

Attachment I

Steve Puntillo
1911 Rowley Ave.
Madison, WI 53726

*to Dave Thayer
for a signature for me*

5-24-07

Mayor Dave Cieslewicz,

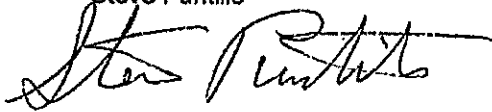
Enclosed is a petition gathered and compiled between April 1st and 23rd 2007. The petition is regarding the traffic calming devices installed at the intersection of Rowley Ave and Spooner Ave, and was primarily composed of residents in the 1800-1900 block of Rowley Ave. The original petition is on-hand at my business (Paragon Video & Stereo, 1905 Monroe St.).

The Explanation of petition is as follows: The "For" box is in favor of the removal of the traffic calming devices "N" stands for neutral, or not available for voting. "Against" means against the removal of the traffic calming devices. The totals are as follows: 26 "For", 2 "Against" with 10 Neutral or Unavailable.

I have also enclosed a copy of the letter I e-mailed to the Mayor's office as well as the City Council and Madison Newspapers

Please feel free to contact me at Paragon Video & Stereo either by phone, 608-251-6121 or if you prefer, by email spuntillo@paragonvideoandstereo.com

Thanks,
Steve Puntillo



**CITY OF MADISON
Office of the Mayor**

MAY 25 2007

RECEIVED

5-24-07

I (Steve Puntillo) recently put together a petition in regard to the removal of the traffic island on Rowley Ave and South Spooner. The petition showed that the majority of the neighborhood was quite strongly opposed to the presence of this "traffic calming device" due to it causing traffic problems that were not previously there

The intention behind this island (and the bump-outs flanking it) was a good one. Everyone wants their street to be safe for pedestrians and nobody likes it when someone is speeding excessively through their neighborhood. However, I believe, and several others who were willing to put their names on this petition agree, that this island in particular is the wrong way to go about solving this issue.

The current setup in the City Council, relegates traffic issues of this nature to a matter of procedure. The residents immediately affected by the section of the street to which the traffic calming device will be added are the only ones who are consulted and given a voice in the decision which causes these islands to be installed. This is done in order to not "bog down" the City Council with matters which some might consider to be unimportant. Consulting 3-4 people provides much less possibility of a long drawn out public hearing, than opening the floor to debate by 30-40 people who may be affected.

The downside to this kind of procedural politics is that many of the people most directly affected do not have any voice in the matter, and if someone with an agenda wants to manipulate the situation to their liking, they only need to convince a select few people to agree with their point of view, while the majority have to live with the decision that is forced upon them, sometimes against their will.

In this particular situation, the traffic calming device may give some people extra peace of mind (whether or not it does anything for their actual physical safety is debatable) but it causes a whole slew of issues for other residents of the area, that put many in potential danger.

I feel that there must be some others out there who have similar feelings to my own, since I had an approximately 90% positive reaction to the petition in April. A copy of this message will be sent to Traffic Engineering, as well as 10th District Alderman Brian Solomon and the office of Mayor Dave Cieslewicz. I also plan to send a copy to Madison newspapers.

If there are any other individuals who feel similarly about this particular traffic calming device, or others like it, I would encourage you to take similar actions in the spirit of solidarity and a true expression of democracy. The more voices with legitimate grievances which are heard, the more likely we are to see action that leads to a more reasonable solution for everyone, and not just a select few. There is precedent on this issue, from other cities having traffic islands removed in situations such as this. If there is strong enough protest in this case we can do it here as well.

Thanks!
Steve Puntillo
Citizens Against Traffic Snarls
Madison, WI

**Petition to Remove Traffic Island
At Corner of Rowley Ave. & Spooner, Madison, WI**

I, Steve Puntillo of 1911 Rowley Ave, recently spoke with Alderman Ken Golden regarding the traffic island installed at the corner of Rowley Ave and Spooner. Mr. Golden said the traffic island was put there without his knowledge and recommended I start a petition to remove this island.

I spoke with city sanitation workers, snow removal workers, UPS drivers, and others who drive past these islands each day. They have all said bicyclists and service trucks are trying to squeeze through this small opening at the same time.

Three and a half years ago, the 1800-1900 block of Rowley Ave. voted either in favor or against the installation of a traffic island on Rowley Ave. About 85% voted against this traffic island. The compromise was the terrace was "bumped-out" further into the street, which made it tighter and narrower to turn onto Rowley from Spooner. As if the "bump out" wasn't tight enough, in 2006, a traffic island was installed at the same corner, thus narrowing the street even further. Having both the "bump-out" and the island has made things more dangerous for bicycles and vehicles trying to squeeze through

Name	Address	Phone #	For	Against
	4-1-07 to 4-23-07 MADISON WI 53726			
Steve Puntillo	1911 Rowley MADISON WI 53726	233-1569	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BW Mullins	1903 Rowley MADISON WI 53726	233-8848	<input checked="" type="checkbox"/>	<input type="checkbox"/>
KATHRYN HOYT Kathryn Hoyt	1902 Rowley MADISON WI 53726		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Julio Norzala	1907 MADISON WI 53726	236-0440	<input checked="" type="checkbox"/>	<input type="checkbox"/>
John Shuck	1910 MADISON WI 53726	233-4049	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Tom Gresser	1914 MADISON WI 53726	Rowley	<input type="checkbox"/>	<input checked="" type="checkbox"/>
May Puntillo MARY Puntillo	1919 Rowley MADISON WI 53726	2331569	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jan Kwiatkowski	1924 Rowley MADISON WI 53726	238-9959	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Susan Ketchum	1926 Rowley NO ONE HOPES FOR MADISON WI 53726	233-4410	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BARBARA L. SMITH	1929		<input type="checkbox"/>	<input type="checkbox"/>
Barbara L. Smith	1931	231-1472	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3/2

Petition to Remove Traffic Island

At Corner of Rowley Ave. & Spooner, Madison, WI

I, Steve Puntilo of 1911 Rowley Ave, recently spoke with Alderman Ken Golden regarding the traffic island installed at the corner of Rowley Ave. and Spooner Mr Golden said the traffic island was put there without his knowledge and recommended I start a petition to remove this island

I spoke with city sanitation workers, snow removal workers, UPS drivers, and others who drive past these islands each day They have all said bicyclists and service trucks are trying to squeeze through this small opening at the same time.

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Name Address Phone # For Against

20
Rowley 1918 Rowley 235 6467
Madison WI 53726

200 1832

~~1830~~
~~Madison WI 53726~~

Michelle Jensen 1826 Rowley 284-9255
Goodwin Madison WI 53726

Jennifer Lattis 1824 Rowley 238-0131
Rachael Lohr Madison WI 53726

Rachael Joh 1814 833-9675

~~1808~~
Will not come to door
Even when home

Barb Rubin 1813
Madison WI 53726

Shirley Rubin 1831 Rowley 233 2528
Madison WI 53726

Kend Milton 1934 Rowley
Rouse

At Corner of Rowley Ave. & Spooner, Madison, WI

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X
3

Name Address Phone # For Against

David Burke

4-1-07 to 4-23-07
MADISON WI 53726

Phone #

For

Against

~~David Burke~~

1935 Rowley

238-5954

GAIL BURKE

MADISON WI 53726

Gail Burke

1935 Rowley Ave

238-5954

LYDIA REITMAN

MADISON WI 53726

Lydia Reitman

1429 Rowley

231-3185

MARK E LEBVRE

1938 Rowley
MADISON WI 53726

215-6987

~~Mark E LeBre~~

Barbara Thompson

1834 Rowley
MADISON WI 53726

272-0492

Kathryn Thompson

238 6066

Kathryn Thompson

1925 Rowley
MADISON WI 53726

238-6066

1818 Rowley
MADISON WI 53726

Betsy Dierckx

1935

N

Not interested
MADISON WI 53726

1833 Rowley

N

MADISON WI 53726

Barb Rubin

James Rubin

1831 Rowley

233-2528

Elizabeth

1801 Rowley
MADISON WI 53726

will not come to door.

