

Prepared by The Hiestand Neighborhood Steering Committee & City of Madison, Department of Planning & Development



# Hiestand Neighborhood Plan

**Archived on June 23, 2026**

This plan no longer guides development  
approvals or other City actions.

**Replaced by [Southeast Area Plan](#)**

December 2006

## **Hiestand Neighborhood Plan**

Adopted by Common Council  
File No. 04720  
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This project was supported by the City of  
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*Cover Photograph: Looking north  
at Hiestand Neighborhood with  
Highway 30 in the foreground.*

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Special Thanks to Safe Communities Coalition  
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*Neighborhood Steering Committee members identified the top issues that were important to area residents and businesses. From left to right (back row): Doug Strub, Ald. Lauren Cnare, Margaret Parks, Jeanne Marshall, Sue Hanks. Front row: Rebecca Katzenmeyer, Jo Ann Resch, Beth Esser, Donald Hughes.*

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### Introduction

The Hiestand Neighborhood, a far east-side area developed in the 1970s, began a neighborhood planning process in 2005. The result of this process is this document, the Hiestand Neighborhood Plan, a 5-10 year plan for the area. This plan would not have been undertaken without the strong support of the Hiestand Neighborhood Association. It was this newly formed organization that recognized the benefit in developing a plan document that would help them advocate for improvements for this older, built-up neighborhood.

The Hiestand Neighborhood Plan will serve as a comprehensive framework for future improvements for this area. Neighborhood residents have identified major issues facing the neighborhood, formulated strategies to achieve desired outcomes, and set the foundation for collaborative efforts between the public and private sectors to help implement plan recommendations. Implementation of plan recommendations will vary based upon existing resources, community support, and priority of need relative to other community planning initiatives.

Although the neighborhood plan provides direction for proposed improvements area residents, businesses, and stakeholders should recognize that implementation is contingent upon resources available. Policymakers responsible for the allocation of City resources and funding for the Hiestand Neighborhood Plan recommendations will weigh recommendations against other worthy projects Citywide. The funding of proposed improvements are in competition with existing projects, and in many cases, projects will require special earmarking of funding as well as ongoing maintenance costs. Securing funding from outside sources, leveraging

funding with other available funding, or dovetailing proposed projects with existing projects will aid the implementation of projects.

### Planning Process and Public Involvement

A neighborhood plan is an advisory document for initiating, directing and managing change. It demonstrates thoughtful work between the neighborhood and City in terms to recognize the strengths and weaknesses of a neighborhood, the goals of the neighborhood, and the strategies to address them. The neighborhood plan is a tool for neighborhood



Map 1: Planning Study Area

residents to identify important issues, to debate the priority of the issues in relation to the whole neighborhood, and to inform policymakers of their priorities on what is important for this area of the community. This plan is the result of collaboration between residents, stakeholders, and the City. The plan provides action strategies directed at Hiestand Neighborhood Association, the City of Madison, and the Town of Blooming Grove.

The Madison Community Development Block Grant (CDBG) Commission designated the Hiestand Neighborhood (all of Census Tract 30.02) to receive one year of planning services and two subsequent years of CDBG funding. The criteria used to select this neighborhood was based on the percentage of low-to-moderate income population living in the area as well as willingness on the part of residents to

develop a neighborhood plan. Map 1 depicts the planning study area.

In June 2005, the Madison Common Council confirmed the appointment of a neighborhood-based steering committee to guide the planning process. Hiestand Neighborhood Steering Committee's (HNSC) major responsibility was to guide the preparation of the neighborhood plan. Besides identifying the major issues facing the neighborhood over the next 5-10 years, the neighborhood-based steering committee also identified the assets of the neighborhood, communicated with major stakeholders, and conducted community-wide meetings to solicit input on their preliminary and final recommendations.

### **Milestones in the Hiestand Neighborhood Planning Process**

March '05: Hiestand Neighborhood (Census Tract 30.02) was approved to receive planning services by the Mayor and confirmed by the Madison Common Council.

Spring '05: Hiestand Neighborhood Association conducted a neighborhood survey to determine important issues for residents.

June '05: Hiestand Neighborhood Steering was appointed by the Mayor and confirmed by the Madison Common Council.

July '05: Hiestand Neighborhood Association General Meeting was used to solicit input on important issues for the area.

Summer - Fall '05: Conducted interviews with major stakeholders in the neighborhood.

November '05: Notified Milwaukee Street residents, Heritage Heights and Rolling Meadows Neighborhoods of traffic issue forum.

December '05: Public Forum held to solicit input on strategies and final plan recommendations.

December '06: Adoption of Hiestand Neighborhood Plan by the Madison Common Council.

Spring '07: Approval of CDBG projects for funding.

### History

*The Hiestand Neighborhood Association would like to thank Darline Rowe, longtime neighborhood resident, for her help in compiling the history of the neighborhood.*

The land that now comprises the Hiestand Neighborhood was previously farmland. Jacob Hiestand and Milo Swanton were major landowners in the area. In the 1970's the land was developed and the neighborhoods were plotted. Gordon Sinykin and Ronald Powers were major developers of the area.

Many of the streets in the neighborhood were named after family members of the original landowners. Milo Lane and Swanton Road were named after Milo Swanton. Boynton (Place) was the maiden name of Milo Swanton's wife, Irene. Wittwer Road was also named after an early resident of the neighborhood.

Hiestand Park had community gardens in the early 1970's. There was also a building on top of Radar Hill (built around the World War II era), formerly owned by the United States Government and used by neighborhood residents in the years that the neighborhood was developing. This building is no longer there.

Former residents organized the first Hiestand Neighborhood Association in 1977. The group united to inform current residents of the proposed land use and development of the remaining sections of the neighborhood. The proposed development was slated for the land,

which was previously the Kurt farm. Piccadilly Drive, Trafalger Place, Violet Lane, and Kurt Drive are some of the streets where this development of single family and duplex homes were built. It is unclear when the original Hiestand Neighborhood Association dissolved.

### Hiestand School House

The original frame schoolhouse was built in 1855 and razed in 1915. The original school house was replaced with a building equipped with central heat, running water from a well on the property, and sanitation facilities. Hiestand School was built to serve District 1, which included the townships of Blooming Grove and Burke, at what is now 4418 Milwaukee Street.



*Hiestand School House: The original frame school building was razed in 1915 to make way for a fully modern stucco-covered building that stands in the 4400 block of Milwaukee Street today. This building was designated a Madison landmark on April 19, 1976, by the Madison Landmarks Commission.*

Hiestand School closed in the 1950s when the school districts were consolidated.

Some notable school graduates from District 1 are: W.D. Hiestand, registrar of the U.W. for 27 years; Ed Brown, an outstanding civil engineer; Father Morgan Dempsey, vicar general of the Archdiocese of Detroit; Hiram Gill, twice mayor of Seattle; George Sprecher, a long time administrator of Wisconsin's Conservation Department and Al Steinhauer, president of Anchor Savings and Loan.

On March 23, 1976, the City of Madison Common Council adopted a resolution, that directed the Real Estate Division to appraise and to prepare to negotiate for the purchase of Hiestand School.

According to the historic records:

- Estimated cost to restore the building and to install City water and sanitary sewer: \$30,000
- Estimated acquisition cost: \$21,600

The approximate acquisition and rehabilitation cost of \$51,600 was discussed with potential buyers. During this time, the potential buyers included: the City of Madison, Blooming Grove Historical Society, East Madison Jaycees, and

Karmenta Health Care Center. In the end, none of the entities selected to purchase the site because of the concern for the high cost of rehabilitating the building.

Hiestand School House was designated an official Madison historic landmark in 1976. The current owner of the property operates a Montessori school in the building.

### **A Larger Park on the Growing East Side**

The central feature of the neighborhood is Hiestand Park. Many dedicated individuals worked to expand the park for neighborhood use. Below is a summary of acquisitions that occurred to make the park the showcase it is today.

#### **Radar Hill**

The Truax Communications Facility Annex, known locally as Radar Hill, was located on the highest point of Hiestand Park. The site was used for many years by the U.S. Government for operations by the U.S. Air Force at Truax Field, specifically for communication purposes. In 1972, the 8.13-acre site was declared surplus by the federal government. The City Parks Department and Madison Area Technical College submitted competitive applications to acquire the site. The U.S. Government selected the City of Madison to acquire the site for park purposes.

To improve the site for park purposes, the City of Madison adopted a resolution on February 27, 1973. The major objective was to establish a large reservable group picnicking facility utilizing the existing road and building that

would help satisfy the lack of such facilities in the eastern and northern quadrants of the City. The improvements included:

- Aesthetic alternations to the existing building's outer face. Total Cost: \$13,000
- Installation of serviceable public restrooms including tie-in to public sewer and partitioning of the building to provide several separate shelter units. Total Cost: \$20,000

The building and site were improved in 1973. Upon completion of the improvements to the newly renovated building, vandals destroyed the shelter prior to its dedication for public use. The park shelter was demolished shortly after the vandalism occurred since it was beyond reasonable repair.

#### **Pfister-Munz Acquisition**

The northeast portion of the park was purchased by the City of Madison in 1979. Twenty-seven acres were purchased from the Pfister family and six acres from the Munz family.

Although the Milwaukee Street frontage was designated for an East Side Hospital site, it was never pursued for this type of use. Today Hiestand Parks and Woods comprise 57.8 acres of park and open space.

#### **Historic Tidbits**

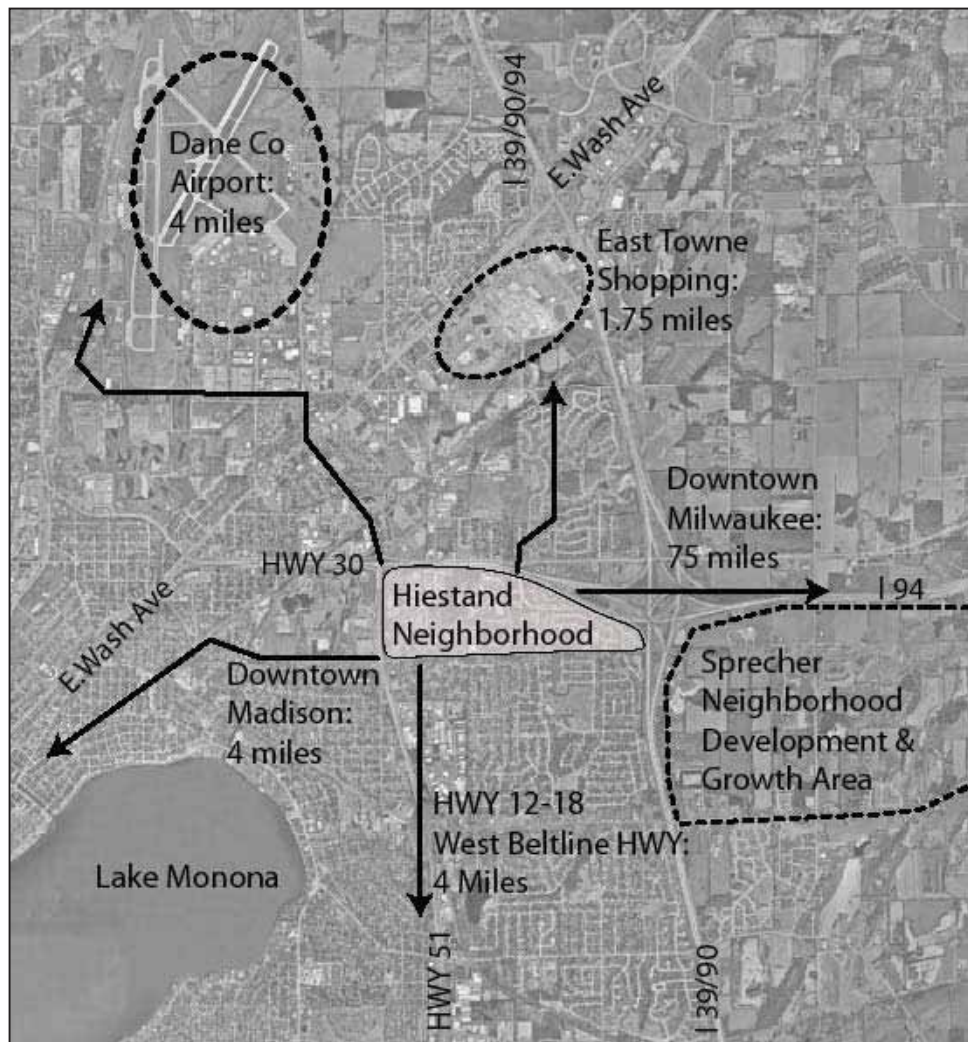
- Q: Where did the name Hiestand come from?  
A: Jacob and Mary Hiestand were settlers who came to Blooming Grove from Ohio in 1850.
- Q: Was Hiestand Park and Woods originally platted as it is today?  
A: It was neighborhood leaders and City alderperson (Fred Arnold) working with City and federal officials, private developers, and others to acquire lands that encompass the 57.8 acre park today.

## Regional Setting of Hiestand Neighborhood

The Hiestand Neighborhood is located on the far east side of Madison. The neighborhood is surrounded by four major transportation corridors: Highway 30 on the north, Milwaukee Street on the south, Highway 51 (Stoughton Road) on the west, and the I90 System on the east. The neighborhood lies within the City of Madison with the exception of 19.0-acres that lies within the Town of Blooming Grove.

In the regional context, residential and neighborhood commercial and office commercial development is occurring or planned directly to the east of Hiestand Neighborhood. Sprecher Neighborhood Development Plan (1998) estimates a build-out of 5,609 residential dwelling units in this area. As of March 2004, 879 dwelling units were built with a remaining 4,728 planned. Approximately 74.0 acres of commercial land use is planned in the northeast part of the Sprecher Neighborhood. In addition, two smaller neighborhood commercial areas are planned for community shopping, service center, and neighborhood convenience uses. Increased traffic is expected on Milwaukee Street as the Sprecher Neighborhood becomes more built-up.

Map 2 illustrates the Hiestand Neighborhood in relation to the region.



Map 2: Regional Setting of Hiestand Neighborhood

## Vision, Goals, and Objectives

An important objective of the planning process is to mobilize residents to advocate short-term as well as long-term investments for the neighborhood. Formulating a shared vision for Hiestand will encourage stakeholders to make choices that positively influence future changes within the neighborhood.

### Vision

Hiestand Neighborhood will be a neighborhood that encourages diversity and is proud of its strong sense of community. Providing an inviting, safe, and comfortable urban environment for individuals and families from diverse cultural, social and economic backgrounds will be a valued characteristic. The Hiestand Neighborhood will be a well-integrated blend of residential uses, both single-family and multi-family. Neighborhood residents will move with ease to destination points within and outside of the neighborhood on an accessible, well-planned path system.

The neighborhood's namesake, Hiestand Park, one of the neighborhood's chief amenities, will serve as a neighborhood center, attracting people in the area to outdoor and social activities.

### Goals

#### 1. **Build on the strengths and opportunities in the neighborhood.**

- Build communications between neighborhood businesses, neighborhood schools, and multi-family apartment complexes to further

involve essential stakeholders within the neighborhood association.

- Create opportunities for residents, both homeowners and apartment dwellers, to become involved in the neighborhood association and neighborhood-related projects.
- Develop joint neighborhood projects with neighborhood businesses, Kennedy and Schenk Elementary Schools, and Senior Care Facilities.

#### 2. **Promote neighborhood stability by preserving residential mix, character, and quality.**

- Continue to maintain the existing low-to-medium housing density in the residentially zoned areas.
- Identify characteristics that make Hiestand neighborhood a unique neighborhood and promote these characteristics to real estate agents, major employers, and school district employees.
- Strengthen collaboration between neighborhood residents and neighborhood businesses to promote the neighborhood as a location to live and shop.

#### 3. **Create an accessible, safe, walkable neighborhood.**

- Create opportunities for informal interaction, gathering, and pedestrian movement through the provision of public spaces, accessible pedestrian paths, and activity nodes.
- Create a connection to existing bicycle systems to improve the ease of

movement within and outside of the neighborhood.

- Ensure safe crossing of local streets, especially at points of high pedestrian use, to provide safe movement of neighborhood residents.

#### 4. **Implement strategies to slow vehicular speed, accommodate bicycle travel, and improve pedestrian safety.**

- Devise traffic calming measures and traffic lane markings on Milwaukee, Swanton, and N. Thompson to ensure a safe, accessible pedestrian and bicycle-friendly neighborhood environment.

#### 5. **Promote safety and security.**

- Cooperate with police, school officials, and the business community to prevent and discourage crime by increasing public awareness of and prompt attention to problems as they arise.

#### 6. **Improve park and open spaces and promote recreational activities for neighborhood residents of all ages within area parks and school playgrounds.**

- Improve existing park areas, bike paths, and walking paths to provide a wide range of recreational activities for neighborhood residents.
- Work with public and private organizations to develop recreational programs within existing parks or school playgrounds for area seniors and youth.

#### 7. **Advocate continued maintenance and improvement of public infrastructure.**

### Existing Conditions

The information compiled to analyze the Hiestand study area was retrieved from various sources. The majority of the data has been collected from within the study area boundary (See Map 1). Note that the information collected does not include the Town of Blooming Grove unless specifically stated.

### General Description

At the time of the 2000 Census, there were 3,258 people living in the Hiestand Neighborhood. The predominately residential area was developed in the 1970s. One-fourth of the neighborhood housing stock units are single-family and three-fourths are multi-family. The multi-family housing stock includes four major complexes: Meadow Park Townhouses, Park Glen Commons Senior Apartments, Stonewood Village, and The Meadows Apartments. Three residential care/nursing facilities are located in the neighborhood: Karmenta Center (4502 Milwaukee Street), Chamomile Assisted Living (22 Milo Lane), and Swanton Assisted Living (4702 Swanton Road).

Commercial pockets are located along Milwaukee Street. A major employer, American Family Insurance, has an office building in the northwest corner of the neighborhood. Approximately 750-900 employees are part of the workforce (2005). The neighborhood is also close to the main Post Office, a large grocery store and a wide variety of retail and service businesses.

State Highway 30 (Commercial Avenue) on the north, Interstate I90 on the east, Milwaukee Street on the south, and Highway 51 (Stoughton Road) on the west surround the neighborhood. The neighborhood's proximity to major transportation corridors gives it easy access to the downtown area, Dane County Airport, and I90 Interstate Highway.

Although the Hiestand Neighborhood has borders distinguished by major thoroughfares, it does not have identifiable gateways, that clearly identify entry into the neighborhood. There are, however, intersections that could

serve as gateways if they were improved with features. Examples include neighborhood signs or other image-type features that could be installed at: Milwaukee Street at Highway 51, North Thompson Drive at Swanton Road, and Milwaukee Street at I90. In addition, the traffic circles on North Thompson could be planted with attractive landscaping to enhance the entry into the northern part of the neighborhood.

The neighborhood was not platted in the traditional grid street pattern. No direct east-west street connects the neighborhood. Swanton Road and North Thompson Drive



*Motorist confusion of whether Milwaukee Street is a two or four-lane roadway is a major concern for area residents.*

(located on the far eastern edge of the neighborhood) are the only streets that align with the street system to the north or south. The remaining street pattern is comprised of relatively short streets with cul-de-sacs. In fact, a total of eleven cul-du-sacs are part of the street system making it difficult to move through the neighborhood. In addition, the Town of Blooming Grove has two streets, Alvarez and Bruns Avenues, that are one-block long and dead end into the embankment of Highway 51 (Stoughton Road).

The centerpiece of the neighborhood is Hiestand Park. The park supports a variety of uses including soccer, baseball/softball, basketball, disc golf, and a playground. The northern portion of Hiestand Park is designated as a conservation park. Hiestand Park is currently not accessible to individuals with mobility impairments.

Honeysuckle Park, located between North Thompson Drive and Violet Circle, provides recreation space on the eastern end of the neighborhood. A drainageway runs southwesterly from Honeysuckle Park to Hiestand Park. A retention pond along the drainageway collects stormwater runoff for the area. The drainageway drains into Starkweather Creek.

There are no schools or places of worship within the neighborhood's boundaries; however, Kennedy Elementary School lies three blocks south of Milwaukee Street, and there are two churches along the south side of Milwaukee Street. Neighborhood children attending Madison public schools attend

Kennedy or Schenk Elementary School, Whitehorse Middle School and LaFollette High School.

Map 3 identifies neighborhood assets.



*Hiestand Park, located in the heart of the neighborhood, is a major focal point for residents of all ages. The sledding hill is a major attraction for neighborhood children.*

### Madison Comprehensive Plan

The Madison Comprehensive Plan was recently adopted (January 2006). Madison Comprehensive Land Use classifications for the neighborhood are consistent with existing land uses. Map 4 depicts the Comprehensive Plan Land Use Classifications for the Hiestand Neighborhood.

During discussions with neighborhood residents and the business community it was proposed that additional employment acreage for professional office use be designated within the neighborhood boundaries. Lands lying directly south of American Family were discussed as a potential area for employment expansion. Currently the area is comprised of single-family and two-family residential units. Further discussions will need to take place with property-owners and the Town of Blooming Grove prior to any official actions. Future residential uses in the Zink Avenue and Bruns Avenue area, with possible employment (professional office) along Alvarez Avenue, should be discussed. In addition, improving the street connectivity by constructing Sprecher Avenue to Alvarez, Bruns, and Zink Avenues could be discussed.

### Land Use and Zoning

Hiestand is primarily a residential neighborhood. Out of 293.4 total acres, 25.5 percent (74.9 acres) is single-family residential, 33.5 percent (98.3 acres) multi-family, 16.4 percent (48.3 acres) commercial, and 24.3 percent (71.3 acres) parks and open space. Less than one percent of the land use is for industrial



*American Family Great Lakes Regional Office is a major employer within the neighborhood. As of 2005, over 500 employees were employed at this satellite site.*

uses. Map 5 depicts the existing land uses within the neighborhood.

Single-family housing is located in the center portion of the neighborhood with multi-family uses flanking the north, east, and southern boundaries. The major commercial employer, American Family Great Lakes Regional Branch Office, is located in the northwestern quadrant of the neighborhood. A two-block node of commercial uses is located on the north side of Milwaukee Street. A large park system, Hiestand Park and Woods, comprises 80-acres of parkland in the heart of the neighborhood.

### Madison Zoning Ordinance

The City of Madison Zoning Ordinance designates permitted or conditionally permitted uses. Map 6 depicts the existing zoning within the neighborhood. Existing zoning classifications are reflective of existing uses

with the exception of two parcels. Currently 4802 and 4806 Milwaukee Street is zoned “Temp A (Agriculture). Most likely these two parcels were not officially rezoned when annexed into the City (probably in the 1970s). It is proposed that the parcels be zoned R1 (Single-Family) to reflect the current parcel use.

## Transportation

Hiestand residents are concerned about the volume and speed of traffic on neighborhood streets, especially Milwaukee Street, Swanton Road and North Thompson Drive. Table 1 shows the Average Weekday Traffic volume on local streets.

Table 1: Average Weekday Traffic Volume

| Location                   | Vehicle Count |
|----------------------------|---------------|
| Milwaukee Street           |               |
| -West of Stoughton Road    | 20,700        |
| -East of Stoughton Road    | 19,250        |
| -West of Swanton Road      | 16,200        |
| -East of Swanton Road      | 7,350         |
| -West of Thompson Drive    | 3,200         |
| -East of Thompson Drive    | 2,450         |
| Thompson Drive             |               |
| -North of Swanton Road     | 12,050        |
| -South of Swanton Road     | 3,300         |
| -North of Milwaukee Street | 2,300         |
| -South of Milwaukee Street | 3,200         |
| Swanton Road               | 8,600         |
| Walbridge Avenue           | 2,850         |
| Wittwer Road               | 1,400         |

Source: Department of Traffic Engineering, City of Madison (2000)

## Milwaukee Street

Milwaukee Street is the major arterial street located on the southern edge of the neighborhood. Residents cross Milwaukee Street regularly to reach neighborhood-oriented places, such as: Hiestand Park and Woods, retail businesses in the 4000-4100 blocks and a small commercial strip mall (featuring a bank,

coffee shop, and video store) in the 4500 block of Milwaukee Street. Another important destination is Kennedy Elementary School (221 Meadowlark Drive), located three blocks south of Milwaukee Street.

