



# Pontiac Boston Nokomis & Rosewood Reconstruction

Public Information Meeting  
City of Madison Engineering Division  
Thursday August 14, 2025 – 6:00pm

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

# 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

Make sure to join audio →

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Choose one of the audio conference options

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Audio

Raise hand

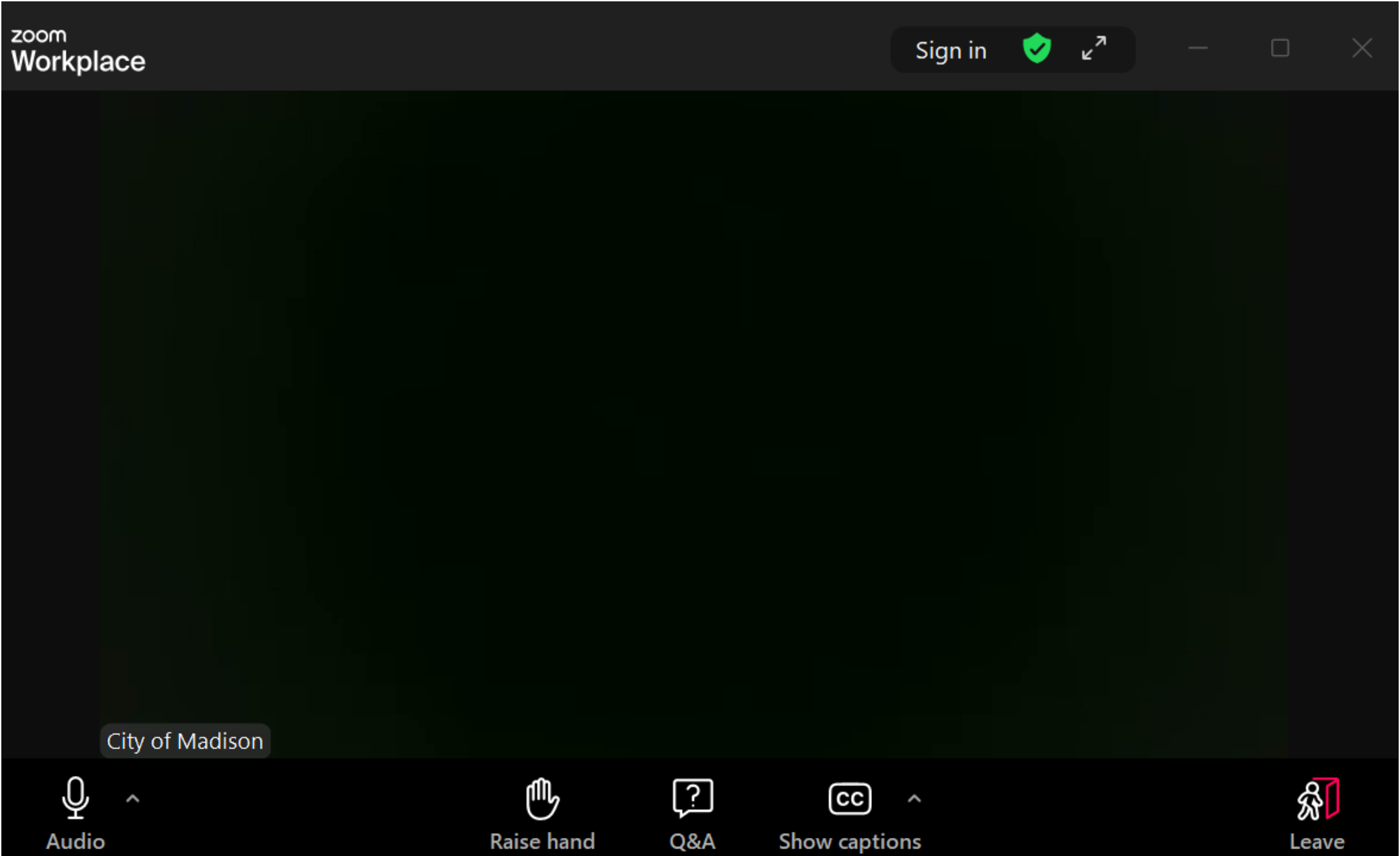
Q&A

Show captions

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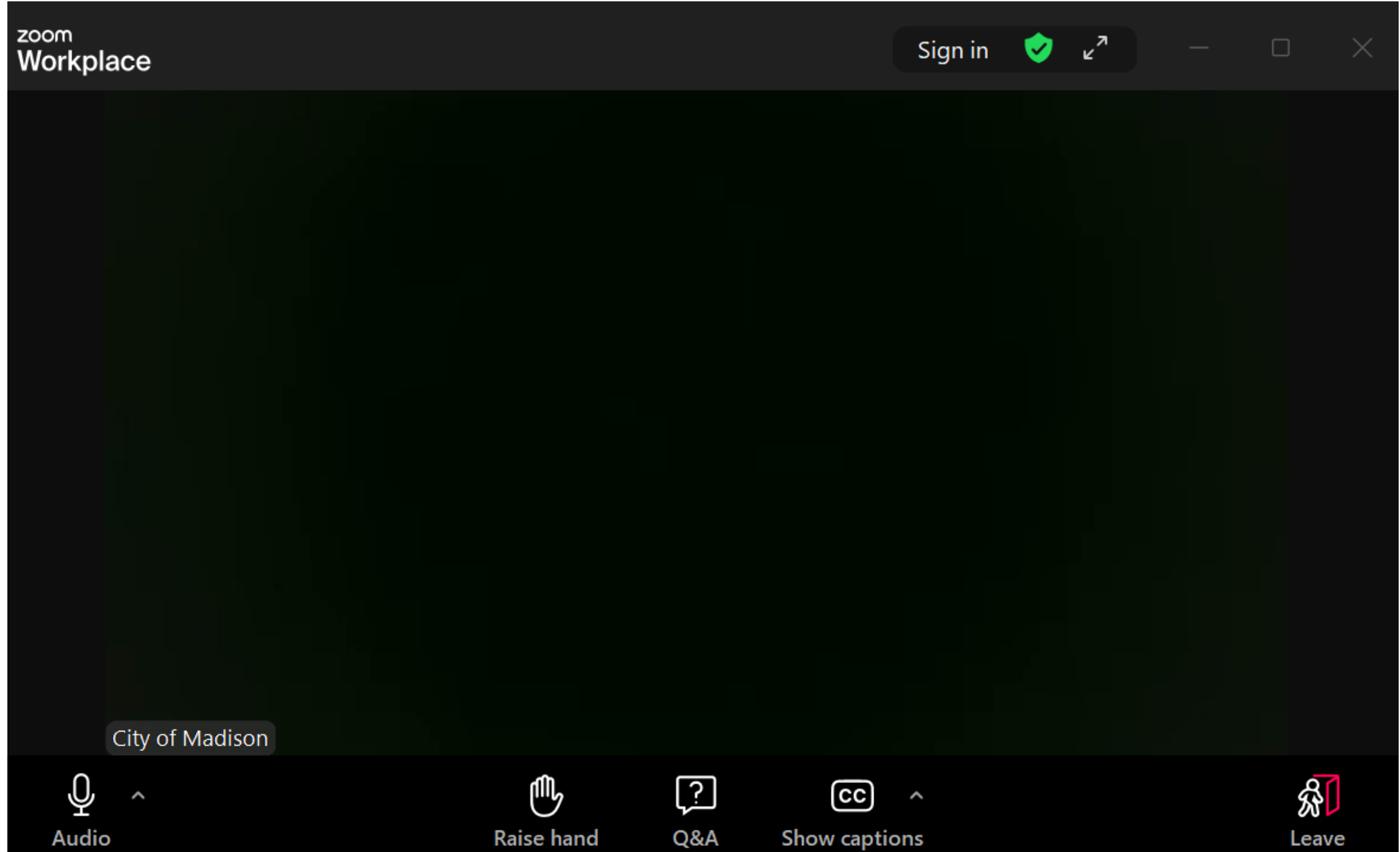


