/2021: Estimated End Construction

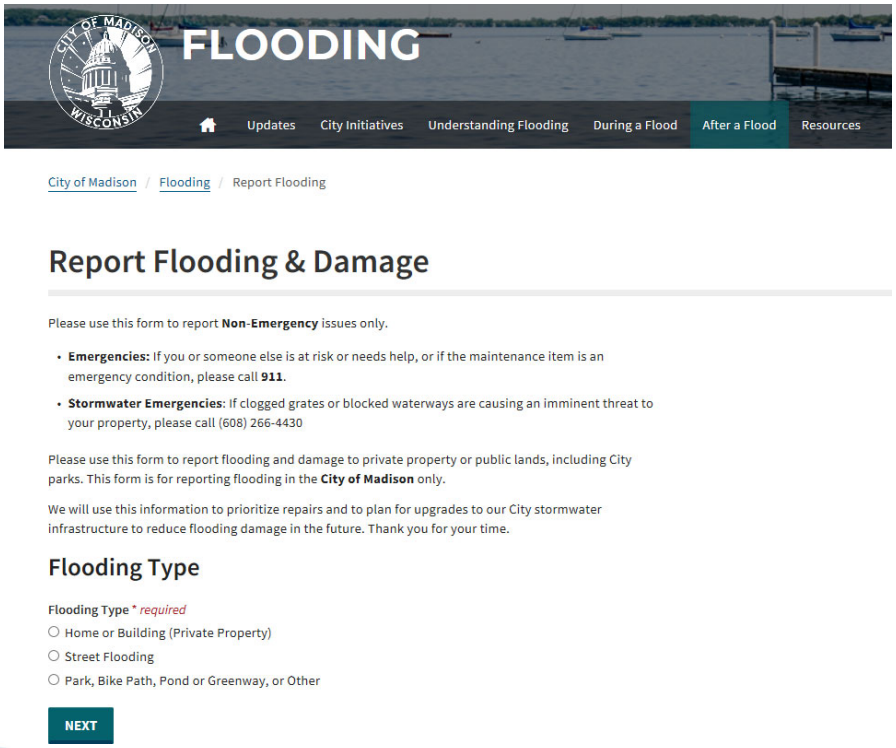
Contact Information & Resources

- City Staff
  - Fadi El Musa, Project Manager, 608-243-5214, felmusagonzalez@cityofmadison.com
  - Kyle Frank, City Engineering – Sewers, 266-4098 or kfrank@cityofmadison.com
  - Renee Callaway, Ped & Bike Coordinator, 608-266-6225, recallaway@cityofmadison.com
  - Jeremy Nash, Traffic Engineering, 608-266-6585, jnash@cityofmadison.com
  - Pete Holmgren, Water Utility, 608-261-5530, pholmgren@madisonwater.org
- Project Website: www.cityofmadison.com/DaviesDempseyMaher
  - Sign-up for project email updates on the website
    - Updates on closures & work progress will be posted to the project website
    - Survey will remain open until 1/6/2021
- Facebook – City of Madison Engineering

Report Flooding and Damage

- Please report **Non-Emergency** issues to the following link:

  www.cityofmadison.com/flooding/report/



CITY OF **MADISON**

Questions/Input