Milwaukee Street is 54' from curb to curb (See Table 2). No drive lanes, parking or bicycle lanes are marked. Although Milwaukee Street is considered a two-lane street, some drivers assume it is a 4-lane street because of its width. Frequently vehicles drive two-abreast until a parked vehicle obstructs the traffic flow. It is especially confusing in the segment directly east of the North Stoughton Road overpass: the drive lanes accommodate 4-lane traffic, quickly narrowing to 2-lanes before Walbridge Avenue. The width of the street makes it easier for drivers to exceed the 35-mile per hour speed limit within the Hiestand boundaries.

Traffic volume on Milwaukee Street ranges from 2,450 to 20,700 vehicles per day (See Table 1). According to traffic planners, the standard to change a street from a 2-lane to 4-lane occurs when volume exceeds 20,000 vehicles per day. At this time, there are no

Table 2: Street Dimensions and Characteristics

| Street                                 | Width | Traffic Lanes | Posted Speed Limit | Official Bicycle Route | Marked Bike Lane |
|----------------------------------------|-------|---------------|--------------------|------------------------|------------------|
| Milwaukee Street (4000-5300 blocks)    | 54'   | 2-lane        | 35 mph             | Yes                    | No               |
| Swanton Road (1 to 400 blocks)         | 44'   | 2-lane        | 25 mph             | Yes                    | No               |
| North Thompson Drive (1 to 200 blocks) | 40'   | 2-lane        | 35 mph             | No                     | No               |

plans for changing the classification of Milwaukee Street. However, increased traffic is expected on Milwaukee Street as the residential neighborhood directly to the east continues developing. The Sprecher Neighborhood Development Plan (1998) estimates a build-out of 5,609 residential dwelling units. As of March 2004, 879 dwelling units were built with a remaining 4,728 planned.

Undoubtedly, Milwaukee Street will be one of the transportation corridors that new residents will use.

Figure 1 illustrates three options to address traffic safety concerns in the short-term. Option C is the preferred improvement by neighborhood residents.

## Swanton Road

Approximately 8,600 vehicles travel daily on Swanton Road. Many motorists use this direct route to access Highway 30 (Commercial Avenue), East Towne Mall, and the neighborhoods to the north. Neighborhood residents are mainly concerned with the speed of traffic on this residential street. Swanton Road is posted for 25 mph, however, it is speculated that many motorists are exceeding

the posted limit. Swanton Road is 44' wide with no parking or bicycle lane markings. Figure 2 illustrates an option to address one of the safety concerns.

### North Thompson Drive

North Thompson Drive is the only neighborhood street that directly transverses the neighborhood. It is accessible from Milwaukee Street on the far east side of the neighborhood. The 40' street is 2-lane with no parking or bicycle lane markings. There is no residential or commercial driveway access for its length except four driveways from The Meadow Apartment Complex (225 North Thompson Drive). Many motorists travel at a speed greater than the 35 mph posted speed limit because of the thoroughfare nature of the roadway. Figure 3 illustrates two options to address safety concerns. Option A is the preferred improvement by neighborhood residents.



*Directly under the Highway 51 (Stoughton Road) overpass, Milwaukee Street accommodates 4-lane traffic and quickly narrows to 2-lane before North Walbridge Avenue. Motorists and pedestrians identify this segment of Milwaukee Street as dangerous.*



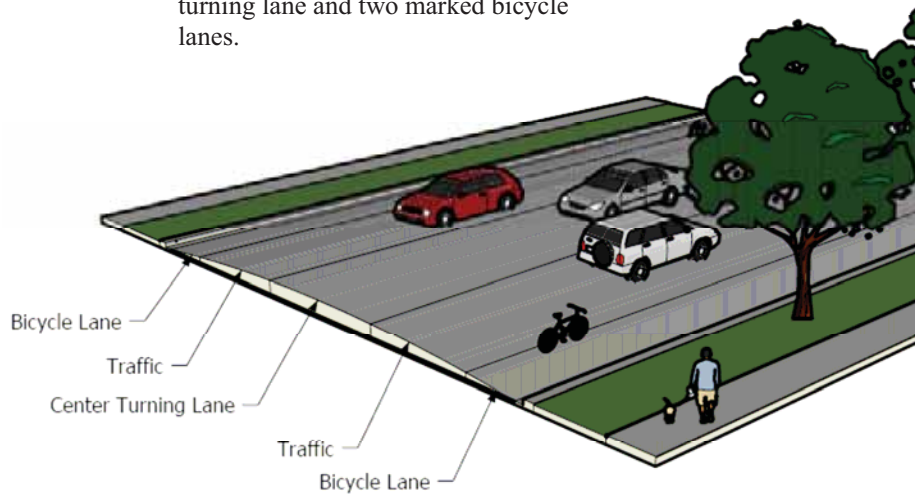
*Neighborhood residents would like to have traffic, bicycle, and parking lane markings on Milwaukee Street as well as Swanton Road and North Thompson Drive.*

Figure 1

# Milwaukee Street

## Option B:

Includes two driving lanes with a middle turning lane and two marked bicycle lanes.



## Option C:

Includes two driving lanes with a middle turning lane, one-sided parking and two marked bicycle lanes. Preferred Option by Hiestand Neighborhood.

## Option A:

Includes two driving lanes, two parking lanes, and two marked bicycle lanes.

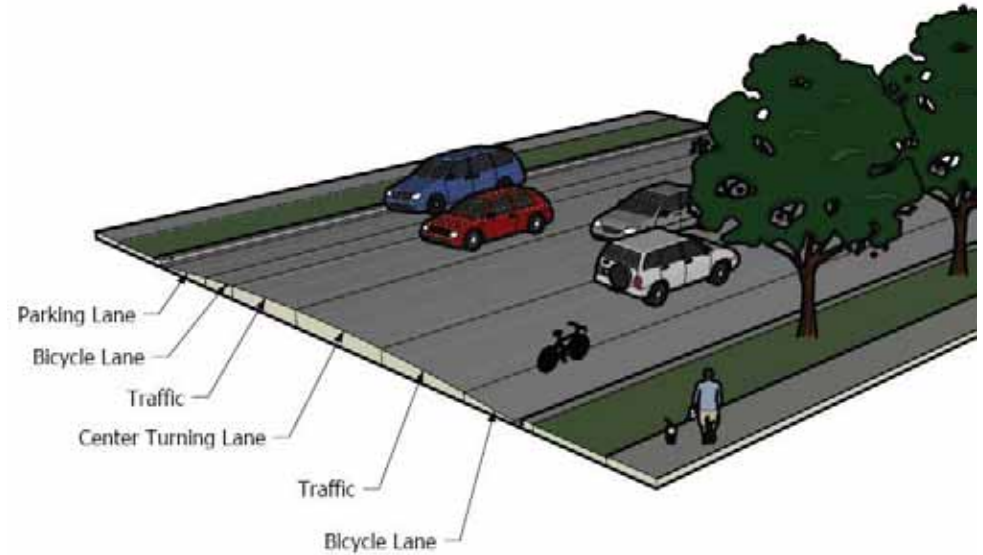
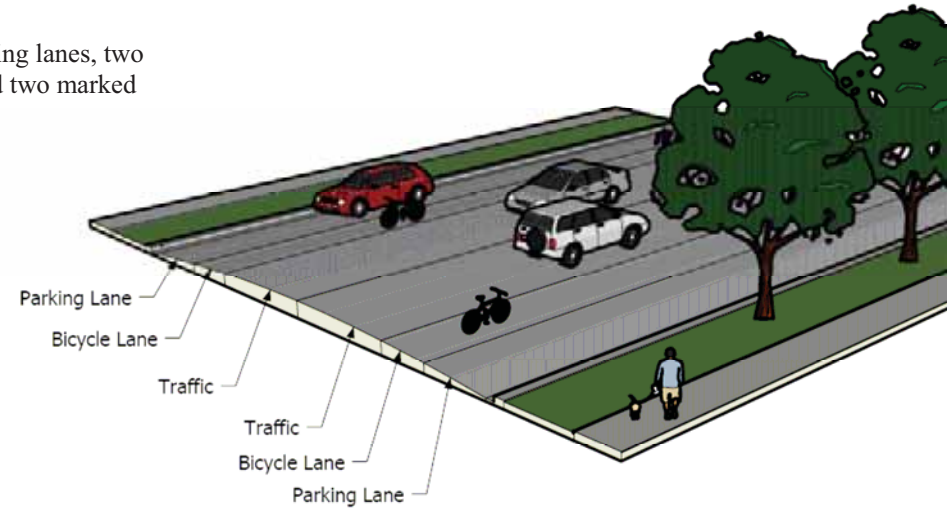


Figure 2

## Swanton Road

Includes two driving lanes one-sided parking and two marked bicycle lanes.

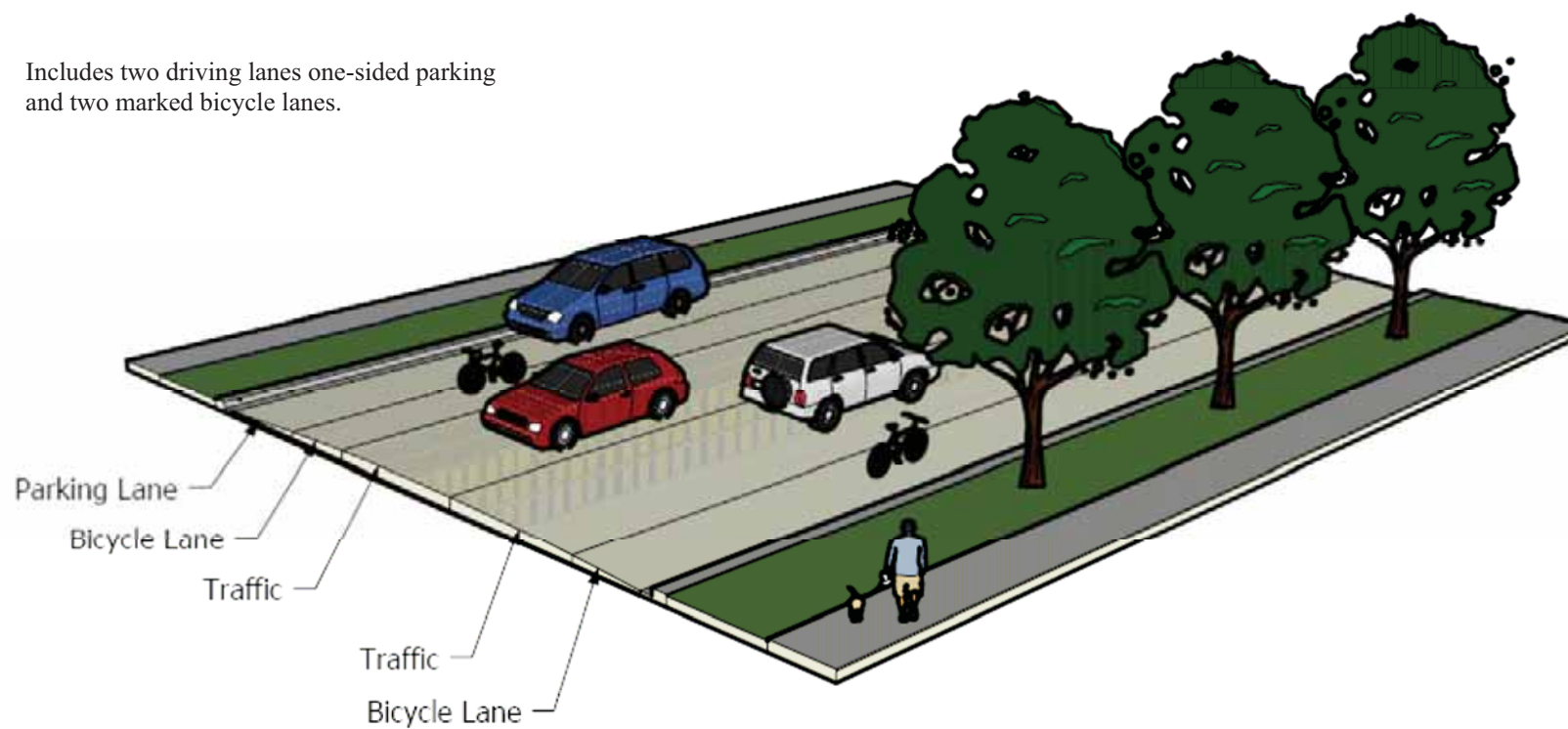
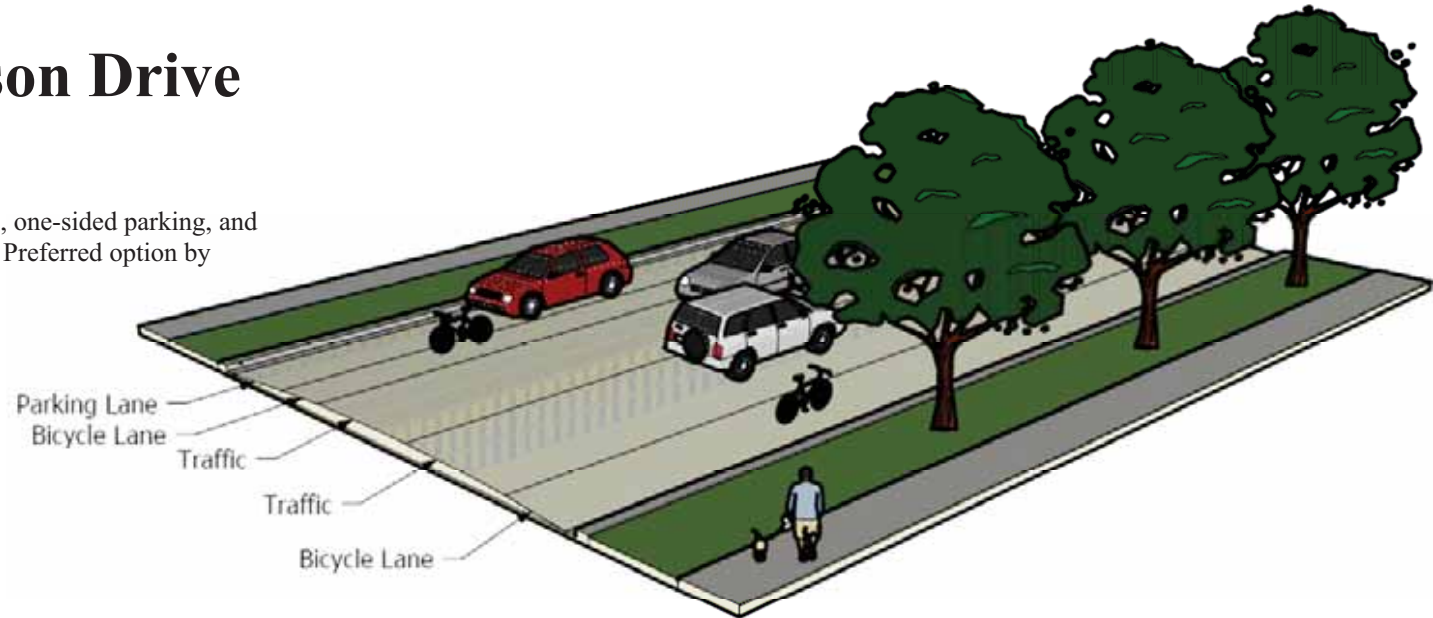


Figure 3

# N Thompson Drive

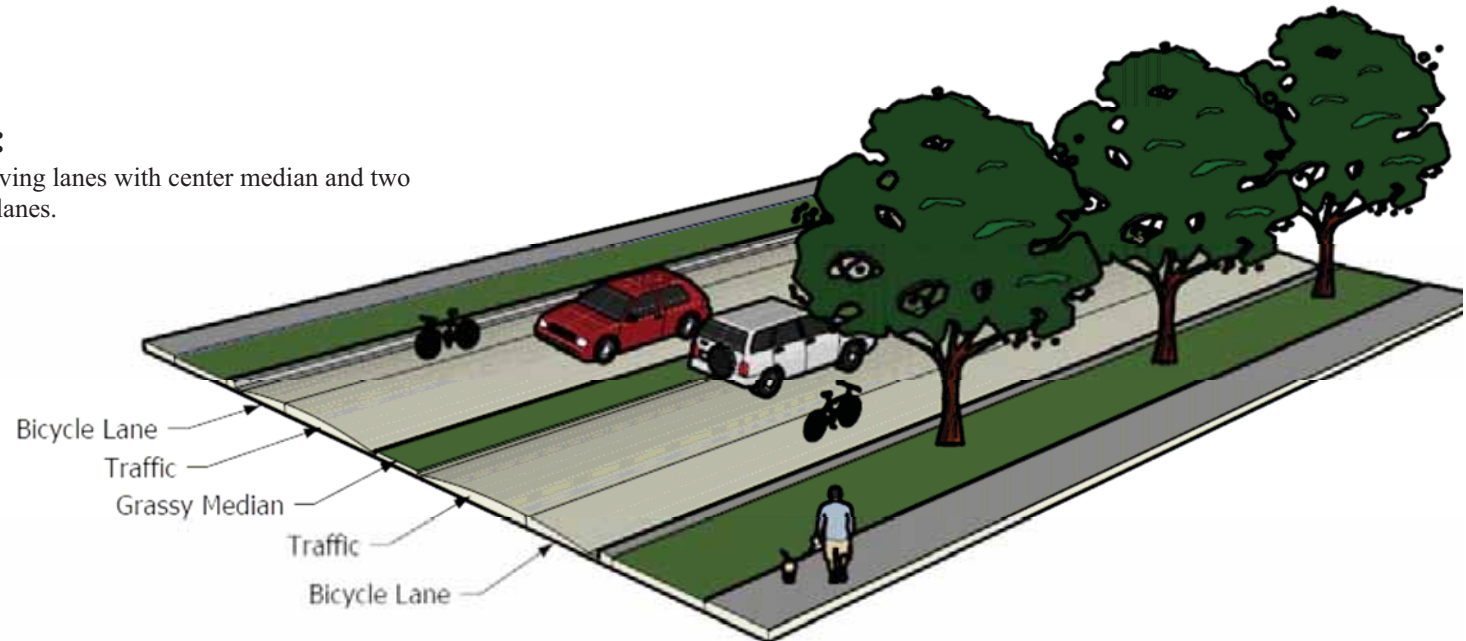
## Option A:

Includes two driving lanes, one-sided parking, and two marked bicycle lanes. Preferred option by Hiestand neighborhood.



## Option B:

Includes two driving lanes with center median and two marked bicycle lanes.



### Traffic Calming

Two roundabouts have been installed where Swanton Road and North Thompson Drive meet at the northern boundary of Hiestand. This busy area is the site of the Highway 30/North Thompson Drive off-ramp (for eastbound vehicles) and the Thompson Drive/Commercial Avenue/County Trunk Highway T intersection. The roundabouts were installed as a solution to the problems of area traffic congestion and pedestrian and bicycle deficiencies. Presently, both streets are characterized as collector roadways, but the future growth potential of the area will put them into the arterial roadway category. The roundabouts are used to ‘control,’ or process traffic through the intersection smoothly, safely and efficiently.



*One of two roundabouts installed at the Swanton Road-Thompson Drive intersection.*

### Bicycle Routes and System

Map 7 shows the official bicycle routes within the neighborhood. The bicycle routes are located on Milwaukee Street and Swanton Road. Bicycling is prohibited on the streets surrounding the neighborhood: Highway 51 (Stoughton Road), Highway 30 (Commercial Avenue), and the I90 system. Constructing a series of new paths to connect the neighborhood is desired. A bicycle path on the east side of Highway 51 (Stoughton Road), a bicycle bridge over Highway 30, a path along the drainageway from Honeysuckle Park to Hiestand Park, and a path through Hiestand Park would improve the bicycling amenities within the neighborhood. The bicycle paths will make the neighborhood more accessible, especially to the high percentage of households with mobility impairments.



*Designing a pedestrian/bicycle overpass over Highway 30 will help connect the neighborhood to commercial areas lying to the north.*



*New pedestrian/bicycle paths and a pedestrian overpass would improve connections to commercial areas on the northern end of the neighborhood.*

## Public Transit

Bus frequently run through the neighborhood taking residents to the East Transfer Point and the East Town Mall area. Residents may also take the bus directly to the Capitol Square, the UW Madison campus, and the West Side during peak travel periods on weekdays (See Table 3). Bus Route 33 is a new service to the neighborhood. It will be especially helpful for employees of American Family Insurance and residents of Stonewood Village and Park Glen Commons apartment complexes. These employees and residents previously walked to Milwaukee Street for bus service. Map 8 shows bus routes within the neighborhood. Madison Metro service could be improved with a controlled intersection at Walbridge Avenue or Wittner Road.

## Safety

The construction of the new East District Police Station, 809 South Thompson Drive, has improved the ability of East District Police to respond to Hiestand police service calls promptly.

Crime along North Thompson Drive has been a problem, primarily because the street is very secluded from the rest of the neighborhood.

Table 3: Bus Service to Hiestand Neighborhood

| Bus Service |                                                                                                                                 |                                                                            |
|-------------|---------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Rte #       | Where                                                                                                                           | To Where                                                                   |
| 14          | North on Thompson Drive to Swanton to Milwaukee                                                                                 | Capitol Square, University, West Side via Milwaukee and East Washington    |
| 15          | Milwaukee from Acewood                                                                                                          | Capitol Square, University, West Side via Milwaukee and East Washington    |
| 32          | Milwaukee from Thompson                                                                                                         | Loop starting and ending at East Transfer Point going down to Buckeye Road |
| 30          | South on Thompson Drive to Swanton to Milwaukee                                                                                 | From East Towne Area to East Transfer Point                                |
| 33          | East on Milwaukee Street                                                                                                        | North on Walbridge Avenue to Wittner to Milwaukee to East Transfer Point   |
| Rte #       | Weekdays                                                                                                                        | Weekends/Holidays                                                          |
| 14          | Every half hour during peak travel times, no service midday                                                                     | None                                                                       |
| 15          | Every half hour during peak travel times, no service midday                                                                     | None                                                                       |
| 32          | Every half hour outside peak travel times                                                                                       | Every hour                                                                 |
| 30          | Every half hour all day long                                                                                                    | Every half hour all day long                                               |
| 33          | Every half hour from 6:45 to 8:15 a.m.; every hour between 10:15 a.m. and 3:15 p.m.; and every hour between 7:45 and 11:15 p.m. | None                                                                       |



Madison Metro Bus Route 33 is a new service that serves American Family, Park Glen Senior Apartments, and other uses located along North Walbridge, Wittner, and Hiestand Park.

## Housing

The Hiestand Neighborhood has a total of 1,439 residential units. Of the total, 297 (20.6 percent) are single-family homes and 1,142 units (79.4 percent) are multi-family units ranging from duplexes to multi-family complexes. Seventy percent of the housing in the Hiestand Neighborhood was developed between 1970-1979. Map 9 depicts the type of residential uses within the neighborhood.

Single-family and multi-family housing stock is not well integrated within the neighborhood. Single-family homes are concentrated in the center of the neighborhood with multi-family along the edges.

The Town of Blooming Grove has a small alcove of housing located on Alvarez and Bruns Avenues. The two-block area is surrounded by commercial uses to the north



*Well-maintained, modest ranch homes on mature tree-lined streets is a common architectural style in the neighborhood.*

and south with Highway 51 (Stoughton Road) to the west. Currently, a two-story building with retail on the first floor and office on the second floor is proposed in this area. In the long-term, employment opportunities would best be directed to this portion of the neighborhood.

## Single-Family Housing

Well-maintained, modest ranch style homes on mature tree-lined streets best describe the single-family housing stock in Hiestand. Seventy percent of the single-family housing stock was constructed in the 1970s. Out of the total 297 single-family parcels, 96.6 percent (287) are owner-occupied and 3.4 percent (10) are non-owner-occupied. Map 10 depicts tenure of single-family homes.

Single-family homes are modest with an average square footage cost of \$73.82 sq. ft.

compared to the City's cost of \$182.17sq. ft. (2005). The assessed value for single-family homes ranges from \$116,300 to \$255,200, with a median value of \$173,800 (2005). During the same time period, the median single-family value was \$223,000 for the City. Map 11 depicts assessment of single-family structures.

There have been relatively few single-family property sales in the neighborhood. Six single-family homes were

sold in 2005, 20 homes in 2004, and 32 homes in 2003. A high percentage of homeownership and a low turnover rate are indicators of a stable neighborhood.

## Multi-Family Housing

Approximately 80.0 percent (1,148) of the housing units within the neighborhood are multi-family. Table 4 illustrates the breakdown of residential units within the neighborhood.

