



City of Madison

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Meeting Minutes - Draft LONG RANGE TRANSPORTATION PLANNING COMMISSION

Thursday, February 21, 2008

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room LL-110 (Madison Municipal Building)

1 CALL TO ORDER / ROLL CALL

Present: 11 -

Tim Wong; Kevin L. Hoag; Mark N. Shahan; Michael A. Basford; Tim Gruber; Judy Bowser; Michael W. Rewey; Robbie Webber; Satya V. Rhodes Conway; Dave deFelice and Robert J. Schaefer

Excused: 1 -

Paul E. Skidmore

2 APPROVAL OF MINUTES FROM JANUARY 17, 2008 MEETING

Chair Mark Shahan said that, on page 3, he recalled that Ald. Webber wanted to refer to the term "bicycle escape route" in her comments.

The Minutes of the 1-17-08 LRTPC meeting were then unanimously approved, on a motion submitted by Bob Schaefer/Ald. Robbie Webber.

A motion was made by Schaefer, seconded by Webber, to Approve the Minutes. The motion passed by voice vote/other.

Excused: 1 -

Paul E. Skidmore

3 PUBLIC COMMENT

There were no members of the public wishing to speak in regard to future LRTPC agendas.

UNFINISHED BUSINESS

4 [09178](#) REVIEW OF VARIOUS TRANSPORTATION PROJECTS IN CURRENT (AND POTENTIAL FUTURE) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE DANE COUNTY AREA: OVERVIEW BY LARRY NELSON, CITY ENGINEER

Rob Phillips (City Engineering) summarized the key City street and bicycle projects to be submitted to the Madison Area MPO for inclusion in the draft 2009-14 Transportation Improvement Program. He then asked for questions or comments from Commission members.

Mike Rewey said that the bicycle lanes along East Johnson Street need to be designed to proper standards, and that more detailed work is needed on that.

Ald. Satya Rhodes-Conway said that many residents in the Schenk-Atwood neighborhood would like to consider vacating Eastwood Drive. Mike Rewey commented that doing so would force more traffic into the Atwood business district, which would be undesirable for that area.

Mark Shahan felt that the roundabout planned for the 6th Street/Winnebago area should be revisited, in order to square up some of the corners.

Mike Rewey said that the bicycle path through Wirth Park should be re-evaluated. In particular, he said that the bike lane widths and connections to the street system should be looked at.

Ald. Robbie Webber commented that the Campus Drive roadway may not last until its planned reconstruction in 2012. Mike Rewey asked that bicycle lanes be considered along Monroe Street between Regent and Randall. Rob Phillips said that there are right-of-way constraints in that area.

Judy Bowser expressed concern about the planned construction of the Institute for Discovery, and its impacts on traffic in the area. Arthur Ross (City Traffic Engineering) said that lane closures in that area would only be for demolition, which is planned for spring break.

Tim Wong said that speeding traffic is a problem at the intersection of Hammersley Road and Whitney Way, due to the large hill on Whitney. Mike Rewey felt that it is not a good idea to restrict turning movements at an important intersection (of an arterial and a collector street). Ald. Robbie Webber said that bicycle traffic should be allowed to move through the intersection, even if auto movements are restricted. Arthur Ross said that he would take a closer look at the design for that intersection (for bicycle accommodation).

Ald. Robbie Webber said that the intersection of Mineral Point Road/Junction Road needs Dane County participation, since they are both regional facilities (and county trunk highways). Rob Phillips said that this area has severe traffic problems and the City has been forced to move forward, regardless of the County's inaction. Sup. Dave de Felice stressed the importance of working with the Dane County Board of Supervisors, and not just the County executive's office. He said that there may be more willingness on the part of some Board members to work cooperatively on traffic issues in that area.

Rob Phillips mentioned that, for those interested in more detail about that intersection, a public informational meeting is being held - Thursday, February 28, 6:00 p.m. (at the bank on the northeastern corner of the intersection). Mike Rewey asked Phillips to attend a future meeting of LRTPC to review design options for that intersection.

Bob Schaefer said that the Cottage Grove Road Interstate bridge should have been built with 4 lanes, given that future growth to the east will stress its capacity. Sup. Dave de Felice also expressed concern that the bridges in that area (incl. Milwaukee Street) should be reviewed for their ultimate capacity needs, and that traffic modeling include all future development plans in the area. Bob Schaefer said that Cottage Grove Road to the east of the Interstate bridge

needs better bicycle accommodation.

Rob Phillips pointed out that the East Washington Avenue reconstruction project has added a sixth segment (Thierer Road to the Interstate), to be constructed in 2011. Mike Rewey said that narrower traffic lanes or reduced-size gutters should be considered in that design, in order to keep the bicycle facility design consistent throughout the entire East Washington corridor. Rewey also felt that a roundabout could be considered at the Thierer/Lien Road intersection. In addition, Rewey said that the Felland Road sewer extension could be explored for possible use as a bicycle path. Larry Nelson (City Engineer) said that the Autumn Lake subdivision dedicated some land for that purpose.

Mike Rewey commented on the proposed Sherman Flyer bicycle path, noting that the area between Commercial Avenue and Aberg Avenue should be connected through the Hartmeyer property. He said that this should be a higher priority than getting the path across Sherman Avenue, noting that the signal at Schlimgen Avenue could be used for that purpose. Ald. Satya Rhodes-Conway pointed out that the design of Sherman Avenue will be evaluated, as part of upcoming neighborhood planning activities.

