



E. Dean Ave., Allis Ave., Seth Cir. and Tyler Cir. Reconstruction 2021

**Public Informational Meeting
by City of Madison Engineering Division
11-9-2020**

- ✓ 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.
- ✓ Please use the **“Q&A”** option at the bottom of the screen to type your question. Questions will be answered at the end of the presentation. Inappropriate questions may be dismissed.



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

The screenshot displays a Zoom meeting interface. At the top, a green banner indicates "You are viewing City of Madison's screen" with a "View Options" dropdown. The shared screen shows a Microsoft Excel spreadsheet with a ribbon menu and a calendar view for 2019 and 2020. A "City of Madison" logo is visible in the top right corner of the shared content. In the foreground, a dark grey "Join Audio" dialog box is open, featuring a "Phone Call" button with a telephone handset icon and a "Computer Audio" button with a laptop icon. A blue button labeled "Join Audio by Computer" is highlighted, with a red arrow pointing to it from below. The Zoom meeting toolbar at the bottom includes icons for "Join Audio", "Q&A", "Chat", and "Raise Hand". A "Leave Webinar" button is located in the bottom right corner. A red arrow also points to the "Join Audio" button in the toolbar.

Make sure to join audio

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

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

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

How to Participate

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Overlaid on the spreadsheet are two dark grey boxes with white text: "Phone Call" and "Computer Audio". A blue button with white text "Join Audio by Computer" is centered on the screen.

At the bottom of the Zoom interface, there is a dark grey bar with several icons and text: "Join Audio" (with a headset icon), "Q&A" (with a question mark icon), "Chat" (with a speech bubble icon), "Raise Hand" (with a hand icon), and "Leave Webinar" (in red text).

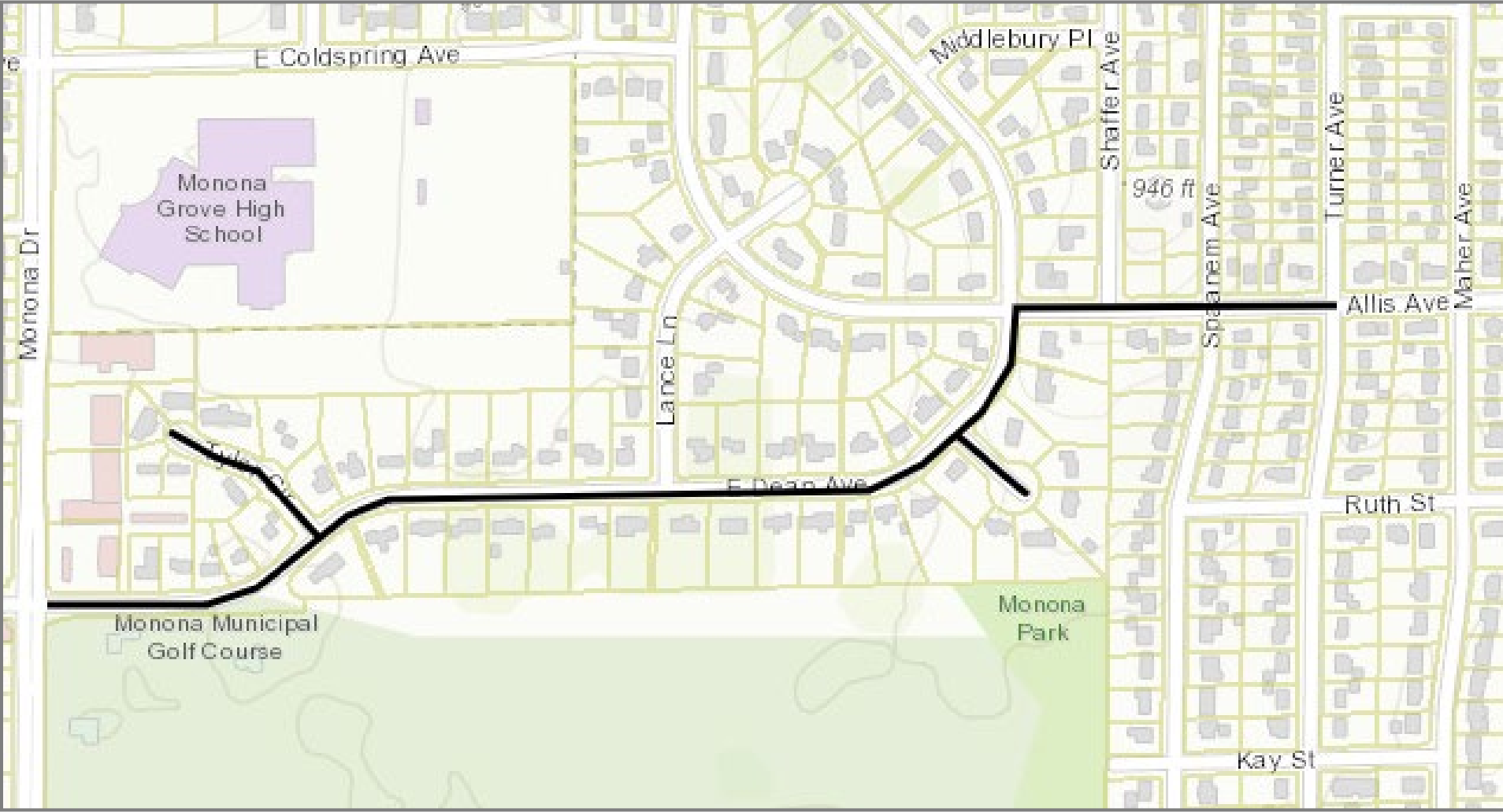
To leave the meeting click here



Meeting Outline

- Project limits & scope
- Overview of underground utilities
- Stormwater drainage and treatment
- Existing roadway conditions and data
- City policies, plans and guidance
- Street design options
- Assessments
- General construction info
- Schedule

Project Location



Proposed Scope of Work

- Replace City Utilities
 - Sanitary sewer main & laterals
 - Water main
 - Storm sewer
- Replace street infrastructure
- Improve drainage and stormwater treatment