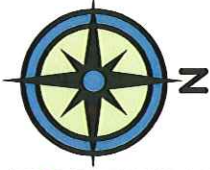
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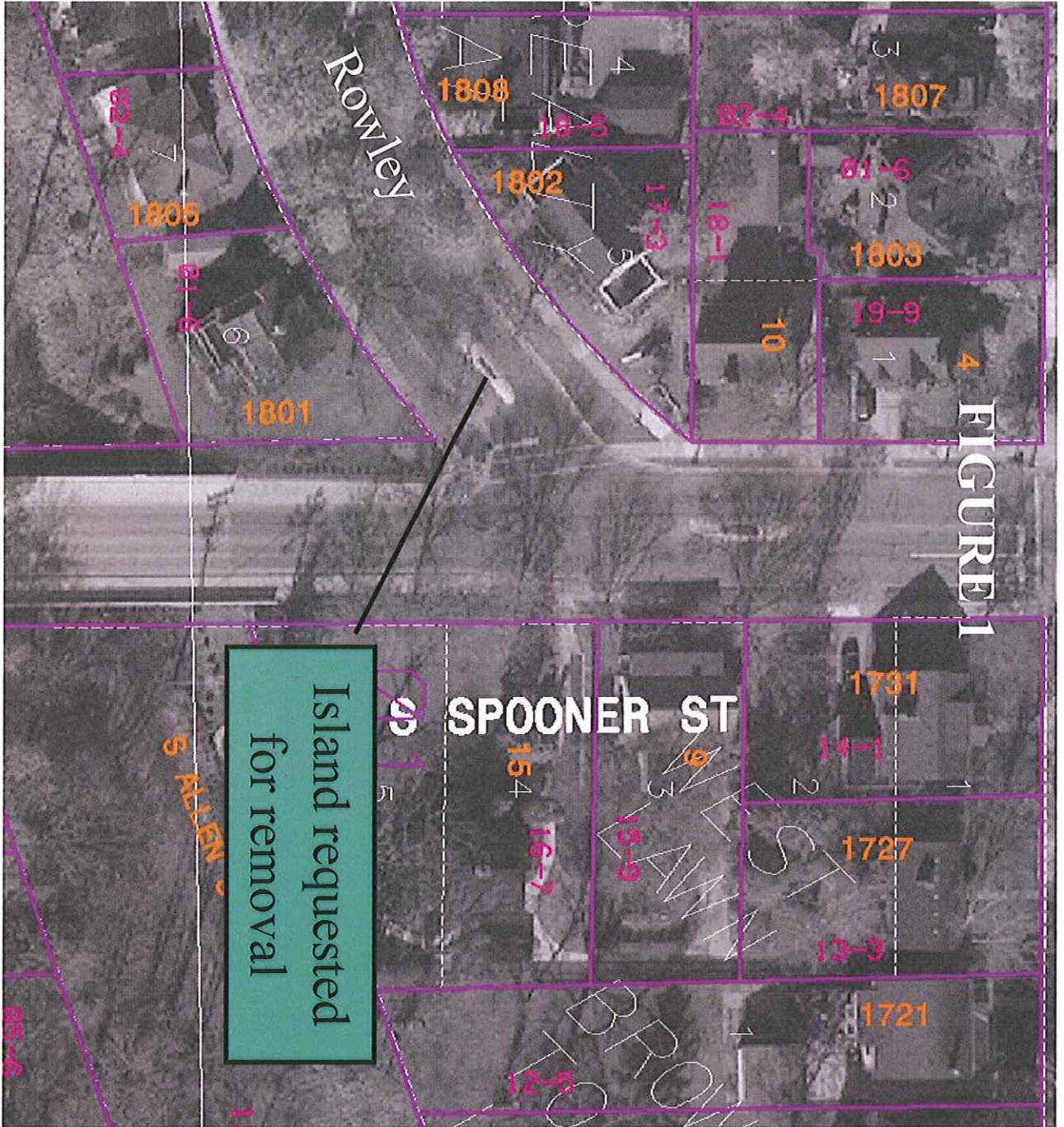
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Name	Address	Phone #	For	Against
Madison WI 53726	1829 Rowley	For fines	<input type="checkbox"/>	<input type="checkbox"/>
	1827	For fines	<input type="checkbox"/>	<input type="checkbox"/>
Tom Mount	1827		<input type="checkbox"/>	<input type="checkbox"/>
Tom Mount	1810 Rowley	608 996120	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Richard Evans	1809 Rowley		<input type="checkbox"/>	<input type="checkbox"/>
Richard Evans	1808 Rowley	608 239 1527	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MAGAL	1802 Rowley		<input type="checkbox"/>	<input checked="" type="checkbox"/>
CHARLES SANDER	1805 Rowley		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Charles Sander	1830 Rowley	233 6214	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	1832 Rowley		<input type="checkbox"/>	<input type="checkbox"/>
	1833 Rowley		<input type="checkbox"/>	<input type="checkbox"/>