# How to Participate



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

## How to Participate



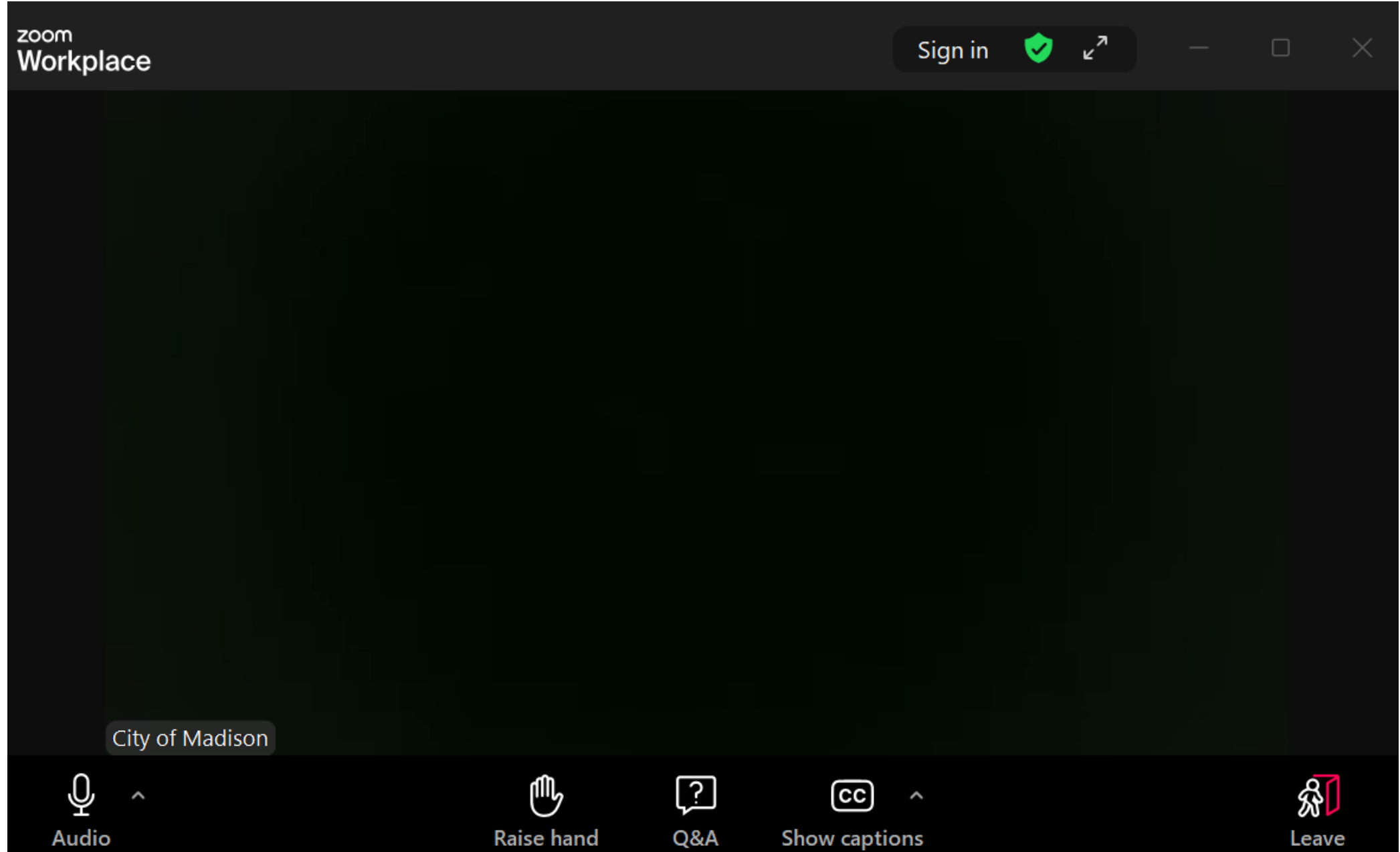
Use **Q&A button** if you have technical issues or a question for the panelists.



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## How to Participate



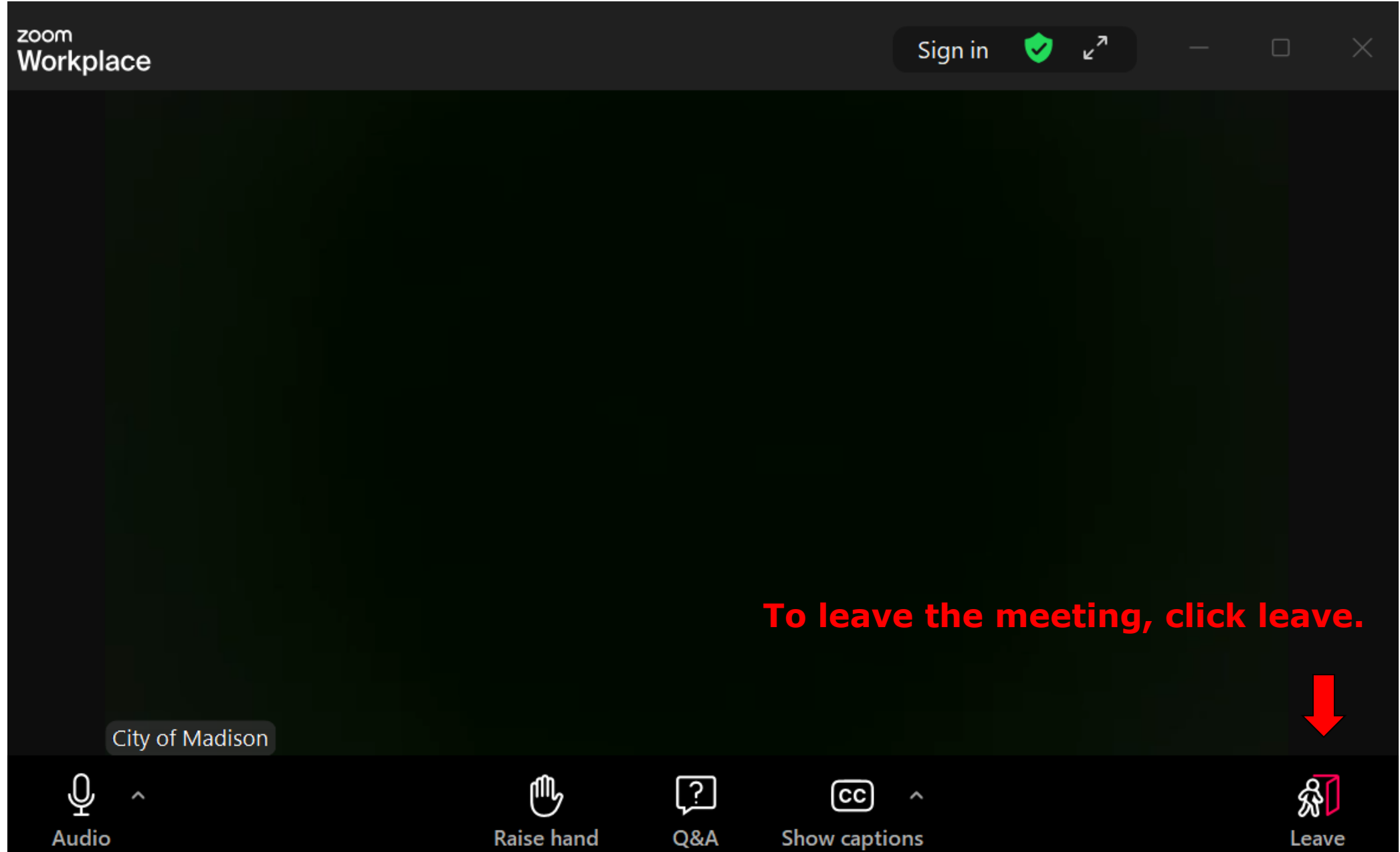
**Use Q&A button for all other questions.**  
**We will answer after the presentation.**