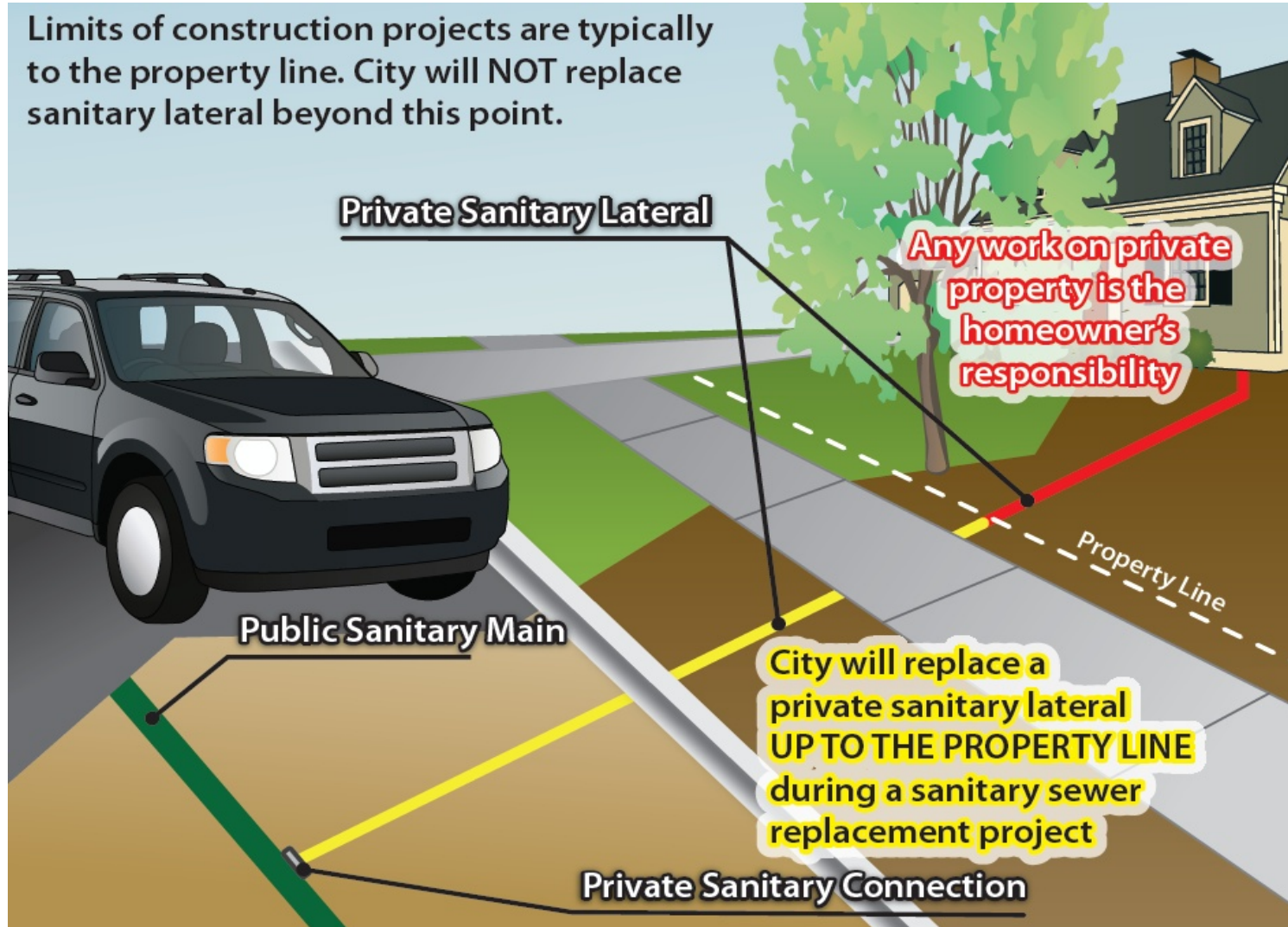


City Utility Work - Sanitary Sewer

- Existing sanitary sewer main
 - Installed in 1952
 - 8" diameter, clay pipe
- Proposed sanitary sewer work
 - Replace main with new PVC pipe
 - Replace laterals to the property line
 - Set up to eventually remove side-yard main
 - Existing sewer between 306 & 308 E. Dean

City Utility Work - Sanitary Sewer

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



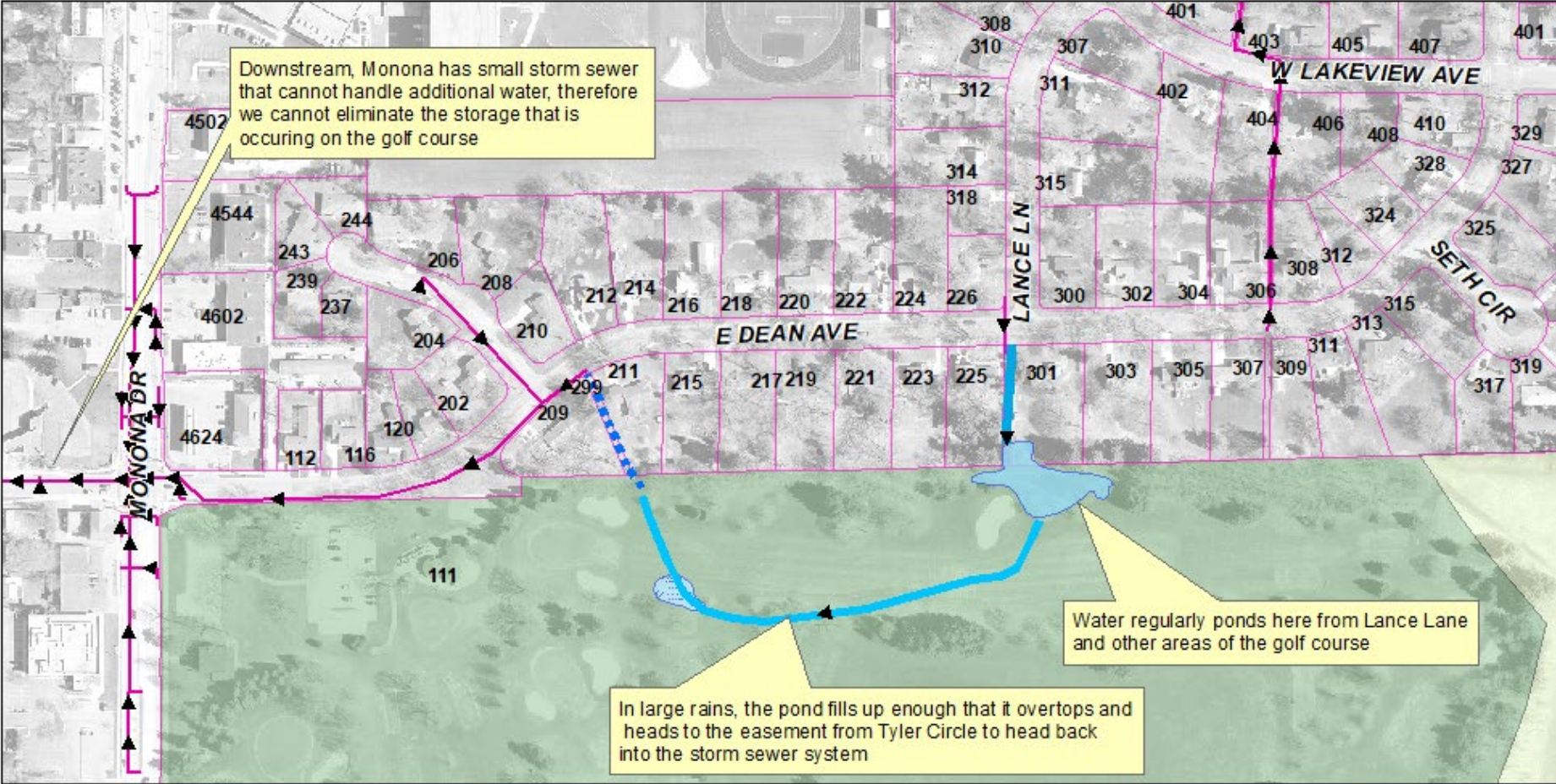
City Utility Work – Water Main

- Existing water mains
 - Installed in 1950
 - 3” on Seth, 4” on Tyler, 6” on Dean, 8” on Allis; all cast iron
- Proposed water main work
 - Replace main with new ductile iron pipe, 8” minimum diameter
 - Main on Allis between Shaffer and Turner was replaced 2008
 - Reconnect services to new mains
 - New hydrants
 - Note that the new hydrants may be located at different locations than existing hydrants due to updated standards and constructability

City Utility Work – Storm Sewer & Drainage

- Some existing storm sewer between Monona Dr. & Tyler Cir.
 - Installed in 1977
 - 18” pipe drains into City of Monona system
 - Ultimately drains to Lake Mendota
 - Undersized; could not properly drain all of Dean Ave.
- Odd drainage system for remaining portion of Dean
 - Overland flow between 225 & 301 E. Dean
 - Ponds on golf course and in some backyards
 - Intent of original design was to overland flow back out into storm sewer at west end of golf course, but grades don't really work as intended