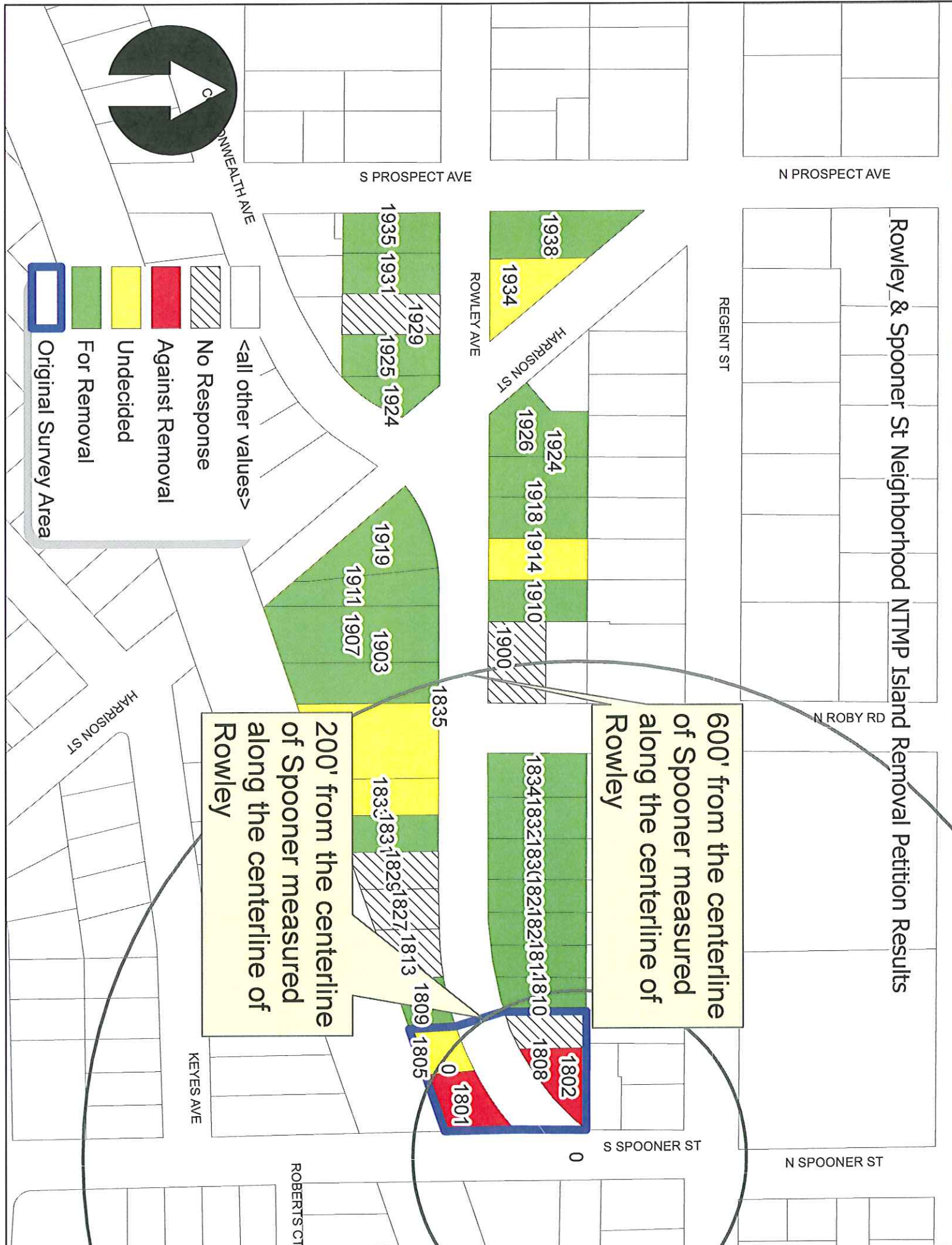


001# 100



Department of Transportation
215 Martin Luther King, Jr., Blvd. #100
P.O. Box 2986
Madison, WI 53701-2986

Rowley & Spooner St Neighborhood NTMP Island Removal Petition Results



N PROSPECT AVE

S PROSPECT AVE

REGENT ST

N ROBY RD

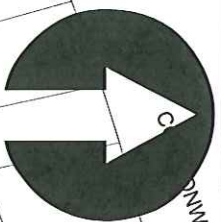
S SPOONER ST

N SPOONER ST

KEYES AVE

ROBERTS CT

HARRISON ST



COMMONWEALTH AVE

<all other values>

No Response

Against Removal

Undecided

For Removal

Original Survey Area

600' from the centerline of Spooner measured along the centerline of Rowley

200' from the centerline of Spooner measured along the centerline of Rowley

1938
1934
1924
1926
1918 1914 1910
1900

1935 1931
1929
1925 1924

1919
1911 1907
1903

1835
1834 1832 1831 1829 1827 1813
1809 1805

1802
1808
1801

Dryer, David

From: McCormick, Dan
Sent: Friday, October 13, 2006 9:12 AM
To: 'spuntillo@paragonvideoandstereo.com'
Cc: Golden, Ken; Webber, Robbie; Dryer, David; Arseneau, Bob; Location File
Subject: RE: Proposed Traffic Islands on Spooner Rowley

I had to resend—I misspelled Mr. Puntillo's address.

From: McCormick, Dan
Sent: Friday, October 13, 2006 9:09 AM
To: 'spuntillo@paragonvideoandstereo.com'
Cc: Golden, Ken; Webber, Robbie; Dryer, David; Arseneau, Bob; Location File
Subject: RE: Proposed Traffic Islands on Spooner Rowley

Dear Mr. Puntillo,

Thanks for your contact with the City. I understand you also spoke about this with Bob Arseneau of Traffic Engineering yesterday. The project you are referring to is the S. Spooner St traffic calming project, a project done in response to residents along Spooner St. and parts of Rowley Ave. The project follows the City's adopted policy called the Neighborhood Traffic Management Program, and has been approved for construction.

After funding for this project was approved by the City's Pedestrian-Bicycle-Motor Vehicle, a neighborhood meeting was held with residents of a certain area along and adjacent to the street to develop a proposed plan. The proposed plan is set to a survey to advise the City whether residents support construction. 60% of the surveys returned have to be in support to move on to the next step. In this case, 14 were in favor and 2 not.

Attached is the survey letter sent out. The survey area is a set template based on the adopted policy. The survey letter with enclosed maps is attached. Consistent with the adopted templates, the survey area on Rowley extends 200 feet to include the properties shown.

Based on the survey results and further review of the design, the City has chosen to proceed to construction. Feedback from residents was that the pedestrian refuge island on Rowley was integral to their support of any plan and in their opinions also needed to improve the safety of children walking to school. The design considers multiple demands and is coordinated with other agencies. Some parking restrictions are required as is typical with many projects like this.

We hope this information provides a reasonable response to your inquiry.

From: Steve Puntillo [mailto:spuntillo@paragonvideoandstereo.com]
Sent: Tuesday, October 03, 2006 2:05 PM
To: Traffic
Subject: Proposed Traffic Islands on Spooner

To Whom It May Concern:

It looks like there is going to be a traffic island installed at the corner of Regent St. and Spooner, plus another one at the corner of Spooner and Rowley Ave, which is roughly 3 houses down from the other island. My wife and I live at 1911 Rowley, which is about 10 houses away from these proposed traffic islands. We have lived here for 29 years and have never seen any problems. We weren't contacted about our opinion for these proposed

10/17/2007

islands. The way it has proceeded in the past was we were sent a written notice for a meeting followed by a vote. We would like to see this matter voted on from residents who live at least a block away in each direction. We feel these islands will make things difficult for the existing traffic now as well as in the future.

We were told by one neighbor that some parking at the intersection of Spooner and Rowley would be eliminated to make room for the island. One of the neighbors at that intersection has several young children. They feel the island would make people slow down going through there. At this point, it is impossible to exceed 10-15 mph through there anyway. Removal of the parking spaces would actually endanger the children playing on the city terrace because the parked cars act as a natural barrier between the children and the street. This intersection has been narrowed within the last two years, so adding an island and getting rid of the parking on one side in the area is a lack of common sense and safety for the children.

We would like to be contacted for any future discussion on this. We are requesting a stop to any more modifications until we have a meeting. We would like to be on the mailing list for any such mailings. The people we've spoken with in this neighborhood have all said they are against these changes. We are hoping you will be hearing from these people soon.

