



City of Madison Meeting Minutes - Final LONG RANGE TRANSPORTATION PLANNING COMMISSION

City of Madison
Madison, WI 53703
www.cityofmadison.com

Thursday, August 16, 2007

5:00 PM

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

Note: A quorum of the Transit and Parking Commission, Pedestrian-Bicycle-Motor Vehicle Commission, Plan Commission, Madison Area MPO, or Board of Public Works

If you need an interpreter, translator, materials in alternate formats or other accommodations to access this service, activity or program, please call the phone number below at least three business days prior to the meeting.

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Yog hais tias koj xav tau ib tug neeg txhais lus, ib tug neeg txhais ntawv, cov ntawv ua lwm hom ntawv los sis lwm cov kev pab kom siv tau cov kev pab, cov kev ua ub no (activity) los sis qhov kev pab cuam, thov hu rau tus xov tooj hauv qab yam tsawg peb hnuv ua hauj lwm ua ntej yuav tuaj sib tham.

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CALL TO ORDER

LRTPC Chair Mark Shahan called the 8-16-07 joint meeting of the Long Range Transportation Planning Commission to order.

1 ROLL CALL

Present: Mark N. Shahan, Paul E. Skidmore, Michael A. Basford, Michael W. Rewey, Robbie Webber, Dave deFelice and Robert J. Schaefer
Excused: Kevin L. Hoag and Judy Bowser

2 APPROVAL OF MINUTES FROM JULY 19, 2007 MEETING

The Minutes of the 7-19-07 LRTPC meeting were unanimously approved, on a motion submitted by Tim Wong/Bob Schaefer.

A motion was made, seconded by Schaefer, to Approve the Minutes. The motion passed by acclamation.

3 PUBLIC COMMENT

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

NEW BUSINESS ITEMS

4. [06761](#) Adopting the Tenney-Lapham Neighborhood Plan as a supplement to the City of Madison Comprehensive Plan.

Sponsors: Brenda K. Konkel

Ald. Robbie Webber/Ald. Paul Skidmore then submitted a substitute motion to:

“Accept the Tenney-Lapham Neighborhood Plan and recommend that a multi-modal transportation study be undertaken for the isthmus and downtown area; further, all recommendations contained in the TLNA Plan should be examined as part of the study and that specific LRTPC comments and LRTPC meeting minutes be forwarded to Traffic Engineering, City Engineering, and/or Planning Division (whichever agency will be leading the study) for their consideration as part of the study.”

The Commission then unanimously passed the motion.

A motion was made by Webber, seconded by Skidmore, to Return to Lead with the Following Recommendation(s) to the PLAN COMMISSION. The motion passed by acclamation.

Four members of the public wished to speak in support of the Neighborhood Plan. Sandra Ward (441 North Paterson St.) expressed support and the fact that the Plan addressed land use and transportation issues together.

Patrick McDonnell, President of the Tenney-Lapham Neighborhood Association (TLNA), felt that the 1-way pair (Johnson and Gorham Streets) should be re-evaluated, as the neighborhood has changed and is becoming more family-oriented residential than in previous years. He supports providing good mobility options for all residents.

David Waugh (1213 East Mifflin St.) supported the updated neighborhood plan and said that in-fill development is a big part of the plan. He felt that Johnson/Gorham was a problem for kids in the neighborhood, noting the difficulty to cross those streets. He said that East Washington Avenue should be carrying commuter traffic. He would also support Johnson and Gorham operating similar to Williamson Street, where parking is pulled for a short time during commute times.

Tim Wong asked what other recommendations Mr. Waugh would have, if 2-way conversion was not implemented. Waugh said that better enforcement of the 25 mph speed limit would be a big help.

Mike Rewey said that 2-way streets are not safer than 1-way streets. He said that crossing 1-way streets is simpler and has less traffic movements to negotiate. Ald. Robbie Webber agreed, noting that 2-way Regent Street can be very difficult to cross and that gaps in traffic do not appear as often with 2-way streets. David Waugh said that he felt 2-way traffic would operate slower and would therefore be safer to cross. Rewey also felt that suggested changes to the functional classification were not appropriate or based on any system-wide assessment of needs.

Ald. Paul Skidmore asked if the neighborhood had worked with Traffic Engineering regarding the 2-way conversion. Neighborhood representatives stated that they had

not.

Diane Milligan (1142 East Gorham St.) said that the Johnson/Gorham corridor was like a giant wall separating her kids and the rest of the neighborhood. She said that drivers do not stop for people at crosswalks and that walking (and driving) are very inconvenient with 1-way traffic. She said that speeding is a big problem and she felt that that 2-way streets would slow the traffic. She also said that the high volume and speed of traffic deteriorates property values and the quality of the neighborhood.

