



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

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

Thursday, December 21, 2006

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

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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

Chair Mark Shahan called the 12-21-06 meeting of the Long Range Transportation Planning Commission to order.

1 ROLL CALL

Present: Tim Wong, Kevin L. Hoag, Mark N. Shahan, Matthew A. Logan, Michael W. Rewey, Robbie Webber, Al Matano and Robert J. Schaefer

Excused: Kenneth Golden, Brenda K. Konkell, Judy Bowser and Dave deFelice

2 APPROVAL OF MINUTES FROM NOVEMBER 16, 2006 MEETING

Mark Shahan said that, on page 2, paragraph 3 (4th sentence) the word "could" should be changed to "should".

Bob Schaefer said that the minutes should reflect the fact that Planning Unit staff do not feel 10-foot bicycle paths are necessary (as was suggested by LRTPC member Mike Rewey). David Trowbridge said that he would make these changes.

The Minutes of the 11-16-06 LRTPC meeting were then unanimously approved (as amended), on a motion submitted by Tim Wong/Bob Schaefer.

A motion was made by Wong, 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 [04939](#)

Adopting the Cherokee Special Area Plan as a supplement to the City of Madison Comprehensive Plan, to include lands located west of the Dane County Regional Airport, north of portions of the Whitetail Ridge and Sherman Village subdivisions, east of Yahara River and south of the Cherokee Conservation Park and adjacent Cherokee Marshlands.

Sponsors: David J. Cieslewicz, Paul J. Van Rooy, Brian Benford, Judy K. Olson, Paul E. Skidmore and Kenneth Golden

Public comment on this agenda item was deferred until after Brad Murphy (Planning Unit Director) summarized the key components of the Cherokee Special Area Plan. Dan McCormick (Traffic Engineering) also summarized some of the key transportation issues

McCormick pointed out that the automobile traffic generated by the additional residences recommended in the Plan could generally be accommodated by the existing street network, although some intersection improvements would be necessary (such as at Northport Drive and Sherman Avenue). He felt that there are a number of places where connectivity among bicycle and pedestrian facilities (and their linkages to activity centers) could be improved, and that Traffic Engineering has recommended some. McCormick also said that better connections across major streets could improve pedestrian movements.

Mike Rewey felt that there is no need for bicycle lanes on Sherman Avenue north of the golf course club house. Ald. Robbie Webber asked if that section of Sherman Ave would have curb and gutter. McCormick said that the design details had not been worked out with Wisconsin DNR, but that sidewalks would be included on one side of the street. Mike Rewey said that the sidewalk should be on the west side of Sherman. Ald. Webber said that there should be bicycle accommodations all the way to the trail head (at the north end of Sherman).

Mike Rewey said that a 10-foot bicycle path would be appropriate in those areas and that emergency vehicles can use 10-foot paths. Matt Logan felt that there should be better access between area 2 of the Plan and the schools to the west. Mike Rewey agreed that a path could address that need. Rewey also said that Wheeler Road may need bicycle accommodations in the future, as it is the most direct east-west street. Rewey noted that collector streets should have bicycle lanes, such as along Wheeler Road (between Sherman Ave and CTH CV).

Mark Shahan asked that a map be provided that identifies the places where sidewalk connections are missing, and where there are proposals to correct them. He also said that a short paragraph should be included that explains how sidewalk reconstruction is

phased to coincide with street reconstruction.

At this time, the commission asked that public comment be presented.

Randy Kile said that he supported the resolution and offered some comments. He said that he preferred the sidewalk to be on the east side of Sherman Ave, citing conflicts with golfers. He also said he prefers to have one street access into the north side of the development area, rather than two.

Bill White (Cherokee Park) said that adult recreation is the focus of the development. He added that narrow street can be used and that cut-through traffic is discouraged. He also said that topographical constraints would hinder the addition of a connection from development area 2 into the school area. Ald. Robbie Webber said that more kids could be occupying the development in the future and that connections to the school should be made now. Mike Rewey agreed that families would be in these areas in the future.