Rob Phillips then provided an overview of the many considerations that go into City Engineering decisions to move a project forward (such as the pavement condition, need for utility work, traffic safety/congestion, requests of neighboring municipalities, neighborhood development plan activity, etc.).

Larry Nelson pointed out that the City of Madison will spend roughly \$40 million in 2008 on its highway system (maintenance and expansion). Dane County, for example, spends about \$1.3 million on its roadway maintenance per year. Nelson also pointed out that, in the 1950's and 60's, the City of Madison spent much more (in real dollars) on the street system, noting that federal sources have helped in the past 15 years or so. Chair Mark Shahan said that Dane County needs to play a much greater role in funding the transportation system.

Larry Nelson said that, starting in about 1990, the City has been able to fund many additional projects (including bicycle projects). However, there is now a significant backlog of project needs and federal funding is becoming tight. He said that it is becoming a challenge to stretch resources.

Mike Rewey said that there is a need for better snow removal for pedestrians. Mark Shahan suggested that some sort of volunteer shoveling program could be employed, at specific locations when it makes sense. Bob Schaefer said that neighborhood associations could be a mechanism to implement volunteer programs like this, and the City could reimburse the associations for the work (or for other neighborhood purposes).

5 [09179](#) **LRTPC PROCEDURE TO REVIEW AND COMMENT ON MADISON TRANSPORTATION PROJECTS (*TO BE INCLUDED IN THE MPO'S TRANSPORTATION IMPROVEMENT PROGRAM*): DISCUSSION BY COMMISSION MEMBERS**

Mark Shahan said that, given the hour and barring objection, a future meeting of LRTPC should address procedures to review projects.

6 [08798](#) Adopting the Platinum Biking City Planning Committee's report, "Making Madison the Best Place in the Country to Bicycle" and recommendations contained therein

The Commission voted unanimously to recommend adoption of Resolution ID 08798, on the motion submitted by Mike Rewey/Ald. Satya Rhodes-Conway. Chair Mark Shahan asked that the Commission's comments be forwarded to PBMVC for their consideration.

A motion was made by Rewey, seconded by Rhodes Conway, to Return to Lead with the Recommendation for Approval to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION. The motion passed by voice vote/other.

Arthur Ross (Traffic Engineering) summarized some of the key recommendations of the Platinum Biking City Committee Report.

Mike Rewey/Ald. Satya Rhodes-Conway submitted a motion to recommend approval of Resolution ID 08798. Chair Mark Shahan then asked for Commission comments/discussion.

Judy Bowser asked what a "bike box" was, as referenced in the plan? Ross replied that bike boxes are areas at intersections that allow for bicycles to make a left turn ahead of auto traffic (essentially allowing bikes to queue at the front of the left turning line).

Tim Wong said that the plan contains many very good recommendations, but stressed the importance of implementation. Ald. Mark Clear (member of the Platinum Bike Committee) pointed out that coordination among the many City agencies is an important part of that. He also said that priorities need to be established and that 2009 budget priorities are being considered at this time. Mark Shahan said that the top 3 or 4 projects should be prioritized. He also said that the Bicycle Federation of Wisconsin is noted in the plan, but the Bicycle Transportation Alliance (BTA) should as well. Shahan also felt that it would be helpful to have specific criteria for measuring progress on implementation of the plan.

Ald. Satya Rhodes-Conway asked if the Platinum Biking Committee was intending to disband. Arthur Ross said that it was intended to disband after the resolution is adopted.

Ald. Tim Gruber noted the references to an "arterial bike network" and asked what that was. Arthur Ross said that arterial bike routes are the main thoroughfares for bicycles, just like roadways have main arterials for carrying large volumes of auto traffic.

Mike Rewey said that neighborhood development plans have bike paths identified in them but a system plan for bicycles would provide better clarity about regional bicycle needs (such as the Sherman Flyer, the MATC to Wirth Park path, etc.).

Bob Schaefer said that a great deal of work went into the development of the plan, but mainly by bicycle advocates. He stressed the importance of bicyclists obeying traffic laws. He also noted that all modes of transportation should do a better job of obeying traffic laws and wondered how this could be included in the plan. Ald. Mark Clear said that the Committee felt that education should be an important component of the plan, but that that it is also important to "walk in another person's shoes" - i.e., consider the needs of other transportation modes. Ald. Clear said that the plan attempts to address infrastructure needs at locations where bicycles and automobiles are in conflict.

Ald. Satya Rhodes-Conway said that certain plan recommendations, those 6 or

7 recommendations most applicable to LRTPC, should be separated out and discussed at a future meeting.

Judy Bowser said that kids need to be better educated. She also said that the need to consider a diverse kid population will be a challenge as well.

Larry Nelson pointed out that a hotline for comments on the bicycle network has been established (BIK-EWAY), and that City Engineering staff would be available to respond to questions and concerns.

7 [08484](#) **INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS**

- Note: No Discussion of Specific Items

Chair Mark Shahan said that he would likely not be in attendance at the March Commission meeting. Mike Rewey also said that he would not be in attendance.

There were no other announcements or information submitted by the Chair or Commission members.

8 [08486](#) **SCHEDULE OF FUTURE MEETINGS**

David Trowbridge noted that one agenda item for the March 20th meeting may be the resolution adopting the Stoughton Road Revitalization Project (SRRP) final report.

9 **ADJOURNMENT**

The Commission adjourned its meeting at 7:55 p.m.