*Table 4: No. of Housing Units by Type of Structure*

| Type of Structure | No. of Structures | No. of Housing Units | Percent of Units by Structure |
|-------------------|-------------------|----------------------|-------------------------------|
| 1 Unit            | 299               | 299                  | 20.6                          |
| 2 Units           | 102               | 204                  | 14.1                          |
| 4 Units           | 27                | 108                  | 7.5                           |
| 12 Units          | 1                 | 12                   | 0.8                           |
| 40 Units          | 1                 | 40                   | 2.8                           |
| 88 Units          | 1                 | 88                   | 6.1                           |
| 100 + Units       | 4                 | 698                  | 48.2                          |
| TOTAL             | 435               | 1439                 | 100.1                         |

Source: City of Madison GIS (2005)

Two- to four-unit residential structures are located primarily along Andrew Way, Kurt Drive, O'Brien Court, Ruby Court, and Sinykin Circle. Out of the 98 two-unit structures, approximately 45.0 percent of the structures are owner-occupied. This is a relatively high percent compared to other parts of the City (See Map 12).

## Hiestand Neighborhood

There are four large multi-unit developments in Hiestand: Meadow Park Townhouses (40 units), Park Glen Commons Senior Apartments (110 units), Stonewood Village (272 units), and The Meadows Apartments (404 units). The newest of these is Park Glen Commons Senior Apartments, which contains 110 one- and two-bedroom apartment homes, and offers an array of community activities and services. In addition, Walbridge Condominiums (located in the Town of Blooming Grove) and Greenway Park Condominiums (240 Swanton Road) provide condominium living to area residents. Map 13 depicts the location of the major housing complexes within the neighborhood.

An informal survey of apartment monthly contract rent showed that one-bedroom rents were in the \$500-\$680 range, two-bedroom in the \$660-\$765 range, three-bedroom in the \$760-\$940 range, and four-bedroom in the

\$1,050 range (2006). As of January 2006, 42 persons were receiving housing assistance from City/federal housing programs.

### Assisted Care Facilities

Three assisted living and nursing facilities are located in the neighborhood: Chamomile Assisted Living with 16-beds (22 Milo Lane), Karmenta Center (4502 Milwaukee Street) with 103-beds, and Swanton Assisted Living with 7-beds (4702 Swanton Road).



*Park Glen Commons Senior Apartments were recently constructed.*



*Over 100 duplexes are located within the neighborhood. Forty percent of the duplexes are owner-occupied.*

### **Economic Development**

#### **Neighborhood Business**

Madison is changing with the development of several new neighborhoods east of Interstate 90. New development to the east will play a critical role in shaping the economic conditions in Hiestand. The Sprecher and Cottage Grove neighborhoods will not only bring a large concentration of residential population, but also new commercial facilities that will compete with Hiestand businesses, in some cases.

To the west of Highway 51, the north side of Milwaukee Street is also undergoing changes. A mixed use development is proposed for the farmland to the west of the Swiss Colony facility.

There are a variety of commercial properties in Hiestand. The neighborhood is home to retail, service and office firms. These firms are primarily located on the west side of Hiestand Park: on Milwaukee Street, North Walbridge Avenue or Wittwer Road. There are also commercial properties to the west of North Walbridge Avenue, in the Town of Blooming Grove.

The neighborhood provides businesses with excellent access to the major transportation corridors of Madison and the state of Wisconsin. Many businesses also like the quiet and safe character of the neighborhood.

The neighborhood's largest employer is American Family Insurance. The company's Great Lakes Regional Office is located in the northwest corner of the neighborhood. The

primary purpose of the regional office is claims administration. This facility is home to 750-900 employees on average, and occupies approximately 250,000 square feet of floor space.

There are several large service firms in Hiestand.

- Karmenta Nursing and Rehabilitation is the second largest employer in Hiestand. This facility is located on Milwaukee Street, east of Hiestand Park. The average size of the workforce is 110 employees.

- Dental Health Associates is another large employer in the neighborhood. The clinic has approximately 50 employees, plus seven doctors. The clinic building is approximately 20,000 square feet.

The retail businesses in Hiestand are mostly small, single-location, independently owned firms.



*A new commercial building on North Walbridge Avenue is a positive sign for investment within the neighborhood.*

## Business Environment

Although Hiestand has a solid base of employment, the connection between neighborhood residents and local firms is not well established. Local business districts can make an important contribution to a neighborhood's identity and provide residents with a place to meet neighbors and build relationships. Currently, the business district has a few "neighborhood shopping and service businesses" and is primarily characterized by businesses that are focused on areas outside the neighborhood. Table 5 lists the current businesses within the neighborhood.

The addition of Park Glen Senior Apartments is an important step that has helped break down the separation of residential and commercial properties in the neighborhood. Across the street from Park Glen Senior Apartments, on the west side of North Walbridge Avenue, another residential development is currently being constructed. Residents of these complexes have easy access to the Hiestand business district and will be more likely to shop there as the district evolves to fit their needs. The pedestrian and bicycling improvements promoted in this plan will also enhance the abilities of Hiestand residents to access the Hiestand business district.

*Table 5: Listing of Hiestand Neighborhood Businesses (2005)*

|                                |                              |                                |
|--------------------------------|------------------------------|--------------------------------|
| A Disc's Throw                 | Hartland Living              | Ritchie Ronald A Atty          |
| American Family Financial Svc  | Hepfinger Mark L Atty        | Rummelhart Jo Anne M DDS       |
| American Family Insurance      | IBC Bookkeeping              | Saztech                        |
| Bank One                       | Karmenta Nursing & Rehab     | Schasker Stephen D DDS         |
| Beld Roofing                   | Karmenta Therapy             | Schilly Donna DVM              |
| Brunner Electronics Repair     | Killian Kent H DDS           | Schultz Donald E Atty          |
| Burck Kristine M Atty          | Lamers Tour & Travel         | Seymour Scott J Atty           |
| Burke Ryan D Atty              | Lantech Services             | Sime Claude I DDS              |
| C & L Family Day Care          | Madison Surgical Appliance   | Skibba Allen J DDS             |
| Caldwell Megan DVM             | Mc Cartan Bernard T Atty     | Snowden Insurance              |
| Cedar Ridge Consulting         | Mc Donald's                  | Sobczak Gregory J DDS          |
| Chamomile Assisted Living Ltd  | Meadow Park Townhomes        | Swanton House                  |
| Chef David                     | Meadows Apartments           | Toad Hill Children House       |
| Chi Wagner Energy & Bodywork   | Moran's Barber Shop          | Truesdell Animal Care Hospital |
| Cmw Properties                 | Mr Cleaning Svc Inc          | Twenty First Century Lingerie  |
| Crescendo Design               | Natural Ovens of Manitowoc   | U S Male                       |
| Dental Health Assoc of Madison | New Crossing Church          | Universal Home Inspection      |
| Droessler Chiropractic         | Park Glen Apartments         | Veerman Brett L DDS            |
| Drumlin Equipment              | Paulette's Professional Hair | Walther David P DDS            |
| Ferguson Kevin Atty            | PDQ Food Stores              | Willow Productions             |
| File Systems Inc               | PPV                          | Wisconsin Supplier Development |
| Fix-It-Rite Construction       | Richard's Family Hair Design | Zielke Jeremy P Atty           |
| George's Auto Clinic           | Richard's Hair Goods         | Zimmerman                      |

## **Parks and Open Space**

The Hiestand Neighborhood has approximately 70.8 acres of park and open space. Table 6 shows the acreage of park and open space within the neighborhood. One large community park, Hiestand Park and Woods, is located on the western side of the neighborhood. A smaller neighborhood park, Honeysuckle Park, is located on the eastern side of the neighborhood. Map 14 illustrates the location of park and open areas within the neighborhood.

*Table 6: Park and Open Space  
Acreage*

| Park and Open Space Area | Acres |
|--------------------------|-------|
| Hiestand Park            | 46.5  |
| Hiestand Woods           | 11.3  |
| Honeysuckle Park         | 3.5   |
| Greenways                | 9.5   |
| Total Park Area          | 70.8  |

Source: City of Madison GIS (2005)

## **Hiestand Park and Woods**

Out of the 70.8 acres of parkland, Hiestand Park and Woods comprise the largest acreages of open space with 46.5 acres and 11.3 acres, respectfully. Hiestand Park amenities include a basketball court, tennis courts, playground, soccer fields, softball fields, sledding hill, disc golf course, and hiking trails. All park amenities are in good condition with the exception of the tennis courts. The surface of the tennis courts is cracking and sprouting weeds. Neighborhood residents would like to replace the tennis courts with a picnic shelter.



*Hiestand Park and Woods is the cornerstone of the neighborhood. Fifty-eight acres of recreational space provide an array of passive and active activities for this neighborhood.*

Hiestand Park attracts park users from outside the neighborhood. Hiestand Park currently supports the Latino soccer league games. However, the Latino Soccer Teams will be relocated to Door Creek Park, a larger community park with planned facilities, in 2007. Hiestand Park fields are not scheduled for league soccer beyond this time.

Disc-golf is a popular activity at Hiestand Park. An 18-hole course receives heavy use by local players. Currently, there is an agreement with

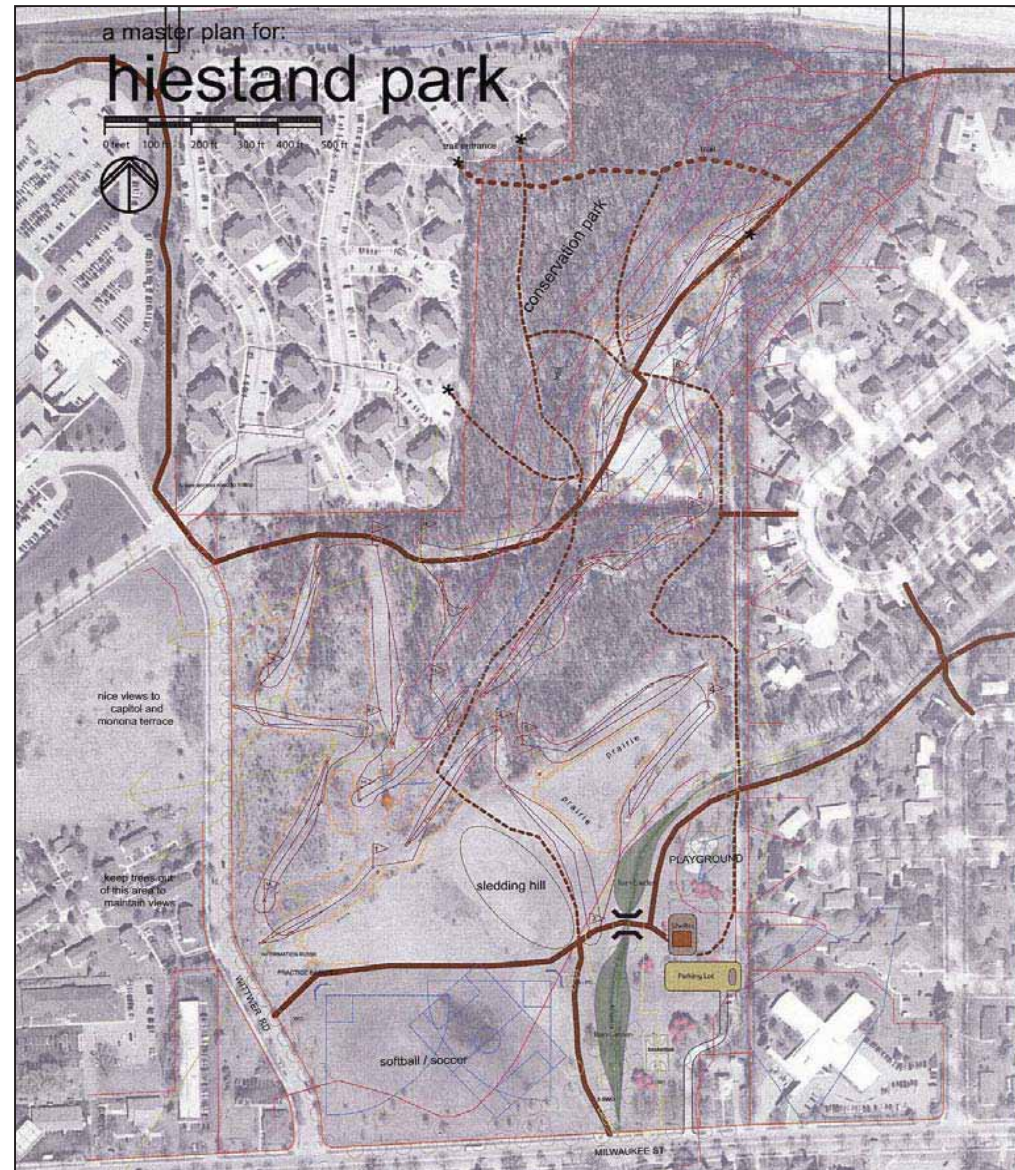
the Madison Area Disc Club to help maintain the course and to remove trash on a daily basis from trash cans near the holes. Because the course is hilly, erosion of the hillsides has occurred in recent years.

Hiestand Woods is managed as a conservation area. Rustic, low-impact trails transverse the hillside. Erosion is occurring along some of the slopes of the conservation park. Neighborhood residents would like the woods to remain a conservation park. However, they would like to

explore ways to educate users about the types of tree species and habitats that are common in this older, mature forest. The views of Downtown Madison from the hilltop are spectacular. Further, Hiestand Park is the highest point on the Eastside. The neighborhood is exploring the possibility of adding a viewing tower to the hilltop.

Hiestand Park and Woods is a valued resource for area residents. However, neighborhood residents identified four areas of concern with the existing park:

- *Lack of connectivity between the activity areas.* A drainageway (8 to 15 feet wide) divides the western node, which contains the soccer and baseball fields, and the eastern node, home to the playground and basketball and tennis courts. To move from one area of the Park to the other, a park user must either walk through the ditch or to the southern edge of the Park to cross along the sidewalk on Milwaukee Street. This lack of access could be resolved by adding a path system that would include at least one bridge over the ditch, allowing for greater mobility within the park.
- *Lack of shelter with bathroom facilities.* Neighborhood residents would like to use the park for family and neighborhood-related gatherings. No shelter (or electric and water access) currently exists. Placement of a shelter adjacent to the existing playground would be preferred since it would be in a well-used and visible location. To accomplish this park



*Proposed pedestrian/bicycle paths (dark lines) through Hiestand Park and across Highway 30 (Commercial Avenue).*

improvement the existing tennis courts will need to be relocated to Kennedy Elementary School/Park.

- *Update the conservation management plan for Hiestand Woods.* Greater knowledge of the wooded habitat, park improvements to minimize erosion, and identifiable actions to be undertaken by local residents to enhance/monitor the park resource would enhance this resource.
- *Improve motorist visibility on Wittwer Road.* Hiestand Park draws a number of people from outside the neighborhood, especially to the disc golf course and league soccer games. The Park itself has approximately six parking spaces off Hiestand Drive. Spaces are also available on Milwaukee Street (southern edge of park) or on Wittwer Road (western edge of park). On weekends these two streets are often lined with parked cars, creating a visual impairment for drivers attempting to turn onto Milwaukee Street from Wittwer Road. Residents have also mentioned that visitors using the basketball courts or the playground sometimes park their vehicles on the grass when the parking spaces off Hiestand Drive are full.

### Potential Pool Site

Hiestand Park was discussed as a potential pool site. The Ad Hoc Swimming Pool Committee selected three other sites (Franklin, Warner, and Reindahl Parks) as finalists for public swimming pools. However, Hiestand Park



*Neighborhood residents would like to construct a picnic shelter with electricity and water service at the location of the deteriorating tennis courts. The existing tennis courts would be relocated to nearby Kennedy Elementary School/Park.*

remained high on the selection list due to its proximity to Madison's growing Eastside population. One of the reasons Hiestand Park placed fourth on the swimming pool list was because of its soccer league play. Since soccer league play will be relocated to Door Creek Park in 2007 it is no longer a conflict. Hiestand residents raised concerns over the impact of a swimming pool on the neighborhood. This plan is recommending that the discussion reopen so many of those concerns can be discussed with

residents to determine if this is indeed an ideal location for a neighborhood swimming pool.

### Honeysuckle Park

A neighborhood park, Honeysuckle Park, is located on the eastern end of the neighborhood. A basketball court, softball field, playground, and picnic area are located in this 3.5-acre neighborhood park. The park area has low visibility since it is surrounded by residences on its east, west and south sides. Park users access the park by sidewalks leading directly from Violet Circle, Piccadilly Drive, and Trafalger Place. North Thompson Drive provides street access; however, existing trees and shrubs block the view into the park area.

### Greenway System

A drainageway system connects Hiestand Park to Honeysuckle Park. A retention pond, an approximately 6.2-acre area, is part of the greenway system. No trail system and/or other recreational amenity are in place to take advantage of this natural resource.

### Other Nearby Parks

Kennedy, McGinnis, and Portland Parks are located to the south of Milwaukee Street.

*One of the undeveloped resources within the neighborhood is the drainageway that connects Hiestand and Honeysuckle Parks. An asphalt pathway is proposed for neighborhood use. This view, looking west toward Hiestand Park, shows the relatively flat banks with mature trees.*



*Public sidewalks off Stein and Easley lead to a retention pond, approximately 6.2 acres, located along the drainageway. Identifying ways to improve the retention pond, in terms of water quality conditions, would make it a unique feature along the proposed pathway. Benches and other recreational amenities would make this a pleasant place to watch waterfowl.*



*The public space along the drainageway is lined with mature trees. This view, looking west from Swanton Road, provides a sense of the picturesque nature that a user would experience along the pathway.*



### **Community Facilities**

Community services in the Hiestand Neighborhood and nearby area include:

#### **Fire Protection**

Fire protection is provided by Fire Station # 5, located at 4418 Cottage Grove Road. Madison Fire Department is in initial stages to undertake a pilot study that would involve developing the first neighborhood preparedness plan in Madison. If this proceeds, Hiestand Neighborhood would be a candidate.

#### **Police Protection**

The East Police District serves the neighborhood. The new station, 809 South Thompson Drive, will provide improved



*Toad Hill Children's House, a Montessori School that opened in the fall of 2005, currently occupies the Historic Hiestand School House site.*

service to the neighborhood due to its closer proximity to Hiestand Neighborhood.

#### **Public Library**

The Pinney Branch Library, located at 204 Cottage Grove Road, serves the area.

#### **Public and Private Schools**

The Hiestand Neighborhood is served by two elementary schools: Kennedy Elementary (221 Meadowlark Drive) and Schenk Elementary (230 Schenk Street). Map 15 depicts attendance area for the elementary schools. Whitehorse Middle and Lafollette High are the secondary schools.

Toad Hill Children's House, located at 4418 Milwaukee Street, recently opened in the Fall of 2005. The Montessori school has classes for children 2 ½ to 6 years old.

#### **Planned Public Improvements**

The Milwaukee Street bridge is scheduled for replacement in 2009. The bridge will be built to accommodate 4-lanes. Designing the bridge to accommodate 4-lanes will not automatically change the traffic lanes from 2-lanes to 4-lanes on Milwaukee Street.

#### **Proposed School Boundary Change**

Children living in the Hiestand Neighborhood attend either Kennedy or Schenk Elementary School. Children living south and east of the greenway and south of Stein Avenue attend Kennedy, located at 221 Meadowlark Drive. Children who live on Stein Avenue and to the north and west, attend Schenk School at 230 Schenk Street.

Currently the Madison Metropolitan School District is proposing to make some adjustments to reduce overcrowding at Hawthorne Elementary School, located to the northwest of the neighborhood. Although no Hiestand Neighborhood children attend Hawthorne, the adjustments will include changing 128 Sycamore Park Neighborhood students from the Hawthorne to the Schenk attendance area, and 73 Sprecher Neighborhood students from the Kennedy to the Elvehjem attendance area.

Thus, Hiestand children currently attending Schenk may gain 128 new classmates who formerly attended Hawthorne, and Hiestand children attending Kennedy may lose 73 classmates who will now attend Elvehjem. To ease the transition, current fifth grade students may have an option to remain in their current school.

### **Intergovernmental Cooperation**

#### **Town of Blooming Grove**

It should be noted that the Town of Blooming Grove and the City of Madison have recently entered into an Intergovernmental Agreement that provides a protected period for annexation until October 31, 2027 (with a clause for early dissolution). As part of the agreement, all development in the Town shall be subject to conditional approval by the City in accordance with the City's adopted ordinances, plans, policies, standards and procedures. More information on the annexation agreement is located at:

[www.ci.madison.wi.us/attorney/blooming%20grove%20agreement.pdf](http://www.ci.madison.wi.us/attorney/blooming%20grove%20agreement.pdf).



*Nineteen acres of the Hiestand Neighborhood lie within the Town of Blooming Grove. New residential and commercial development is occurring on several sites.*

### Neighborhood Issues

The Hiestand Neighborhood Steering Committee identified nine major issues that would enhance its neighborhood. Input from neighborhood residents, the business community, and other stakeholders was collected between Spring-Fall of 2005. A neighborhood survey, stakeholder interviews, and neighborhood meetings were used to determine the priority issues for the neighborhood steering committee to address.

#### Land Use

##### **Issue 1: Preserve the single-family existing housing character of the neighborhood with continued maintenance of structures.**

A total of 297 single-family homes lie within the neighborhood. Preserving and maintaining single-family structures is a priority. Encourage reinvestment in existing structures; however, demolition of existing structures to assemble parcels for larger, residential complexes or other uses is not supported.

##### **Issue 2: Retain and/or attract neighborhood-based or professional offices to the neighborhood.**

New construction of business structures should blend in with the scale and mass of the neighborhood and be constructed with quality materials. New neighborhood-scale businesses or professional office buildings should be located in appropriate areas to the west of Wittwer Road.

#### Traffic and Safety

##### **Issue 3: Reduce traffic speed on major corridors and residential streets to enhance pedestrian safety.**

Not only do major transportation corridors bound the neighborhood, but it also has two collector streets that are frequently used for cut-thru traffic. Milwaukee Street, Swanton Road, and North Thompson Drive are of the highest concern for safety because of the high use by pedestrians and bicyclists.

##### **Issue 4: Develop/improve pedestrian and bicycle networks that enhances safety and connections to frequently traveled locations.**

An accessible path system along the existing drainageway will improve connections within the neighborhood. An on-street or overpass connection across Highway 30 (Commercial Avenue) as well as bicycle lane markings on Milwaukee Street, Swanton Roads, and North Thompson Drive will improve pedestrian movement.

#### Economic Development

##### **Issue 5: Support neighborhood-oriented businesses by promoting services, purchasing goods and services, and undertaking joint projects that enhance the neighborhood and business climate.**

A strong, viable neighborhood is achieved when a neighborhood offers a quality climate for a business to flourish as well as businesses that provide employment and goods and services for area residents. Although there is limited redevelopment potential in the neighborhood in the short-term, such opportunities may arise when underutilized properties become financially feasible to redevelop. It is crucial for the neighborhood to continue to promote neighborhood-oriented businesses in the existing nodes and



*Existing and proposed professional office buildings will provide space for new businesses to start-up in the neighborhood. One of the objectives of the neighborhood is to market the existing housing stock to employees of existing and new businesses.*

## Hiestand Neighborhood

employment generating professional uses in the northwestern quadrant of the neighborhood. Area businesses and employment opportunities will make this neighborhood desirable to those that value a walkable community.

### **Parks and Open Space**

#### **Issue 6: Improve active recreational areas and continue to preserve natural areas throughout the neighborhood.**

With no formal gathering space within the neighborhood, the parks and open space areas have become the place in which neighborhood residents interact. Creating gathering places within existing parks, such as picnic shelters or community gardens, will help of residents to create a sense of pride within the neighborhood.

As part of this effort, it is important for neighborhood residents to protect one of its unique features, the Hiestand Woods, as a managed conservation area. This may include providing wayfinding signage and educational plaques to encourage neighborhood residents to use this part of the parkland in new and different ways. Forging a new relationship with the caretakers of the land, such as forming a Friends of Hiestand Park, will enable new possibilities for the caretaking of this resource.

#### **Issue 7: Develop a parkway connection between Hiestand and Honeysuckle Parks.**

Walking from one end of the neighborhood to the other is nearly impossible since no east-west streets exist except for Milwaukee Street.