We would prefer a letter to my home address or a reply to this email. You may contact us by phone at 608-251-1011 from 1pm to 5pm

Our home address is:

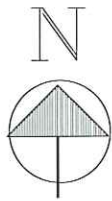
Steve Puntillo & Mary Kay Puntillo
1911 Rowley Ave.
Madison, WI 53726

Sincerely,

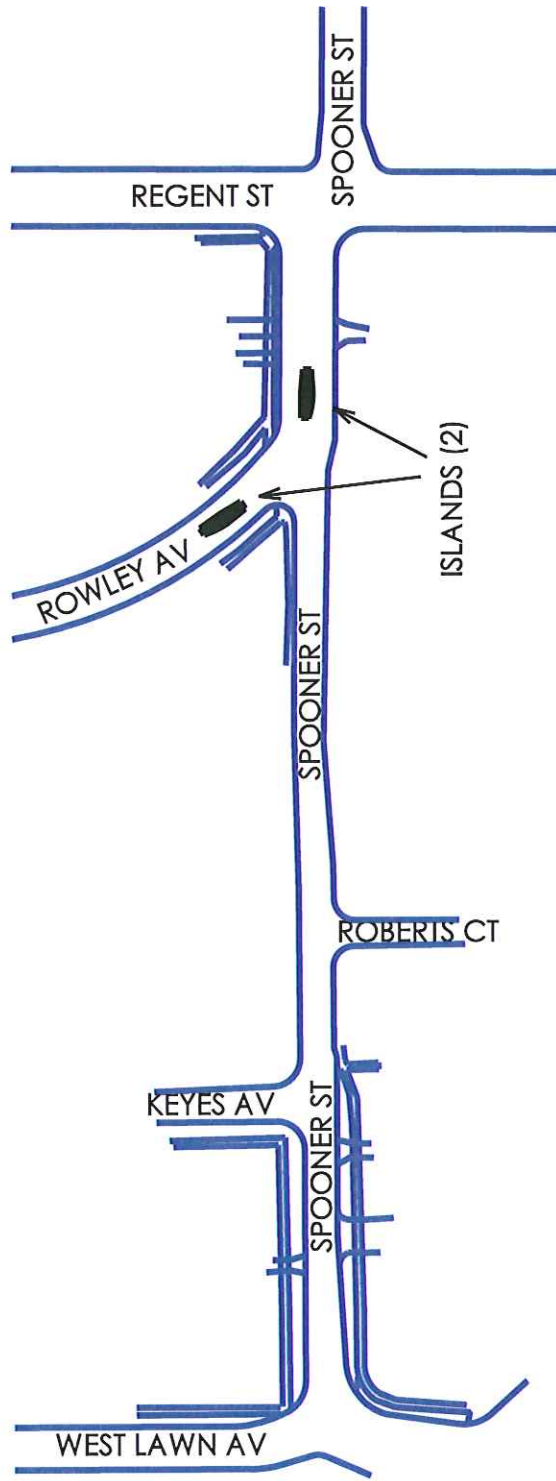
Steve Puntillo & Mary Kay Puntillo

10/17/2007

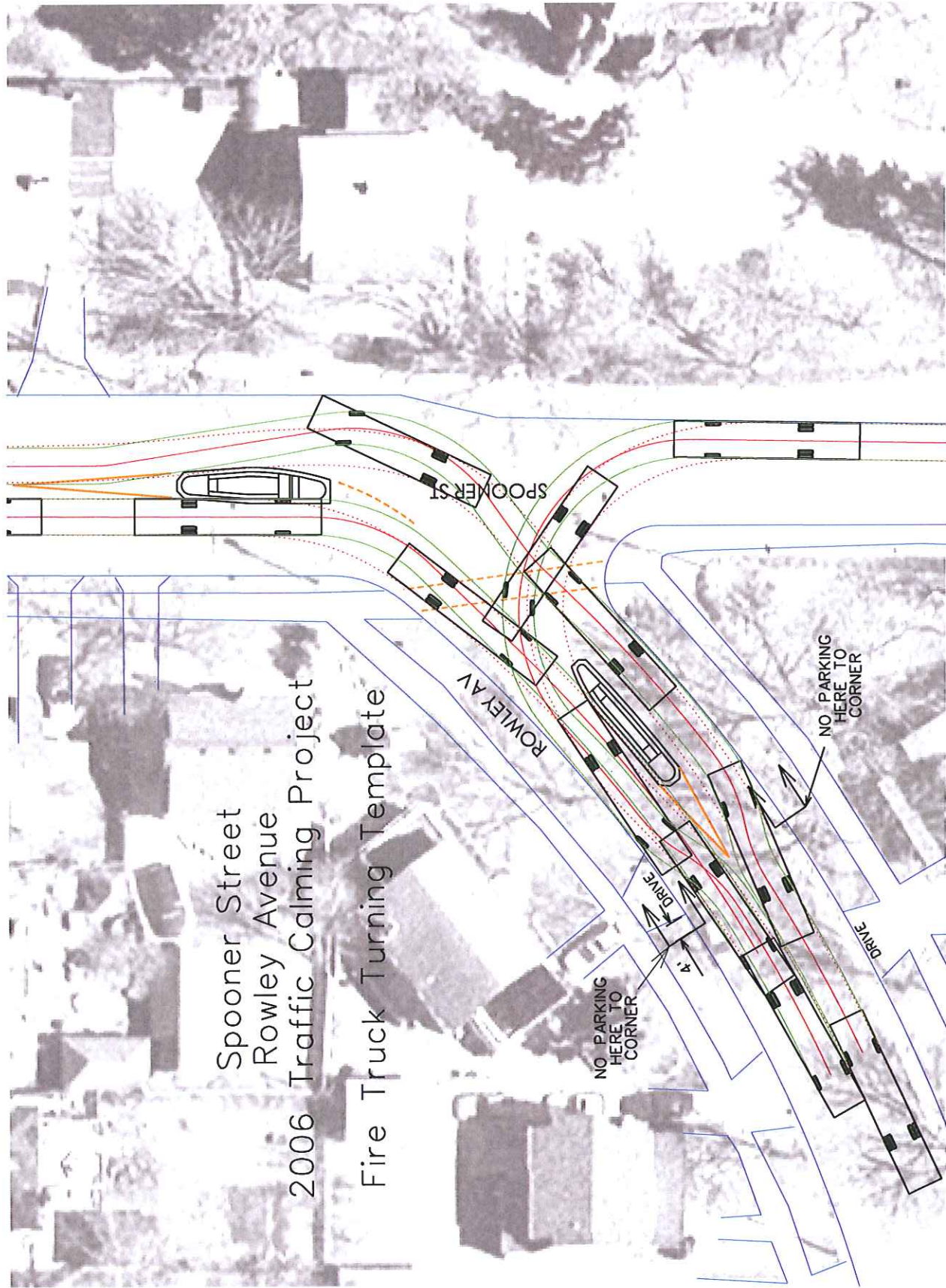
(South) Spooner Street 2006 Traffic Calming Project



Traffic Islands (2)



Spooer Street
Rowley Avenue
2006 Traffic Calming Project
Fire Truck Turning Template





Traffic Engineering Division

David C. Dryer, City Traffic Engineer

Madison Municipal Building
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

June 27, 2006

Subject: Survey for Physical Traffic Calming Measures—North & South Spooner St.

Dear N. & S. Spooner St. Resident / Property Owner:

Background

A neighborhood meeting was held on February 2nd, 2006, to discuss the City's *Neighborhood Traffic Management Program (NTMP)* and traffic issues related to both North and South Spooner St., between N. Prospect Ave and Rowley Ave. Numerous neighborhood residents have expressed an interest in traffic management along Spooner St. Due to their activity, the City's Pedestrian-Bicycle-Motor Vehicle Commission approved funding for physical traffic measures called traffic calming on both North and South Spooner St. Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. This meeting was held in response to neighborhood requests for traffic management and to the approved funding for potential traffic calming projects on these streets.