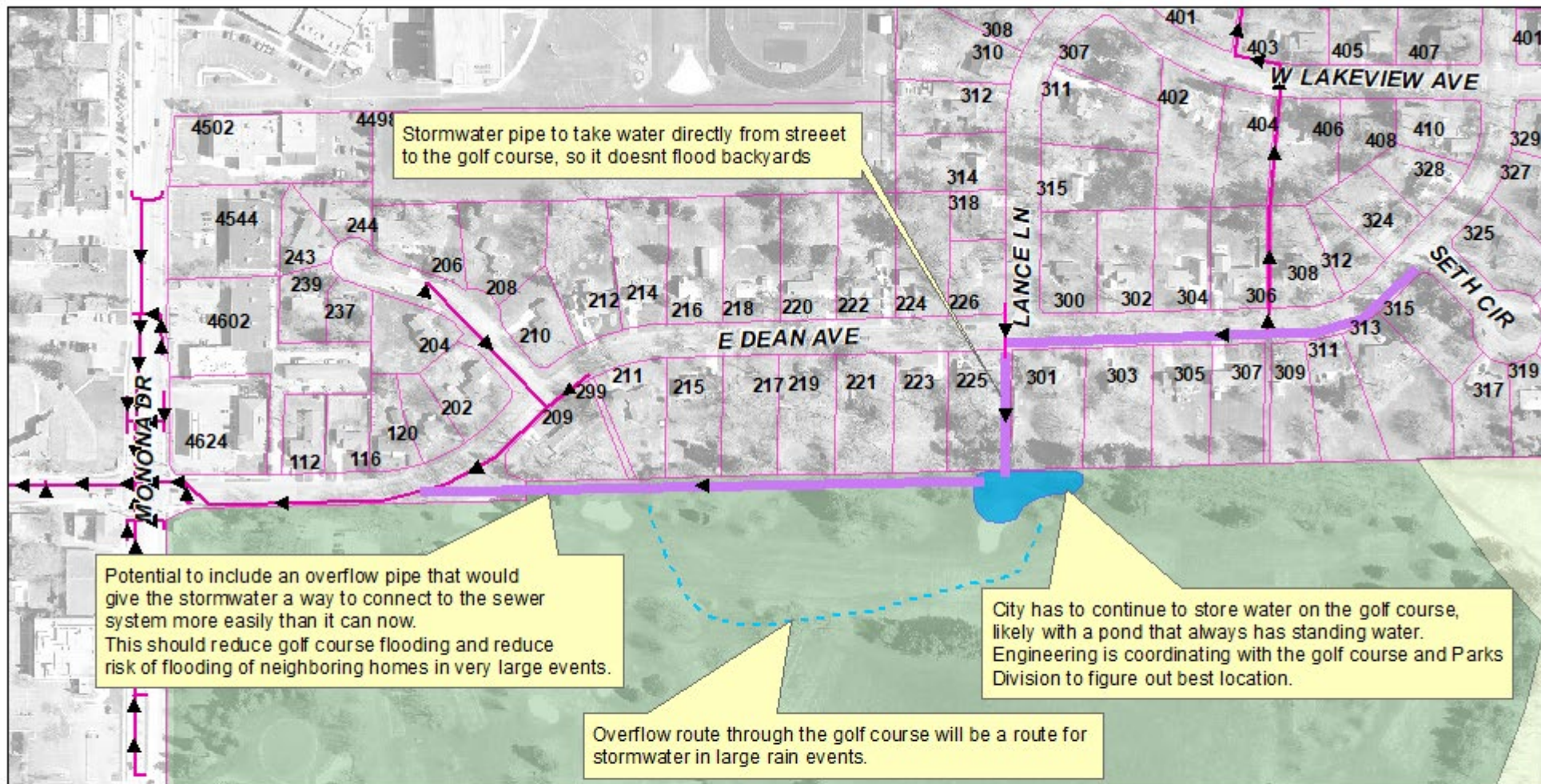
Monona Golf Course - Part of Stormwater System



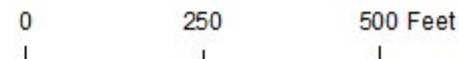
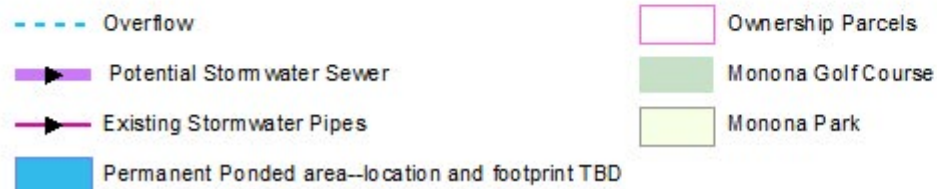
- Intended flowpath, but does not drain well
- ▶ Overland flow of stormwater
- ▶ Stormwater Pipes
- Water ponds in spring or high runoff event
- Fairway can be wet
- Ownership Parcels
- Monona Golf Course
- Monona Park



Potential Stormwater System Improvements



- Preliminary concept shown
- Soil borings, tree survey and coordination with Parks/Golf Course will help narrow in on design



Terrace Rain Garden



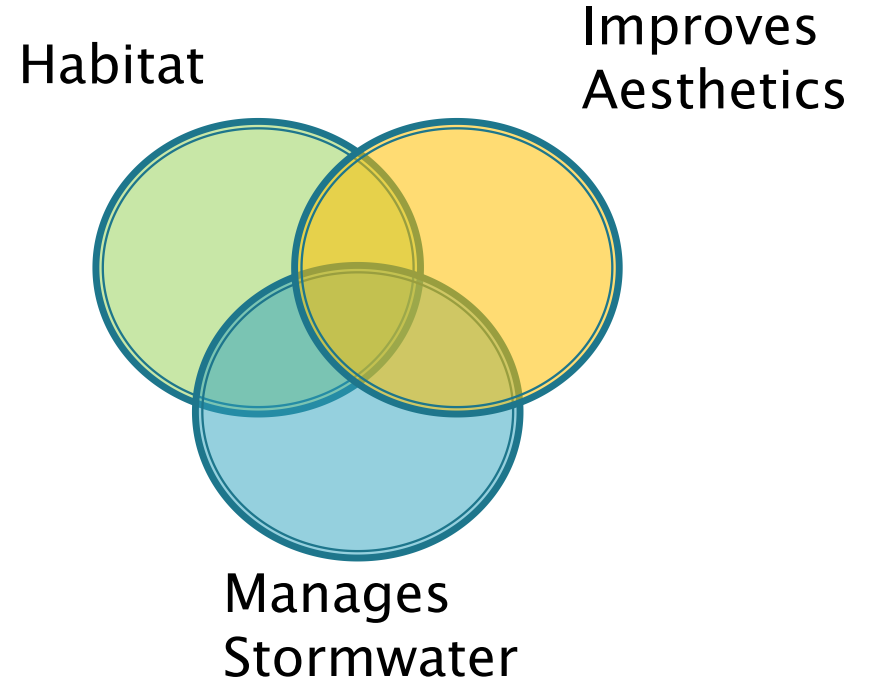
- ▶ Collects runoff from road
 - Will help to minimize flooding impacts to Monona Golf Course
 - Reduces nutrients going into lakes by infiltrating stormwater
- ▶ 1 foot deep (from top of curb)
- ▶ Planted with native vegetation
- ▶ Constructed and planted by City
- ▶ Maintained by residents
- ▶ \$200 cost to residents

Learn more at: www.cityofmadison.com/TerraceRainGardens

The Case for Rain Gardens

▶ Habitat:

- Native plants create needed habitat
- The plants that thrive in rain gardens can be propagated at home
 - Seeds and seedlings can be shared or sold to reduce cost