But picture this: a quiet stroll on a low impact path that follows the bank of a drainageway with a park-like setting. This is a diamond in the rough: taking a closer look at developing a walking path will make it easier and safer to walk through the neighborhood.

### **Gateways**

#### **Issue 8: Beautify gateways leading into the neighborhood.**

The Hiestand Neighborhood is not a “place” to pass through to get from one’s place of employment to one’s place of residence. It is a neighborhood that takes great pride in its physical and social assets. Visual enhancements, such as gardens or signs, at strategic locations will improve the appearance of the neighborhood. In addition, continued cleanup of parks, decorative business plantings, or other unifying features will help tie the neighborhood image together.

#### **Issue 9: Reduce traffic noise in residential areas bordering Highway 30.**

Noise barriers are currently in place to the

south of the Milwaukee Street Bridge along the I90 system. However, when the noise barriers were installed the noise levels did not meet state thresholds for the area to the north. Highway traffic is perceived to be a dominant noise source for neighbors living near the Highway 30/I90 interchange. Mitigation of noise impacts must be done in accordance with the Wisconsin Administrative Code. The Hiestand Neighborhood would like to continue to pursue alternatives to reduce the level of noise by determining if noise levels meet the threshold for official abatement and/or alternative strategies to form a natural barrier from automobile noise.



*Residences along North Thompson Road (north of Milwaukee Street) are impacted by automobile noise.*

Neighborhood Plan Recommendations

The Hiestand Neighborhood Plan is the result of a planning process that proactively involved neighborhood residents and other interested individuals who worked together to identify their priorities and devise action steps, which meet the current and future needs of this neighborhood.

While the Plan does not attempt to address all the issues and concerns in the neighborhood, the Plan does provide the framework to begin the process of making living, working, and playing in Hiestand Neighborhood more attractive in the short- and long-term. Specific recommendations address concerns in the area of: Land Use, Transportation, Economic Development, Parks and Open Space, and Beautification/Image.

The Hiestand Neighborhood Association, working with the District Alderperson, will advocate for the implementation of the Plan recommendations for the next 5 – 10 years. It is their intention to build the neighborhood’s organizational capacity as well as to establish other organizational structures, such as Friends of Hiestand Park, to assist in implementing the goals, objectives, and Plan recommendations.

The Plan recommendations are the result of thoughtful consideration of information provided to the Hiestand Steering Committee by City staff and other resources during the planning meetings. Thorough analysis of the data presented and examination of feasible options aided in the group’s justification for selection and prioritizing the Plan recommendations. The Plan recommendations are ranked in priority order by subject area while the Implementation Strategy is ranked by overall importance to neighborhood residents.

Land Use and Zoning Recommendations

| Proposed Recommendation                                                                                              | Rationale                                                                                                                                                                                                                                                                                      | Lead Organization | Priority Ranking |
|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------|
| 1. Request rezoning of 4802-4806 Milwaukee Street from “Temp A” to “R1” to reflect existing land use on the parcels. | Currently 4802 and 4806 Milwaukee Street is zoned “Temp A (Agriculture). Most likely these two parcels were not officially rezoned when annexed into the City (probably in the 1970s). It is proposed that the parcels are zoned R1 (Single-Family) to reflect the current use on the parcels. | Property Owner    | 1                |

**Transportation Recommendations**

| Proposed Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Lead Organization          | Priority Ranking |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------|
| <p>1. Work with Traffic Engineering to consider improving the Milwaukee Street corridor by:</p> <ul style="list-style-type: none"> <li>i. Improve merging of 4-lane to 2-lane at the 4000 block of Milwaukee Street (by Highway 51)</li> <li>ii. Mark the 4000 to 5300 blocks of Milwaukee Street with parking and bicycle lanes. Further study will need to be conducted to determine the precise locations.</li> <li>iii. Install pedestrian islands at the intersection of Milwaukee at Meadowlark Drive and Milwaukee at Portland Parkway.</li> <li>iv. Signalize the intersection of Milwaukee at Wittwer or Milwaukee at Walbridge.</li> <li>v. Improve the directional markings at the intersection of Milwaukee and Crystal Lane.</li> <li>vi. Work with Traffic Engineering to determine strategies to deter cut-thru traffic from Milwaukee Street onto Kurt Drive.</li> </ul> | <p>Milwaukee Street is 54' wide. Many motorists assume that the roadway is two-lanes. Marking of bicycle and parking lanes will lessen confusion. It will be important to accommodate on-street parking for multi-family dwellings on the eastern end of the street, retail users, and for Hiestand Park users in the final agreed upon plan.</p> <p>Milwaukee Street is not scheduled for reconstruction in the next five years. Short-term improvements should be examined at the time of resurfacing or sooner.</p> <p>The signal at Wittwer would facilitate left turns from Wittwer onto Milwaukee Street and permit all day transit service on Walbridge and Wittwer north of Milwaukee Street. A signal at Walbridge would have no benefit to transit operations.</p> | <p>Traffic Engineering</p> | <p>1</p>         |

## Hiestand Neighborhood

| Proposed Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Lead Organization                                                | Priority Ranking |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|------------------|
| <p>2. Work with Traffic Engineering to consider improving the Swanton Road corridor by:</p> <ul style="list-style-type: none"> <li>i. Installation of additional speed limit signs and bicycle route signs.</li> <li>ii. Lane marking for bicycle and parking lanes</li> <li>iii. Install pedestrian refuge islands at or near: Swanton at Milwaukee, Swanton at Hamlet, Swanton at Easley, or Swanton at crossing with drainage way.</li> <li>iv. Increase enforcement of posted speed limit.</li> </ul> | <p>Swanton Road is 44' wide. Many vehicle travels on Swanton Road to travel to the East Towne area. The posted speed limit is 25 mph. Neighborhood residents would like to improve pedestrian safety along the segment from Milwaukee Street to N. Thompson Drive.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>Traffic Engineering in conjunction with Police Department</p> | <p>2</p>         |
| <p>3. Work with WDOT, in conjunction with Traffic Engineering, to install noise barrier along Highway 30 (adjacent to the existing noise barriers on I90).</p>                                                                                                                                                                                                                                                                                                                                            | <p>Noise barriers are currently in place to the south of the Milwaukee Street Bridge along the I90 system. However, at the time when the noise barriers were installed the noise levels did not meet state thresholds for the area to the north. Highway traffic noise is perceived to be a dominant noise source for neighbors living near the Highway 30/I90 interchange. Mitigation of noise impacts must be done in accordance with the Wisconsin Administrative Code. The Hiestand Neighborhood would like to continue to pursue alternatives to reduce the level of noise by determining if noise levels meet the threshold for official abatement and/or alternative strategies to form a natural barrier from automobile noise.</p> | <p>WDOT in conjunction with Traffic Engineering</p>              | <p>3</p>         |
| <p>4. Work with Traffic Engineering to consider improving North Thompson Road by:</p> <ul style="list-style-type: none"> <li>i. Removing parking on the south side to allow for bicycle and parking lane markings. Keep on-street parking by the Meadows Apartments.</li> </ul>                                                                                                                                                                                                                           | <p>N. Thompson Drive is the only neighborhood street that directly transverses north and south through the neighborhood. The 40' street is 2-lanes with no parking or bicycle lane marking. North Thompson Drive has no residential or commercial driveway access along most of its length with the exception of four driveways from the Meadows Apartment Complex. Many motorists travel at a greater speed than the 35 mph posted limit because of the thoroughfare nature of the roadway.</p>                                                                                                                                                                                                                                            | <p>Traffic Engineering</p>                                       | <p>4</p>         |

## Hiestand Neighborhood

| Proposed Recommendation                                                                                                                                                                        | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Lead Organization                                      | Priority Ranking |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|------------------|
| 5. Work with WDOT, in conjunction with Traffic Engineering, to determine the feasibility of constructing a bicycle lane on the east side of Highway 51 from Milwaukee Street to Nakoosa Trail. | A pedestrian/bicycle connection from Hiestand Neighborhood to the commercial area to the north will improve access to employers, services, and shopping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | WDOT in conjunction with Traffic Engineering           | 5                |
| 6. Work with WDOT to install guardrails adjacent to sidewalks under the Highway 51 overpass.                                                                                                   | Pedestrians are exposed to the volume and speed of motor vehicles without protection offered by a guardrail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | WDOT                                                   | 6                |
| 7. Study potential for bike path connections to improve pedestrian movement within the neighborhood and to designations across major highways lying to the north and east.                     | <p>The Hiestand Neighborhood is bounded by major arterials on its north, south, east, and west sides. An on-street bicycle route currently exists on Milwaukee and Swanton. A bicycle path would move pedestrians safely to nearby destinations: Sprecher Neighborhood to the east, East Towne Mall area, and destination places directly to the north of the neighborhood (i.e. grocery store).</p> <p>A bicycle path system within the interior of the neighborhood, leading from Hiestand Park and paralleling the existing drainage way that runs northeasterly, would provide a more direct route for pedestrians to walk through the neighborhood. There are no east-west connection streets.</p> | Traffic Engineering in conjunction with Parks Division | 7                |
| 8. Enforce speed limit of 35 mph on Milwaukee Street.                                                                                                                                          | Milwaukee Street is 54' from curb to curb. No drive lanes, parking or bicycle lanes are marked. The width of the street makes it easier for drivers to exceed the 35-mile per hour speed limit within the Hiestand boundaries.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Police Department                                      | 8                |

|                                                                                                            |                                                                                                                                                                                              |                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>(A) Install pedestrian guardrails adjacent to sidewalk along Milwaukee Street under Hwy 51 overpass</p> | <p>(C) Consider signaling intersection of Milwaukee Street at Wittwer Road or North Wallbridge Avenue</p> <p>(D) Improve gateway by landscaping embankment at Hwy 51 at Milwaukee Street</p> | <p>(F) Improve directional markings at Milwaukee St / Crystal Lane intersection</p> <p>(G) Consider installing pedestrian islands at Milwaukee St /Portland Pkwy &amp; Milwaukee St/Meadowlark Dr</p> |
| <p>(B) Consider improving roadway markings at 4-lane to 2-lane merge on Milwaukee Street</p>               | <p>(E) Enforce speed limit of 35 mph on Milwaukee Street</p>                                                                                                                                 | <p>(H) Consider marking bicycle &amp; parking lanes on 4000-5300 blocks of Milwaukee St. Further study will determine layout.</p>                                                                     |



Transportation Plan Recommendations: Milwaukee Street

**J** Consider developing pedestrian & bicycle overpass access under Hwy 30 from neighborhood to shopping area

**K** Consider developing pedestrian & bicycle access from Neighborhood to the north side of Commercial Avenue

**L** Improve neighborhood gateway by landscaping traffic circle on North Thompson Drive

**M** Consider marking bicycle/parking lanes on 1-200 blocks of N Thompson Dr. Retain on-street parking by the Meadows Apartments

**N** Consider developing strategies to deter traffic cut-through from Milwaukee Street to Kurt Dr

**O** Explore sound buffering improvements along Hwy 30



Transportation Plan Recommendations: Hwy 30 & N. Thompson Drive

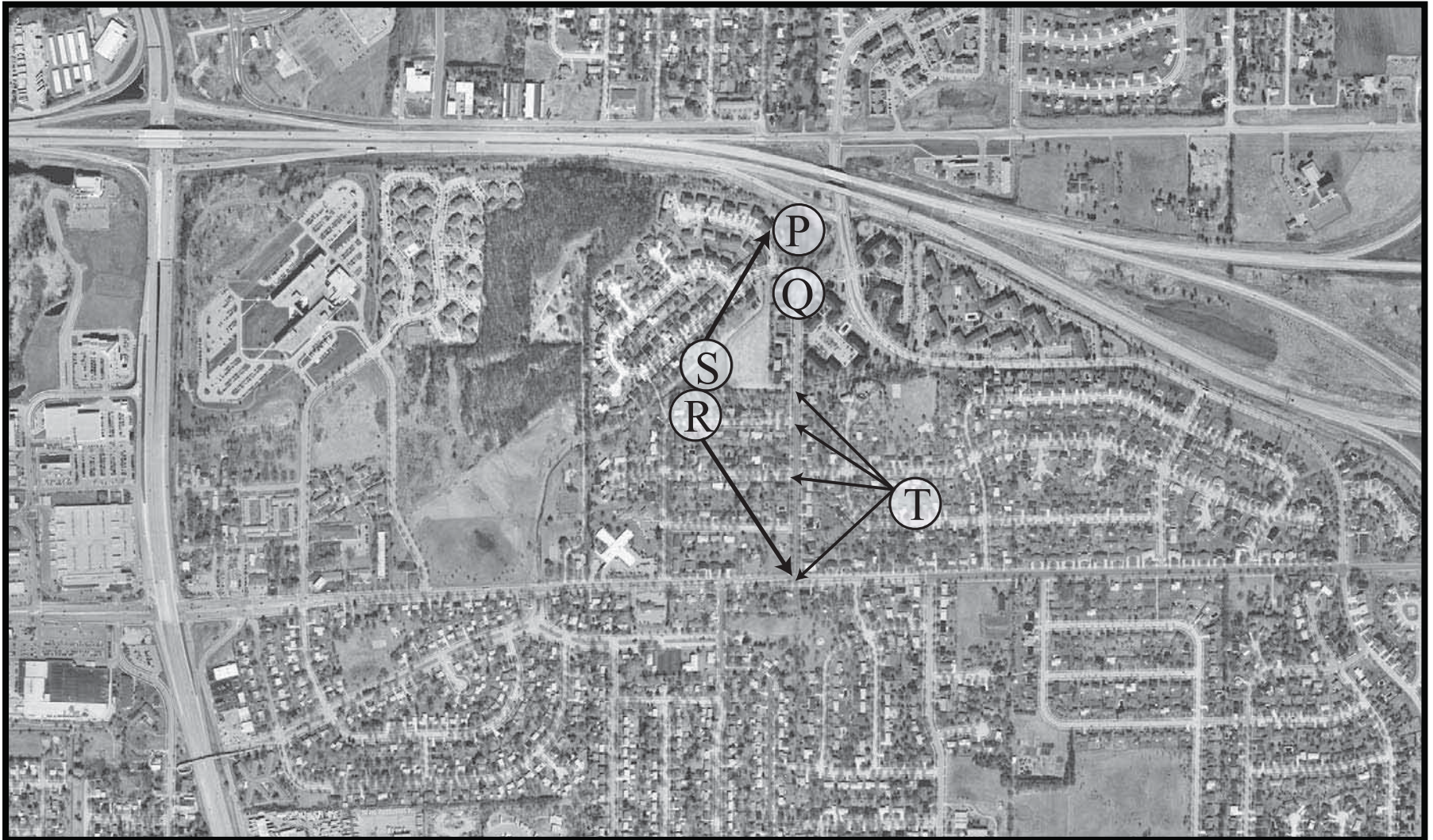
**(P)** Improve neighborhood gateway by installing neighborhood sign & landscaping at N. Thompson / Swanton

**(Q)** Consider marking bicycle & parking lanes on 1-400 blocks of Swanton Road. Further study would determine layout.

**(R)** Consider installing additional speed limit signs and bicycle route signs on Swanton Road

**(S)** Enforce speed limit of 25 mph on Swanton Road

**(T)** Consider installing pedestrian refuge islands at one or more locations on Swanton Road; Milwaukee Street, Hamlet Place, Easley Way or Drainage Crossing.



Transportation Plan Recommendations: Swanton Road

## Economic Development Recommendations

| Plan Recommendation                                                                                                                                                                                                         | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Lead Organization                                                                                      | Priority Ranking |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|------------------|
| 1. Support the development of more neighborhood-oriented shopping and service firms.                                                                                                                                        | Neighborhood-oriented firms help build community by providing residents with a place to meet and with a stronger local identity. Neighborhood-oriented firms also reduce time and transportation that are associated with households securing goods and services. Neighborhood-oriented firms are also more likely to be locally owned, which means that more dollars spent at these firms stay in the community.                                                                                                           | Business operators and developers working with Hiestand Neighborhood Association                       | 1                |
| 2. Support the development of additional professional office buildings/uses in appropriate locations.                                                                                                                       | During discussions with neighborhood residents and the business community it was proposed that additional employment acreage for professional office use be designated within the neighborhood boundaries. Lands lying directly south of American Family were discussed as a potential area for employment expansion. Currently the area is comprised of single-family and two-family units. Further discussions will need to take place with property-owners and the Town of Blooming Grove prior to any official actions. | Property-owners, Town of Blooming Grove, and developers working with Hiestand Neighborhood Association | 2                |
| 3. Encourage upgrading business facades and updating site layouts to improve the visual connection to improve pedestrian accessibility of businesses, aesthetic quality, and develop identifiable character, when possible. | Hiestand's business district is representative of post-World War II land use patterns with low density and strict separation between residential and non-residential development. The business district in the neighborhood is primarily auto-oriented. The buildings are oriented to the parking lots and sidewalk access is limited. Over time, encourage the redesign of these older shopping nodes so they function better and become more complete, diverse and pedestrian-friendly.                                   | Business operators and developers working with Hiestand Neighborhood Association                       | 3                |
| 4. Develop a stronger sense of neighborhood cohesion within the business community, possibly through the creation of a business association.                                                                                | The business community can more effectively address common issues if they have strong relationships and an ability to communicate with each other.                                                                                                                                                                                                                                                                                                                                                                          | Business operators                                                                                     | 4                |

**Parks and Open Space Proposed Recommendations**

| Proposed Recommendation                                                                                                                                                                                                                                                                                                                                                     | Rationale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Lead Organization                       | Priority Ranking |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------|
| 1. Construct a pedestrian/bicycle path adjacent to the drainage way system from Hiestand Park to Honeysuckle Park. The pedestrian/bicycle path would be designed primarily for neighborhood users with solar lighting along stretches of the pathway.                                                                                                                       | One of the unique features of the neighborhood is a park-like drainage system that connects the park areas. Currently, the drainage way has mowed grass and/or overgrown vegetation along its banks. A detention pond collects storm water from the area directly to the west of Swanton Road between Stein Avenue and Easley Lane. Birds and other waterfowl nest in the area. A walking path system would help connect the neighborhood park and open space features. In addition, it would provide another route for neighborhood residents to reach designations within the neighborhood. | Engineering Division and Parks Division | 1                |
| 2. Construct a picnic shelter in Hiestand Park. The shelter should include cutoff lighting, electrical and water service, screened port-a-potty, and paved parking lot. Relocate existing tennis courts to Kennedy Park.                                                                                                                                                    | Residents view Hiestand Park as the major recreation area in the neighborhood. For this reason, it is their priority to improve the park to serve residents. Neighborhood residents desire a shelter at the local park for local gatherings. The ideal location of the shelter would be near the existing children's playground. Existing tennis courts should be relocated to Kennedy Park to create four courts at this location.                                                                                                                                                           | Parks Division                          | 2                |
| 3. Construct and/or improve trail system through Hiestand Park and Hiestand Woods to improve accessibility to pedestrians and bicyclists. A two-tier path system is recommended: a low impact path system through the conservation woods and a pedestrian-bicycle path through the southerly portion of the park to connect with existing and proposed bicycle connections. | The Hiestand Park and Conservation Woods is a large asset to the neighborhood. Improving the trail system within the parks and woods as well as its connection to other natural resources within the area would make it more attractive to recreational users. A two-tier path system is proposed: a low impact path through the woods and a pedestrian/bicycle path that would connect to existing bike paths.                                                                                                                                                                               | Parks Division                          | 3                |

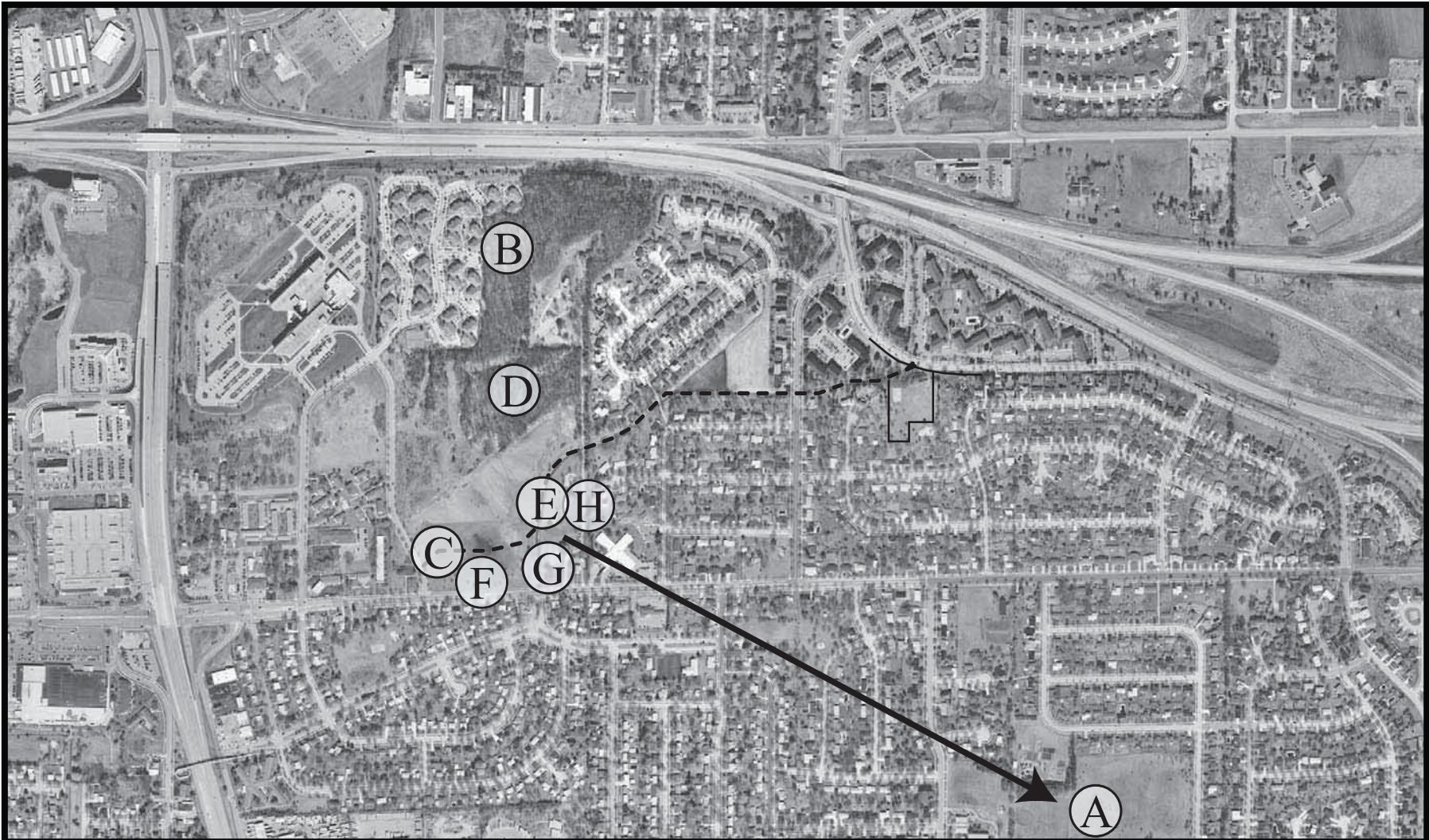
## Hiestand Neighborhood

| Proposed Recommendation                                                                                                                                                                                                             | Rationale                                                                                                                                                                                                                                                                                                                                                                                                         | Lead Organization                       | Priority Ranking |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|------------------|
| 4. Construct pedestrian bridge over existing drainage way to improve access to playfield and other parts of the park. Along the banks of the drainage way, establish rain gardens.                                                  | An existing drainage way runs southerly through the southeast corner of the park. The drainage way is a barrier that separates the two recreational activities within the park: the field area to the southwest and the playground, tennis courts, and basketball courts on the southwest.                                                                                                                        | Parks Division and Engineering Division | 4                |
| 5. Improve the visibility of Honeysuckle Park by clearing out the underbrush along N. Thompson Drive to make it more visible from roadway and extend an asphalt path into the park area.                                            | Honeysuckle Park has poor visibility since it is bounded by the east, west, and south by residential backyards. The northern end of the park abuts N. Thompson Drive but overgrown vegetation obscures the open space from the roadway. It is possible to better integrate the park into the neighborhood with some basic improvements, such as extending the sidewalk to the park entrance on N. Thompson Drive. | Parks Division                          | 5                |
| 6. Develop a management plan for Hiestand Woods. In addition, remove and manage the under story vegetation on the hillside (north of Milwaukee Street) to improve the visibility of the park area closer to the conservation woods. | Opening up the view along the hillside will improve the visibility of activities occurring in the park.                                                                                                                                                                                                                                                                                                           | Parks Division                          | 6                |
| 7. Explore the possibility of installing an overlook platform in Hiestand Park.                                                                                                                                                     | Hiestand Park is the highest point on the Eastside. Taking advantage of the topography by installing an overlook platform will add another unique feature to the park.                                                                                                                                                                                                                                            | Parks Division                          | 7                |
| 8. At the basketball court in Hiestand Park, install lighting and timers to allow for longer play.                                                                                                                                  | Neighborhood residents want to encourage recreational opportunities for youth and young adults.                                                                                                                                                                                                                                                                                                                   | Parks Division                          | 8                |
| 9. Improve and/or upgrade park equipment at Honeysuckle Park.                                                                                                                                                                       | Park equipment is dated. An influx of new families with young children is expected in the next 10 years.                                                                                                                                                                                                                                                                                                          | Parks Division                          | 9                |
| 10. Explore the creation of community gardens at Honeysuckle Park or along the right-of-way of North Thompson Drive.                                                                                                                | Community gardens provide households with another low-cost food source. Another benefit is a place for neighbors to get to know one another.                                                                                                                                                                                                                                                                      | Parks Division                          | 10               |