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## How to Participate





## How to Participate

zoom  
Workplace

Sign in

**If you'd like to enable closed captioning, click "show closed captions" button on the bottom of the screen.**

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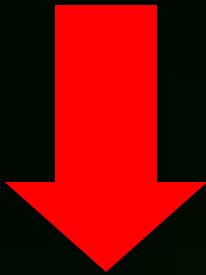
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Raise hand

Q&A

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# Presentation Overview

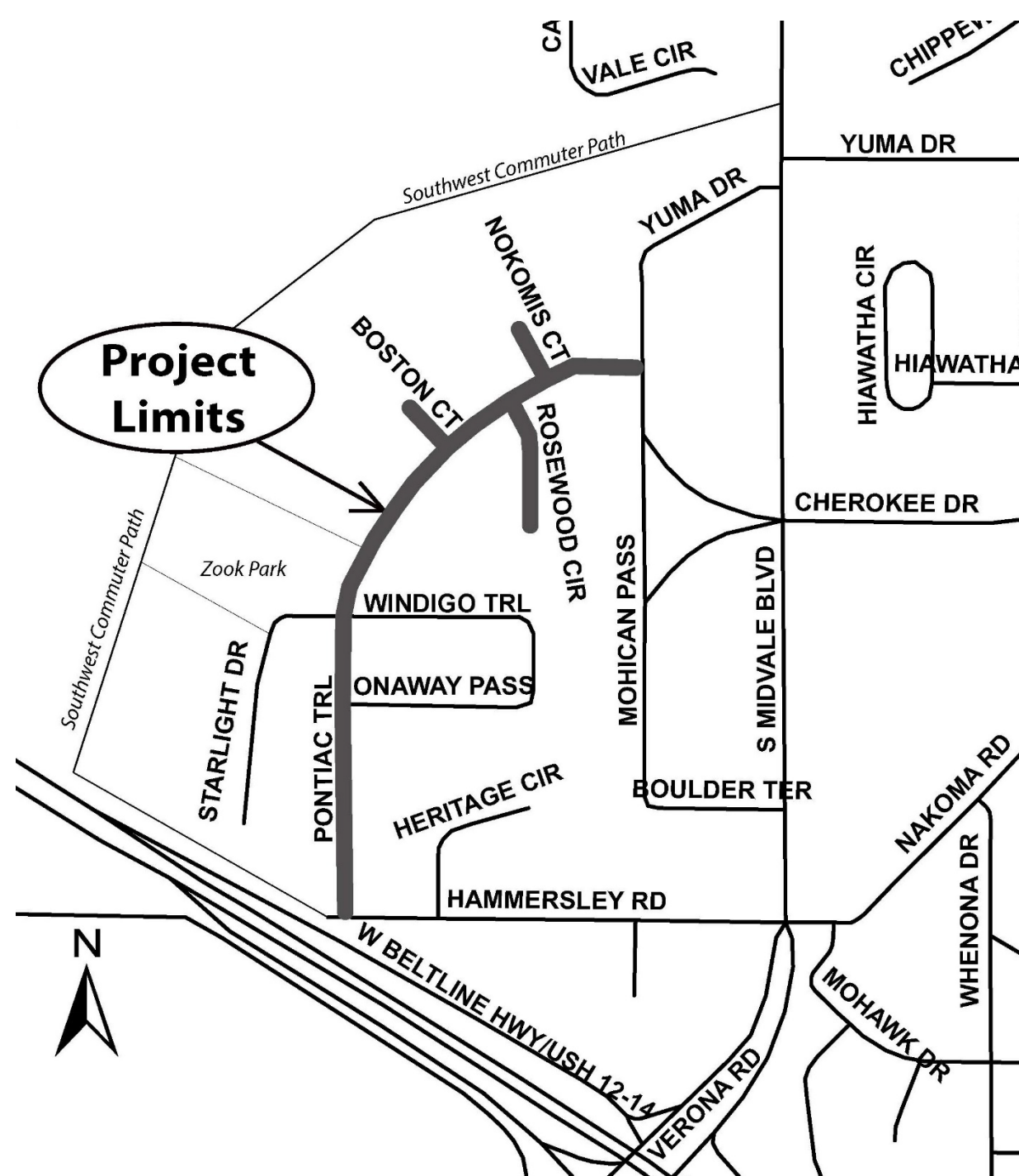
Thank You for participating!

- Welcome (Hannah Mohelnitzky, Public Information Officer, City of Madison)
- Introduction (Alder Yannette Figueroa Cole, District 10)
- Presentation (Mario Galindez – City of Madison)
- Q&A (facilitated by Hannah Mohelnitzky)
  - Assisted by:
    - Andy Zwieg, PE, Principal Engineer, City of Madison
    - Kevin Luecke, Pedestrian Bicycle Administrator, City of Madison
    - Alexandra Heinritz, Traffic Engineer, City of Madison
    - Erin Geter, Sewer Engineer, City of Madison
    - Ryan Newman, Water Engineer, City of Madison
- Presentation available on the website:  
<https://www.cityofmadison.com/engineering/projects/pontiac-boston-nokomis-and-rosewood-reconstruction>

# Presentation Overview

- **Project Location**
- Meeting Purpose
- Existing Conditions
- Complete Green Streets
- Preliminary Design
- Questionnaire Results
- Proposed Utility Design
- Terrace Rain Gardens
- Forestry Information
- Assessments Policy & Costs
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# Project Location