The Case for Rain Gardens

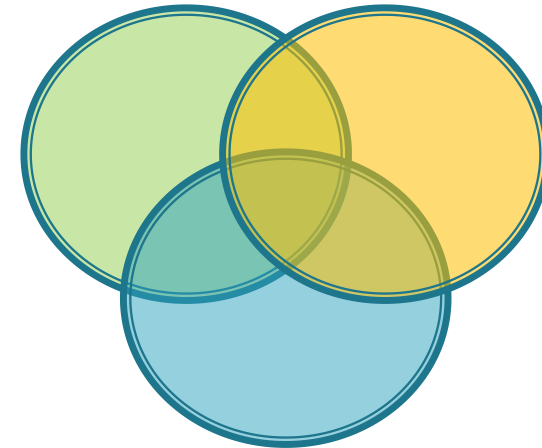
▶ Stormwater:

- Runoff from street can soak (infiltrate) into rain gardens instead of going into sewers, and then the lake
- Best option for ground water recharge
- Helps improve water quality of lakes, and can reduce large proportion of runoff in small storms



Habitat

Improves
Aesthetics



Manages
Stormwater

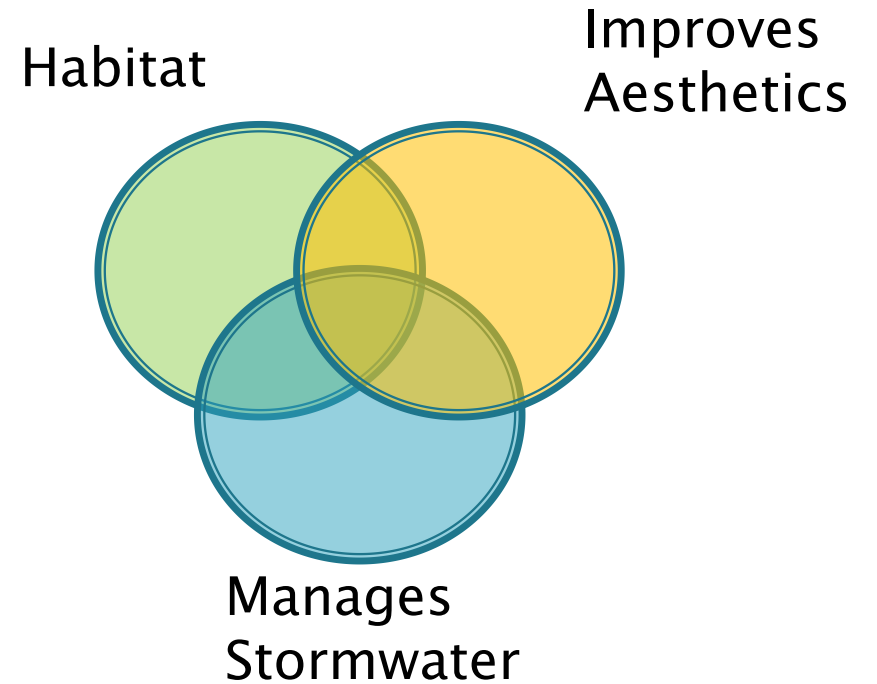
The Case for Rain Gardens

▶ Aesthetics:

- Gardens are interesting
- Can be a place for art
- Flowers throughout the summer

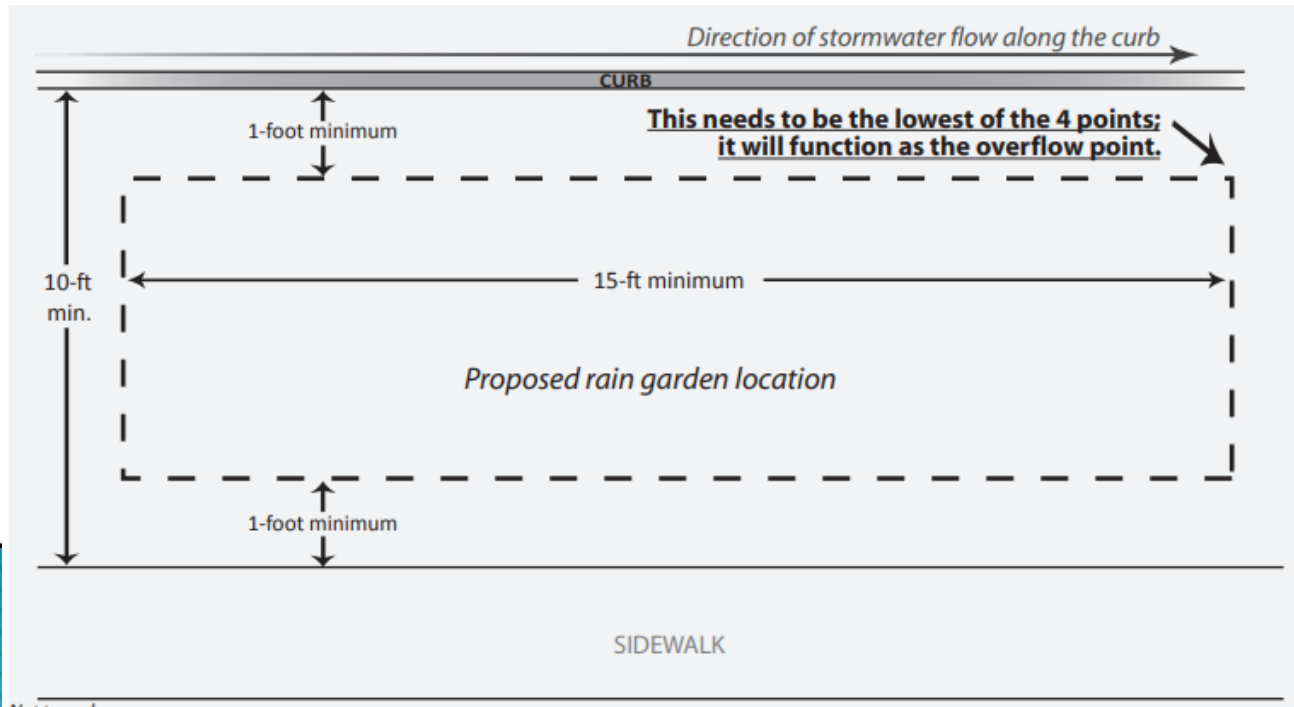


These fish start a lot of conversations



Typical Terrace Rain Garden Criteria

- ▶ Terrace must be at least 10 feet wide from back of curb to edge of sidewalk
- ▶ Rain garden will be a minimum of 15 feet long
- ▶ Trees need to be at least 10 feet from edge of rain garden
- ▶ Driveways and sidewalk ramps need to be at least 3 feet from edge of rain garden
- ▶ The rain garden needs to overflow back into the curb, away from the sidewalk/house
- ▶ The terrace cannot be too steep in either direction (lengthwise or crosswise)



Do You Want a Terrace Rain Garden?

- ▶ City hopes enough residents will want rain gardens that we can infiltrate 40% of runoff
 - This will also help reduce runoff that ends up at golf course
- ▶ Homes between Tyler Circle and Seth Circle are generally better suited for rain gardens based on grade
 - There may be more opportunities based on homeowner interest and street design
- ▶ Interested?
 - Fill out the survey on the project website! We will follow-up with everyone who notes that they are interested
 - Or contact Jojo O'Brien directly:
 - Email: Jobrien@cityofmadison.com
 - Phone: (608) 266-9721



Learn more at: www.cityofmadison.com/TerraceRainGardens

CITY OF MADISON



Existing Conditions

Item	Existing Condition
Pavement Surface Evaluation & Rating	Existing asphalt and/or seal coat, rated a 2/10 on Dean and 4/10 on others; overall, very poor condition
Curb & Sidewalk	None existing
Width	Varies; 32' on Dean, 36' on Allis; functions wider since vehicles can park off
Traffic Volumes	Dean: 1300-2000 vehicles per day (higher near Monona Dr.) Counts not available on other streets – typically a few hundred per day
Speeds	Known issue; qualified for traffic calming in 2016 (highest ranked that year) 85 th percentile speed: 31 mph (300 block), 29 mph (200 block) 21% over 30mph on 300 block, and 12% over 30mph on 200 block
On-street Parking	Limited use (parking study noted 0-3 parked vehicles per block)

Existing Conditions



City Policies and Adopted Plans

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

Context - City Policies and Adopted Plans

Complete Streets

- ▶ Streets designed and operated to enable safe use by all users including, people walking, biking, taking transit and driving.