**Hiestand Neighborhood**

| Proposed Recommendation                                                                                                                                                                                            | Rationale                                                                                                                                                                                                                                                                                                                | Lead Organization | Priority Ranking |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|------------------|
| 11. At the time that the third public swimming pool is scheduled to be constructed, revisit the Hiestand Park as a site and measure the level of neighborhood support for siting a swimming pool in Hiestand Park. | Hiestand Park is a central location for many east side residents. Hiestand Park was one of the locations considered for siting of a public swimming pool. Neighborhood residents would like to discuss the possible siting of the swimming pool in Hiestand Park at the time the third public swimming pool is proposed. | Parks Division    | 11               |

- |                                                                                                                             |                                                                                                                                                               |                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| <p>(A) Relocate existing tennis courts in Hiestand Park to Kennedy Park</p>                                                 | <p>(D) Remove under-story vegetation on hillside to improve visibility of Hiestand Park from Milwaukee St &amp; build an overlook viewing platform</p>        | <p>(F) Reevaluate potential swimming pool site with neighborhood, when a third pool is up for consideration.</p>               |
| <p>(B) Construct low-impact path system through conservation park &amp; prepare conservation management plan.</p>           | <p>(E) Construct pedestrian bridge over existing drainage way to improve access to playfield. Establish rain gardens along the banks of the drainage way.</p> | <p>(G) Install lighting and timers at basketball courts to allow for night basketball games</p>                                |
| <p>(C) Construct bicycle path through the southern end of the park. Connect with existing &amp; proposed bicycle routes</p> |                                                                                                                                                               | <p>(H) Construct picnic shelter with electric &amp; water services, screened port-a-potty, and paved existing parking lot.</p> |



Park & Open Space Plan Recommendations: Hiestand Park & Woods

- |                                                                                                       |                                                                                                       |                                                                                                                                                                                            |
|-------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>(A) Install sidewalk along N Thompson Drive to Honeysuckle Park and extend path into park area</p> | <p>(C) Clear out underbrush to improve visibility into Honeysuckle Park from North Thompson Drive</p> | <p>(E) Construct a pedestrian &amp; bicycle path adjacent to drainage-way system from Hiestand Park to Honeysuckle Park. Install cut-off solar lighting along stretches of the pathway</p> |
| <p>(B) Upgrade playground equipment and develop community gardens in Honeysuckle Park</p>             | <p>(D) Develop community gardens along N. Thompson Drive right-of-way.</p>                            |                                                                                                                                                                                            |



Park & Open Space Plan Recommendations: Kennedy & Honeysuckle Parks

**Image Plan Recommendations**

| <b>Plan Recommendation</b>                                                                                                                                 | <b>Rationale</b>                                                                                                                                                                                                                                                                                                                                              | <b>Lead Organization</b>                                                  | <b>Priority Ranking</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|-------------------------|
| 1. Work with Traffic Engineering to design a three season landscaping plan for the traffic circle at North Thompson Drive.                                 | An existing traffic circle is located on North Thompson Road. Landscaping the traffic circle with plantings that bloom throughout three seasons will help beautify the northern entrance into the neighborhood. The Hiestand Neighborhood Association could assist in recruiting volunteers to maintain the flowerbeds.                                       | Hiestand Neighborhood Association                                         | 1                       |
| 2. Install neighborhood signs/banners with landscaping at the entrances and other key locations within the neighborhood.                                   | High quality entrance signs with low maintenance landscaping are one option to help build the identity of a neighborhood. Possible key locations include: North Thompson at Hwy 30, Milwaukee Street at I90, and Milwaukee Street near Hiestand Park. The Hiestand Neighborhood Association could assist in recruiting volunteers to maintain the flowerbeds. | Hiestand Neighborhood Association                                         | 2                       |
| 3. Work with WDOT to design a landscaping plan for the highway embankment (southeast quadrant) on Milwaukee Street at Hwy 51 (Stoughton Road).             | The grassy embankment of Highway 51 (south east side) is the first image that one notices as they enter the Hiestand Neighborhood. Currently, it is grassy with some part deteriorated due to erosion effects. Replanting the area with more attractive, native plantings would improve the appearance of the neighborhood.                                   | WDOT in conjunction with Hiestand Neighborhood Association                | 3                       |
| 4. Explore landscaping options for the highway swale on the north side of North Thompson Drive between Milwaukee Street and The Meadows Apartment complex. | Neighborhood residents identified the highway swale to be unsightly. Improving the appearance on the northeast border of the neighborhood was cited numerous times during the planning process.                                                                                                                                                               | Traffic Engineering in conjunction with Hiestand Neighborhood Association | 4                       |
| 5. Investigate installing neighborhood banners at key locations along Milwaukee Street.                                                                    | Neighborhood banners are appropriate to distinguish business districts within a neighborhood. The neighborhood should work with the business community to determine if such banners are desired along Milwaukee Street between Highway 51 and Hiestand Park.                                                                                                  | Hiestand Neighborhood Association and Local Business Community            | 5                       |

(A) Install neighborhood signs with landscaping at the entrances and other key locations within the neighborhood.

(B) Work with Traffic Engineering to design a three season landscaping plan for traffic circle at North Thompson Drive.

(C) Investigate installing neighborhood banners at key locations along Milwaukee Street.

(D) Work with WDOT to design a landscaping plan for the highway embankment (southeast quadrant) on Milwaukee Street at Highway 51 (Stoughton Road)

(E) Explore community gardens or landscaping options for the highway swale on the north side of North Thompson Drive between Milwaukee Street and The Meadows Apartment complex.



Beautification & Image Plan Recommendations

### Implementation

The Hiestand Neighborhood Steering Committee has solicited support for the plan recommendations through a variety of methods, such as a neighborhood inventory, newsletter articles, personal face-to-face interviews, and general public meetings. The major role that the neighborhood will play is during the implementation of the plan recommendations. There are three major steps for plan implementation:

**Step 1.** Adoption of the Hiestand Neighborhood Plan by the Madison Common Council. Hiestand Neighborhood Plan was introduced October 17, 2006, to the Common Council for adoption. During the adoption process, eight City Boards and Commissions reviewed the plan recommendations for approval. Attached to this neighborhood plan is a Common Council resolution that designates the lead City agencies and departments to implement the plan recommendations. Inclusion of neighborhood improvement projects in the capital or operating budgets, work plans, or other sources of funding from state or federal governments are possible ways to implement plan recommendations.

**Step 2.** Monitoring of plan recommendations by alderpersons and neighborhood associations. As part of the adoption process, the Department of Planning and Development (Planning Unit) will submit status reports to the Common Council on plan recommendation implementation. It will be important for the neighborhood to strategically campaign for plan implementation. It is crucial that neighborhood associations develop a strategy

for plan implementation. Governmental officials, City departments, and non-profit organizations must be strategically approached for funding during their annual budget cycles.

**Step 3.** As part of the planning process, the Hiestand Neighborhood will receive approximately \$126,300 in Community Development Block Grant (CDBG) funding over the next two years to implement eligible neighborhood improvement projects. The Hiestand Neighborhood Steering Committee will work with various community-based organizations to carry out the neighborhood's top recommendations.

#### Priority Plan Recommendations

Steering Committee members identified the top recommendations that would make an overall difference in the quality of their neighborhood. Below is a summary of the top six recommendations:

1. Improve Milwaukee Street Corridor to accommodate pedestrian islands, parking and bicycle lanes, and directional markings;
2. Develop an accessible pedestrian path connecting Hiestand Park to Honeysuckle Park adjacent to the existing drainage way;
3. Construct a park shelter and pedestrian bridge in Hiestand Park;
4. Install pedestrian island and bicycle and parking lane markings on Swanton Road to improve pedestrian and bicycle safety;
5. Improve trail system through Hiestand Park and Hiestand Woods to improve accessibility to pedestrians and bicyclist; and

6. Install entrance signs at gateway locations.

#### CDBG Plan Recommendations

The top recommendations for CDBG funding include:

1. Pedestrian bridge over drainageway in Hiestand Park,
2. Neighborhood gateway features at 1-2 locations,
3. Pedestrian/bicycle path along drainageway connecting Hiestand and Honeysuckle Parks,
4. Pedestrian/bicycle paths within Hiestand Woods, and
5. Pedestrian/bicycle paths within Hiestand Park.

#### Hiestand Neighborhood Implementation Strategy

The Hiestand Neighborhood Plan and Implementation Strategy work in conjunction to address and implement the prioritized plan recommendations. The neighborhood plan provides direction for proposed improvements and the implementation strategy provides a framework for action for the top plan recommendations: lead implementation organizations and estimated cost, critical steps for city and neighborhood groups, and general timeline for completion. Plan implementation of neighborhood projects and programs is contingent upon available resources. Policy makers are responsible for the allocation of resources for the entire City and thus funding for the Hiestand Neighborhood Plan recommendations will be weighed against other

worthy projects citywide. Because of scarce resources, it will be important to understand that the funding of proposed improvements are in competition with existing projects, and in many cases, will require special earmarking of funding to undertake projects as well as ongoing maintenance costs. Securing funding from outside sources, leveraging funding with other available funding, or dovetailing proposed projects with planned projects will help in implementing the proposed activities and projects.

**Hiestand Neighborhood Plan  
Implementation Strategy and Timeline  
Short-Term: 0-3 years Mid-Term: 4-6 years Long-Term: 7 years or more**

| <b>Priority 1: Milwaukee Street</b><br>The Hiestand Neighborhood has prioritized improvements to Milwaukee Street as the top priority for the area. Improvements to Milwaukee Street should be approached in a coordinated way to help maximize funding sources. Milwaukee Street is 54' wide. Many motorists assume that the roadway is two-lanes. Marking of bicycle and parking lanes will lessen confusion. It will be important to accommodate on-street parking for multifamily dwellings on the eastern end of the street, retail users, and for Hiestand Park users in the final agreed upon plan. Below is a listing of specific components for future improvements that is desired in the overall strategy to improve the corridor from Highway 51 to I90. |                                             |                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| <b>Plan Recommendation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>Lead Implementation (Estimated Cost)</b> | <b>Implementation Action Steps</b>                                                                                                                                                                                                                                                                                                                                    | <b>Neighborhood Action Steps</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Time Horizon</b>                                                                                    |
| Improve the directional merging of 4-lane to 2-lane at the 4000 block of Milwaukee Street at Highway 51                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Traffic Engineering (\$50,000 - \$70,000)   | <ul style="list-style-type: none"> <li>- Request changes of WDOT.</li> <li>- Request funding from WDOT and City through Arterial Program and Pedestrian Enhancement Programs for signing and marking changes.</li> <li>- Request additional or special earmark funding through the Capital &amp; Operating Budget Process for signing and marking changes.</li> </ul> | <ul style="list-style-type: none"> <li>- Contact District Alderperson and Engineering and Traffic Engineering Divisions to advocate for inclusion in capital budget process between January-April.</li> <li>- Collaborate with Traffic Engineering staff on what measures would help them in requesting funding from WDOT or other sources.</li> <li>- Contact other supporters (i.e. area businesses) to help advocate for street improvements.</li> </ul>                                                                                                                                             | Short-Term:<br>Prepare concept street plan<br><br>Mid-Term:<br>Request public funding for improvements |
| Mark the 4000 to 5300 blocks of Milwaukee Street with parking and bicycle lanes. Further study will need to be conducted to determine the precise locations for parking lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Traffic Engineering (\$150,000 – \$200,000) | <ul style="list-style-type: none"> <li>- Request additional or special earmark funding through the Capital &amp; Operating Budget Process for signing and marking changes.</li> </ul>                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>- Contact District Alderperson to advocate for inclusion in capital budget process as well as work with Safe Community Coalition, Bike Federation, members of the BPMVC and others to formulate a working plan and strategy for seeing process through city government.</li> <li>- Work with Traffic Engineering in developing preliminary improvement plan.</li> <li>- Discuss preliminary plan with adjacent property-owners and neighborhood residents by sponsoring meetings, distributing informational materials, and face-to-face discussions.</li> </ul> | Short-Term:<br>Prepare concept street plan<br><br>Mid-Term:<br>Request public funding for improvements |

## Hiestand Neighborhood

|                                                                                                                                                                        |                                                                                                      |                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Install pedestrian islands at the intersection of Milwaukee at Meadowlark Drive and Milwaukee at Portland Parkway                                                      | Traffic Engineering (\$50,000-\$100,000)                                                             | <ul style="list-style-type: none"> <li>- Request funding from City through Arterial Program and Pedestrian Enhancement Programs.</li> <li>- Request additional or special earmark funding through the Capital &amp; Operating Budget Process for signing and marking changes.</li> </ul> | <ul style="list-style-type: none"> <li>- Work with Traffic Engineering in developing preliminary improvement plan that identifies location and design of pedestrian islands.</li> <li>- Work with SCC and other groups to ensure that this strategy meets the pedestrian/traffic goals of the neighborhood. Including taking advantage of the known traffic calming practices that other city neighborhoods have used with success.</li> <li>- Invite SCC law enforcement liaison to provide a pedestrian training to neighbors.</li> </ul> | <p>Short-Term:<br/>Prepare concept street plan with pedestrian island locations.</p> <p>Mid-Term:<br/>Request public funding for improvements</p> |
| Signal intersection of Milwaukee at Wittwer or Milwaukee at Walbridge. Note: At this time, a signal light at this location does not meet the need assessment criteria. | Traffic Engineering (\$120,000 for installation with \$4,000 annual operating and maintenance costs) | - Assessment of actual need at location versus other priority locations via PBMVC Annual Priority List. If approved by PBMVC, request additional or special earmark funding through the Capital & Operating Budget Process for new signals.                                              | - Continue to work with Traffic Engineering to evaluate best strategies for pedestrian movement across Milwaukee Street.                                                                                                                                                                                                                                                                                                                                                                                                                    | Long-Term:<br>Assess/Reassess signal light at location                                                                                            |
| Improve the directional markings at the intersection of Milwaukee and Crystal Lane                                                                                     | Traffic Engineering (\$25,000 - \$50,000)                                                            | - Request additional or special earmark funding through the Capital & Operating Budget Process for signing and marking changes.                                                                                                                                                          | - Work with Traffic Engineering to evaluate best strategies to improve pedestrian movement at this intersection.                                                                                                                                                                                                                                                                                                                                                                                                                            | Short-Term:<br>Prepare concept street plan with marking improvements                                                                              |
| Work with Traffic Engineering to determine strategies to deter cut-through traffic from Milwaukee Street onto Kurt Drive.                                              | Traffic Engineering (Staff time)                                                                     | - Develop strategy to minimize cut-through as part of Milwaukee Street improvements                                                                                                                                                                                                      | - Work with Traffic Engineering to evaluate best strategies to deter vehicular movement at this intersection.                                                                                                                                                                                                                                                                                                                                                                                                                               | Short-Term:<br>Prepare concept street plan to address cut-through issues                                                                          |

| <b>Priority 2: Accessible pedestrian path connecting Hiestand Park to Honeysuckle Park</b><br>One of the unique features of the neighborhood is a park-like drainage system that connects the open space areas. Currently, the drainage way has mowed grass and/or overgrown vegetation along its banks. A detention pond collects storm water from the area directly to the west of Swanton Road between Stein Avenue and Easley Lane. Birds and other waterfowl nest in the area. A walking path system would help connect the neighborhood park and open space features. In addition, it would provide another accessible route for neighborhood residents rather than using Milwaukee Street. |                                                                |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|
| Plan Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Lead Implementation (Estimated Cost)                           | Implementation Action Steps                  | Neighborhood Action Steps                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Time Horizon                                         |
| Construct a pedestrian/bicycle path adjacent to the drainage way system from Hiestand Park to Honeysuckle Park. The 6-8 foot wide asphalt path would be designed for neighborhood users with solar lighting along stretches of the pathway.                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Engineering Division (1,965 ft x \$65/linear foot = \$127,725) | - Request funding through the Capital Budget | - Contact District Alderperson and Engineering and Traffic Engineering to advocate for inclusion in capital budget process between January-April.<br><br>- Contact adjacent property-owners, with the assistance of the District Alderperson and Engineering and Traffic Engineering staff, to garner support for pedestrian path.<br><br>- Work with bike fed and other local groups to garner support for this project. Identify bicyclists who would advocate for such an amenity. | Mid-Term: Request funding through the Capital Budget |

## Hiestand Neighborhood

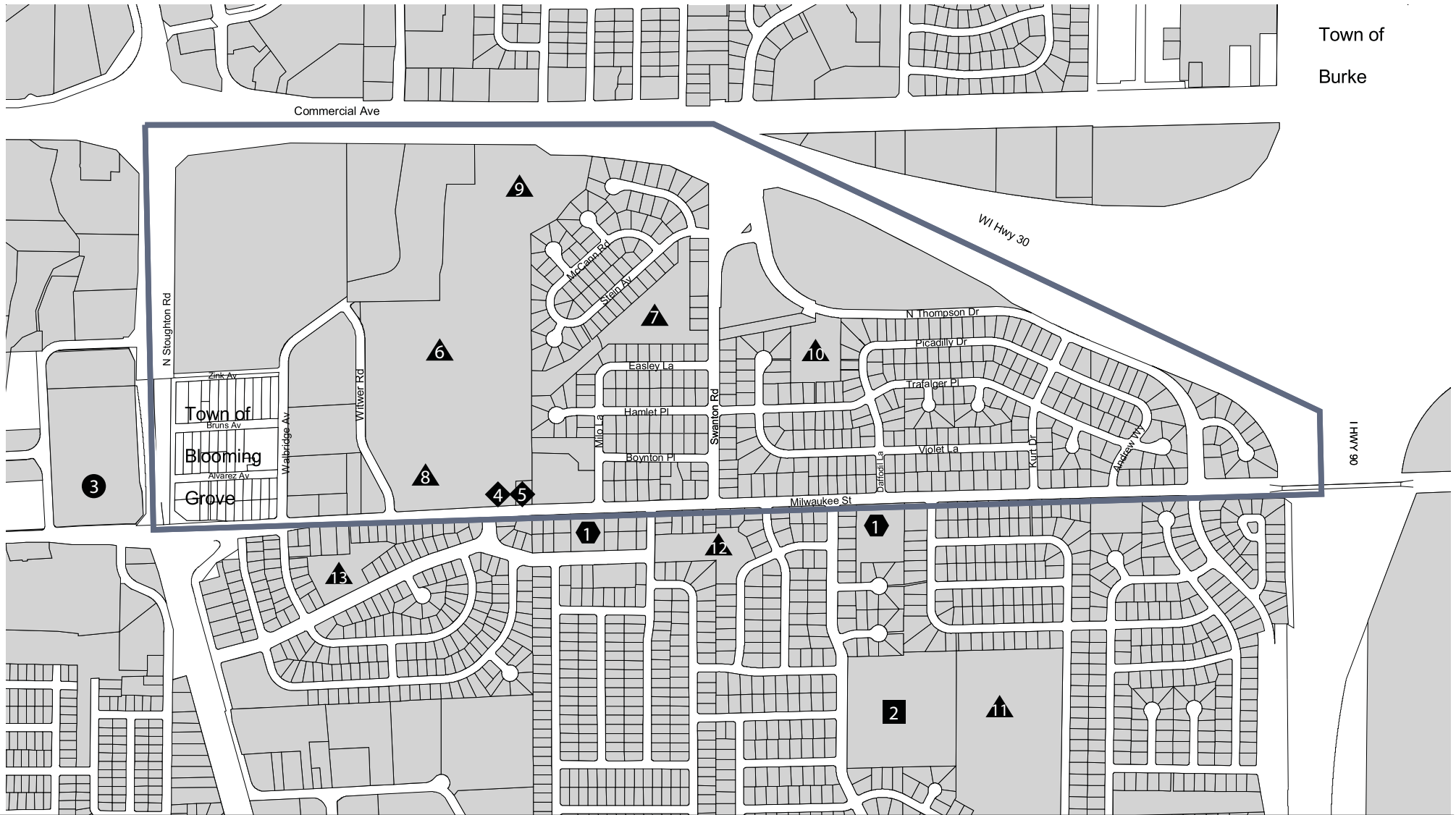
| <b>Priority 3: Hiestand Park Shelter and Open Space Access</b><br>Neighborhood residents view Hiestand Park as their major activity node within the neighborhood. For this reason, it is their priority to improve the park to serve residents of the area. Neighborhood residents desire a shelter at the local park for local gatherings. The ideal location of the shelter would be adjacent to the existing children's playground where the tennis courts are presently located. The tennis courts should be relocated to Kennedy Park to create four courts there. An existing drainage way runs southerly through the southeast corner of the park. The drainage way is a barrier that separates the two recreational activities within the park: the field area to the southwest and the playground, tennis courts, and basketball courts on the southwest. |                                                                                                                                                                                             |                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                       |                                                                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Plan Recommendation</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Lead Implementation (Estimated Cost)</b>                                                                                                                                                 | <b>Implementation Action Steps</b>                                                                                                                                                                          | <b>Neighborhood Action Steps</b>                                                                                                                                                                                                                                                      | <b>Time Horizon</b>                                                                                                                                                       |
| Construct a picnic shelter and pedestrian bridge in Hiestand Park. Shelter should include cutoff lighting, electrical and water service, screened port-a-potty, and paved parking lot. Construct pedestrian bridge over existing drainage way to improve access to playfield and other parts of the park.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Parks Division and Engineering Department<br>Park Shelter (\$65,000-\$80,000 for shelter with electricity, lighting, and port-a-potty).<br>Pedestrian Bridge: (\$25,000 for 80 foot bridge) | <ul style="list-style-type: none"> <li>- Request park improvement funds through the Capital Budget process for 2007.</li> <li>- Secure private donations to help supplement public improvements.</li> </ul> | <ul style="list-style-type: none"> <li>- Establish a Friends of Hiestand Park or work with existing neighborhood association structure to help fundraise for additional park improvements. A fundraising goal of \$5,000 to be used as match with People for Park Program.</li> </ul> | Short-Term: Parking Lot Repaving<br><br>Short-Term: Public & Private Fundraising<br><br>Short-Term: Construction of shelter<br><br>Mid-Term: Bridge and path construction |