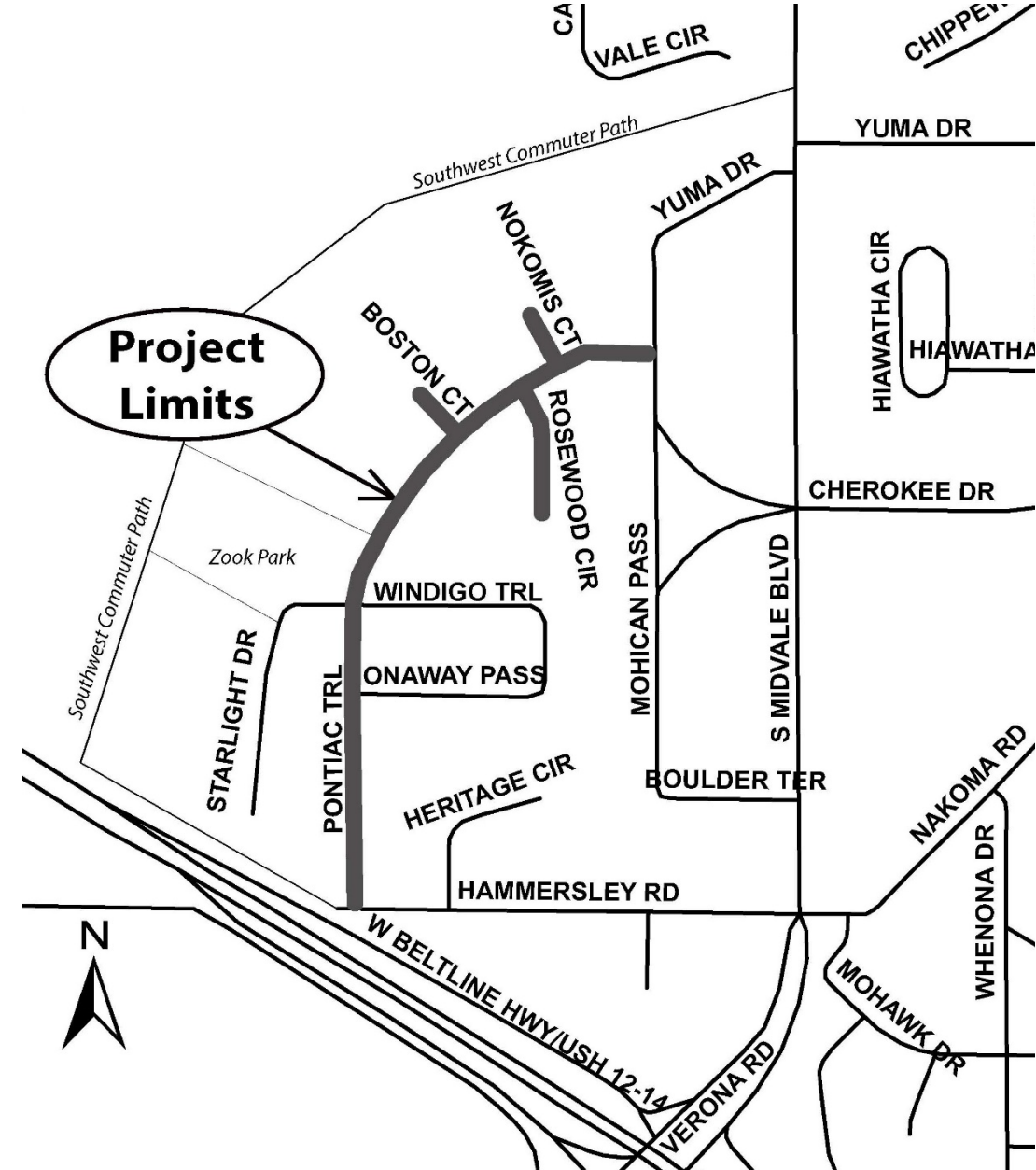


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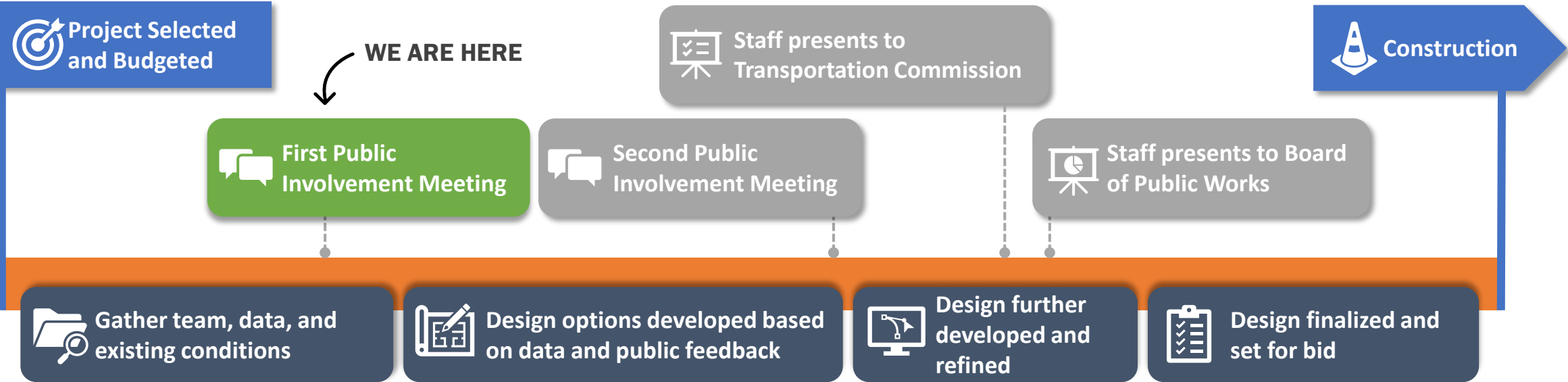
# Meeting Purpose

- To introduce this project to residents and the public and outline the project scope
- To gather public feedback and inform residents about how and where they can share their input
- Learn about how the public moves about the neighborhood
- Help the design team formulate street use options for a second public meeting
- To inform residents about assessment policies
- To remind the public to fill-out the online questionnaire



# Meeting Purpose (Big Picture)

## Project Development Process



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# Existing Conditions: Pontiac Trail

Item	Existing Condition
Last Surfaced	Initially Built ~1911 – patch repaired for utility work
Pavement Surface Evaluation & Rating	3/10 – Severely deteriorated roadway surface with uneven patching requires full reconstruction to repair
Curb Rating	N/A – no curb
Width	~20'
Surface	Asphalt
Sidewalk	None
Sanitary	14" Cured in Place pipe circa 2007 under street
Water	6" Cured in Place pipe circa 2021 under street
Storm	Culvert built 2005 at center of Pontiac Trail, infrastructure at both ends built in 1950s





Pontiac Trail



# Existing Conditions: Boston Ct, Nokomis Ct, Rosewood Cir

Item	Existing Condition
Last Surfaced	Constructed 1950s-1970s
Pavement Surface Evaluation & Rating	4/10 – Cracking and deteriorating roadway surface requires pavement replacement at minimum to repair
Curb Rating	7/10 – Small sections could be replaced to improve drainage, but overall good condition
Width	30'-32'
Surface	Asphalt
Sidewalk	None
Sanitary	8" Clay - 1957/1958 for Boston/Rosewood, 12" Cured in Place 1994 for Nakomis
Water	Cast/Ductile Iron – 1958 4" for Boston, 1977 6" for Nokomis, CIP 6" 2021 Rosewood
Storm	21" Clay 1955 – Boston Ct





Nokomis Ct

X



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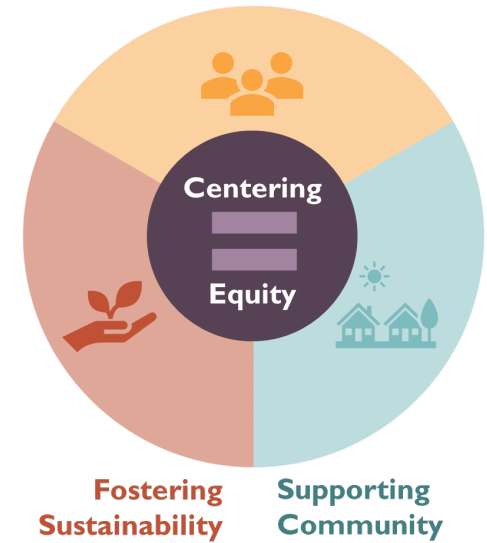
# Complete Green Streets Guide

Approved January 6, 2023

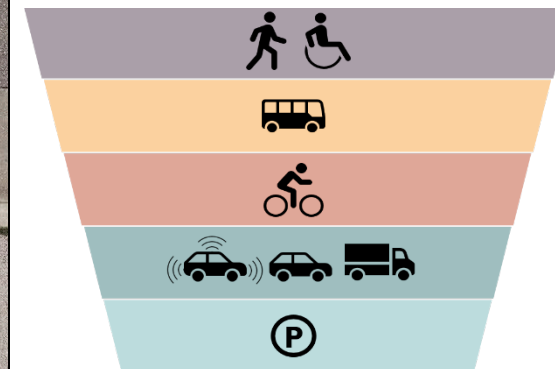


## STREET VALUES

Putting People First



## MODAL HIERARCHY



MADISON







## Principles of Complete Green Streets

- Streets are for everyone, no matter who they are or how they travel.
- There is no one design but instead each design considers the specific context of the neighborhood and street.
- Streets are designed and operated to prioritize safety, comfort and access for all users.
- Green infrastructure integrates sustainability in the right of way to help our City be more resilient and helps provide a welcoming public place.

# COMPLETE GREEN STREETS – STREET TYPE

## Neighborhood Yield Street

**Context:** Residential neighborhood

**Description:** Many older neighborhood streets fall within this street type. May allow parking only on 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 canopy trees.	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 common.	Two-way travel without lane markings. No dedicated bikeway unless traffic volumes are above 3,000 ADT.	Speed management, parking demand to determine type and amount of on-street parking.