2009 City Council Resolution Reaffirmed a commitment to Complete Streets. The resolution stated:

- ▶ 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.
- ▶ Complete Streets is a national movement to ensure that streets are designed to enable safe access for all users, pedestrians, bicyclists, motorists and transit riders, of all ages and abilities, to be able to move safely along and across the street. Governmental units at all levels, from local to national, have been adopting Complete Streets resolutions, policies and ordinances of varying types. Madison has a long history of following complete streets concepts without naming these as such. This resolution reaffirms the city's commitment to these concepts.

2020 Complete Green Streets Planning Project

- ▶ Develop an updated plan that helps policy makers assign priorities in the public right of way.
- ▶ Will consider network connectivity for different travel modes, parking/loading needs, context of the street location and green infrastructure priority areas.

Context - City Policies and Adopted Plans

2017 Madison in Motion Transportation Plan

- ▶ Expand Mobility Choices: Provide infrastructure to support a greater range of options for all user types.
- ▶ Create transportation equity for all residents: The future 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.



Context - City Policies and Adopted Plans

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.”



Context – Vision Zero Initiative

- ▶ Eliminate all fatal and serious injuries by 2030
- ▶ Emphasis on smart street design and operations to account for human error
- ▶ Focus on speed reduction & protection of more vulnerable users



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.

Imagine Madison Plan – Sidewalks


Strategy 8


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

Actions:

- Proactively fill gaps in the pedestrian and bicycle network.
- Continue to integrate pedestrian and bicycle safety improvements and amenities into new and reconstructed streets.

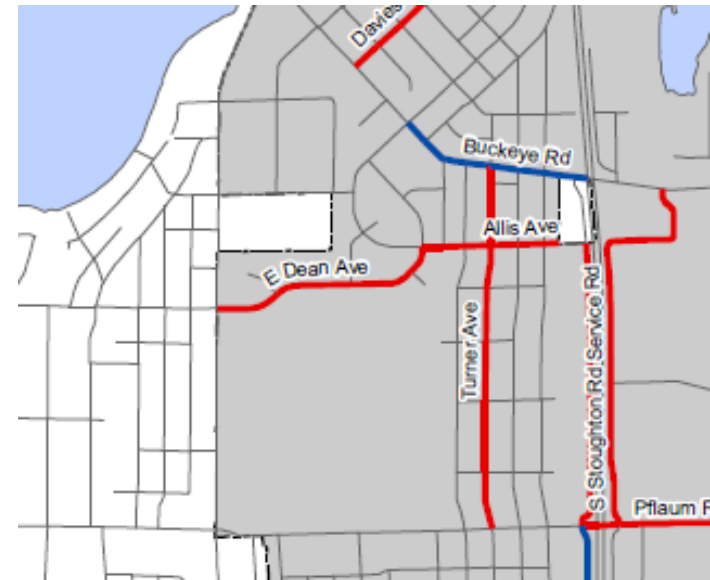
Tier 1 Sidewalks

 Existing Sidewalk on One Side of Street

 No Existing Sidewalk

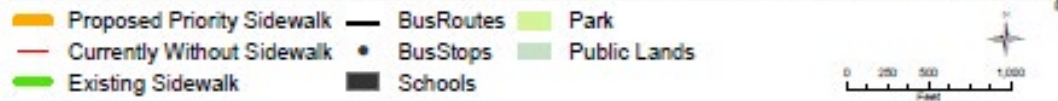
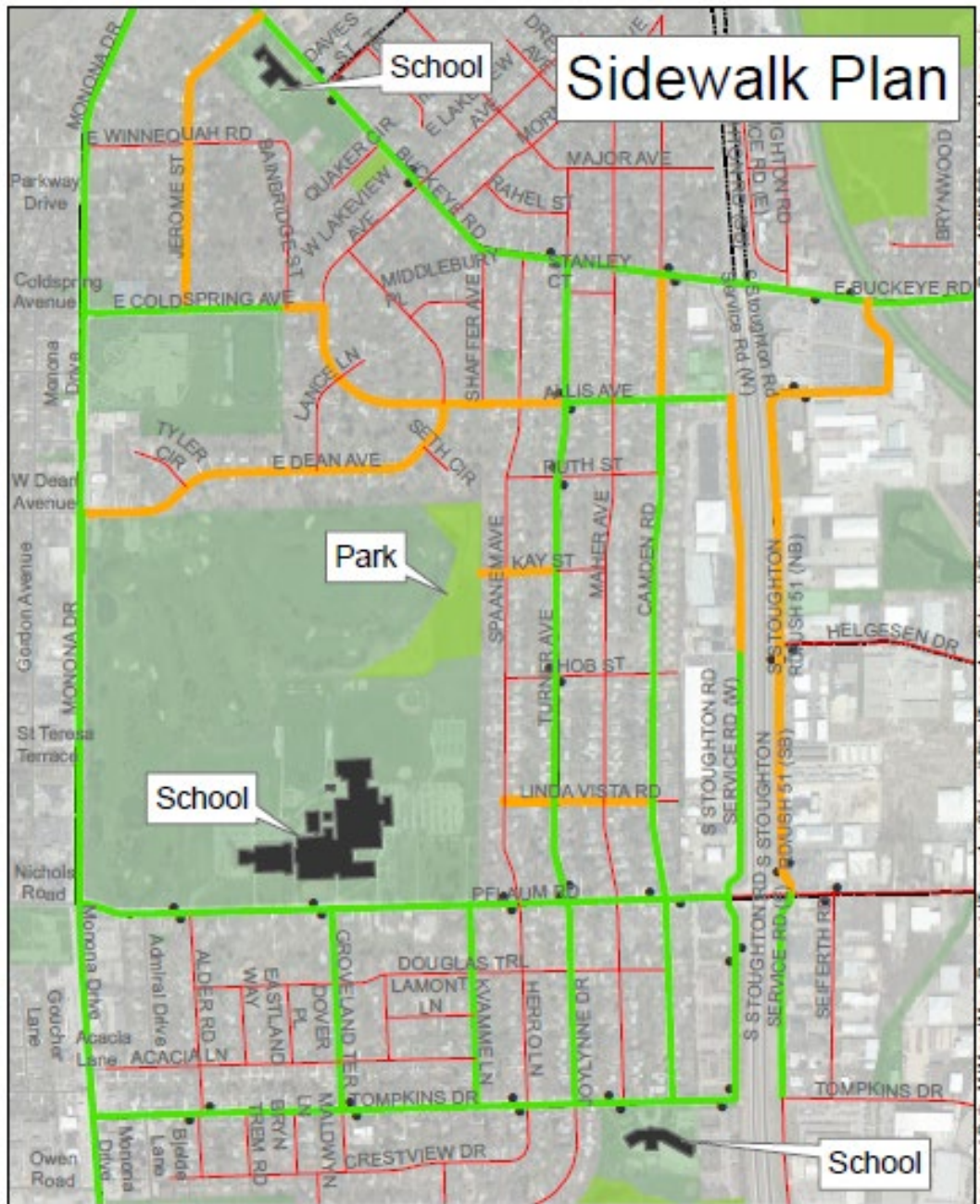
Note: Tier 1 sidewalks are a priority for filling in existing gaps in the City's pedestrian network because they are close to schools, transit routes, or along other features that attract pedestrians. City of Madison policy is that all streets should have sidewalks on both sides of the street. Sidewalks 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