Jon Becker (Friends of Cherokee Marsh) asked that the LRTPC and Plan Commission support the Friends' recommendations, which he handed out at the meeting. He said that he supports the concept to reduce the density of development on the north side of the Plan area and agreed that better connections for bicycles and pedestrians are important. He said that Sherman Avenue should meander and he also supported the use of porous pavement in the area (as it is better for wetlands).

(Note: A copy of Mr. Becker's comment summary handout can be obtained by request)

Bob Schaefer asked if freeze/thaw would affect the durability of porous pavement. Becker said that there has been some success in Pennsylvania (which has cold temperatures) and that further testing is going on at this time. Becker also said that the cost is comparable to traditional road materials.

John Lichtenheld (Schreiber Anderson Associates) said that his firm was asked to review the traffic impacts of the Plan. He said that most of the additional traffic has been designed to stay off local streets, and to load onto Wheeler Road, CTH CV and Sherman Avenue. He said that Wheeler Road could remain a 2-lane facility and accommodate the additional traffic. Lichtenheld agreed that various intersection improvements would be needed and that a detailed analysis of the Sherman/Northport intersection would be needed. Mike Rewey pointed out that CTH CV was planned to be re-paved only, not expanded.

Bob Schaefer/Mike Rewey then submitted a motion to approve the resolution and request that the Plan Commission consider the LRTPC's comments (as reflected in the Minutes). Mike Rewey also asked that his written comments be considered as part of the LRTPC minutes and considered by the Plan Commission, if acceptable to LRTPC. Rewey then summarized his written comments (Note: Mr. Rewey's written comments are located on the next line of this Legistar agenda item, below).

Mike Rewey felt that the bicycle path along Sherman Avenue should be located on the west side of the roadway. He also felt that bike lanes should be included on Wheeler Road. Rewey said that roundabouts should be considered at the intersections of CTH CV/Wheeler Road and at Wheeler Road/Sherman Avenue.

Mark Shahan said that a map should be developed that shows all of the bicycle and pedestrian connection ideas that have been suggested, and some additional connections should be identified. He gave the example of a possible north-south connection between Comanche Way and Troy Drive, although existing apartment

buildings would pose a challenge.

Si Widstrand (Parks Division) said that there should not be a path through the current farm field at the north side of the development area or in the wetland area. He also felt that the marsh area north of Wheeler Road should be left alone.

Mike Rewey said that the area needs to be better managed, noting that several areas have collected garbage, etc. Widstrand said that hiking trails are acceptable in some of the areas. Mike Rewey said that he supports a tight walking path close to the development in area 5 of the Plan.

Mark Shahan said that a path should be shown north of the development in area 1. Shahan also said that he supports bicycle lanes along Wheeler Road. Shahan said that a pedestrian/bicycle connection between development area 2 and the schools should be seriously considered. Shahan also suggested that the developer contribute to the costs to improve Sherman Avenue south of Wheeler Road (such as adding bike lanes), and noted that Buckeye Road (east of USH 51) was a good roadway cross-section/design that should be considered.

Sup. Al Matano, citing the Friends of Cherokee Marsh handout, said that the concept of an "amphibian underpass" across Sherman Avenue should be considered.

The Commission then voted 7-1 to recommend adoption of Resolution ID 04939 and request that the Plan Commission consider the LRTPC's comments (as reflected in the Minutes), on the original motion submitted by Bob Schaefer/Mike Rewey. Commissioner Tim Wong was the lone "no" vote.

A motion was made by Schaefer, seconded by Rewey, to Return to Lead with the Following Recommendation(s) to the PLAN COMMISSION. The motion passed by the following vote:

Excused: Golden, Konkkel, Bowser and deFelice

Aye: Hoag, Shahan, Logan, Rewey, Webber, Matano and Schaefer

No: Wong

Addendum to the Minutes: Written Comments Submitted by Michael W. Rewey

*Comments on the Transportation Components
of the*

Draft Cherokee Special Area Plan

*City of Madison
Department of Planning and Development, Planning Unit*

*Michael W. Rewey
December 21, 2006*

Existing Transportation Facilities

Page 8 Roadway Facilities

Correction: Between Comanche Way and just west of Cherokee Circle , Wheeler Road has a sidewalk on both sides of the street. Between Comanche Way and Cherokee Circle, Wheeler Road has a sidewalk on the north side of the street. West of Comanche Way, Wheeler Road has a sidewalk on the south side of the street.