At this meeting, City Traffic Engineering staff presented and discussed options to provide traffic calming for the two sections of Spooner St. The outcome of the discussions was a selected plan to provide for traffic circles and speed humps on the north section, and as many traffic islands as are feasible on the south section. The attached concept maps shows the approximate locations of these measures and identifies properties that will be included in the plan survey process. Please note that the NTMP is intended as a retrofit type program that works within the existing street conditions and does not involve major reconstruction or altering of existing curbs or street width. Traffic calming projects are intended to fit into existing street conditions without major changes or costs.

Survey

The City's practice for traffic-calming projects is that the residents within a defined area be surveyed for a minimum level of support, to help determine whether the City proceeds with construction. Enclosed is such a survey since you are a resident within this survey area. Please note that the survey is broken into two parts, one for North Spooner and one for South Spooner. Only one survey per household or business will be tallied. If 60% of the surveys returned to the Traffic Engineering Division are affirmative, the City will proceed with further steps toward the construction of the traffic calming measures. If enough support is demonstrated and the Council approves a project, we will endeavor to proceed in the 2006 construction season.

Traffic Calming Options

The option for the North Spooner St. section provides for a combination of two speed humps and two traffic circles on this 30-foot wide street. Speed humps are effective speed control devices and have no impact on parking. These speed humps are standard 22 feet long, 3 ½ inches high and are not like the speed bumps you may have encountered in private parking lots. The City has implemented several speed humps on streets such as Yuma Drive and Manitou Way in the Nakoma Neighborhood. Traffic circles are also effective speed control devices and are better for treating

intersections. Each circle is tailored-designed to each intersection based on a Seattle/Madison design model for all types of vehicles, including snowplows and fire trucks. The circles in this case may impact one to two parking stalls, just on Van Hise and Summit, with no impact on Spooner St. The circles would be able to accommodate landscaping that the City would provide. Examples of traffic circles can be seen on N. Glenway St. Please feel free to drive on the streets with these features to get an idea of how they work. Information and pictures of these features are also available at the City's web page at www.ci.madison.wi.us/transp/ntmpfaq.html and www.ite.org/traffic/index.html.

The option for South Spooner St provides for one to two traffic islands. Traffic islands narrow the street and breakup a long, open stretch of street. Examples of islands can be seen on Farley Ave. Speed humps and circles cannot be placed on this section so islands were pursued. The Fire Department cannot support humps on this section due to its primary fire route status, and circles cannot be retrofitted at "T" intersections. The City attempted to design as many islands as possible, however, this section of Spooner is rather narrow at 24 feet wide so there are limited spots that can accommodate them. An island was able to be located on Spooner just north of Rowley, where Spooner is wider than 24 feet. This island would be able to accommodate landscaping that the City would provide. A mountable island could be located on Rowley, just west of Spooner; however, parking would have to be removed for this island and trucks would have to drive over the island to maneuver the intersection. This island on Rowley would not be able to accommodate landscaping and would have to be all concrete. An island on Spooner at Keyes and just north of West Lawn was considered but not pursued, as it did not fit. There simply is insufficient room at Keyes and the island at West Lawn would have required widening the street and cutting down trees.

Closing

Please take a moment to review the enclosed survey for your respective section, make your selection on it, and return it to the Traffic Engineering by **July 19, 2006**. If it is returned after this date, your survey will not be tallied. The results of the survey will be provided to Alderpersons Webber and Golden.

Please refer to the City's web site for more information about the City's Neighborhood Traffic Management Program at <http://www.ci.madison.wi.us/transp/ntmpfaq.html> Please feel free to contact Dan McCormick at 266-4761 or at dmccormick@cityofmadison.com, if you have any questions.

Sincerely,

David C. Dryer, P.E.
City Traffic Engineer

DCD:dm

Enclosure

**SOUTH Spooner St
Survey to Install Traffic Calming**

Administered by the Traffic Engineering Division consistent with the City Council adopted Neighborhood Traffic Management Program (NTMP) to determine whether the neighborhood wishes to proceed with the installation of traffic calming features. The proposed project is the result of requests from the residents and neighborhood and funding approved by the Council and Pedestrian-Bicycle Motor Vehicle Commission.

Only one (1) survey per household will be tallied.

[Please Print]

Name _____

Address _____

Please note the survey will not be counted if received after **July 19, 2006**.

Check one box and return the **ORIGINAL** in the self-addressed envelope to Madison Transportation Department, P O Box 2986, Madison WI 53701-2986.

Support Oppose

Installation of a traffic island on S. Spooner St, just north of Rowley Ave, consistent with the attached sketches and subject to notes 1 & 2 below (see attached exhibits for locations and plans).

Support Oppose

Installation of a mountable, concrete traffic island on Rowley Ave, just west of S. Spooner St., consistent with the attached sketches and subject to notes 1 & 2 below (see attached exhibits for locations and plans).

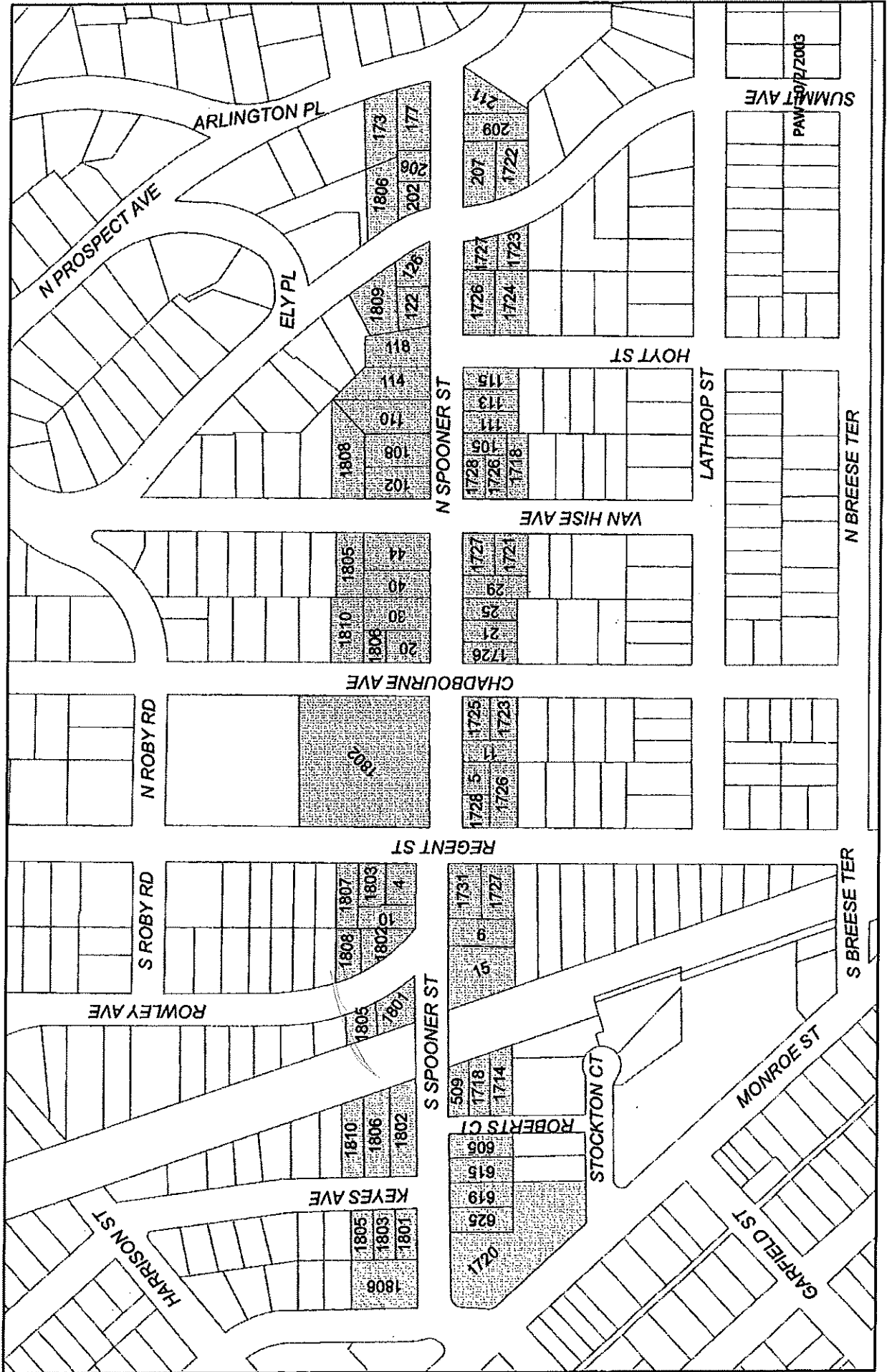
Suggestions/Comments:

Signature _____

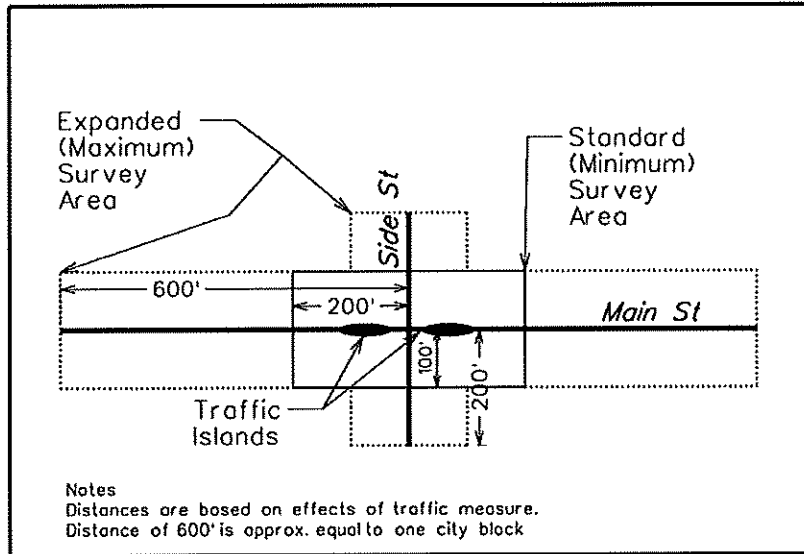
Notes:

1. There are no assessed costs to the property owner for this project. The City funds all costs; however, the neighborhood association or landscape volunteer must maintain the landscaping. If the landscaping is not maintained, the islands will be topped with an asphalt pavement.
2. The City always reserves the right to make what they consider minor changes, such as radii, crosswalk ramps, etc. Traffic signing, parking restrictions and marking are subject to City approval and budget constraints.
3. Other signing and marking elements such as stop signs, bike lane markings and crosswalks are considered and made by the City under separate processes and approvals. This project is intended primarily for physical, active measures rather than passive signs or markings.

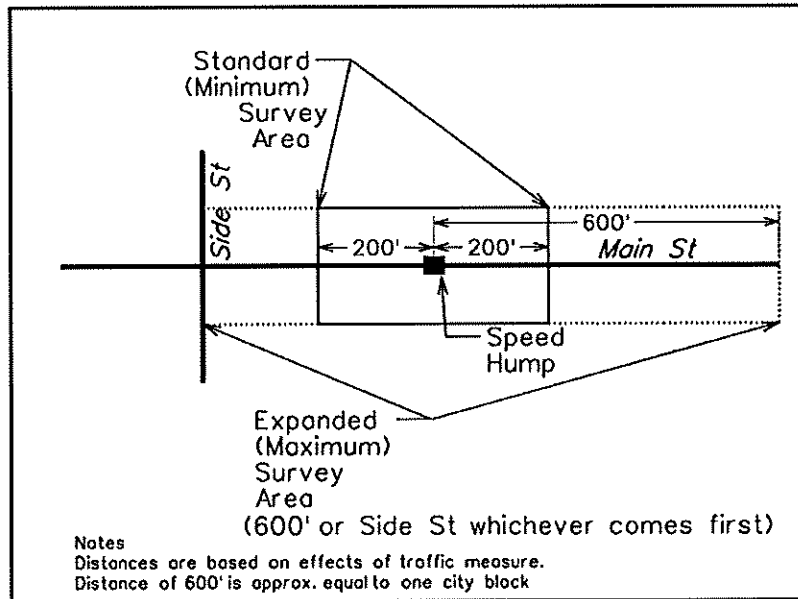
Spoooner St NTMP Neighborhood Meeting Notice Area



Proposed Survey Area for Traffic Islands



Proposed Survey Area for Speed Humps



Dryer, David

From: Dan McCormick
Sent: Friday, July 21, 2006 1:17 PM
To: Robbie Webber; Ken Golden
Cc: 'happystoic@gmail.com'; 'Troy Thiel'; Mark Winter; Bob Arseneau; David Dryer; 'Hall, George - DOA'
Subject: RE: Spooner Street Survey / Ballot NORTH and SOUTH sections --RESULTS!
Attachments: North Spooner ballot results.xls; South Spooner ballot results.xls



North Spooner
ballot results.x...



South Spooner
ballot results.x...

Alders Golden and Webber,

The results of the surveys/ballots are in for N. and S. Spooner. They were due July 19.

S. SPOONER

Traffic island on S. Spooner St, just north of Rowley Ave: 14 Yes, 2 No

Traffic island on Rowley Ave, just west of S. Spooner St: 14 Yes, 2 No

N. SPOONER

Two speed humps and two traffic circles on N. Spooner St. 28 Yes, 2 No.

We will work to have these installed this year. If you have volunteers for landscaping please let us know.

Dryer, David

From: Schumacher, Al
Sent: Tuesday, October 09, 2007 2:23 PM
To: Dryer, David
Subject: RE: Ped traffic Refuge Island on Rowley at Spooner St

David,

I had staff check out this island. They state there is no problem with our plows or with our crews having to go around them.

Al

From: Dryer, David
Sent: Monday, October 08, 2007 12:58 PM
To: Schumacher, Al
Subject: Ped traffic Refuge Island on Rowley at Spooner St

Al

You know we have a small island on Rowley at Spooner St. Can you take a look at it and tell me if it is causing you severe problems. A Gentlemen in the Nghd would like us to remove it. The issue will be at Ped/Bike and I would like to provide them the view of Streets Division.

Thanks

10/9/2007

McCormick, Dan

From: Dryer, David
Sent: Thursday, October 18, 2007 9:03 AM
To: Phillips, Gail; McCormick, Dan
Subject: FW: Rowley and Spooner

[For the Ped/Bike packet](#)

From: Ruckriegel, Ed
Sent: Thursday, October 18, 2007 9:01 AM
To: Dryer, David
Subject: FW: Rowley and Spooner

As requested.
Ed

From: Dirienzo, Michael
Sent: Thursday, October 18, 2007 8:55 AM
To: Ruckriegel, Ed
Subject: RE: Rowley and Spooner

[Ladder #1 checked it out yesterday, they view it as a manageable.](#)

From: Ruckriegel, Ed
Sent: Wednesday, October 17, 2007 6:30 AM
To: Dirienzo, Michael
Cc: Dryer, David
Subject: FW: Rowley and Spooner

Mike:
[Whad da ya think? Problem or manageable obstruction?](#)

From: Dryer, David
Sent: Tuesday, October 16, 2007 2:03 PM
To: Ruckriegel, Ed
Subject: Rowley and Spooner

Ed have you had a chance to review the island on Rowley at Spooner?