## Hiestand Neighborhood

| <b>Priority 4: Swanton Road</b><br>Swanton Road is 44' wide. Many vehicles travel on Swanton Road to travel to the East Towne area. The posted speed limit is 25 mph. Neighborhood residents would like to improve pedestrian safety along the segment from Milwaukee Street to North Thompson Drive. Improvements to Swanton Road should be approached in a coordinated way to help maximize funding sources. |                                             |                                                                                                                                 |                                                                                                                                                                                                                                                                                         |                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| <b>Plan Recommendation</b>                                                                                                                                                                                                                                                                                                                                                                                     | <b>Lead Implementation (Estimated Cost)</b> | <b>Implementation Action Steps</b>                                                                                              | <b>Neighborhood Action Steps</b>                                                                                                                                                                                                                                                        | <b>Time Horizon</b>                                       |
| Install additional speed limit signs and bicycle route signs.                                                                                                                                                                                                                                                                                                                                                  | Traffic Engineering (\$1,000-\$2,000)       | - Request additional or special earmark funding through the Capital & Operating Budget Process for signing and marking changes. | - Contact District Alderperson and Engineering and Traffic Engineering to advocate for inclusion in capital budget process between January-April.                                                                                                                                       | Short-Term                                                |
| Mark lanes for bicycle and parking lanes.                                                                                                                                                                                                                                                                                                                                                                      | Traffic Engineering (\$25,000-\$50,000)     | - Request additional or special earmark funding through the Capital & Operating Budget Process for signing and marking changes. | - Contact District Alderperson and Engineering and Traffic Engineering to advocate for inclusion in capital budget process between January-April.                                                                                                                                       | Long-Term                                                 |
| Install pedestrian refuge islands at or near: Swanton at Milwaukee, Swanton at Hamlet, Swanton at Easley, or Swanton at crossing with drainage way.                                                                                                                                                                                                                                                            | Traffic Engineering (\$20,000-\$30,000)     | - Request funding through the NTMP (Neighborhood Traffic Management Program)                                                    | - Apply for NTMP funding at the time the pedestrian path is constructed along drainage way.                                                                                                                                                                                             | Long-Term                                                 |
| Increase enforcement of posted speed limit.                                                                                                                                                                                                                                                                                                                                                                    | Police Department (Staff time)              | - Request allocation of police officers duty time or TEST (Traffic Enforcement Safety Team) to monitor speed on Swanton Road.   | - Train neighborhood residents to administer the Traffic Speed Board (Neighborhood Speed Watch Program).<br>- Consider additional programs available through Safe Community Coalition of Madison and Dane County such as slow down yard sign campaign, pedestrian safety training, etc. | Short-Term: Training and operation of Traffic Speed Board |

## Hiestand Neighborhood

| <b>Priority 5: Hiestand Park Trail System/Path</b><br>Hiestand Park and Conservation Woods is a large asset to the neighborhood. Improving the trail system within the park and woods, as well as its connection to other natural resources within the area, would make it more attractive to recreational users. A two-tier path system is proposed: a low impact path through the woods and pedestrian/bicycle path that would connect to existing bike paths. |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                         |                                                                                                                                                   |                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| Plan Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                              | Lead Implementation (Estimated Cost)                                                                                                                                                                                                                                                                                                    | Implementation Action Steps                                                                                                             | Neighborhood Action Steps                                                                                                                         | Time Horizon                            |
| Construct and/or improve trail system through Hiestand Park and Hiestand Woods to improve accessibility to pedestrians and bicyclists. A two-tier path system is recommended: a low impact path system through the conservation woods and an asphalt path through the southerly portion of the park to connect with existing and proposed bicycle connections.                                                                                                   | Parks Division in conjunction with Engineering<br>Path A: Asphalt Path from Milwaukee to Proposed Pedestrian Bridge: \$25,000 (500' x \$50/ft)<br>Path B: From Shelter to Easley: \$50,000 (1000' x \$50/ft)<br>Path C: From Shelter to Wittwer Road: \$50,000 (1000' x \$50/ft)<br>Path D: Low impact paths through conservation area: | - Request park improvement funds through the Capital Budget process during the time period between 2008-2016.                           | - Contact District Alderperson and Engineering and Traffic Engineering to advocate for inclusion in capital budget process between January-April. | Long-Term                               |
| <b>Priority 6: Neighborhood Entrance Signs</b><br>Visible projects, such as a neighborhood sign, that engages neighborhood residents to take pride in their neighborhood are projects that the existing neighborhood wants to undertake. Community building projects is one strategy the neighborhood association is planning to initiate to build membership to higher levels than it is today.                                                                 |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                         |                                                                                                                                                   |                                         |
| Plan Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                              | Lead Implementation (Estimated Cost)                                                                                                                                                                                                                                                                                                    | Implementation Action Steps                                                                                                             | Neighborhood Action Steps                                                                                                                         | Time Horizon                            |
| Construct a neighborhood sign at one or more gateway locations.                                                                                                                                                                                                                                                                                                                                                                                                  | Hiestand Neighborhood Association (\$3,000 per sign)                                                                                                                                                                                                                                                                                    | - Identify appropriate locations for neighborhood sign(s).<br>- Secure public or private permit/permission for design and installation. | - Apply for funding from the City of Madison Neighborhood Grant Program.                                                                          | Short-Term: Secure location and funding |



## MAP 3 Hiestand Neighborhood Assets

### Business/Retail Services

1. Hiestand Neighborhood Retail Areas

### Schools

2. Kennedy Elementary School

### Government Services

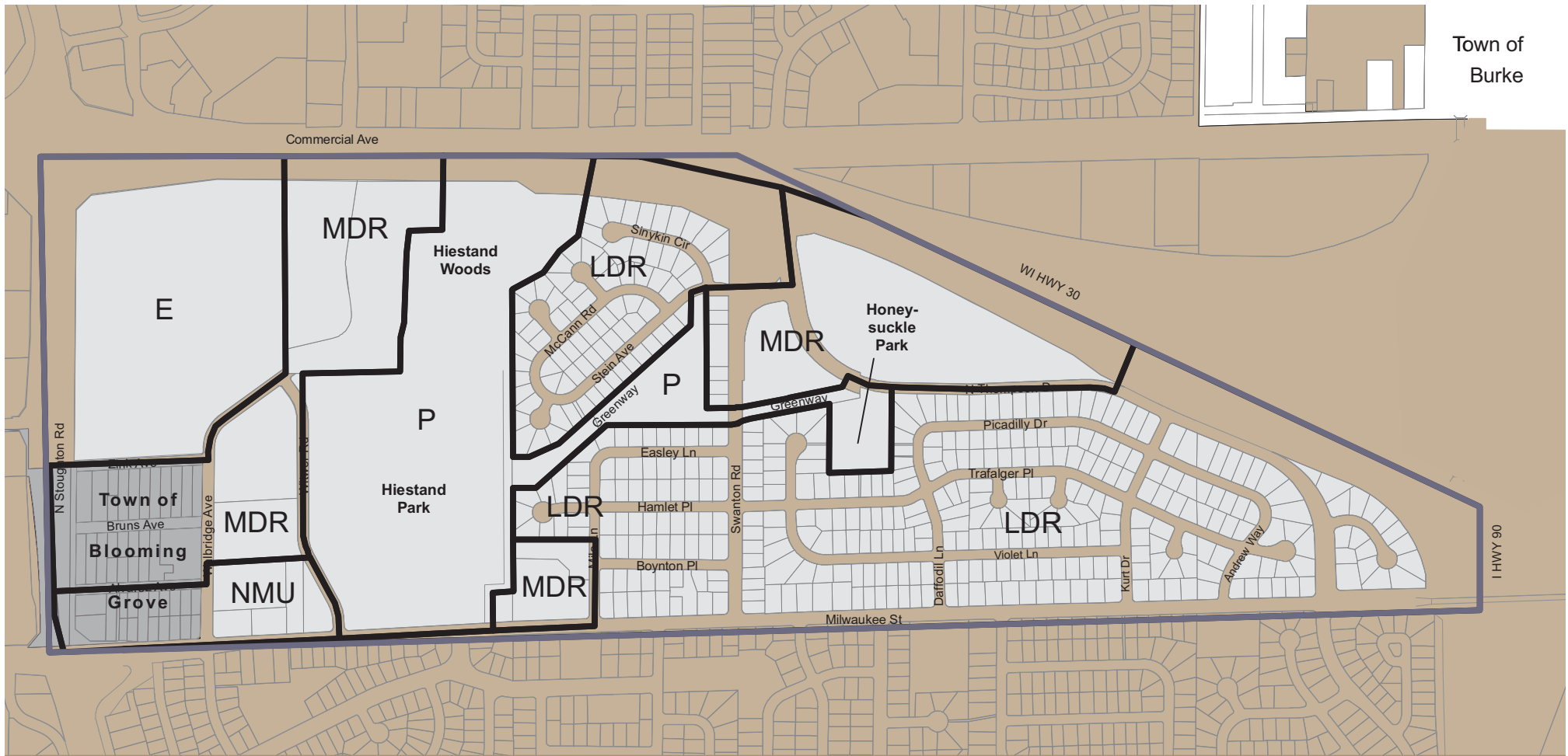
3. U.S. Post Office

### Historic Sites

4. Former Town of Blooming Grove School House  
5. Toad Hill Children's House

### Parks and Open Spaces

6. Disc Golf Course  
7. Greenways  
8. Hiestand Park  
9. Hiestand Woods  
10. Honeysuckle Park  
11. Kennedy Park  
12. McGinnis Park  
13. Portland Park



# MAP 4

# Hiestand Planning Area

# City of Madison Land Use Plan

Compiled by the City of Madison

|                                | acres | percent |
|--------------------------------|-------|---------|
| LDR - Low Density Residential  | 187.3 | 43.2    |
| MDR - Med. Density Residential | 98.3  | 22.7    |
| NMU - Neighborhood Mixed Use   | 15.1  | 3.5     |
| P - Park                       | 77.1  | 17.8    |
| E - Employment                 | 55.8  | 12.9    |
| TOTAL ACRES                    | 433.6 | 100.0   |

## Recommended Land Use



## MAP 5

# Hiestand Planning Area

## Existing Land Use Map

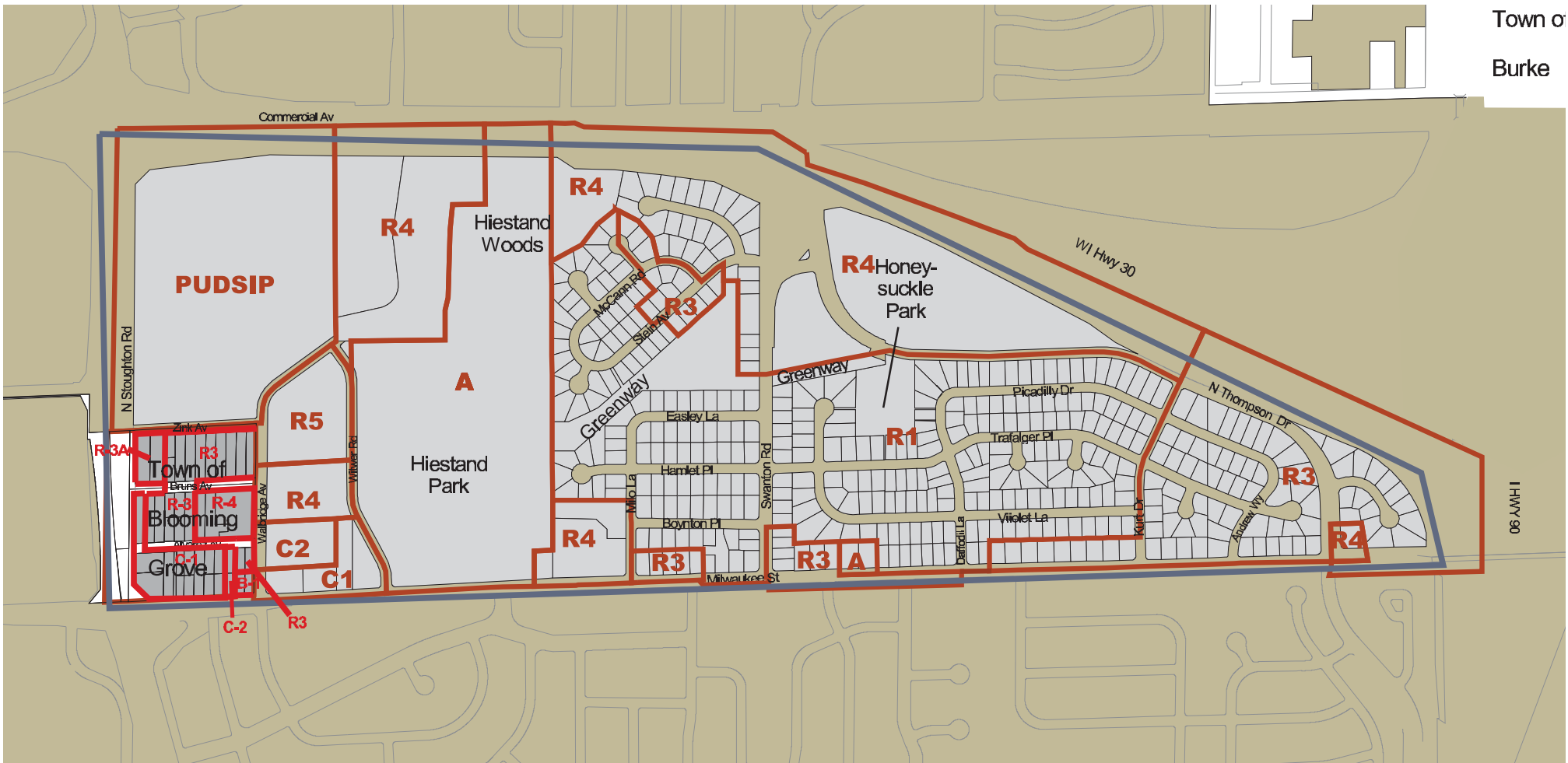
### Existing Land Use

|                                   |
|-----------------------------------|
| Residential - Single-Family       |
| Residential - Two-Family          |
| Residential - Three or More Units |
| Residential - Other               |
| Commercial                        |
| Institutional                     |
| Industrial                        |
| Park and Open Space               |
| Vacant                            |
| Other City Parcels                |

### Existing Land Use Information

Compiled by the City of Madison

|                                   | number     | percent     |
|-----------------------------------|------------|-------------|
| Residential - Single-Family       | 318        | 64.0        |
| Residential - Two-Family          | 103        | 20.7        |
| Residential - Three or More Units | 37         | 7.4         |
| Residential - Other               | 3          | 0.6         |
| Commercial                        | 20         | 4.0         |
| Institutional                     | 0          | 0.0         |
| Industrial                        | 1          | 0.2         |
| Park and Open Space               | 7          | 1.4         |
| Vacant                            | 8          | 1.6         |
| <b>TOTAL PARCELS</b>              | <b>497</b> | <b>99.9</b> |



## MAP 6

# Hiestand Planning Area

Existing Zoning Map

- Zoning District Boundaries
- City of Madison Planning Area Parcels
- Town of Blooming Grove Planning Area Parcels
- Other City of Madison Parcels

### City of Madison Zoning

- Residential District
  - R1 Single-Family
  - R2 Single-Family
  - R3 Single-Family & Two-Family
  - R4 Single-Family to 8 units
  - R5 Multi-Family
- Commercial District
  - C1 Limited Commercial
  - C2 General Commercial
  - PUD-SIP Planned Unit Development—Specific Implementation Plan
- Other Districts
  - A Agriculture

### Town of Blooming Grove Zoning

- B-1 Local Business District
- C-1 Commercial District (housing allowed)
- C-2 Commercial District (no housing allowed)
- R-3 Residence District (Single-Family)
- R-3A Residence District (Duplex allowed)
- R-4 Residence District (Multifamily allowed)
- Blooming Grove Street

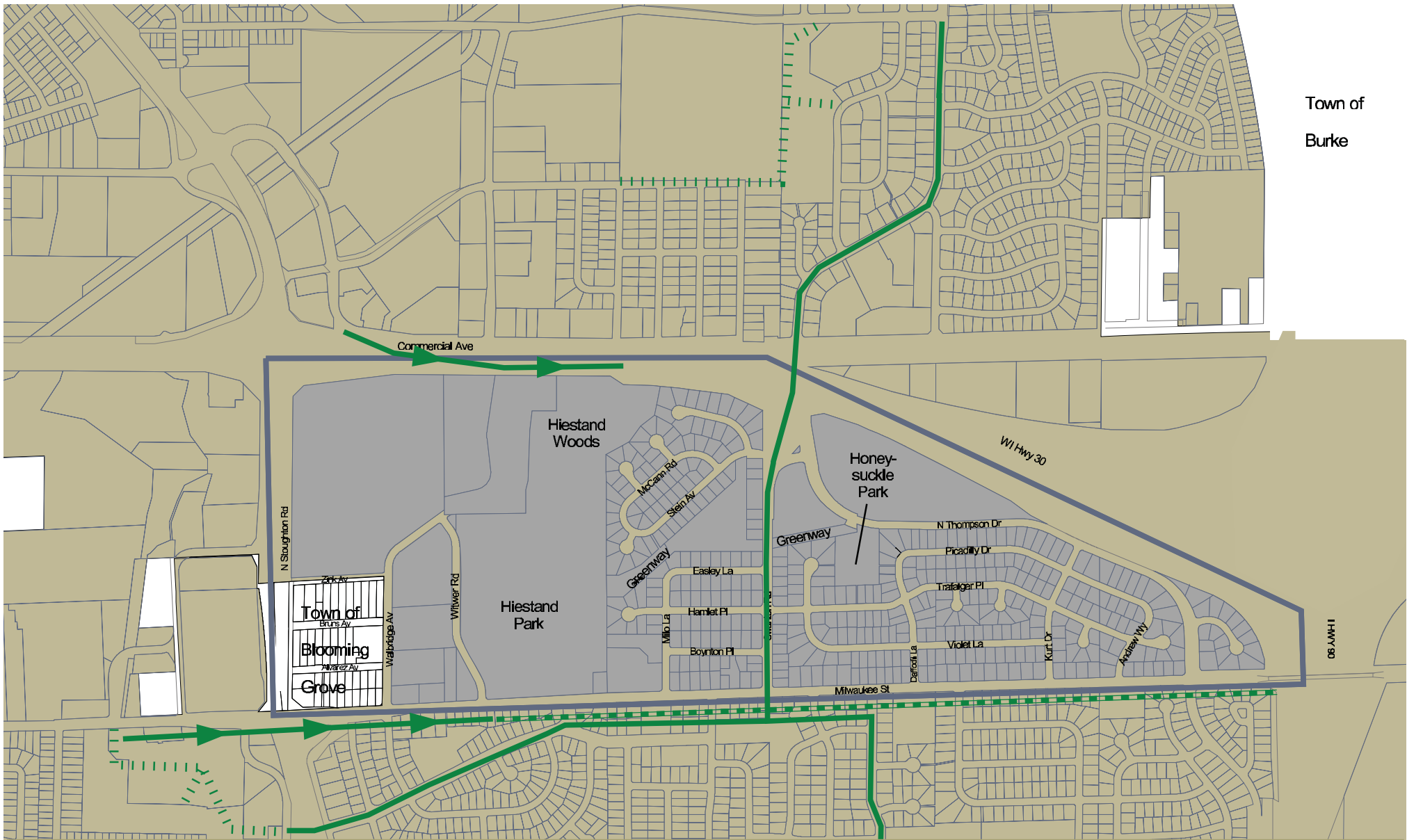
## Neighborhood Parcel Use Information

Compiled by the City of Madison

City of Madison Hiestand Parcels: 454  
Town of Madison Hiestand Parcels: 43

|                         | number     | percent       |
|-------------------------|------------|---------------|
| Residential Parcels     | 461        | 92.8%         |
| Non-Residential Parcels | 36         | 7.2%          |
| <b>TOTAL PARCELS</b>    | <b>497</b> | <b>100.0%</b> |

Town of  
Burke



# Hiestand Planning Area

**MAP 7** Bicycle Routes



## Bike Path

Special streets for bicyclists, on which motorized vehicles are prohibited. They are shared with pedestrians, skaters, and other non-motorized users.



## Bike Lane

A separate lane on the street for bicyclists, sometimes shared with parked cars or buses.



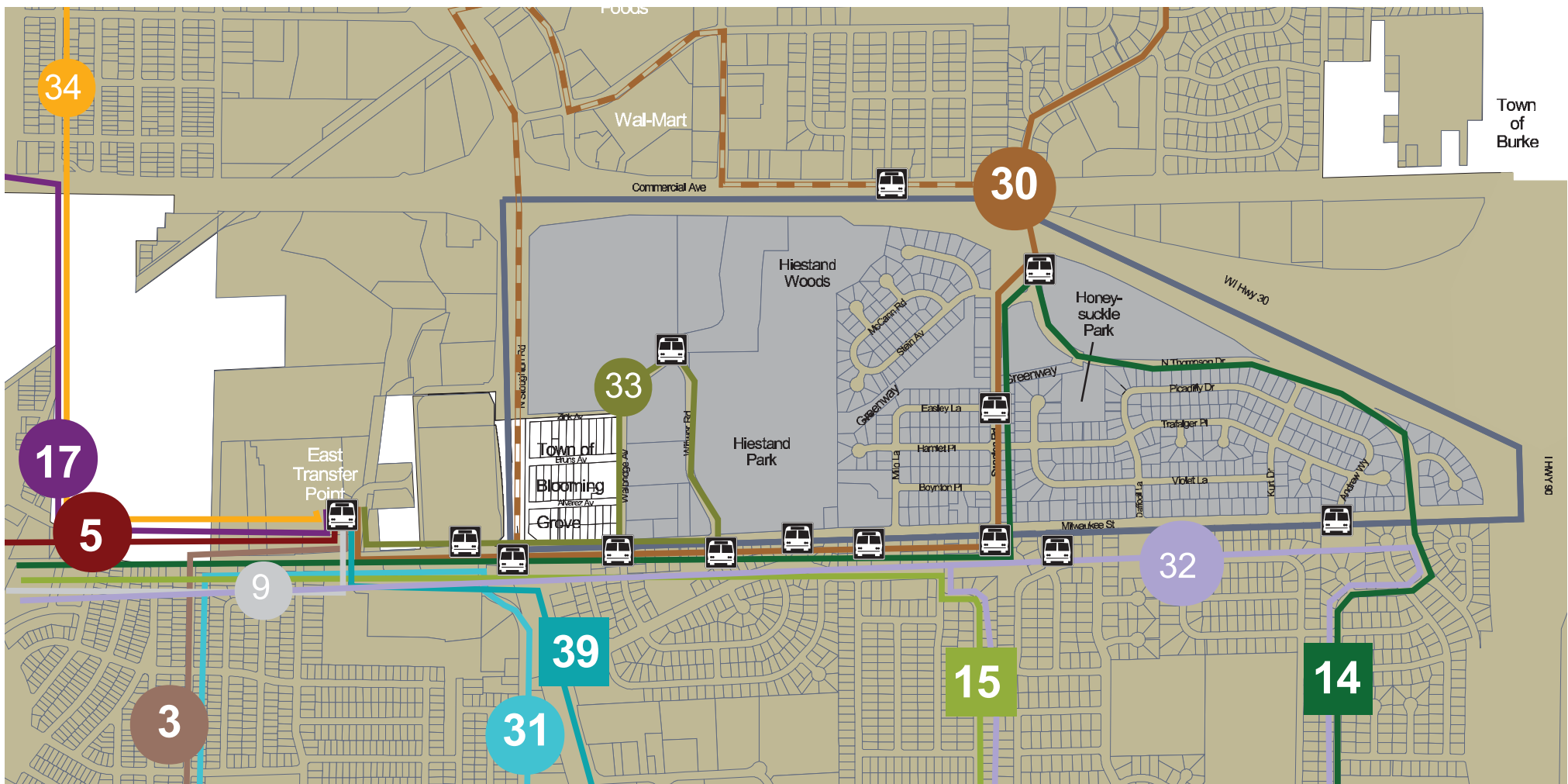
## Wide Curb Lane

The traffic lane next to the curb is extra wide so a motorist can safely pass a bicyclist without having to change lanes.



## Bike Route

Major routes through the city that most bicyclists will feel comfortable using.