Page 9 Bicycle Facilities

Correction: Through streets suitable for adult bicyclists include Wheeler Road, North Sherman Avenue, Comanche Way and Delaware Boulevard north and south of Northland Drive. These streets are collector or arterial streets generally suitable for most adult bicyclists, but without any special facilities for bicyclists. Collector streets connect the neighborhood streets to the arterial streets. Collector streets have higher volumes of traffic and higher speeds than local streets. Bicycle lanes should be considered to encourage more on-street bicycling.

Correction: Bike routes include CTH CV, Delaware Boulevard, Northland Drive and North Sherman Avenue. Eliminate wide curb lane (where there is no parking) as a bicycle facility type. Motor vehicles tend to take over the entire lane and increase speeds. Only experienced adult cyclist feel comfortable in wide curb lanes. They do not encourage new users.

Correction. Delaware Boulevard north and south of Northland Drive. These streets are collector or arterial streets generally suitable for most adult bicyclists, but without any special facilities for bicyclists. Collector streets connect the neighborhood streets to the arterial streets. Collector streets have higher volumes of traffic and higher speeds than local streets. Bicycle lanes should be considered to encourage more on-street bicycling.

Page 10 Bicycle Facilities

Correction: A bike path connects Delaware Boulevard to Monica Lane. . Eliminate this reference. This park path functions only as a sidewalk and is not plowed in winter. Monica Lane actually intersects with Delaware Boulevard.

Page 10 Pedestrian Facilities

Correction: North Sherman, between Wheeler Road and Golf Parkway and has sidewalk on the west side. North of Golf Parkway there is no sidewalk.

Page 10 Rail Facilities

Correction: This line is also being considered for High Speed Rail (Milwaukee-Madison, Twin Cities).

Other Planning Considerations

Pages 13 & 14 Potential Street Extensions

Conceptually OK..

Hornung Range Sub-area (1) Recommendations

Page 19 & 20 Park and Open Space Uses

Path reference is conceptually OK.

Page 20 & 21 Transportation System

Conceptually OK.

Hornung Woods Sub-area (2) Recommendations

Page 22 Park and Open Space Uses

Path references are conceptually OK.

Page 22 Transportation System

Conceptually OK.

Cherokee Country Club Sub-area (3) Recommendations

Page 22 Transportation System

Conceptually OK, but recommend that path be placed on west side of North Sherman Avenue.

Wheeler Triangle Sub-area (4) Recommendations

Page 23 Transportation System

Conceptually OK.

Cherokee Park Fifth Addition Sub-area (5) Recommendations

Page 24 Park and Open Space Uses

Recommend Path in buffer area from Burning Wood Way cul-de-sac to North Sherman Avenue.

Page 25 Transportation System

Conceptually OK. The paved emergency path should be built as a 10-foot paved multi-purpose path with 2-foot stabilized shoulders on both sides. This is standard path construction and is more than suitable for emergency vehicles. As an example, heavy city trucks use the 10-foot Starkweather Path on a regular non-emergency basis.

High Hill Sub-area (6) Recommendations

Page 26 Transportation System

Conceptually OK.

Recommended Transportation Facilities

Pages 26 & 27 Preliminary Traffic Review

Traffic Calming on Wheeler Road. The proposed traffic calming has some potentially adverse impacts on some of the turning movements at Comanche Way, Golf View Road and North Sherman Avenue. Care must be taken in the decision process and care must be taken to not adversely impact on-street biking.

Page 27 Preliminary Traffic Review

Recommend a Round-about at North Sherman Avenue and Wheeler Road.

Recommend a Round-about at CTH CV and Wheeler Road. Early coordination is required because of an upcoming resurface project on CTH CV.

Proceed with caution on traffic calming on North Sherman Avenue. Any claming should not adversely impact on-street biking. Marked bicycle lanes may be desirable.

Pages 27 & 28 Preliminary Traffic Review

Recommend a traffic study for the North Sherman Avenue - Northport Drive (STH 113) Intersection.