# VISION ZERO MADISON

ACTION PLAN  
2020 - 2035

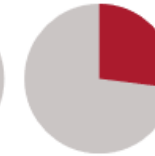
VISION  
ZERO  
MADISON

## 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

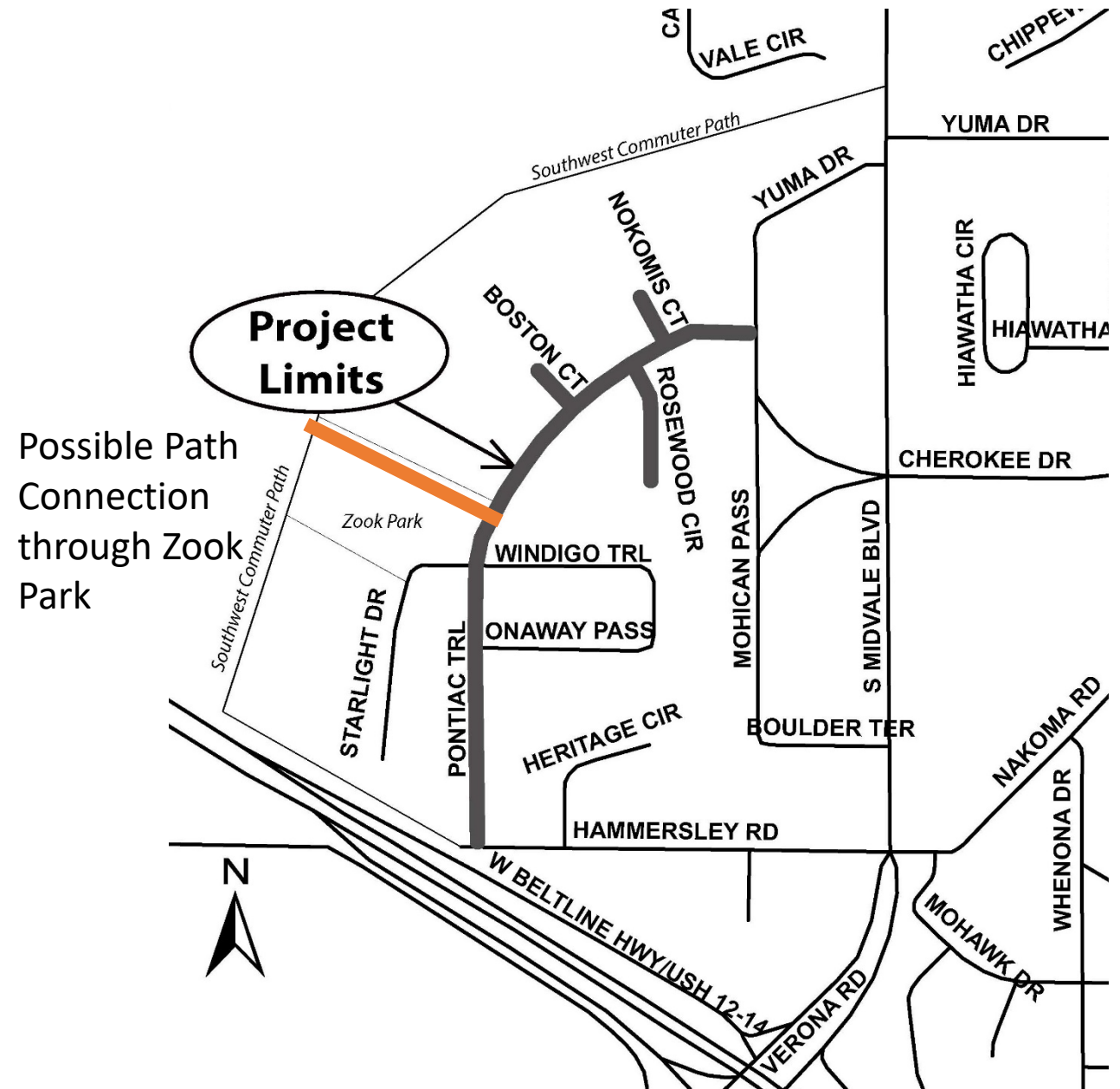


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# Proposed Street Design

- Street reconstruction
  - Replace
    - Asphalt pavement
    - Gravel base
    - Driveway aprons (Only Pontiac)
  - New
    - Curb & gutter (only Pontiac)
    - Sidewalk (only Pontiac)
- Design Options Will Be Developed to Reflect Project Priorities
  - Street width and traffic calming with newly repaired street
  - On-street parking
  - Maintenance of existing tree canopy



# Proposed Street Design – Possible Street Widths

- Complete Green Streets Tables: *Neighborhood Yield Street*
  - Minimum Width: **24'** (City has gone as low as 21' in constrained cases IE Doncaster Drive)
    - Parking on 1 side creates a yield street
    - We would stick to a narrow width if there is no street parking
  - Typical Width: **28'**
    - Parking on both sides creates a yield street
    - Parking on one side allows traffic to pass freely in both directions
  - Maximum Width: **32'**
    - Parking on both sides typically allows traffic to pass slowly in both directions (unless both vehicles are very wide)
- With a narrower option, parking pockets are a possibility to accommodate street parking allowing traffic to flow freely
- Note: Widths 28'-32 will have higher tree impacts



# Proposed Street Design – Possible Traffic Calming Options

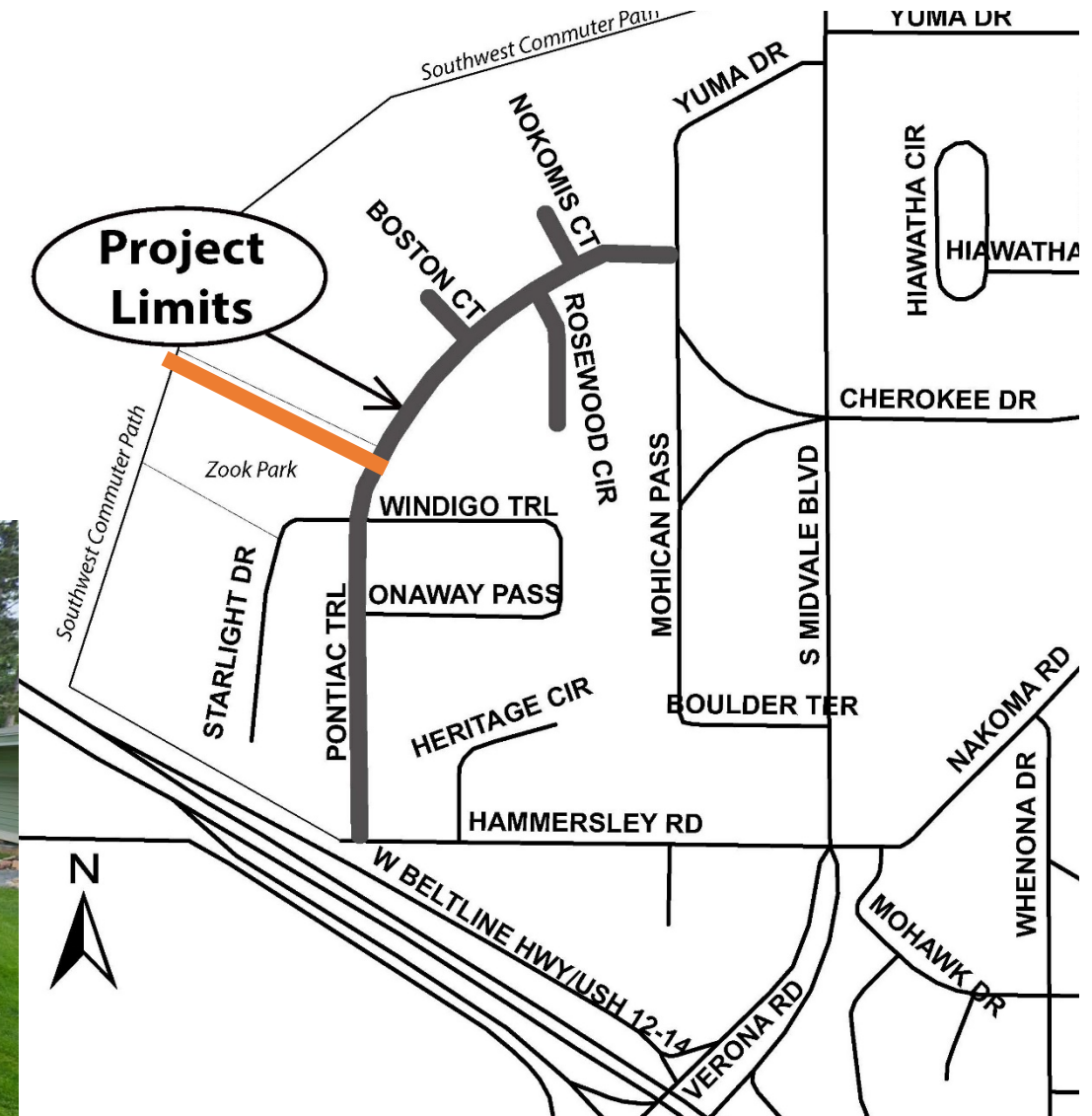
- **Chicanes** – curving the street more to add more complexity and reduce speeds
- **Curb Extensions** – helps reduce speeds by narrowing the road in select areas
- **Traffic Circles** – reduces speeds at intersections
- **Narrow the Street** – reduces speeds overall