## MAP 8

# Hiestand Planning Area

Weekday Service  
Bus Route Map

## Bus Routes

### Primary Service



### Peak Service



### Off-Peak Service



Bus Stop



## MAP 9

# Hiestand Planning Area

## Type of Residential Structure Map

### Residential Structures

Compiled by the City of Madison

| Non-Residential Parcels |
|-------------------------|
| 1 Unit Parcels          |
| 2 Unit Parcels          |
| 3 - 4 Unit Parcels      |
| 9-16 Unit Parcels       |
| 17 - 24 Unit Parcels    |
| 25 - 100 Unit Parcels   |
| 100+ Unit Parcels       |
| Other Residential       |
| Other City Parcels      |
| Non-City Parcels        |

### Type of Residential Structure

Compiled by the City of Madison

|                                  | number     | percent      |
|----------------------------------|------------|--------------|
| 1 Unit Parcels                   | 297        | 68.3         |
| 2 Unit Parcels                   | 101        | 23.2         |
| 3-4 Unit Parcels                 | 27         | 6.2          |
| 5-8 Unit Parcels                 | 2          | 0.5          |
| 9-24 Unit Parcels                | 2          | 0.5          |
| 25-100 Unit Parcels              | 1          | 0.2          |
| 100+ Unit Parcels                | 2          | 0.5          |
| Other Residential Parcels        | 3          | 0.7          |
| <b>TOTAL RESIDENTIAL PARCELS</b> | <b>435</b> | <b>100.1</b> |



**MAP 10**  
**Hiestand**  
**Planning**  
**Area**

**Tenure of Single-Family  
Structures Map**

**Single-Family Structures**  
Compiled by the City of Madison

|                           |
|---------------------------|
| Non-Single-Family Parcels |
| Owner-Occupied            |
| Non-Owner-Occupied        |
| Other City Parcels        |
| Non-City Parcels          |

**Owner-Occupancy  
Single-Family Structures**  
Compiled by The City of Madison

Total Residential Parcels: 435  
Single-Family Parcels: 297

|                           | number | percent |
|---------------------------|--------|---------|
| Owner-Occupied            | 287    | 96.6    |
| Non-Owner-Occupied        | 10     | 3.4     |
| Total Single-Family Units | 297    | 100.0   |



## MAP 11

# Hiestand Planning Area

## Assessed Value of Single-Family Structures Map

### 2005 Assessed Value of Single-Family Structures

Compiled by the City of Madison

|                       |
|-----------------------|
| Under \$160,000       |
| \$160,000 - \$169,999 |
| \$170,000 - \$179,999 |
| \$180,000 - \$189,999 |
| \$190,000 and Over    |
| Other Parcels         |
| Non-City Parcels      |
| Non-City Parcels      |

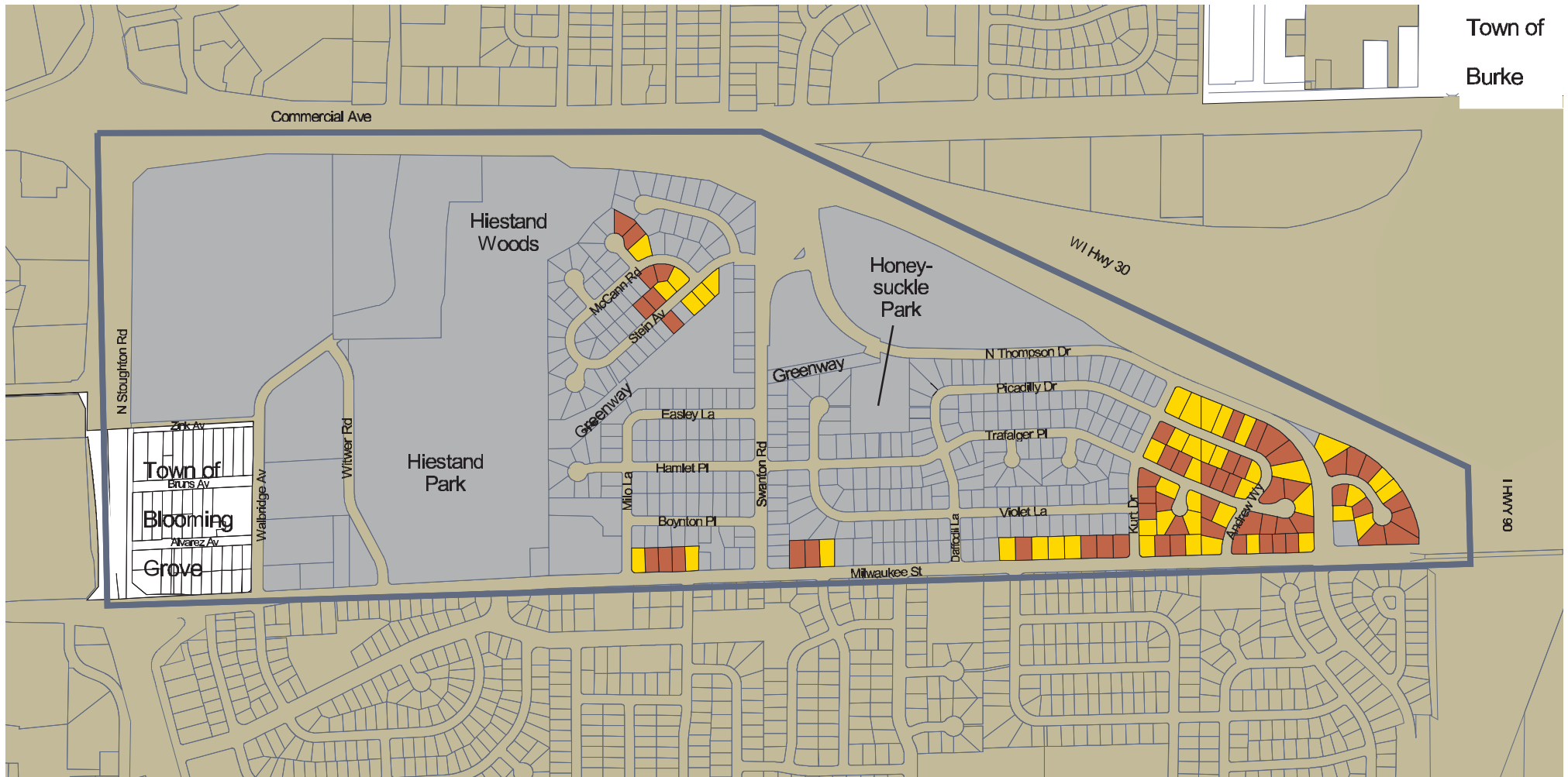
### Single-Family Unit Assessment Information

Compiled by the City of Madison

Total Single-Family Parcels: 297

Total Residential Parcels: 435

|                       | number | percent |
|-----------------------|--------|---------|
| Under \$125,000       | 64     | 21.5%   |
| \$125,000 - \$149,999 | 57     | 19.2%   |
| \$150,000 - \$174,999 | 68     | 23.0%   |
| \$175,000 - \$199,999 | 64     | 21.5%   |
| \$200,000 and Over    | 44     | 14.8%   |
| SINGLE-FAMILY PARCELS | 297    | 100.0%  |



## MAP 12

# Hiestand Planning Area

## Tenure of Two-Family Structures Map

### Two-Family Structures

Compiled by the City of Madison

Non-Two-Family Parcels

Owner-Occupied

Non-Owner-Occupied

Other City Parcels

Non-City Parcels

### Owner-Occupancy Two-Family Structures

Compiled by The City of Madison

Total Residential Parcels: 435

Two-Family Parcels: 101

|                        | number | percent |
|------------------------|--------|---------|
| Owner-Occupied         | 45     | 44.6    |
| Non-Owner-Occupied     | 56     | 55.4    |
| Total Two-Family Units | 101    | 100.0   |



MAP 13

# Hiestand Planning Area

Large Residential Complexes



MAP 14

# Hiestand Planning Area

Parks and Open  
Space Map

## Parks and Open Spaces

Compiled by the City of Madison

|                             |
|-----------------------------|
| Park and Open Space         |
| Other Planning Area Parcels |
| Other City Parcels          |
| Non-City Parcels            |

## Park Information

| Park Name        | Acres |
|------------------|-------|
| Greenways        | 9.5   |
| Hiestand Park    | 46.5  |
| Hiestand Woods   | 11.3  |
| Honeysuckle Park | 3.5   |
| TOTAL PARK AREA  | 70.8  |



**MAP 15**

# Hiestand Planning Area

Elementary School Attendance Area

Kennedy Elementary School

Schenk Elementary School

Other City Parcels

Elementary School  
Attendance Area Map

## Appendix A

### Hiestand Neighborhood

#### Neighborhood Statistical Profile

According to the 2000 census, the most recent comprehensive source on neighborhood population characteristics, the Hiestand Neighborhood is notable for the following:

- **Total Population.** 3,117 people lived in the neighborhood, representing 1.5 percent of the City of Madison's Population.
- **Race and Ethnicity.** The neighborhood's racial and ethnic background in 2000 differed from the City's as there were a greater percentage of African-Americans (8.4 percent to 5.8 percent) and a smaller percentage of Asians (1.5 percent to 5.8 percent); however, there were a similar proportion of minorities (15.7 percent and 16 percent, respectively) compared to the City. The neighborhood's makeup was 84.3 percent white, 8.4 percent African American, 0.3 percent Native American, 1.5 percent Asian, 1.6 percent from other ethnic backgrounds, and 3.8 percent of two or more races (3.4 percent of above figures are also of Hispanic origin).
- **Age.** The age distribution of the neighborhood's population was similar to the City of Madison's distribution. A small difference was that there was a greater share of people 19 and younger (26.7 percent and 23.7 percent, respectively) and slightly lower share of people 60 and older (10.5 percent and 11.9 percent, respectively) compared to the city as a whole. The median age of the neighborhood was 29.3 years compared to 30.6 for the City.
- **Prior Residence.** Neighborhood residents were much more apt to have lived in Wisconsin and Dane County than the City's population as a whole in 1995. 85.8 percent of neighborhood residents lived in Wisconsin in 1995 and 80.9 percent of neighborhood residents lived in Dane County in 1995. This compared with 81.9 percent and 68.1 percent for the city.
- **Families.** Family households represented 58.0 percent of neighborhood households compared to the City's 48.1 percent. A notable difference between the neighborhood and the city was that 22.0 percent of family households consisted of a female householder (no husband present) with children under 18 years of age compared to 11.2 percent for the City.
- **Education.** A bachelor's degree or above was obtained by 17.2 percent of neighborhood residents 25 years and older. In comparison, 48.2 percent of the City's residents 25 years and older had obtained a bachelor's degree or above.
- **Commuting.** Neighborhood workers used public transportation, walked, or biked to work at 4.8 percent rate compared to a 17.9 percent rate citywide.
- **Income.** In 1999, the neighborhood's median household income (in 1999 dollars) was \$2,227 less than the citywide median (\$39,714 and \$41,941, respectively).
- **Poverty.** In 1999, the neighborhood's poverty rate (the percentage of persons below the official U.S. poverty threshold) was lower than the citywide rate (8.8 percent compared to 14.1 percent, respectively), while the neighborhood's family poverty rate was slightly higher than the citywide rate (6.0 percent and 5.7 percent, respectively).
- **Housing Types.** Single-family detached homes accounted for only 20.8 percent of the neighborhood's housing units compared to 43.7 percent citywide.
- **Housing Tenure.** The neighborhood had a much higher share of renter-occupied units compared to the City – 71.7 percent of housing units were renter-occupied and 28.3 were owner-occupied, compared to 52.2 and 47.8 for the City as a whole.
- **Housing Costs.** In 2000, the median assessed value of owner-occupied units was \$127,300 for the neighborhood compared to \$139,300 citywide. Median contract rent was slightly higher in the neighborhood at \$653 compared to \$602 for the City.
- **Cost of Housing.** In 2000, 13.3 percent of homeowners paid 35 percent or more of household income toward housing costs (compared to 13.1 percent of homeowners citywide). In addition, 31.5 percent of neighborhood renters paid more than 35 percent of their income for housing costs (compared to 38.9 percent citywide).

## What changes did the Hiestand Neighborhood experience between 1990 and 2000?

Based on U.S. Census data, the Hiestand Neighborhood changed in the following ways during the 1990s:

- **Total Population.** The neighborhood's population diminished by 8.6 percent (from 3,412 to 3,117), compared to the citywide growth rate of 8.8 percent.
- **Race and Ethnicity.** Both the neighborhood and the City as a whole grew more racially and ethnically diverse during the 1990s. Minorities grew from 5.5 percent to 15.7 percent of the neighborhood's population and from 7.7 percent to 16 percent of the City's.
- **Education.** The percentage of people over 25 years of age with bachelor's degree or above decreased from 29.7 percent in 1990 to 17.2 percent in 2000. In comparison, this demographic group grew from 42.0 percent to 48.2 percent in the City as a whole.
- **Commuting.** The percentage of workers using a car to commute to work increased to 91.0 percent from 82.6 percent, while the percentage of workers walking, biking, or using public transportation decreased to 4.8 percent from 14.5 percent. In the city as a whole, the percentage of workers commuting by car increased to 75.3 percent from 72.8 percent and the percentage of workers walking, biking, or

using public transportation decreased to 17.9 percent from 23.6 percent.

- **Income.** The median household income increased 12.8 percent (\$35,199 to \$39,714) compared to a 42.6 percent growth rate for the City (\$29,420 to \$41,941).
- **Poverty.** The percentage of individuals below the poverty level decreased to 8.8 percent from 14.1 percent. This rate in the city dropped from 15.0 percent to 14.1 percent.
- **Housing Costs.** The median value of owner-occupied units increased from \$77,000 to 127,300, a 65.3 percent increase compared to an 85.2 percent increase citywide (\$75,200 to \$139,300). The median contract rent increased from \$493 to \$653, a 32.5 percent increase compared to a 40.0 percent increase citywide.

## How does the Hiestand Neighborhood compare with CT 30.01?

Census Tract 30.01 is the area directly south of the neighborhood. It is bounded by Milwaukee Street to the North, Interstates 90/94/39 to the East, Cottage Grove Road to the South, and Stoughton Road (U.S. 51) to the West. There were 5,272 residents in this area, representing 2.5 percent of the City's population. Notable comparisons between CT 30.01 and the Hiestand Neighborhood are the following:

- **Age.** The Hiestand Neighborhood's median age of 29.3 was 11.2 years less than the median age of CT 30.01.
- **Prior Residence.** Residents in CT 30.01 were over twice as likely (68.5 percent to 33.8 percent) to have lived in the same house in 1995 as residents in the Hiestand Neighborhood.
- **Income.** The median household income in CT 30.01 was 56.6 percent higher than households in the Hiestand Neighborhood (\$61,808 and \$39,714, respectively).
- **Poverty.** The percentage of individuals below the poverty level was more than five times smaller in CT 30.01 (1.7 percent to 8.8 percent).
- **Housing Type.** The percentage of single-family homes in CT 30.01 was over three times greater than that of the Hiestand neighborhood (63.1 percent to 20.8 percent).
- **Housing Tenure.** Rental units comprised 15.0 percent of total housing in CT 30.01 compared to 71.7 percent in the Hiestand neighborhood.
- **Housings Costs.** The median value assessed value of owner-occupied units in CT 30.01 was \$8,000 greater than the median value in the Hiestand neighborhood (\$135,300 and \$127,300, respectively); however, the median contract rent was \$105 less in CT 30.01 (\$548 and \$653, respectively).

Hiestand Census Summary

|                                               | Hiestand           |         |                          |         | Area to South           |         | City of Madison |         |
|-----------------------------------------------|--------------------|---------|--------------------------|---------|-------------------------|---------|-----------------|---------|
|                                               | CT - 2000<br>Total | Percent | CT 30.02 - 1990<br>Total | Percent | CT 30.01 -2000<br>Total | Percent | 2000<br>Total   | Percent |
| General Demographic Characteristics           |                    |         |                          |         |                         |         |                 |         |
| Total Population                              | 3,258              | 100.0%  | 3,602                    | 100.0%  | 5,272                   | 100.0%  | 208,054         | 100.0%  |
| Male                                          | 1,578              | 48.4%   | 1,815                    | 50.4%   | 2,633                   | 49.9%   | 102,248         | 49.1%   |
| Female                                        | 1,680              | 51.6%   | 1,789                    | 49.7%   | 2,639                   | 50.1%   | 105,806         | 50.9%   |
| Under 5 years                                 | 244                | 7.5%    | 285                      | 7.9%    | 232                     | 4.4%    | 10,815          | 5.2%    |
| 5 to 9 years                                  | 203                | 6.2%    |                          |         | 387                     | 7.3%    | 10,016          | 4.8%    |
| 5 to 11 years (1990)                          |                    |         | 352                      | 9.8%    |                         |         |                 |         |
| 10 to 14 years                                | 183                | 5.6%    |                          |         | 428                     | 8.1%    | 10,332          | 5.0%    |
| 12 to 13 years (1990)                         |                    |         | 93                       | 2.6%    |                         |         |                 |         |
| 15 to 19 years                                | 243                | 7.5%    |                          |         | 364                     | 6.9%    | 18,129          | 8.7%    |
| 14 to 17 years (1990)                         |                    |         | 142                      | 3.9%    |                         |         |                 |         |
| 20 to 24 years                                | 438                | 13.4%   |                          |         | 194                     | 3.7%    | 32,394          | 15.6%   |
| 18 to 24 years (1990)                         |                    |         | 561                      | 15.6%   |                         |         |                 |         |
| 25 to 34 years                                | 623                | 19.1%   | 784                      | 21.8%   | 512                     | 9.7%    | 37,054          | 17.8%   |
| 35 to 44 years                                | 458                | 14.1%   | 573                      | 15.9%   | 988                     | 18.7%   | 29,925          | 14.4%   |
| 45 to 54 years                                | 412                | 12.6%   | 257                      | 7.1%    | 935                     | 17.7%   | 26,553          | 12.8%   |
| 55 to 59 years                                | 112                | 3.4%    | 57                       | 1.6%    | 336                     | 6.4%    | 7,941           | 3.8%    |
| 60 to 64 years                                | 71                 | 2.2%    |                          |         | 232                     | 4.4%    | 5,648           | 2.7%    |
| 60 years and over (1990)                      |                    |         | 308                      | 8.6%    |                         |         |                 |         |
| 65 to 74 years                                | 100                | 3.1%    |                          |         | 386                     | 7.3%    | 9,508           | 4.6%    |
| 75 to 84 years                                | 109                | 3.3%    |                          |         | 231                     | 4.4%    | 7,025           | 3.4%    |
| 85 years and over                             | 62                 | 1.9%    |                          |         | 47                      | 0.9%    | 2,651           | 1.3%    |
| Median Age                                    | 29.5               | n/a     | 26.9                     | n/a     | 40.5                    | n/a     | 30.6            | n/a     |
| 62 Years and Over                             | 312                | 9.6%    |                          |         | 755                     | 14.3%   | 22,401          | 10.8%   |
| Total Number of Households                    |                    |         | 1166                     | 100.0%  |                         |         |                 |         |
| Households with individuals under 18 years    | 424                | 31.4%   |                          |         | 734                     | 37.1%   | 20,729          | 23.3%   |
| Households with individuals 65 years and over | 132                | 9.8%    | 124                      | 10.6%   | 588                     | 29.7%   | 13,469          | 15.1%   |
| Social Characteristics                        |                    |         |                          |         |                         |         |                 |         |
| Education Attainment - over 25 years          | 1,959              | 100.0%  | 1,752                    | 100.0%  | 3,667                   | 100.0%  | 126,804         | 100.0%  |
| Less than 9th grade                           | 90                 | 4.6%    | 126                      | 7.2%    | 95                      | 2.6%    | 3,685           | 2.9%    |

## Hiestand Neighborhood

|                                                    | Heistand           |         |                          |         | Area to South           |         | City of Madison |         |
|----------------------------------------------------|--------------------|---------|--------------------------|---------|-------------------------|---------|-----------------|---------|
|                                                    | CT - 2000<br>Total | Percent | CT 30.02 - 1990<br>Total | Percent | CT 30.01 -2000<br>Total | Percent | 2000<br>Total   | Percent |
| 9th to 12th grade, no diploma                      | 147                | 7.5%    | 105                      | 6.0%    | 274                     | 7.5%    | 5,934           | 4.7%    |
| High school graduate (includes equivalency)        | 657                | 33.5%   | 501                      | 28.6%   | 1,118                   | 30.5%   | 22,974          | 18.1%   |
| Some college, no degree                            | 556                | 28.4%   | 318                      | 18.2%   | 792                     | 21.6%   | 23,447          | 18.5%   |
| Associate degree                                   | 175                | 8.9%    | 181                      | 10.3%   | 421                     | 11.5%   | 9,707           | 7.7%    |
| Bachelor's degree                                  | 232                | 11.8%   | 359                      | 20.5%   | 611                     | 16.7%   | 34,603          | 27.3%   |
| Graduate or professional degree                    | 102                | 5.2%    | 162                      | 9.2%    | 356                     | 9.7%    | 26,454          | 20.9%   |
| Marital Status - over 15 years                     | 2,652              | 100.0%  | 2,791                    | 100.0%  | 4,225                   | 100.0%  | 177,179         | 100.0%  |
| Widowed                                            | 101                | 3.8%    | 126                      | 4.5%    | 221                     | 5.2%    | 6,814           | 3.8%    |
| Widowed Females                                    | 94                 | 3.5%    | 109                      | 3.9%    | 186                     | 4.4%    | 5,571           | 3.1%    |
| Divorced                                           | 410                | 15.5%   | 209                      | 7.5%    | 418                     | 9.9%    | 16,042          | 9.1%    |
| Divorced Females                                   | 266                | 10.0%   | 189                      | 6.8%    | 232                     | 5.5%    | 9,557           | 5.4%    |
| Disability Status                                  |                    |         |                          |         |                         |         |                 |         |
| 21 to 64 years old                                 | 2,011              | 100.0%  |                          |         | 3,131                   | 100.0%  | 130,908         | 100.0%  |
| Disability                                         | 438                | 21.8%   |                          |         | 390                     | 12.5%   | 16,322          | 12.5%   |
| 65 and above                                       | 187                | 100.0%  |                          | 100.0%  | 588                     | 100.0%  | 114,586         | 100.0%  |
| Disability                                         | 119                | 63.6%   |                          |         | 210                     | 35.7%   | 6,442           | 35.2%   |
| Residence in 1985/95 - Population 5 years and over | 3,029              | 100.0%  | 3,123                    | 100.0%  | 5,040                   | 100.0%  | 196,989         | 100.0%  |
| Same House in 1985/95                              | 1,038              | 34.3%   | 953                      | 30.5%   | 3,450                   | 68.5%   | 77,305          | 39.2%   |
| Elsewhere in the United States                     | 1,935              | 63.9%   |                          |         |                         |         | 111,047         | 56.4%   |
| Same County                                        | 1,433              | 47.3%   | 1,298                    | 41.6%   | 1,189                   | 23.6%   | 56,829          | 28.8%   |
| Different County                                   | 502                | 16.6%   | 851                      | 27.2%   | 386                     | 7.7%    | 54,218          | 27.5%   |
| Same State                                         | 359                | 11.9%   |                          |         | 125                     | 2.5%    | 27,088          | 13.8%   |
| Different State                                    | 143                | 4.7%    |                          |         | 261                     | 5.2%    | 27,103          | 13.8%   |
| Elsewhere/Abroad                                   | 56                 | 1.8%    | 21                       | 0.7%    | 15                      | 0.3%    | 8,637           | 4.4%    |
| Place of Birth                                     |                    |         |                          |         |                         |         |                 |         |
| Native                                             | 3,129              | 96.0%   | 3,551                    | 98.6%   | 5,138                   | 97.5%   | 188,733         | 90.7%   |
| Born in United States                              | 3,109              | 95.4%   | 3,534                    | 98.1%   | 5,105                   | 96.8%   | 187,029         | 89.9%   |
| State of residence                                 | 2,361              | 72.5%   | 2,650                    | 73.6%   | 4,024                   | 76.3%   | 120,753         | 58.0%   |
| Different state                                    | 748                | 23.0%   | 884                      | 24.5%   | 1,081                   | 20.5%   | 66,276          | 31.9%   |
| Born outside United States                         | 20                 | 0.6%    | 17                       | 0.5%    | 33                      | 0.6%    | 1,704           | 0.8%    |
| Foreign born                                       | 129                | 4.0%    | 51                       | 1.4%    | 134                     | 2.5%    | 18,792          | 9.0%    |