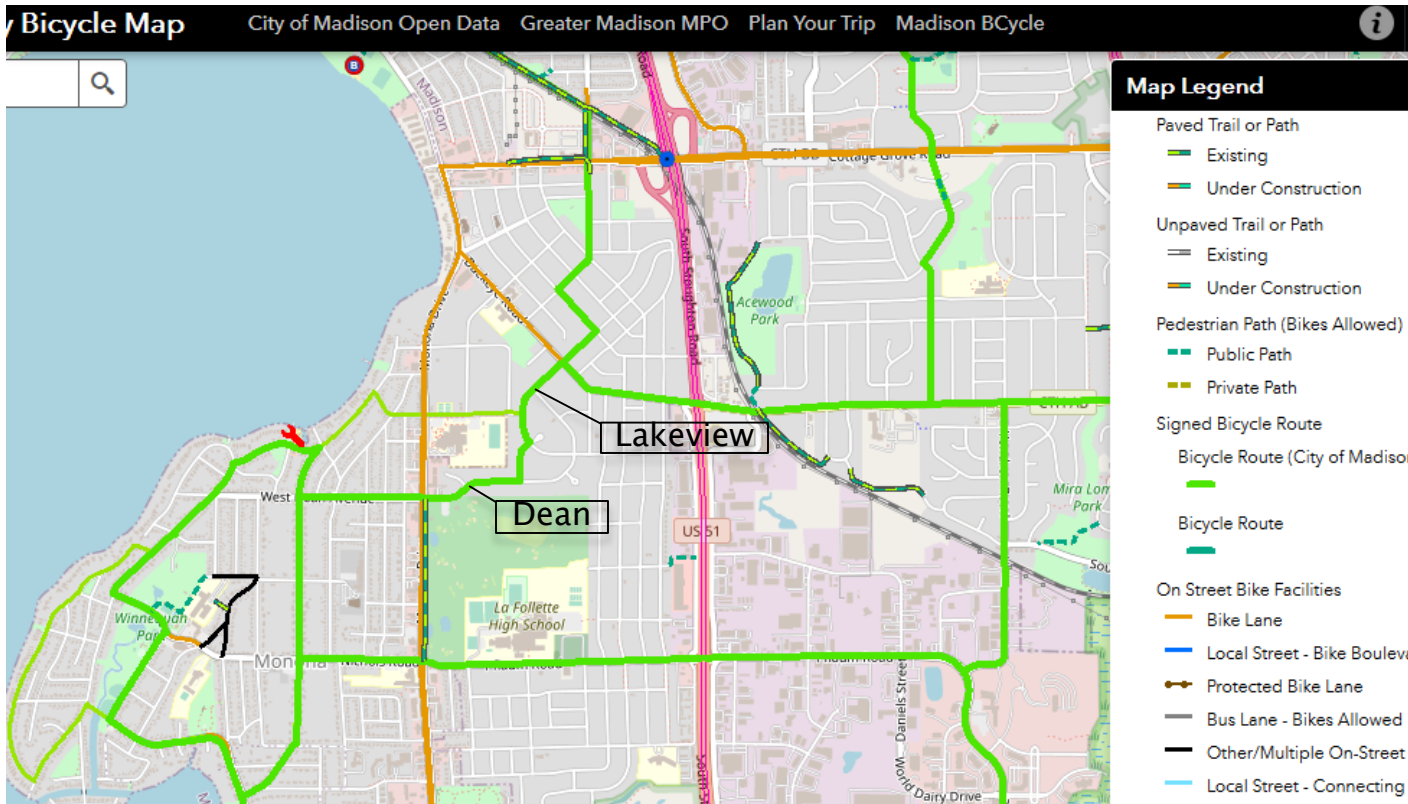


Walking Connectivity for All

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



Biking- Connectivity for All



Contextual Guidance for Selecting All Ages & Abilities Bikeways				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 ¹	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
≤ 25 mph	≤ 500 – 1,500			Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Buffered or Protected Bicycle Lane
Greater than 26 mph ¹	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane, or Reduce Speed
Greater than 26 mph ¹	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Multiple lanes per direction		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

Preliminary Survey Results

- Interest in rain gardens
- Transportation issues of highest concern
 - Speeding, access to walking routes, access to biking routes
- Transportation issues of lowest concern
 - Yielding at Xwalks, availability of parking, access to transit
- Frequent use by pedestrians and moderate use by cyclists
- Concerns over assessment costs
- Helpful information related to specific property concerns that we hope to address with the project

Overall Street Design Goals

- Safe travel by all users
- Reduce speeds
- Maintain terrace space
 - Space for City services (leaf/brush collection, snow storage, etc.)
 - Space for larger canopy tree plantings
 - Opportunities for rain gardens (stormwater treatment)
- Improve drainage

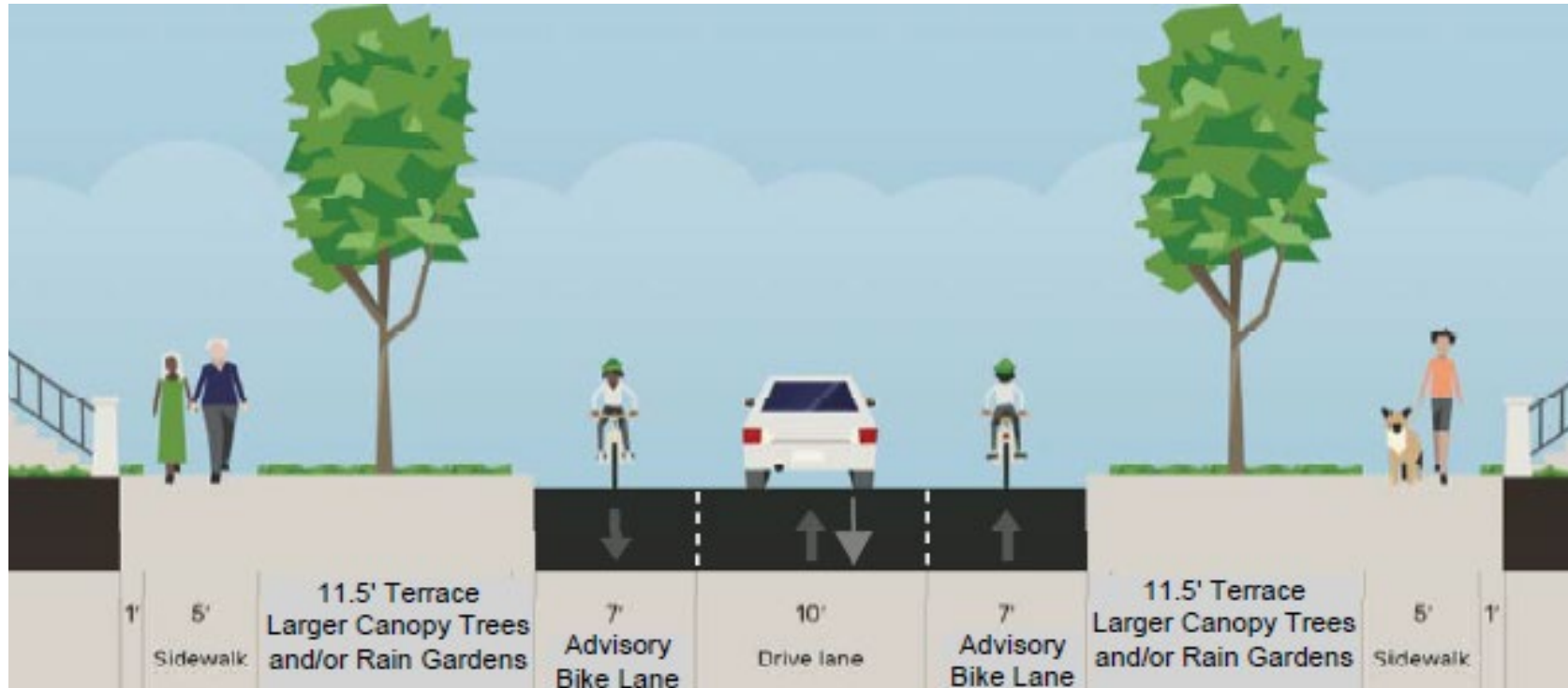
Curb and Gutter

- Each design option will include new curb and gutter with the street reconstruction
- Performs several important functions
 - Stormwater conveyance
 - Supports and protects edge of new pavement
 - Keeps vehicles on the roadway
 - Prevents rutting & erosion of terrace areas
 - Protects items in terrace such as trees, signs, poles, gardens, etc.
 - Added protection for pedestrians on sidewalks
 - Guide for equipment (plows, street sweepers, etc.)