-----Original Message-----

From: Kenneth Golden [mailto:GOLDEKT@dhfs.state.wi.us]

Sent: Monday, October 08, 2007 10:41 AM

To: Dryer, David

Subject: Re: Rowley and Spooner

I was aware of the grass roots efforts to calm traffic on Spooner. I was not personally involved but knew who was and trusted their fairness. I also trusted the process. I was aware that this would be controversial because of the process I had conducted for the reconstruction but was invited in late and thought it best for the project leaders to proceed on their own. I knew the process would ensure public involvement and support for whatever decision was made. When built, I was not surprised at the island on Spooner but was about the one on Rowley. during that time, I lost my Dad and was not keeping up as I typically did. So I was aware but not of every detail and think the project was planned and decided fairly.

>>> "Dryer, David" <DDryer@cityofmadison.com> 10/8/2007 10:29 AM >>>

Hi Ken

Mr. Puntillo is petitioning for the removal of the one island at Rowley Ave at Spooner. He notes in his petition that "the island was installed w/o your knowledge."

Do you have any comments on his statement? Let me know, Thanks

To: PBMVC
From: Marcel Maul

My name is Marcel Maul, I live at 1802 Rowley Avenue. It had come to my attention that a man in the 1900 block of Rowley Avenue, Steve Puntillo, was circulating a petition to remove the traffic island in front of my house. I worked, with others, for three years to get that traffic island. I felt we had followed all procedures and that most neighbors were happy with our decision. After reviewing Mr. Puntillo's petition, I went around the neighborhood to see what the general feeling was regarding the island. What I discovered is that most of Mr. Puntillo's signatures were from people who did not live in the homes (2), not even in the 1800 block, or were obtained through false statements. These statements included that the Alder backed his view for removal, that the city installed the islands without consulting anyone, and that 95% of the neighbors wanted it removed. He went so far as to tell people that we had voted it down previously and that the city installed it anyway. All false statements.

I personally am appalled at these antics and disappointed after all the procedures we had to endure, that the city would consider removal without further research. This island has slowed traffic and as far as I know has not been deemed dangerous. Another statement Mr Puntillo seems to use.

For that reason I started my own petition for keeping/non removal of the island. I canvassed most of the original houses on my side of the bridge and added most of my block. Although I was not able to stop at all houses, I got to most, and most are pro traffic calming and in favor of keeping the island. I have attached a map showing the positive and vacant houses along with the petition. All of which could be verified if necessary. Please consider this in your decision. I will appear at the next PBMV meeting that the issue will be considered at.

Thank You,
Marcel maul
231-0621

Not removed
/ Keeping

This petition is for those in favor of the traffic Island at Rowley and Spooner, and are in favor of traffic calming measures

- ~~Clay~~ 1835 Rowley
- Michelle Jensen Goodwin 1826 Rowley
- and Thomas Goodwin
- Maurel Maul 1802 Rowley
- Sarah Boxhorn 1808 Rowley
- DAVID BLOMME 1805 Rowley
- Jim Letts 1824 Rowley
- Catherine Jung 1833 Rowley
- Peggy Herman 1827 Rowley
- Karen Downs 9 S. Spooner St.
- J. Kunicki 1731 Regent St
- Janne Bensch 1801 Rowley Ave.
- Deborah Mitchell 15 South Spooner St.
- HEATHER DORRAN 1832 Rowley AV

This petition is for those in favor of keeping / nor
removal of the traffic island at Rowley / Spooner
and are in favor of traffic calming measures.

Laura Mount

1810 Rowley Ave.

-----Original Message-----

From: Fred Brodsky [mailto:jbrodsky1@hotmail.com]

Sent: Wednesday, September 26, 2007 7:38 AM

To: Traffic

Subject: Rowley Avenue Traffic Calming -- I support it!

I know that there is an effort afoot to remove some of the traffic calming measures on Rowley Avenue. I want to make sure I register my support for MORE calming measures, not fewer. My concern is that the island near the corner of Rowley and Spooner is not effective enough.

During commuting hours, Commonwealth/Rowley is used as a shortcut to get from Monroe St. to Regent St. and that happens to be at a time when children are walking to school. There needs to be something to slow traffic as it rounds the corner where Commonwealth merges into Rowley.

Thanks

Fred Brodsky

From: Jerry Griswold [mailto:jerrygriswold@ameritech.net]
Sent: Sunday, September 16, 2007 10:34 AM
To: Dryer, David
Subject: Spooner/Rowley Street traffic island

David

It has come to my attention that there is to be a meeting on September 25th of the Pedestrian/Bicycle/Motor Vehicle Commission. The agenda apparently includes a discussion of the Spooner and Rowley Street Traffic Island.

Since I will be unable to attend that meeting, I would like to express my opposition to the existance of that island. I am an avid bicyclist and pass by that intersection several times each week. I can see no obvious need for the island with respect to bike safety, pedestrian safety of automobile safety or of traffic flow. It is my opinion that it is more dangerous for me as a bike rider at that intersection due to the lack of ability to navigate out of the way of larger vehicles.

Thank you for the opportunity to state my opinion.

Jerry Griswold
1937 Regent Street
Madison, Wisconsin 53726

-----Original Message-----

From: tmgoodwin1@charter.net [mailto:tmgoodwin1@charter.net]

Sent: Thursday, September 13, 2007 9:55 AM

To: Dryer, David

Subject: In Support of the Traffic Island at Rowley and Spooner

Hello Mr. Dryer,

I wanted to express my support for the traffic calming island that is currently present at the intersection of Rowley Avenue and Spooner Street.

My family moved to the 1800 block of Rowley Avenue 2 1/2 years ago so I have seen traffic with and without the island. From my observation and personal driving experience at this intersection, the island certainly is effective in slowing down traffic at the intersection. Prior to the island, vehicles making a left-hand turn from Spooner to Rowley would frequently not slow down and cut into the right lane (heading East) on Rowley, narrowly missing other vehicles approaching the stop sign. The island forces drivers to stay in the appropriate lane during their turn.

If anything, I would like to see more traffic calming devices such as speed bumps along Rowley and Spooner. I am especially concerned with speed when school is in session and the number of child pedestrians increases. I see many more vehicles using Rowley as a way to circumvent driving past Randall Elementary school on Regent Street. Also, speed is always a concern regardless of the time of year when drivers are coming East on Commonwealth and round the curve as the road becomes Rowley. It can be difficult to safely cross the street in the cross walk at the end of the first block of Rowley.

One final comment about the petition that Mr. Puntillo circulated. He came to my house on Easter Sunday while we had family visiting. He stated that the petition was to have island discussed as well as other more effective traffic calming issues. I then read some of Mr. Puntillo's comments on our neighborhood association listserv and it became clear that Mr. Puntillo's intent is to have the island removed. I called Mr. Puntillo's home, spoke to his wife and requested that my name be removed from the petition as I did not think that the issue was fully represented. I am not sure if my name is still on the document, but please know that I wish it to be removed.

