

Harvey Street and Blackhawk Avenue Sidewalks

Sunset Village Community Association Meeting
May 22, 2024

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Why improve the sidewalk network?

Safety

- For everyone, especially the most vulnerable: children, the frail, and those with disabilities
- Young bicyclists
- Walking for work, school, exercise

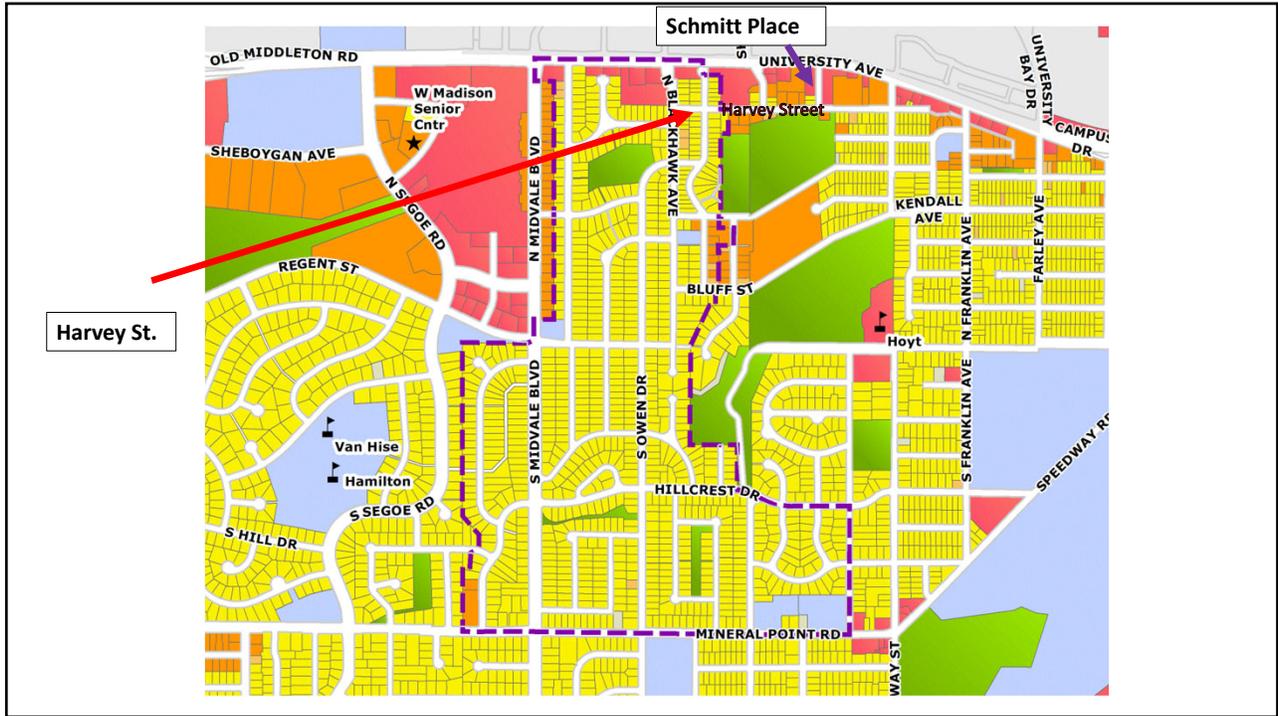
Equity

To enable all residents, regardless of age, ability, or housing type

Fairness

Residents with sidewalks contribute to the sidewalk network by paying city assessments and keeping sidewalks free of snow/ice

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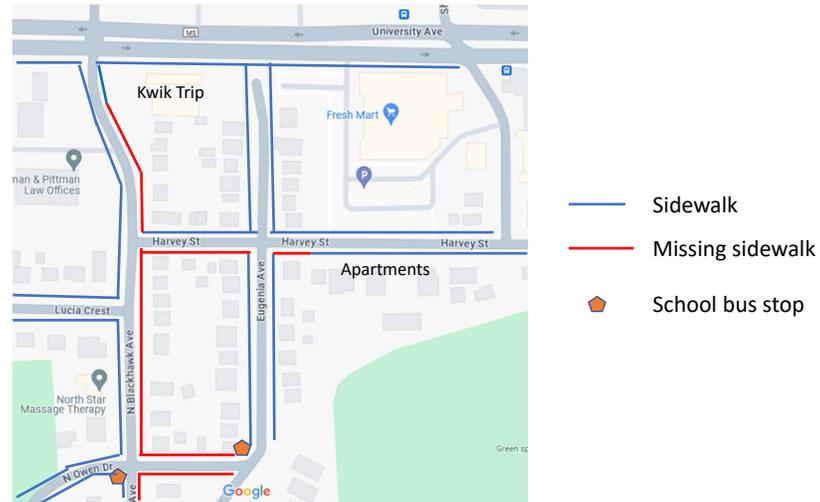
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Harvey Street at Blackhawk Avenue