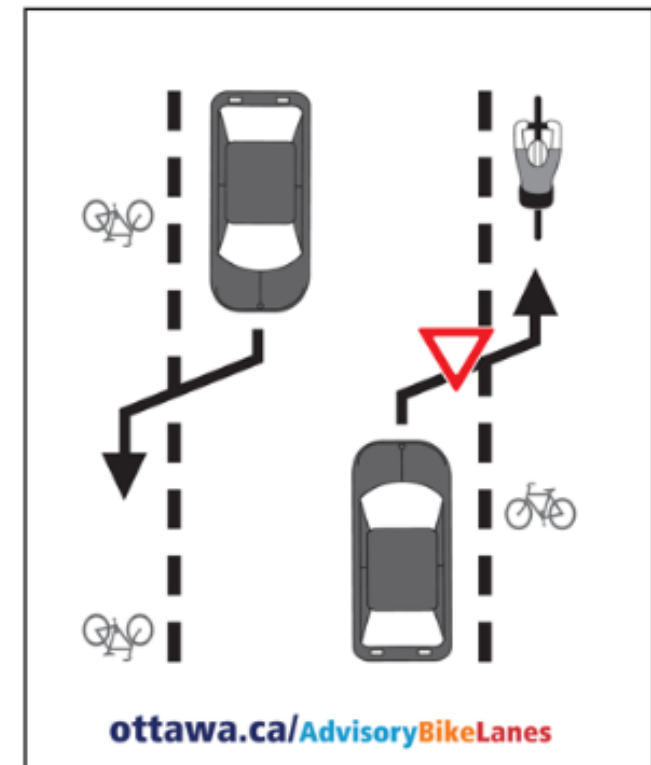
Dean Ave. Street Design Option 1

- 24 ft. width, with Advisory Bike Lanes
- 5 ft. (standard) sidewalk on both sides
- No on-street parking allowed



Option 1 – Advisory Bike Lanes

- Center lane for vehicles, outside lanes for bicyclists
- When 2 vehicles approach
 - Yield to any cyclists
 - Move over to side to safely pass



Option 1 Considerations

- Provides dedicated space for cyclists and clear indication that vehicles yield to cyclists
- Narrow width and modified markings will help slow traffic
- Sidewalks provide for safe pedestrian travel
- Larger terraces adequate for larger canopy trees and/or rain gardens
- No on-street parking allowed

Dean Ave. Street Design Option 2

- 26 ft. width
- 5 ft. sidewalk on one side, 8 ft. sidewalk on the other side
- Parking allowed on one side



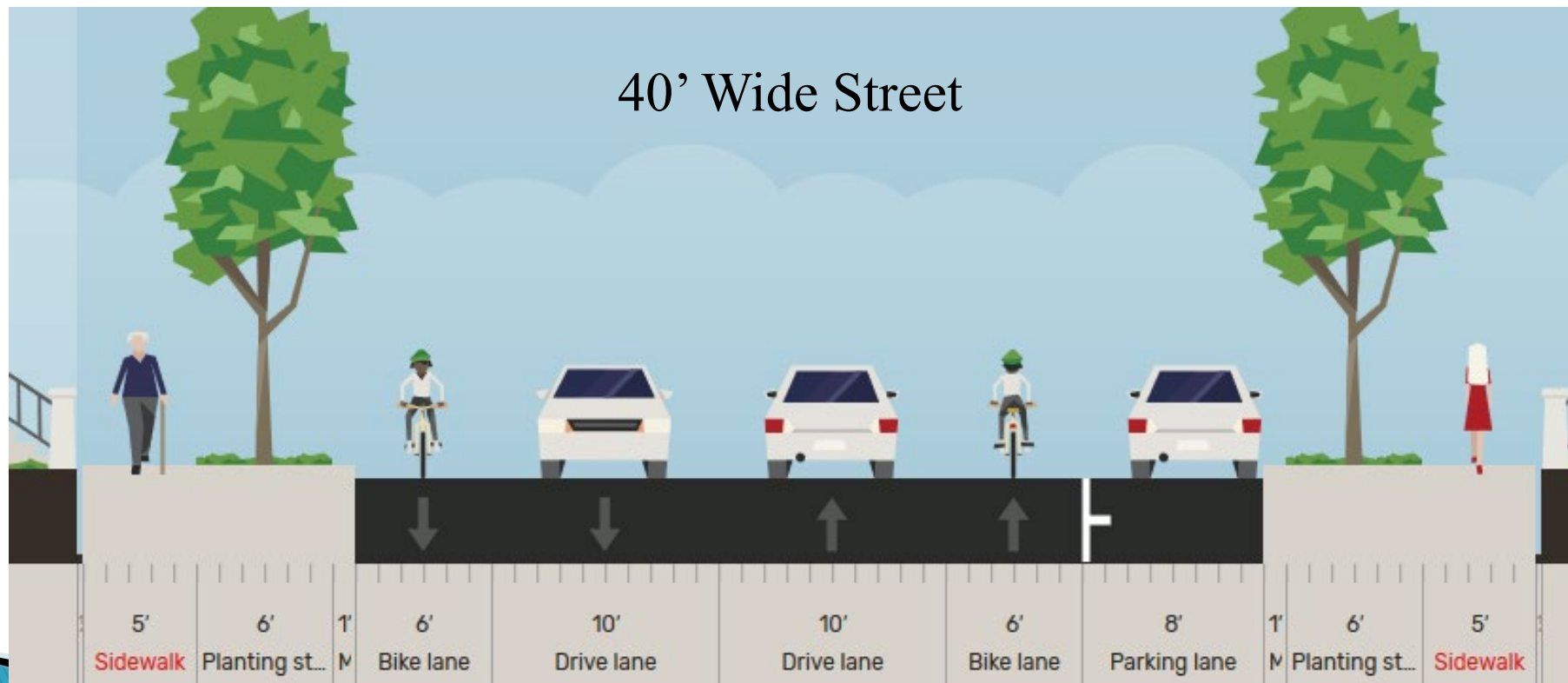
Remove parking lane around intersections to install bumpouts

Option 2 Considerations

- Wide sidewalk provides all ages and abilities biking option for cyclists to be off of the street
- Narrow width will help slow traffic
- Bumpouts near intersections for additional traffic calming
- Sidewalks provide for safe pedestrian travel
- Larger terraces adequate for larger canopy trees some rain garden opportunities
- Maintains some on-street parking
 - No parking in bumpouts
- Likely 3 or 4 more tree removals compared to Option 1

Other Street Designs, Removed from Consideration

- Standard, marked bike lanes & parking
 - Provides safe travel for all modes, but very wide pavement
 - Leaves limited terrace, likely results in higher speeds