I hope that if the city is considering to remove the island that they work to engage the residents who live nearest to the island to make sure that all perspectives are heard. Anecdotaly, I can tell you that the many of my neighbors on the 1800 block with children view the island favorably.

Thank you very much for the time and attention that you are giving to these matters. If you have any questions, please do not hesitate to contact me.

Sincerely,

Michelle Jensen Goodwin
1826 Rowley Ave.
284-9255

-----Original Message-----

From: Sarah Boxhorn [mailto:h2oclear@hotmail.com]

Sent: Thursday, September 13, 2007 7:09 PM

To: Dryer, David

Subject: Rowley Traffic Islands

Dear Mr. Dryer-

I'd just like to write to you and let you know how much I like the traffic island at the intersection of Rowley Ave. and Spooner st. I live in 1808 Rowely, right on top of the intersection in question. Before the traffic islands, there were several bad situations always happening.

When people north bound on Spooner turned left onto Rowley, they would always cut that corner so tight. Many times they would have to jerk to the right to get back in their own lane when they did not see a car on Rowley when they began their turn.

People waiting to turn left from Rowley onto north bound Spooner would also drift quite far to the left, blocking incoming traffic to Rowley. I think the island does an excellent job of forcing people to stay in the appropriate lanes, and so fixes both of these situations. The island is also a handy place to stop to wait for traffic to clear when crossing the street.

Steve Puntillo recently sent around a petition trying to get these islands removed. The houses all most effected by the traffic island, me, my next door neighbor and the houses across the street, are almost all in favor of the island. Steve, who lives way down at 1911, is not representative of Rowley st. He misconstrues facts, badgers people who he's trying to get sign his petition, and is about to run afoul of the US postal service for putting non-mailed items in peoples' mailboxes.

I don't know if I can make it to the meeting, but I just want to register my vociferous disagreement with Steve and my unwavering support of the traffic islands.

Sarah Boxhorn
1808 Rowly Ave.

Provided by: Chamond Liu, citizen

Spooner traffic calming history FAQ

Frequently Asked Questions about the history of the Spooner Street traffic calming projects



How did traffic calming features appear along Spooner Street?

The traffic calming features along North and South Spooner Street were installed in accordance with Madison's Neighborhood Traffic Management Program (NTMP).

What is the NTMP?

The NTMP is a competitive program for considering streets across the city for traffic calming. For a street to be considered, the first step is for residents to submit a petition. The city then ranks all competing streets on several criteria, including accident rates, measured vehicle speeds and volumes, school zones, and bicycle routes. Each street receives a point score, which must reach at least 30 to qualify for further consideration. From these, the highest ranking streets qualify for funding. The rest are reconsidered the next year, for up to three years. Once qualified for funding, residents of the affected area meet with the Traffic Engineering (TE) department and attempt to forge a proposed set of features that satisfy all stakeholders, including residents, TE, the fire department, and other city services. Storm drainage and snow removal are also considered. Once a proposal has been defined, ballots are mailed to the residents of the affected area. If at least 60% of the returned ballots are favorable, the proposal moves forward for final approval by the city.

Where can I learn more about the NTMP?

The detailed steps from initial petition to final implementation are spelled out [here](#).

Since North Spooner is less busy than South Spooner, how could both qualify?

South Spooner is classified as a "collector" street while North Spooner is classified as a "local" street. The distinction is based on traffic volumes: collectors have higher volumes than local streets. In the NTMP, collectors compete only against collectors and local streets compete only against local streets. In recent years the top five ranking streets in each category have qualified for funding. That is, five collector and five local streets will typically qualify each year.

When did Spooner Street first enter the NTMP competition?

Residents submitted their initial petition in December 2001. Twenty-seven households signed the petition, while one household was opposed. Concerns identified at that time included an elderly resident who was fearful of crossing the street to and from her parked car, schoolchildren running to safety at the Rowley intersection, and a crash at the Hoyt intersection. That year 63 streets applied to participate in the NTMP and only six were approved for funding, three collectors and three local streets. North and South Spooner entered too late to participate in the scoring but competed in the following years.



Was the initial petition sufficient to keep Spooner Street in contention until approval in 2006?

No. In September 2004 the city asked for a second petition covering 59 specifically affected addresses and required that more than half be affirmative for further consideration. The neighborhood complied with 54 affirmative signatures (91%) from those addresses.

When did Spooner Street qualify for funding by the NTMP?

North and South Spooner qualified in their respective categories in March of 2005. South Spooner was ranked fourth among collectors with 60.7 points and North Spooner was ranked second among local streets with 47.0 points. Speeding vehicles contributed significantly to those scores. On South Spooner 44% of vehicles exceeded the speed limit and on North Spooner 38% exceeded the limit.



What calming features were discussed when Traffic Engineering met with residents?

In addition to the features you now see on Spooner and its intersections with Summit, Van Hise, and Rowley, several other alternatives were discussed but rejected, including curb extensions and chicanes. The locations of all features, both those you now see and those that were rejected, were also discussed at length. Residents strongly advocated an island or other feature at the intersection with West Lawn but

TE was not able to accommodate anything there. (It would have required reshaping the terrace, which is beyond the budgetary limitations of the NTMP.) Another topic, especially on North Spooner, was that the proposed features retain as much street parking as feasible, since there is often a parking shortage in the area. In short, reaching a solution acceptable to all stakeholders required considerable give and take.

What features were presented on the official ballot?

For North Spooner, the ballot proposed two circles and two speed humps. For South Spooner, the ballot proposed two islands. Because South Spooner is a collector and North Spooner is a local street, they were treated in two separate proposals, with separate ballots and separate balloting areas.

How did the balloting go?

Ballots were mailed to 124 individuals in June 2006. For South Spooner 87% of the returned ballots were in favor of the proposed features. For North Spooner 93% of the returned ballots were in favor. The features were then installed in the fall of 2006.

Do traffic calming features impede emergency vehicles?

The fire department tests the features before they are installed. For example on two occasions, large fire trucks, including a hook and ladder truck, tested the outlines of the circles on North Spooner. As a result of those tests the sizes of both features were significantly reduced.

Are there ways other than the NTMP to get traffic calming features implemented?

While the NTMP is the principal means, it is also possible for residents to request traffic calming in conjunction with road reconstruction work. The city uses a similar procedure in this situation--a consensus proposal followed by a mail-in ballot--to determine whether to implement calming. For example, at the time of the Commonwealth and Rowley reconstruction project in 2003 residents had an opportunity for traffic calming features near the Prospect and Roby intersections but they decided against it.

Does traffic calming work?

The effectiveness varies between types of features, but the city's before and after measurements consistently show marked reductions in average vehicle speeds for all types. Moreover, with respect to islands and circles pedestrians consistently remark that the features act as a "refuge" that increases their safety when crossing the street.



Aren't these features inconvenient for motorists?

Calming features are meant to slow traffic to make streets safer and more humane for everyone. As with any topic, there will always be differences of opinion. The NTMP attempts to provide a reasonable process with checks and balances for neighborhoods to consider calming features, but no program can guarantee unanimous satisfaction.

Can the NTMP be improved?

The NTMP has evolved even during the years Spooner Street was under consideration and presumably will continue to do so. For example, there have been concerns that the NTMP does not adequately

address the needs of higher volume streets, known as "arterials," of which Regent Street is an example.

How do I turn left at a traffic circle?

It is OK to turn in front of the circle--the short way--unless a directional sign tells you to bear right.