Page 28 Recommended Pedestrian-Bicycle Facilities

- 1. An off-street path connection between Wheeler Triangle and Comanche Way. This should enter Comanche Way at Golf Course Road. The Golf Course Road-Golf Parkway bike/ped corridor extends to North Sherman Avenue and the Country Club. It is recommended that this path also extend westerly to School Road extended. This could be limited to pedestrian only. (See bullet 5)*
- 2. An off-street path on on-street bike facility connection between Hornung Woods woodlot and Gompers and Blackhawk Schools. The crossing of North Sherman Avenue could occur at approximately Cherokee Circle, just north of the private home on the east side of North Sherman Avenue.*
- 3. An off-street connection between the Hornung Woods and Whitetail Ridge Park. Yes.*
- 4. An off-street path along North Sherman Avenue, north of Wheeler Road. This path should be north of Golf Parkway and on the West side of North Sherman Avenue extending to the Fifth Addition. A path for only pedestrians may be adequate. In either case on-street bicycle accommodation is needed*
- 5. An off street path between Wheeler Road and Menomonie Lane. This is assumed to be from the intersection of Wheeler Road-School Road northerly across the canal to Menomonie Lane, a distance of ½ mile. The path would require continuous lighting.*

6. *An off-street path between Burning Wood Way and the Fifth Addition. The width of this paved path should be limited to 10 feet with 2-foot stabilized shoulders. This is more than adequate for alternative emergency vehicle access to the Fifth Addition. Remember that existing Cherokee has been adequately served with only one access since 1970.*

7. *An off-street path and on-street route through the Fifth Addition. Agree. There should be an off-street paved path from the Burningwood path around the north side of the First Addition easterly over to North Sherman Avenue across from the High Hill Sub-area (5). In addition a foot path should connect more directly from that path into the Cherokee Marsh Park.*

8. *An off-street and on-street east-west route through the Hornung Range Area. Agree*

9. *A designated on-street route on the proposed north-south street that would connect the Hollow Ridge Road to the Hornung Range sub-area. Agree.*

10. *A new east-west public pedestrian/bike easement is needed to connect to North Sherman Avenue and extend to the east to the new north-south public streets planned in the Hornung Woods sub-area. Agree.*

Additional pedestrian/bicycle facilities are recommended to provide connections external to the study area. These include.

· *Connecting Comanche Way and Wheeler Road, including Blackhawk and Gompers Schools to Northport Drive and Warner Park. This would be via the local street system from Wheeler Road to Troy Drive. A pedestrian/bike easement through the existing PDQ site needs to be acquired and constructed to provide the physical connection to Northport Drive and the existing signal at Troy Drive to make this north-south street connection a reality and connect the Cherokee area to important activity centers in a pedestrian/bicycle friendly manner. Agree conceptually but this may not be the only solution for crossing Northport Drive.*

· *Connecting North Sherman Avenue, including Cherokee Marsh Park and the Hornung Range, to CTH CV via Dennis Drive extended to CTHY CV and the Canadian Pacific Rail Line, these types of facilities are likely to become of more interest in the future to connect this area to lands to the northeast such as DeForest, the Token Creek Park and other regional trails having potential; there in the future. Agree. Take a hard look at utilizing the abandoned CPRR line to connect to International Lane.*

Reaction to Michael Forster Rothbart Comments.

1. *Agree. I already commented on page 4 regarding similar bullet from study.*
2. *Agree.*
3. *Do not agree. Not feasible.*
4. *Agree, but would make connection to North Sherman Avenue farther south with a foot path more northerly into Cherokee Marsh Park. See bullet 7 on page 4.*
5. *Agree. See bullet 1 on page 3.*

5 INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS

- Note: No Discussion of Specific Items

Mark Shahan said that Matt Logan would be stepping down from the LRTPC and a new Vice Chair would be needed. Shahan asked that election of Vice Chair be placed on next month's agenda. He also said that the PBMVC was planning to appoint Mary Conroy as Logan's replacement.

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

6 SCHEDULE OF FUTURE MEETINGS

- Next Meeting: Thursday, January 18th, 5:00 p.m., Room LL-110

MMB

David Trowbridge noted that the January 18th meeting could possibly include a review of design options for the CTH S/CTH M intersection on the west side.

7 ADJOURNMENT

The Commission adjourned its meeting at 7:00 p.m.