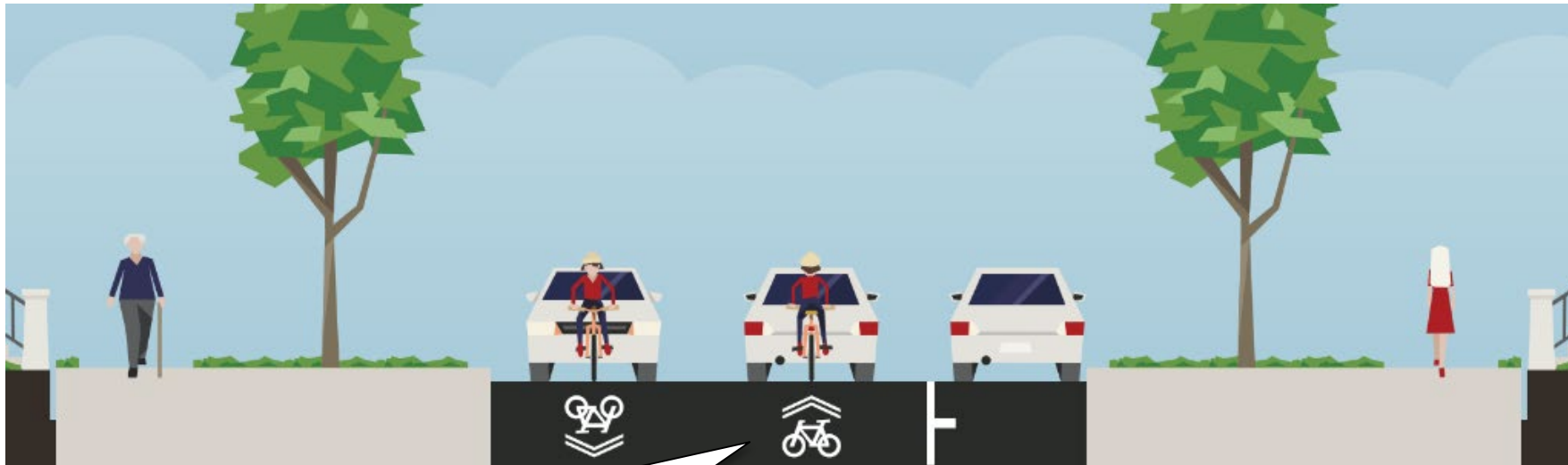
Other Street Designs, Removed from Consideration

- Typical local street design
 - Maintains wide terraces, vehicular travel, parking, and pedestrian space
 - Does not provide an all ages and abilities bike facility



Allis Ave. Street Design

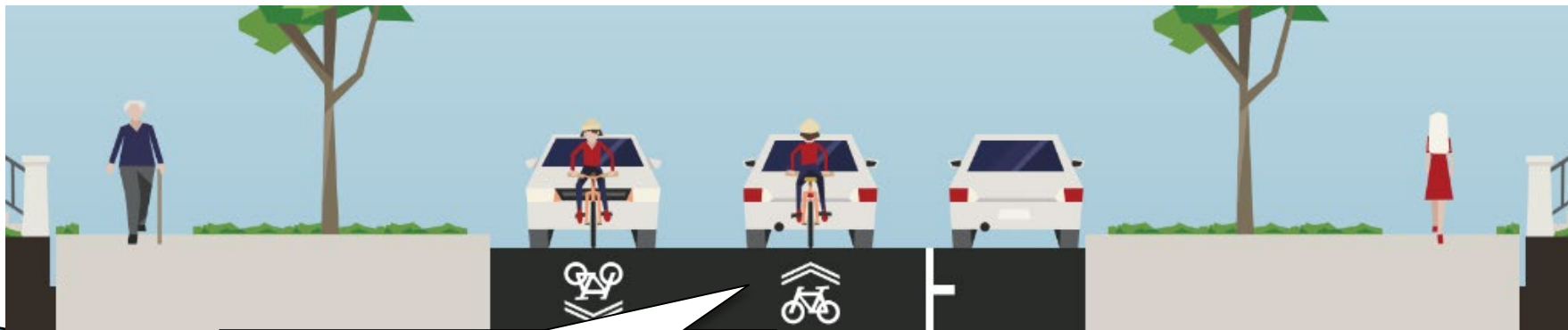
- Similar to previous blocks, but narrow to 26 ft.
 - Blocks to east are 32 ft. wide
 - Narrow street will help provide traffic calming and wider terraces
- Install curb & gutter and sidewalk on both sides
- Parking allowed on one side



Note: Street would not be painted, image only to show how space used

Allis Ave. Street Design

- Similar to previous blocks, but narrow width
 - Blocks to east are 32 ft. wide, curb & gutter and sidewalk on both sides
 - Narrow street will help provide traffic calming and wider terraces
- 28 ft. – parking on both sides
 - Flexible, but some calming with narrower width
- Option for 26 ft. – parking only on one side
 - Add'l calming, winter parking issues (alternate side not possible)



Note: Street would not be painted, image only to show how space used

Seth Circle Street Design

- Install new curb & gutter on both sides, including around the inner circle
 - Portions of mountable areas for mower access to inside
- Approximately match existing street widths
- No proposed sidewalk

Tyler Circle Street Design

- Install new curb & gutter on area nearest Dean
- Existing curb and gutter to remain
 - Replace sections as necessary due to condition or for utility work
- No proposed sidewalk

Construction, Access, and Impacts

- Streets will be closed to thru traffic during construction
 - Local access maintained
 - Driveway access for majority of project, closed for up to 3 weeks
- Standard work hours 7AM–7PM Mon–Sat, 10AM–7PM Sun
 - Limited weekend work anticipated
- 2 water shut-offs to each property, on average
 - Project may also require temporary water services
- Items in or near right-of-way will likely be disturbed
 - Within approx. 13' to 15' of the existing pavement
- Best guess construction timeframe: April 2021 to Aug. 2021

Assessment Policy & Costs

Item	Property Owner Share	City Share
Curb and Gutter & 4' of Pavement	100%	100%
Remaining 12'–14' of Pavement	0%	100%
Install new sidewalk**	100%	0%
Replace driveway apron	50%	50%
Storm Sewer	0%	100%
Private Storm Connects, if any	100%	0%
Pond and stormwater treatment	0%	100%
Terrace rain garden	\$200	Remainder
Sanitary Sewer Main	0%	100%
Sanitary Sewer Laterals	25%	75%
Water main & services	0%	100%

**Notes: Safe routes grant would cover 50% of costs to install new sidewalks
Assess for only 5' of wide sidewalk in Option 2



Assessment Policy & 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%)

Anticipated Project Schedule

- Early Dec.: Additional public informational meeting?
- 12/9/2020: Transportation Commission
- 12/23/2020: Mail Estimated Assessments, Public Hearing Notice
- 1/6/2021: BPW Public Hearing (held virtually)
- 1/19/2021: Common Council Hearing (held virtually)
- 2/4/2021: Advertise for Bids
- 4/12/2021: Begin Construction
- 8/15/2021: End Construction

Contact Information & Resources

➤ City Staff

- Jim Wolfe, Project Manager, 608-266-4099, jwolfe@cityofmadison.com
- Jojo O'Brien, Stormwater Engineer, 608-266-9721, jobrien@cityofmadison.com
- Renee Callaway, Ped & Bike Coordinator, 608-266-6225, recallaway@cityofmadison.com
- Alexandra Heinritz, Traffic Engineering, 608-267-1102, aheinritz@cityofmadison.com
- Pete Holmgren, Water Utility, 608-261-5530, pholmgren@madisonwater.org

➤ Project Website: <https://www.cityofmadison.com/engineering/projects/dean-ave-east-and-allis-ave>

- 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 11/23/2020

➤ Facebook – City of Madison Engineering