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Missing Sidewalk Segments



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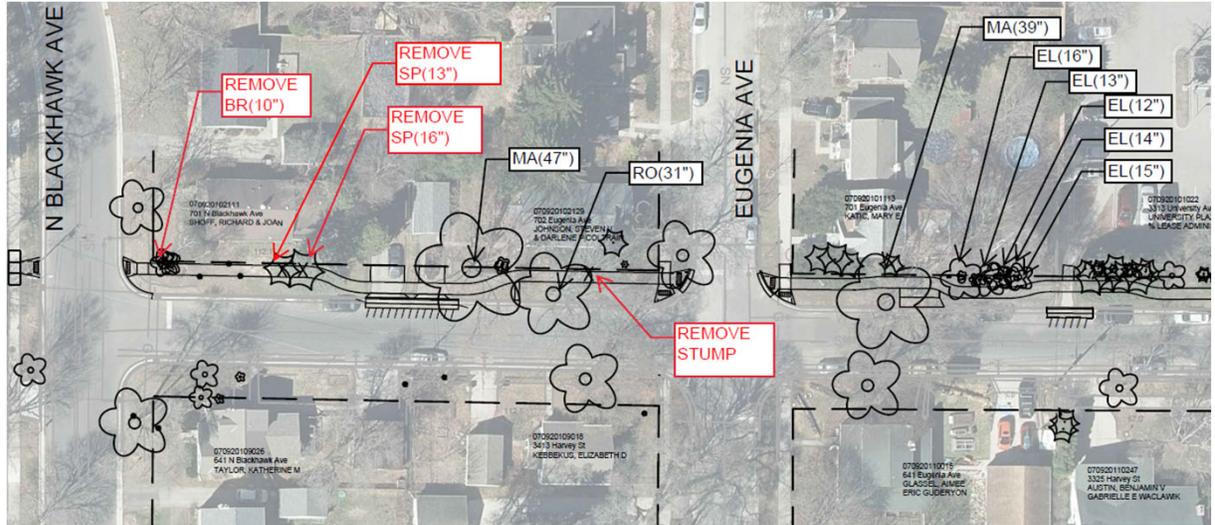
Timeline

- 2019 Blackhawk Avenue reconstruction project – sidewalks ignored
- 2019 Letter to Mayor Rhodes-Conway
- 2020 Blackhawk Ave widening at University Ave for right-turn lane
- September 2023 – Harvey Street sidewalks public meeting
- October 2023 – Plan amended prior to Transp. Committee and Public Works meetings
- November 2023 petition seeking restoration of sidewalk signed by 57 neighbors

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Revised Harvey Street Plan (Oct. 2023)

South side segment removed



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Harvey Street

- Public Right-of-Way is 60 feet wide
- On the west end, street is roughly 27-28 feet wide (curb to curb)
 - City width standard for this type of street is 32 feet
- Right-of-Way outside of street is roughly 15-16 feet on each side
- 2024 project will complete continuous sidewalk on north side b/t Blackhawk Ave and Ridge Street (2023 SVCA resolution)
- Completing sidewalk between Blackhawk Ave and 3325 Harvey Street would require removal of one mature tree

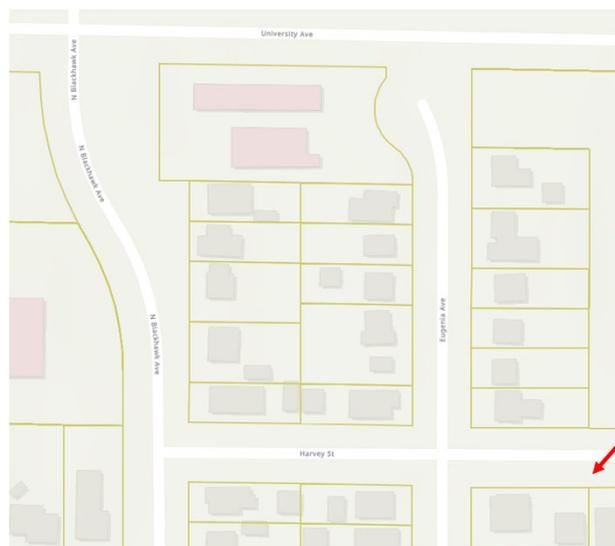
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Blackhawk Avenue

- Right-of-Way outside of street is roughly 15-16 feet on each side
- Reconstructed in 2019 without considering new sidewalk on east side
- Widened at University Avenue in 2020 for new right-turn lane

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Parcel Map Showing Lot Lines & Right-of-way



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Reference Documents

Hoyt Park Area Joint Neighborhood Plan (2014)

Calls for “improvements for safer movement of pedestrians” on Harvey Street (p.62).

Madison in Motion Transportation Plan (2017)

Identifies Blackhawk Avenue as Tier 1 priority for sidewalks on both sides (pp. 77-80).

Urban Forestry Task Force Report (2019)

City of Madison Complete Green Streets Guide (2023)

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5.12. Neighborhood Yield Street

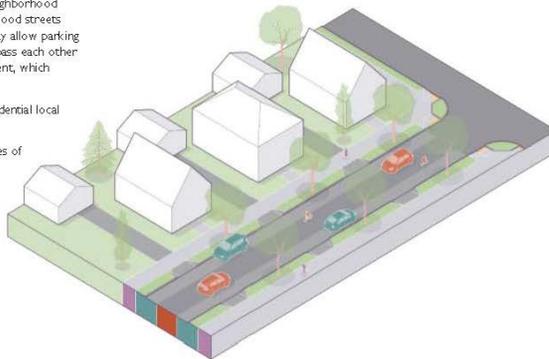
This is the standard street type to be applied on neighborhood streets in new developments. Many older neighborhood streets built before 1945 also fall within this street type. May allow parking on only one side. Does NOT allow two drivers to pass each other (one must give way) when parked vehicles are present, which provides a traffic-calming effect.

Example Streets: Riverside Drive; numerous residential local streets

Context: Residential neighborhoods, including edges of downtown.

Functional Classifications: Locals

Target Speed: 20 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.

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Next Steps

- Resolution
- Letter to Mayor Rhodes-Conway