# Proposed Street Design – Possible Zook Park Path

- Alignment through east part of Zook Park
- Probable removal of Backstop
- Parks approval secured



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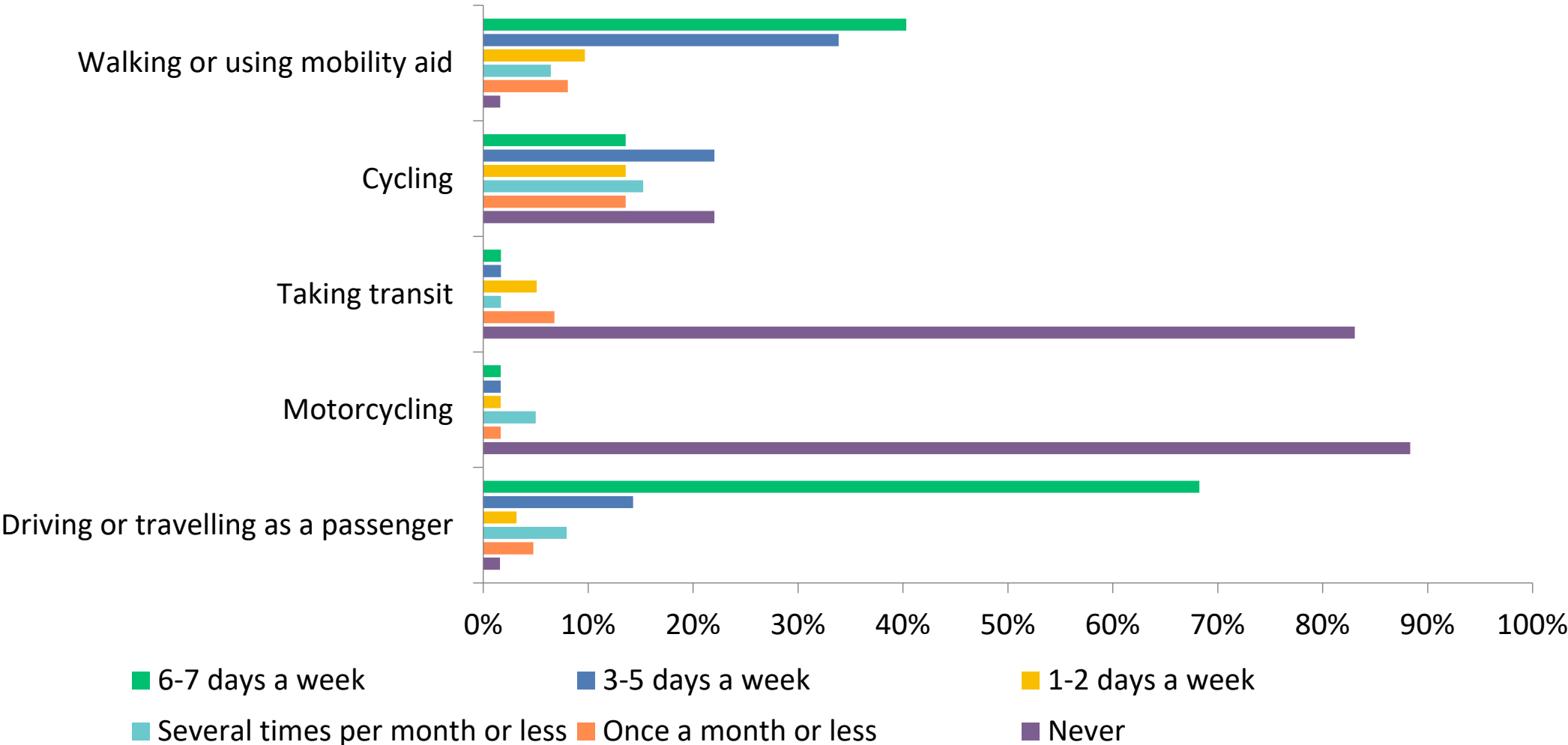


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# Questionnaire Results

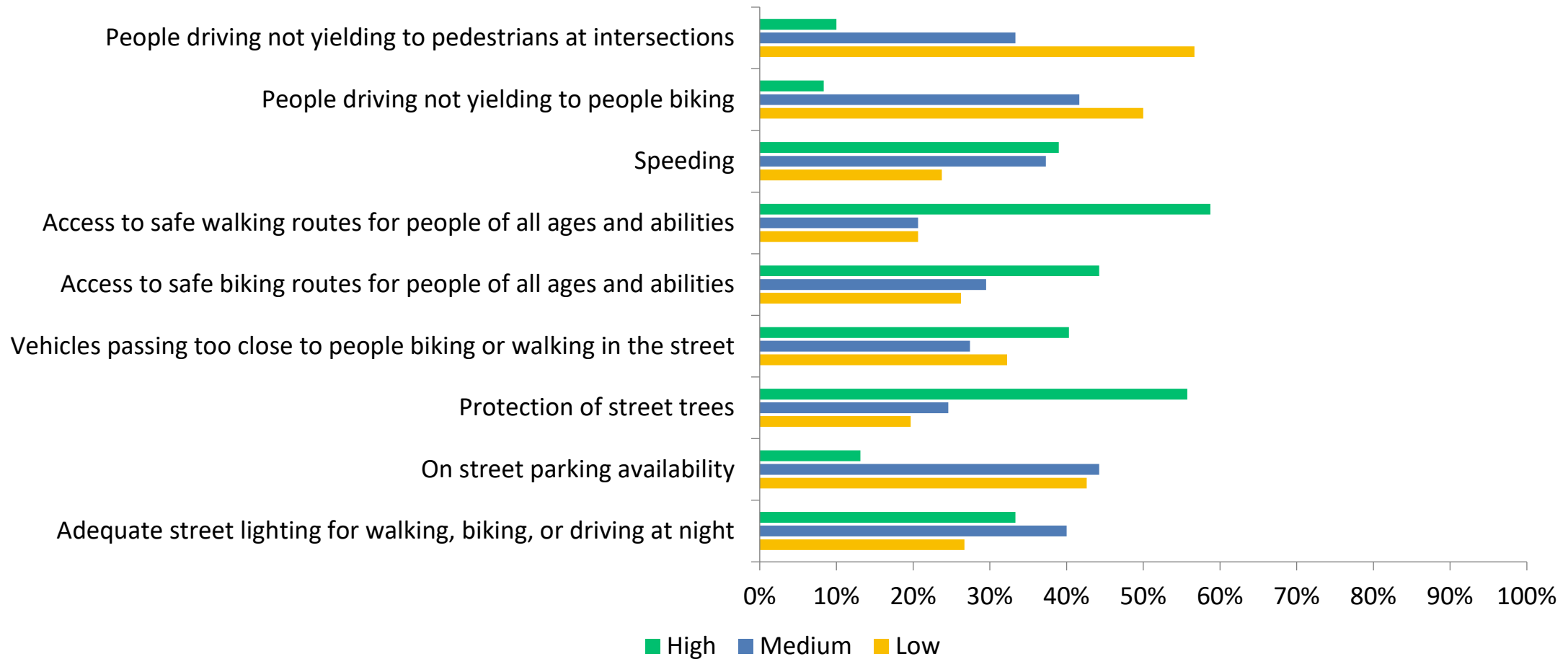
- Preliminary results: *Transportation Modes*