## Hiestand Neighborhood

|                                                             | Hiestand  |         |                 |         | Area to South  |         | City of Madison |         |
|-------------------------------------------------------------|-----------|---------|-----------------|---------|----------------|---------|-----------------|---------|
|                                                             | CT - 2000 |         | CT 30.02 - 1990 |         | CT 30.01 -2000 |         | 2000            |         |
|                                                             | Total     | Percent | Total           | Percent | Total          | Percent | Total           | Percent |
| Entered 1990 to March 2000                                  | 63        | 1.9%    | n/a             | n/a     | 36             | 0.7%    | 11,845          | 5.7%    |
| Naturalized citizen                                         | 69        | 2.1%    | 19              | 0.5%    | 79             | 1.5%    | 5,119           | 2.5%    |
| Not a citizen                                               | 60        | 1.8%    | 32              | 0.9%    | 55             | 1.0%    | 13,673          | 6.6%    |
| Economic Conditions                                         |           |         |                 |         |                |         |                 |         |
| Commuting to Work                                           |           |         |                 |         |                |         |                 |         |
| Workers 16 years and over                                   | 1,962     | 100.0%  | 1,888           | 100.0%  | 3,043          | 100.0%  | 119,707         | 100.0%  |
| Car, truck, or van -- drove alone                           | 1,544     | 78.7%   | 1,344           | 71.2%   | 2,550          | 83.8%   | 78,700          | 65.7%   |
| Car, truck, or van -- carpooled                             | 234       | 11.9%   | 220             | 11.7%   | 272            | 8.9%    | 11,477          | 9.6%    |
| Public transportation (including taxicab)                   | 89        | 4.5%    | 65              | 3.4%    | 101            | 3.3%    | 8,579           | 7.2%    |
| Walked                                                      | 13        | 0.7%    | 141             | 7.5%    | 29             | 1.0%    | 12,755          | 10.7%   |
| Other means                                                 | 30        | 1.5%    | 91              | 4.8%    | 7              | 0.2%    | 4,521           | 3.8%    |
| Worked at home                                              | 52        | 2.7%    | 27              | 1.4%    | 84             | 2.8%    | 3,675           | 3.1%    |
| Mean travel time to work (minutes)                          | 20.3      | n/a     | 19              | n/a     | 19.8           | n/a     | 18.3            | n/a     |
| Occupation - Employed 16 years and over                     | 1,952     | 100.0%  | 1,941           | 100.0%  | 3,052          | 100.0%  | 121,828         | 100.0%  |
| Management, professional, and related occupations           | 485       | 24.8%   | 493             | 25.4%   | 1,037          | 34.0%   | 57,139          | 46.9%   |
| Service occupations                                         | 347       | 17.8%   | 247             | 12.4%   | 342            | 11.2%   | 17,217          | 14.1%   |
| Sales and office occupations                                | 753       | 38.6%   | 782             | 40.2%   | 961            | 31.5%   | 31,276          | 25.7%   |
| Farming, fishing, and forestry occupations                  | 0         | 0.0%    | 15              | 0.8%    | 6              | 0.2%    | 243             | 0.2%    |
| Construction, extraction, and maintenance occupations       | 136       | 7.0%    | 170             | 8.8%    | 214            | 7.0%    | 5,406           | 4.4%    |
| Production, transportation, and material moving occupations | 231       | 11.8%   | 234             | 12.1%   | 492            | 16.1%   | 10,547          | 8.7%    |
| Income in 1999/1989 - Households                            | 1,369     | n/a     | 1,099           | n/a     | 1,979          | n/a     | 89,267          | n/a     |
| Less than \$5,000 (1990)                                    |           |         | 13              | 1.2%    |                |         |                 |         |
| \$5,000 to \$9,999 (1990)                                   |           |         | 53              | 4.8%    |                |         |                 |         |
| Less than \$10,000                                          | 51        | 3.7%    |                 |         | 22             | 1.1%    | 8,645           | 9.7%    |
| \$10,000 to \$14,999                                        | 90        | 6.6%    | 48              | 4.4%    | 60             | 3.0%    | 5,285           | 5.9%    |
| \$15,000 to \$24,999                                        | 176       | 12.9%   | 197             | 17.9%   | 83             | 4.2%    | 10,696          | 12.0%   |
| \$25,000 to \$34,999                                        | 253       | 18.5%   | 233             | 21.2%   | 172            | 8.7%    | 11,561          | 13.0%   |
| \$35,000 to \$49,999                                        | 302       | 22.1%   | 289             | 26.3%   | 394            | 19.9%   | 15,934          | 17.8%   |
| \$50,000 to \$74,999                                        | 333       | 24.3%   | 208             | 18.9%   | 621            | 31.4%   | 18,338          | 20.5%   |
| \$75,000 to \$99,999                                        | 122       | 8.9%    | 46              | 4.2%    | 396            | 20.0%   | 9,271           | 10.4%   |

## Hiestand Neighborhood

|                                                      | Hiestand           |         |                          |         | Area to South           |         | City of Madison |         |
|------------------------------------------------------|--------------------|---------|--------------------------|---------|-------------------------|---------|-----------------|---------|
|                                                      | CT - 2000<br>Total | Percent | CT 30.02 - 1990<br>Total | Percent | CT 30.01 -2000<br>Total | Percent | 2000<br>Total   | Percent |
| \$100,000 to \$149,999                               | 31                 | 2.3%    |                          |         | 170                     | 8.6%    | 6,542           | 7.3%    |
| \$100,000 to \$124,999 (1990)                        |                    |         | 0                        | 0.0%    |                         |         |                 |         |
| \$125,000 to \$149,999 (1990)                        |                    |         | 12                       | 1.1%    |                         |         |                 |         |
| \$150,000 or more (1990)                             |                    |         | 0                        | 0.0%    |                         |         |                 |         |
| \$150,000 to \$199,999                               | 11                 | 0.8%    |                          |         | 38                      | 1.9%    | 1,631           | 1.8%    |
| \$200,000 or more                                    | 0                  | 0.0%    |                          |         | 23                      | 1.2%    | 1,364           | 1.5%    |
| Median household income (dollars)                    | \$40,104           | n/a     | \$35,199                 | n/a     | \$61,808                | n/a     | \$41,941        | n/a     |
| Per Capita Income                                    | \$20,206           | n/a     | \$22,415                 | n/a     | \$25,022                | n/a     | \$23,498        | n/a     |
| Median Male Full-Time, Year Around Worker            | \$31,649           | n/a     | \$34,414                 | n/a     | \$38,281                | n/a     | \$36,718        | n/a     |
| Median Female Full-Time, Year Around Worker          | \$23,406           | n/a     | \$29,007                 | n/a     | \$32,744                | n/a     | \$30,551        | n/a     |
| Poverty Status (below poverty level)                 |                    |         |                          |         |                         |         |                 |         |
| Families                                             | 44                 | 5.8%    | 48                       | 6.4%    | 9                       | 0.6%    | 2,477           | 5.8%    |
| With related children under 18 years                 | 41                 | 8.5%    | 15                       | 2.0%    | 9                       | 1.2%    | 1,918           | 9.3%    |
| With related children under 5 years                  | 37                 | 15.5%   | 28                       | 3.7%    | 9                       | 4.4%    | 993             | 11.8%   |
| Families with female householder, no husband present | 34                 | 12.1%   | 37                       |         | 9                       | 5.8%    | 1,230           | 18.6%   |
| With related children under 18 years                 | 31                 | 13.3%   | 32                       |         | 9                       | 9.8%    | 1,099           | 24.7%   |
| With related children under 5 years                  | 27                 | 20.5%   |                          |         | 9                       | 34.6%   | 573             | 39.3%   |
| Individuals                                          | 283                | 9.1%    | 481                      | 14.1%   | 90                      | 1.7%    | 29,287          | 15.0%   |
| 18 years and over                                    | 218                | 8.9%    |                          |         | 67                      | 1.7%    | 25,136          | 15.7%   |
| 65 years and over                                    | 6                  | 3.2%    | 4                        | 80.0%   | 27                      | 4.6%    | 812             | 4.5%    |
| Related children under 18 years                      | 59                 | 8.9%    |                          |         | 8                       | 0.6%    | 4,045           | 11.4%   |
| Related children 5 to 17 years                       | 26                 | 6.0%    |                          |         | 0                       | 0.0%    | 2,704           | 10.8%   |
| Unrelated individuals 15 years and over              | 176                | 16.8%   |                          |         | 73                      | 11.0%   | 21,291          | 29.1%   |
| Housing Characteristics                              |                    |         |                          |         |                         |         |                 |         |
| UNITS IN STRUCTURE - Occupied Housing Units          | 1350               | 100%    | 1,324                    |         | 1,971                   | 100.0%  | 88,845          | 100.0%  |
| 1-unit, detached                                     | 292                | 21.6%   |                          |         | 1,638                   | 83.1%   | 40,338          | 45.4%   |
| 1-unit, attached                                     | 240                | 17.8%   |                          |         | 47                      | 2.4%    | 4,227           | 4.8%    |
| 1-unit, combined (1990)                              |                    |         | 463                      | 35.0%   |                         |         |                 |         |
| 2 units                                              | 44                 | 3.3%    | 94                       | 7.1%    | 61                      | 3.1%    | 5,739           | 6.5%    |
| 3 or 4 units                                         | 202                | 15.0%   | 138                      | 10.4%   | 8                       | 0.4%    | 8,041           | 9.1%    |
| 5 to 9 units                                         | 329                | 24.4%   | 272                      | 20.5%   | 156                     | 7.9%    | 8,736           | 9.8%    |
| 10 to 19 units                                       | 220                | 16.3%   | 260                      | 19.6%   | 19                      | 1.0%    | 7,690           | 8.7%    |
| 20 or more units                                     | 52                 | 3.9%    |                          |         | 42                      | 2.1%    | 16,617          | 18.7%   |

## Hiestand Neighborhood

|                                                  | Hiestand           |         |                          |         | Area to South            |         | City of Madison |         |
|--------------------------------------------------|--------------------|---------|--------------------------|---------|--------------------------|---------|-----------------|---------|
|                                                  | CT - 2000<br>Total | Percent | CT 30.02 - 1990<br>Total | Percent | CT 30.01 - 2000<br>Total | Percent | 2000<br>Total   | Percent |
| 20 to 49 units (1990)                            |                    |         | 91                       | 6.9%    |                          |         |                 |         |
| 50 or more units (1990)                          |                    |         | 0                        | 0.0%    |                          |         |                 |         |
| Mobile home                                      | 16                 | 1.2%    | 0                        | 0.0%    | 0                        | 0.0%    | 936             | 1.1%    |
| Boat, RV, van, etc.                              | 0                  | 0.0%    |                          |         | 0                        | 0.0%    | 29              | 0.0%    |
| Other (1990)                                     |                    |         | 6                        | 0.5%    |                          |         |                 |         |
| Family Households                                | 735                |         | 802                      | 63.0%   | 1,525                    |         | 42,458          |         |
| Total Housing Units                              | 1,395              | 100.0%  |                          |         | 2,007                    | 100.0%  | 92,353          | 100.0%  |
| Occupied Housing Units                           | 1,350              | 96.8%   | 1,324                    |         | 1,971                    | 98.2%   | 88,845          | 96.2%   |
| Owner Occupied                                   | 424                | 31.4%   | 378                      | 28.5%   | 1,675                    | 85.0%   | 37,122          | 41.8%   |
| Renter Occupied                                  | 926                | 68.6%   | 896                      | 67.7%   | 296                      | 15.0%   | 46,385          | 52.2%   |
| Vacant Units                                     | 45                 | 3.2%    | 50                       | 3.8%    | 36                       | 1.8%    | 3,375           | 3.7%    |
| Female Householder (no husband present)          | 231                | 31.4%   |                          |         | 155                      | 10.2%   | 6,943           | 16.4%   |
| With related children under 18 years             | 172                | 23.4%   |                          |         | 92                       | 6.0%    | 4,787           | 11.3%   |
| Median Monthly Owner Costs                       |                    |         |                          |         |                          |         |                 |         |
| With a Mortgage                                  | 319                | 84.6%   |                          |         | 1,195                    |         | 28,000          | 75.4%   |
| Median                                           | \$1,018            |         |                          |         | \$1,180                  |         | \$1,221         |         |
| Without a Mortgage                               | 58                 | 15.4%   |                          |         | 366                      |         | 9,122           | 24.6%   |
| Median                                           | \$358              |         |                          |         | \$451                    |         | \$437           |         |
| Median Monthly Owner Costs 35% or more of income | 50                 | 13.3%   |                          |         | 229                      | 14.7%   | 4,848           | 13.1%   |
| Median Contract Rent                             | \$721              |         | \$493                    | n/a     | \$645                    |         | \$644           |         |
| Gross Rent 35% or more of income                 | 295                | 31.9%   |                          |         | 101                      | 34.1%   | 16,523          | 35.6%   |
| Value of Owner-Occupied Units                    | 377                | 100.0%  |                          |         | 1,561                    | 100.0%  | 37,122          | 100.0%  |
| Less than \$50,000                               | 0                  | 0.0%    | 11                       | 3.3%    | 0                        | 0.0%    | 275             | 0.7%    |
| \$50,000 to \$99,999                             | 101                | 26.8%   | 290                      | 87.6%   | 80                       | 5.1%    | 4,613           | 12.4%   |
| \$100,000 to \$149,999                           | 239                | 63.4%   | 30                       | 9.0%    | 1,077                    | 69.0%   | 17,731          | 47.8%   |
| \$150,000 to \$199,999                           | 37                 | 9.8%    | 0                        | 0.0%    | 378                      | 24.2%   | 8,701           | 23.4%   |
| \$200,000 to \$299,999                           | 0                  | 0.0%    | 0                        | 0.0%    | 26                       | 1.7%    | 4,156           | 11.2%   |
| \$300,000 to \$399,999 (1990)                    |                    |         | 0                        | 0.0%    |                          |         |                 |         |
| \$300,000 to \$499,999                           | 0                  | 0.0%    |                          |         | 0                        | 0.0%    | 1,404           | 3.8%    |
| \$400,000 or more (1990)                         |                    |         | 0                        | 0.0%    |                          |         |                 |         |
| \$500,000 to \$999,999                           | 0                  | 0.0%    |                          |         | 0                        | 0.0%    | 197             | 0.5%    |
| \$1,000,000 or more                              | 0                  | 0.0%    |                          |         | 0                        | 0.0%    | 45              | 0.1%    |
| Median Value                                     | \$122,80           |         | \$77,000                 | n/a     | \$135,30                 |         | \$139,300       |         |

## Hiestand Neighborhood

|                                            | Hiestand           |         |                          |         | Area to South           |         | City of Madison |         |
|--------------------------------------------|--------------------|---------|--------------------------|---------|-------------------------|---------|-----------------|---------|
|                                            | CT - 2000<br>Total | Percent | CT 30.02 - 1990<br>Total | Percent | CT 30.01 -2000<br>Total | Percent | 2000<br>Total   | Percent |
|                                            | 0                  |         |                          |         | 0                       |         |                 |         |
| Race                                       |                    |         |                          |         |                         |         |                 |         |
| Total population                           | 3,258              | 100.0%  | 3,412                    | 100.0%  | 5,272                   | 100.0%  | 208,054         | 100.0%  |
| One race                                   | 3,135              | 96.2%   |                          |         | 5,194                   | 98.5%   | 203,219         | 97.7%   |
| White                                      | 2,755              | 84.6%   | 3,224                    | 94.5%   | 4,868                   | 92.3%   | 174,689         | 84.0%   |
| Black or African American                  | 264                | 8.1%    | 140                      | 4.1%    | 179                     | 3.4%    | 12,155          | 5.8%    |
| American Indian and Alaska Native          | 11                 | 0.3%    | 6                        | 0.2%    | 14                      | 0.3%    | 759             | 0.4%    |
| Asian                                      | 49                 | 1.5%    |                          |         | 75                      | 1.4%    | 12,065          | 5.8%    |
| Native Hawaiian and Other Pacific Islander | 0                  | 0.0%    |                          |         | 3                       | 0.1%    | 77              | 0.0%    |
| Asian and Pacific Islander (1990)          |                    |         | 20                       | 0.6%    |                         |         |                 |         |
| Some other race                            | 56                 | 1.7%    | 22                       | 0.6%    | 55                      | 1.0%    | 3,474           | 1.7%    |
| Two or more races                          | 123                | 3.8%    |                          |         | 78                      | 1.5%    | 4,835           | 2.3%    |
| Hispanic or Latino (of any race)           | 111                | 3.4%    | 58                       | 1.7%    | 132                     | 2.5%    | 8,512           | 4.1%    |

## **Appendix B**

### **A SUBSTITUTE RESOLUTION**

Adopting the Hiestand Neighborhood Plan and recommendations contained in the Plan.

Drafted By: Jule Stroick, Department of Planning and Development

Date: October 9, 2006

Fiscal Note: CDBG Commission has allocated \$126,300 to implement eligible projects recommended within the Plan. The Common Council must approve final authorization for CDBG eligible projects. The Plan also includes various capital projects with estimated costs ranging from \$20,000 to several hundred thousand dollars, depending on the project, affecting primarily the Traffic Engineering, Engineering and Parks agencies. Under the attached "Implementation Strategy," these projects are anticipated to be implemented over the next five to ten years, with funding to be requested in future capital budgets, subject to Common Council approval

Sponsors: Mayor David J. Cieslewicz;  
Ald. Lauren Cnare, District 3

PRESENTED: October 17, 2006

REFERRED: Plan Commission; Board of Estimates; Board of Parks Commissioners; Board of Public Works; CDBG Commission; Long-Range Transportation Planning Commission; Pedestrian, Bicycle, and Motor Vehicle Commission.

ADOPTED: December 6, 2006  
RESOLUTION NUMBER: RES-06-01026  
FILE NUMBER: 04720

WHEREAS the City of Madison's Comprehensive Plan adopted January 17, 2006 (Substitute Ordinance No. 02207) recommends the adoption of neighborhood plans for established residential neighborhoods within the City; and

WHEREAS the Hiestand Neighborhood Plan follows the format of the adopted Comprehensive Plan and provides additional and detailed recommendations regarding the future of the neighborhood; and

WHEREAS the Community Development Block Grant (CDBG) Commission has designated the Hiestand area (Census Tracts 30.02) as a CDBG Concentration Neighborhood for the purposes of providing planning assistance and CDBG funding for eligible neighborhood improvements; and

WHEREAS the Hiestand Neighborhood Steering Committee (HNSC) guided the preparation of the Plan with input from the Hiestand Neighborhood Association as well as neighborhood residents, business community, and other interested stakeholders; and

WHEREAS the HNSC prioritized the top six overall plan recommendations, in priority order: 1) Improve Milwaukee Street Corridor to accommodate pedestrian islands, parking and bicycle lanes, and directional markings, 2) Develop an accessible pedestrian path along existing drainage way to connect Hiestand Park to Honeysuckle Park, 3) Construct a park shelter and pedestrian bridge in Hiestand Park, 4) Install pedestrian island and bicycle and parking lane markings on Swanton Road to improve pedestrian and bicycle safety, 5) Improve trail system through Hiestand Park and Hiestand Woods to improve accessibility to pedestrians and bicyclists, and 6) Install entrance signs at gateway locations; and

WHEREAS the Plan recommendations have been review by City Department/Agencies and approved by the appropriate City boards and commissions; and

WHEREAS Plan implementation of neighborhood projects and programs is

contingent upon available resources allocated, earmarked, or leveraged with other funding sources.

NOW THEREFORE BE IT RESOLVED that the Common Council does hereby adopt the Hiestand Neighborhood Plan as a supplement to the City's Comprehensive Plan.

BE IT FURTHER RESOLVED that the Planning Unit incorporate any changes in land use classification resulting from the adoption of this plan into the Comprehensive Plan during the annual amendment process.

BE IT FURTHER RESOLVED that the appropriate City agencies consider including the recommendations of the Hiestand Neighborhood Plan in future work plans and budgets in accordance with the priorities stated in the plan.

BE IT FURTHER RESOLVED that the following specific recommendations have been organized according to the agency responsible to take the lead for implementation with plan recommendation listed in priority order by implementation agency; and

BE IT FURTHER RESOLVED that prior to the commencement of the annual budget process, the Department of Planning &

Development will prepare a status report on the implementation of the neighborhood plan recommendations and forward said status report to City agencies for consideration in establishing future agency work plans and budget submittals.

BE IT FURTHER RESOLVED that for those plan recommendations with capital budget implications, the Department of Planning & Development will forward this information to the Capital Improvement Review Committee (CIRC) for their consideration as part of annual capital budget review process.

BE IT FINALLY RESOLVED that the appropriate City agencies be requested to consider assigning priority in future work plans to proceed with the implementation of the highest priority projects and activities in the Plan.

#### **Engineering Division**

1. Request that the City Engineering Division, in conjunction with Hiestand Neighborhood, explore constructing an accessible pedestrian/bicycle path adjacent to the drainage way system from Hiestand Park to Honeysuckle Park. The ~~8-10~~ 6-8-foot wide accessible asphalt path would be designed for neighborhood users with energy efficient, full cut-off solar lighting along stretches of the pathway. Hiestand Neighborhood

Association will host informational public meetings of adjacent property owners and neighborhood residents and business community.

2. Request that the City Engineering Division, in conjunction with Parks Division, to explore constructing a pedestrian bridge over the existing drainage way in Hiestand Park to improve access to the proposed picnic shelter and existing playfield.

#### **Parks Division**

1. Request that the Parks Division to explore the feasibility of park improvements at Hiestand Park: 1) Construct a picnic shelter in Hiestand Park. with cutoff lighting, electrical and water service, screened port-a-potty, and improved paved parking lot. In addition, but of lesser priority: 2) Develop a management plan for Hiestand Woods, 3) Construct an overlook platform; and 4) Install lighting with timers at the basketball courts to allow for longer playtime. The Hiestand Neighborhood Association will initiate the formation of Friends of Hiestand Park to assist in the management of the woods. The Hiestand Neighborhood Association will conduct a private fundraising initiative to supplement additional park improvements.

2. Request that the Parks Division construct and/or improve the trail system through Hiestand Park and Hiestand Woods to improve accessibility to pedestrians and bicyclists. A two-tier path system is recommended: a low impact path system with signage through the conservation woods and an asphalt path through the southerly portion of the park to connect with existing and proposed bicycle connections.

3. Request that the Parks Division improve Honeysuckle Park by upgrading the playground equipment, installing an accessible, asphalt path into the park area, and clearing of the underbrush along North Thompson Drive.

4. Request that the Parks Division explore the feasibility of community garden plots along North Thompson Drive.

#### **Traffic Engineering Division**

1. Request that the Traffic Engineering Division to explore improvements along the Milwaukee Street Corridor: 1) Improve the directional merging of 4-lane to 2-lane at the 4000 block of Milwaukee Street at Highway 51, 2) Mark the 4000 to 5300 blocks of Milwaukee Street with parking and bicycle lanes, 3) Install pedestrian islands at the intersection of Milwaukee at Meadowlark Drive and Milwaukee at Portland Parkway,

4) Improve the directional markings at the intersection of Milwaukee and Crystal Lane, and 5) Determine strategies to deter cut-through traffic from Milwaukee Street onto Kurt Drive, and apply for NTMP funding to implement such strategies. The PBMVC strongly supports the restriping of Milwaukee Street and other amenities as a top priority.

2. Request that the Traffic Engineering Division explore improvements along Swanton Road: 1) Install pedestrian refuge islands at or near: Swanton at Milwaukee, Swanton at Hamlet, Swanton at Easley, or Swanton at crossing with drainage way, 2) Install additional speed limit signs and bicycle route signs, and 3) Mark lanes for bicycle and parking lanes.

3. Request that the Traffic Engineering Division to explore removing on-street parking on the south side of North Thompson Road, to allow for the addition of marked parking and bicycle lanes, markings, with An the exception should be made in the vicinity of The Meadows Apartment complex, where parking would continue to be allowed on the south side of North Thompson Drive.

4. Request that the Traffic Engineering Division work with WDOT to determine the feasibility of: ~~4) I~~ installing a noise barrier or alternative strategies to reduce noise along

Highway 30 at the I90 system, ~~2) Constructing a bicycle lane on the east side of Highway 51 from Milwaukee Street to Nakoosa Trail, and 3) Installing guardrails adjacent to the sidewalk under the Highway 51 overpass at Milwaukee Street.~~

5. Request that the Traffic Engineering Division work with WDOT to improve ped/bike connection from the neighborhood across Highway 30 and 51. Evaluate the feasibility of the following in priority order: 1) Constructing a bicycle lane on the east side of Highway 51 from Milwaukee Street to Nakoosa Trail across Highway to the north of the neighborhood or 2) Develop a bike route between Milwaukee Street and Nakoosa Trail approximately in the vicinity of Wittwer Road extended. The route would include use of existing streets, new paths and a bridge over Highway 30. Evaluate the feasibility of: 3) Developing a bike route or sidewalk on the south side of Highway 30 from Highway 51 to Swanton Road, with a crosswalk at the intersection of Highway 51 and the Highway 30 on-ramps.