Sup. Dave de Felice asked David Dryer (City Traffic Engineer) how traffic flow would be affected by a 2-way conversion. Dryer said that 1-way streets are more efficient in moving traffic, but added that pedestrian crossings can be easier. He said that turning movements are easier to handle with 1-way streets and intersections do not have to be as wide to do so. Dryer said that 1-way pairs work very well in certain circumstances, noting that a new neighborhood on the west side (Pioneer Neighborhood) is planning to build them.

Ald. Robbie Webber asked if previous planning had considered different ways to move traffic through this area. Dan McCormick (Traffic Engineering) said that the Isthmus Traffic Redirection Study of 1978 did so and that many recommendations from that plan have been adopted, such as making Blair Street 1-way for a section to encourage people to use East Washington. He also said that that Plan could be revisited to see how conditions have changed, etc.

Ald. Webber asked what sorts of design treatments could be implemented on the 1-way pair (Johnson/Gorham) to try to reduce speeding. McCormick said that streetscape improvements could be done, the traffic signals could be re-timed slightly, crosswalks could have colored pavement or bump-outs to help with pedestrian movements, and mid-block crossings could be added. Dryer also pointed out that photo radar might be helpful in speed enforcement.

Bob Schaefer asked if gaps for crossing the street could be created by changing the signal timing. McCormick said that this could be done, but would have to be studied first. Mike Rewey said that the signal progression should be checked, as he felt that the signals were timed for too high a speed. Dryer said that there needs to be a balance as timing the signals at speeds that are too low could actually give an incentive for those entering the streets (from the side) to speed up to the traffic platoon and make the lights. Dryer said that the speed is timed for about 28 mph now. McCormick added that signal progression changes can also create other problems, like more rear-end accidents and numerous complaints. He agreed that there needs to be a balance. McCormick also said that this corridor has a very high number of traffic signals and that adding more signals can be very unpopular with neighborhood residents.

Mike Rewey suggested investigating the intersection of Johnson/Baldwin and possibly utilizing a "lagging left" (at the end of the green phase) for turns inbound toward East Washington (rather than the current "leading left" at the beginning of the signal phase).

Tim Wong asked that East Mifflin Street be explored as a bicycle boulevard, where auto traffic is discouraged and bike traffic is encouraged with design treatments (like traffic diverters).

Mark Shahan asked if East Washington could handle significant levels of redirected traffic. Dryer said that the peak period is packed on all of the arterials, but that the peak hour is spreading to earlier and later in the afternoon. McCormick said that the policy has been to direct as much traffic to East Washington, and that this has occurred.

However, he said that much of the Johnson/Gorham traffic is from the north side of Madison, Waunakee, etc. destined to the UW or the near west side (Hilldale area) and that East Washington would be quite a bit out of the way for those trips.

Ald. Robbie Webber asked if the functional classification of streets could change. David Dryer said that it really does not matter what the classification is, because it does not affect how the street would function in the system.

Sup. Al Matano/Tim Wong submitted a motion to recommend adoption of Resolution ID 06761. Matano said that he liked the idea of testing big ideas, such as the 2-way conversion of Johnson/Gorham Streets. Bob Schaefer said that he did not support a 2-way conversion.

Mike Rewey said that he has many problems with the Transportation Section of the Plan, and he distributed his comments and edits to the section. He said that he supported bicycle lanes on both sides of Johnson Street, he suggested re-evaluated the signal timing and felt that park-and-ride lots should not be located at prime real estate areas of the City.

Mark Shahan said that the multi-modal transportation study being recommended in the Plan should be a primary recommendation, but that all other specific recommendations in the Transportation Section should be evaluated as part of that study. Tim Wong said that he would like to take out the recommendation to build a park-and-ride lot, as he does not support them in concept.

Ald. Robbie Webber/Ald. Paul Skidmore then submitted a substitute motion to:

"Accept the Tenney-Lapham Neighborhood Plan and recommend that a multi-modal transportation study be undertaken for the isthmus and downtown area; further, all recommendations contained in the TLNA Plan should be examined as part of the study and that specific LRTPC comments and LRTPC meeting minutes be forwarded to Traffic Engineering, City Engineering, and/or Planning Division (whichever agency will be leading the study) for their consideration as part of the study."

Ald. Paul Skidmore said that Traffic Engineering was not part of the development of the plan and its transportation recommendations, as is apparent in their comments on the Plan. He said that he would rather be supportive of the Plan, if it can be improved.

The Commission then unanimously passed the motion.

Patrick McDonnell said that he supports the multi-modal study and that new policies are needed in the area. He said that the Neighborhood Association would be fine with LRTPC's motion.

5 INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS

- Note: No Discussion of Specific Items

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

6 SCHEDULE OF FUTURE MEETINGS

- Next Meeting: Thursday, September 20th, 5:00 p.m., Location TBA

David Trowbridge noted that agenda items for the September 20th meeting were still being developed, as was a location for the meeting.

7 ADJOURNMENT

The Commission adjourned its meeting at 6:55 p.m.