# Questionnaire Results

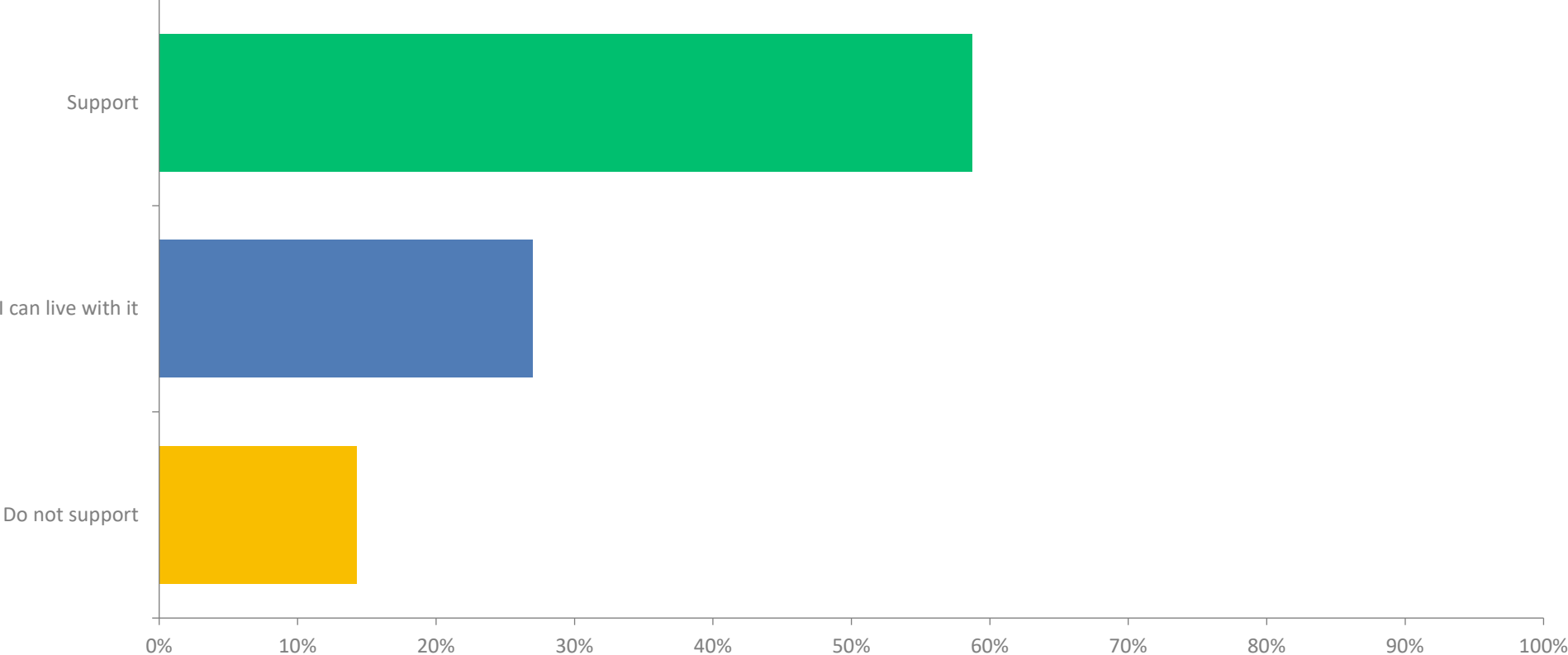
- Preliminary results: *Transportation Concerns*



# Questionnaire Results

- Preliminary results

Q14: The City is seeking input regarding the possibility of placing a 10’ wide path connecting Pontiac Trail to the Southwest Path through the northern section of Zook Park adjacent to 946 Pontiac Trail.If it is determined to be feasible, would you support this path?

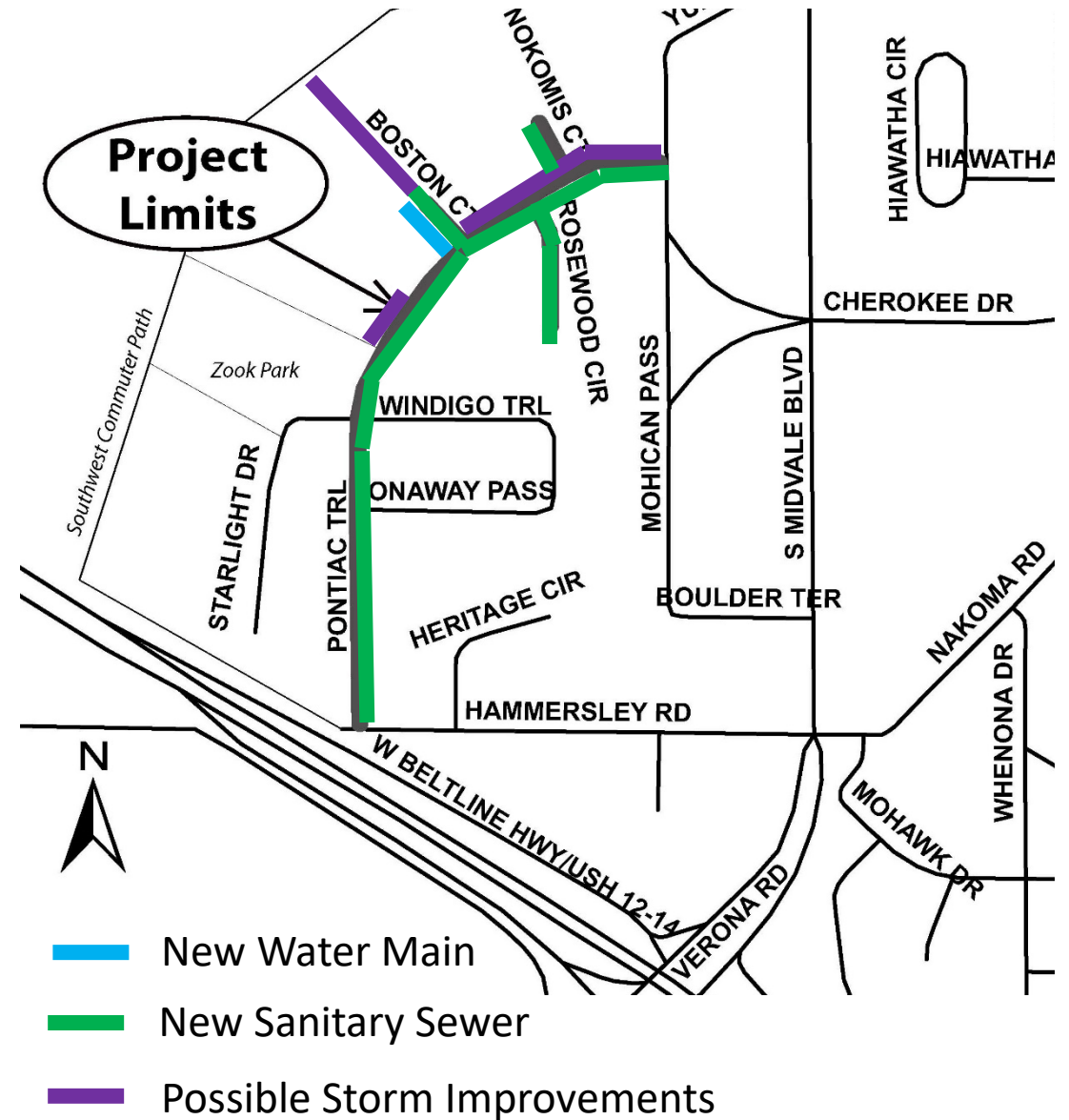


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# Proposed Utility Design

- Utility replacement
  - Existing sanitary sewer & laterals to be replaced
  - Existing water main on Boston Ct to be replaced
  - Storm improvements on north side of project area, and possible replacement/lining of Boston Court culvert
  - Bioretention and/or rain gardens – at resident request where possible
  - Additional Storm Sewer improvements are possible



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# Stormwater Requirements

- ▶ What is Stormwater?
  - Rain and melting snow that flows off street, house rooftops, driveways, and lawns
- ▶ Treating stormwater is a requirement for the reconstruction project
  - WDNR requires treatment for rural to urban street changes
    - Possible installation of terrace bioretention basins
      - Maintained by City
      - Underdrain installed
        - Connected to storm sewer
      - Capture sediment and pollutants coming from the street
        - WDNR goal for the project is 40% reduction in sediment
    - Possible installation of terrace rain gardens
      - Maintained by property owner
      - No underdrain installed



# Terrace Rain Gardens



terrace rain garden



- Collect the stormwater runoff from the road
- 1 foot deep (from top of the curb)
- Constructed and planted by the city
  - Use native vegetation
- Maintenance is done by the residents
  - Guides are available
- Just over \$100 cost to residents
  - City pays \$3,000 for construction and planting
- Residents receive \$5 off Municipal services bill each month.

# Terrace Rain Gardens

## ► Criteria

- Terrace (area between curb & sidewalk) must be at least 10 feet wide
- At least be 15 feet long
- Rain garden to be at least 10 feet from small trees, 15 feet from large trees
- Driveways and sidewalk ramps need to be at least 4 feet from edge of rain garden
- Can't obstruct intersection sight lines
- Needs to overflow back into the curb, away from the sidewalk/house
- Terraces cannot be too steep (in any direction)
- Street cross section options: the street width selected could have an impact on how many rain gardens can be installed



# Terrace Rain Garden

- Interested?
- City will determine whether or not your terrace is suitable
- Contact Sarah Lerner directly
  - Email: [slerner@cityofmadison.com](mailto:slerner@cityofmadison.com)
  - Phone: 608-261-8592



terrace rain garden

- You can learn more at: [www.cityofmadison.com/TerraceRainGardens](http://www.cityofmadison.com/TerraceRainGardens)

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# Forestry Information

- City Engineering has reviewed the project with City Forestry & a Forestry representative will work with the City design team, City Construction Inspector, and Contractor during construction
- Methods of tree protection include:
  - Adjusting curb and sidewalk horizontal and vertical location as well as construction methods
  - Adjusting sanitary and water services
- Tree priority score
  - 98 tree equity score, <https://www.treeequityscore.org/>
  - 47% canopy cover
  - Planting new trees
    - Low priority
  - Maintaining existing trees
    - High priority
- Shrubs within Right-of-Way potentially removed

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# Assessment Policy & Costs

- Special charge for work being done that has a direct benefit to the property
- Preliminary assessment mailed during design phase
  - Based on estimated quantities
  - Unit prices for driveways, pavement reconstruction, and terrace walks based on 2025 street improvement 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
- Assessments can be paid in lump sum or typically over 8 years with 4% interest
- Final assessment billed after project completion
  - Based on measured quantities
  - Unit prices for driveways, pavement reconstruction, and terrace walks will not change from preliminary
  - Unit prices for sanitary laterals and private storm sewer connections based on bid prices
  - Mailed in the year after construction

# Assessment Policy & Costs

Pontiac Trail, Boston Court, Nokomis Court, Rosewood Circle

Item	Property Owner Share	City Share
10' Pavement Replacement*	100%	0%
Driveway Apron	50%	50%
Terrace Walk Replacement (between sidewalk & curb)	50%	50%
Sidewalk New/Replacement	0%	100%
Curb & Gutter New/Replacement	0%	100%
Intersection Curb & Pavement	0%	100%
Water Main & Laterals	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



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# Construction & Access

## Pontiac Trail, Boston Court, Nokomis Court, Rosewood Circle

- Streets open to local traffic (residents), closed to through traffic
- The entire right-of-way will be impacted during construction to allow for sidewalk installation, material storage, and equipment movement.
- Driveways access will maintained as much as possible during construction
  - Not accessible when contractor is working directly in front
  - Closed when curb, sidewalk, and driveway apron installed
- Approximately 5-6 months to complete work
- Construction could begin as early as spring 2026, but may start in early summer instead.
  - Completion is expected by late summer or fall. More information will be provided at the second public meeting

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# Next Steps

- Upcoming opportunities for public involvement
  - Fill out the questionnaire
  - Sign-up for project email updates on the website
  - Public meeting #2 –fall 2025
    - Setup questionnaire #2
      - Street usage alternatives
    - Assessments
    - City Approval schedule
- The public is encouraged to attend the following three City committee meetings and provide written or verbal feedback:
  - Transportation Commission Meeting
  - Board of Public Works Meeting
  - Common Council Meeting
- Public notified via website updates and/or mailing
- <https://www.cityofmadison.com/engineering/projects/pontiac-boston-nokomis-and-rosewood-reconstruction>

# Contact Information & Resources

Thank You for Attending!

- Questions
  - Please use the **“Q&A”** option at the bottom of the screen to type a question.
  - To ask a question verbally, click the **“raise hand”** option at the bottom of your screen and the host will unmute you.
- Engineering
  - Mario Galindez, Project Manager, 266-4095, [mgalindez@cityofmadison.com](mailto:mgalindez@cityofmadison.com)
  - Erin Geter, Sewer Engineer, 266-4058, [egeter@cityofmadison.com](mailto:egeter@cityofmadison.com)
  - Sarah Lerner, Rain Garden Contact, 261-8592, [slerner@cityofmadison.com](mailto:slerner@cityofmadison.com)
  - Hannah Mohelnitzky, Public Information Officer, 669-3560, [hmohelnitzky@cityofmadison.com](mailto:hmohelnitzky@cityofmadison.com)
- Traffic Engineering
  - Kevin Luecke, Pedestrian Bicycle Administrator, 266-6225, [kluecke@cityofmadison.com](mailto:kluecke@cityofmadison.com)
  - Alexandra Heinritz, Traffic Engineer, 267-1102, [ahleinritz@cityofmadison.com](mailto:ahleinritz@cityofmadison.com)
- Water Utility
  - Ryan Newman, Water Engineer, [rnewman@madisonwater.org](mailto:rnewman@madisonwater.org)
- Project Website: <https://www.cityofmadison.com/engineering/projects/pontiac-boston-nokomis-and-rosewood-reconstruction>
- Questionnaire will remain open until 8/18/2025 @ 11am
  - Sign-up for project email updates on the website
    - Updates on the design process and construction progress will be posted to the project website
  - Recording for this meeting will be posted on project webpage

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