

From: schooler@tds.net
To: [Tolley, Sabrina](#); [David Ahrens](#)
Subject: Meeting of the PBMVC for September 24
Date: Wednesday, September 18, 2013 1:39:56 PM
Attachments: [Four Way Stop Building Owner's Comment.docx](#)
[Four Way Stop at Nakoosa and Commercial.pdf](#)

We are looking forward to appearing at this meeting. Attached is a packet of materials and an e-mail from the neighboring building owner. Could you make sure the committee members receive a copy of these materials before the meeting. Please confirm you have received this.
Thanks.

Hello Steve,

Yes, I agree the City should install the 4-way stop sign on Commercial & Nakoosa. The proposed use of the Cub Food site by the City of Madison will generate a significant traffic increase in large, heavy vehicles, which take more time to negotiate the turns, thus causing potential traffic backups. Another reason for the 4-way is wondering if oncoming traffic is going to turn or proceed straight thru the intersection. I see many 'last second' erratic changes by drivers that would cause a crash, if I had not waited to enter the intersection.

Ray the CPA

Ray Petkovsek, CPA | RAY@PMCPAS.COM | (T) 608- 221-3268 | (F) 608-221-3033

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From: schooler [tds.net](mailto:schooler@tds.net) [mailto:schooler@tds.net]

Sent: Tuesday, February 26, 2013 10:54 AM

To: Dryer, David

Cc: Cnare, Lauren; Palm, Larry; Kim Sutter; Karla Jameson; Ray Petkovsek

Subject: Re: FW: Nakoosa Trail

David, this is Steven Schooler, Executive Director of Porchlight.

Our principal concern is that we have a great number of residents at our new facility at 4002 Nakoosa Trail that use the bus. The bus stops are located on Nakoosa Trail. The many residents that use the bus must walk down Nakoosa Trail and cross the intersection at Commercial Avenue along Nakoosa Trail. The number of new residents is 48 (there are also staff that may use the bus as well). Also, we do have a number of guests we help on a drop-in basis again using the bus. Moreover, almost all of the residents and other guests suffer from disabilities, mainly serious mental illnesses. Many are also on medications for control of their serious mental illnesses. With the significantly increased pedestrian traffic and no stop sign on Commercial Avenue and Nakoosa Trail, we are very concerned that someone will be struck by vehicle and seriously injured at that intersection. Vehicles do drive down Commercial and significant rate of speed and there is no stop sign or other mechanism for slowing traffic in either direction along Commercial.

Certainly, with our development there has been increased traffic using Nakoosa Trail. Ray Petkovsek, cc'd on this e-mail is one of the owners of the other building on Nakoosa Trail, and the owners were very concerned about this safety issue for vehicles before we even developed this facility. Obviously, pedestrians are much more vulnerable and less visible than vehicles.

There is a great concern for pedestrian safety in addition to vehicles. I am not sure a traffic study will be able to appropriately ascertain the significance of the danger to the many disabled pedestrians.

From: Ray Petkovsek [mailto:ray@pmcpas.com]

Sent: Saturday, March 02, 2013 6:20 PM

To: 'Dryer, David'; Steven J. Schooler

Cc: 'Cnare, Lauren'; 'Palm, Larry'; Kim Sutter; Karla Jameson; Dave Moran, CPA; David Cooper; Dennis Olsen; Jason Boatman; Mary Owen; Sue (home)

Subject: RE: FW: Nakoosa Trail

Hi David & Steve,

The Professional Center is very much in favor of a 4-way stop at the intersection of Nakoosa Trail & Commercial Ave. The traffic is too fast and it can be difficult for a vehicle on Nakoosa to cross Commercial. A 4-way stop would interrupt the speed, especially the daily flow of big trucks (cement mixers & recycling semi's). A few years ago a semi tractor & trailer full of scrap metal heading to Samuel's Recycle Center was going too fast to negotiate the left turn and rolled over onto the Road Ranger gas station lawn. Fortunately no one was on the sidewalk at the time. Many times we have scrap metal falling off the trucks as they make this turn too fast.

Let me know if you need more input. Thanks for considering this safety issue ... before someone gets hurt.

From: schooler tds.net<<http://tds.net>> [mailto:schooler@tds.net<mailto:schooler@tds.net>]

Sent: Tuesday, June 11, 2013 1:13 PM

To: Dryer, David

Subject: Re: FW: 4-way stop sign @ Nakoosa Trail and Commercial Ave

Can you update me on the status of two additional stop signs at Nakoosa Trail and Commercial (to make a four-way stop at that intersection)?\

We have several alders, the neighbors and Madison Metro supporting this change.

It clearly is a dangerous intersection without the stop signs on Commercial for those we serve, most who do use the bus, have disabilities and are on medications. They must cross Commercial on the cross-walk to get to our facility and housing and this is a dangerous situation.

Thanks.

Good Morning Mr. Schooler

We have completed our review of the intersection of Commercial and Nakoosa Trail--specifically an analysis of your request to convert the intersection to All-Way Stop (AWS) control. The review involved collecting traffic turning movement counts, site inspection, crash analysis, sight distance availability and delay. In the United States the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) defines the standards commonly used for the application of all-way stops. These are the same criteria the City of Madison considers when considering requests for AWS control.

Places where all-way stops are appropriate:

- High Volume of vehicles (200-300 vehicles per hour for 8-hours on each of the intersecting streets)

- Higher Number of crashes (5 or more reported crashes in a 12-month period)

- Poor Visibility (driver, after stopping, can't see conflicting traffic unless the cross-traffic stops)

- Balanced volumes (each of the intersecting streets should have about the same number of vehicles)

The completed warrant analysis finds that the intersection does not meet these criteria at this time.

Often times Staff are asked, what does it matter if an AWS which does not meet the Federal Government's criteria is installed?

What Federal, State and Municipal authorities have found that is that un-warranted stops can create additional unintended consequences including:

Poor compliance - Unneeded stop signs are frequently ignored. Drivers on the major street either roll through or run through the stop sign because, in their experience, there is little cross-traffic. This puts pedestrians and cross-traffic at risk. Madison, residents often comment that drivers do not come to a complete stop at 4-way stop signs. This is particularly problematic for pedestrians who may believe that drivers obey the law and comply with traffic control signing.

Stop Signs Don't Slow Speeds -- Numerous studies nation-wide have shown that speeds within a block of the stop sign are largely unaffected by the stop. Naturally, motorists have to slow down when approaching a stop sign. But, they often speed up quickly after the stop to make up for their perceived lost time. Overall speeding is not reduced by the stop sign.

Stops Increase Noise and Pollution -- Stopping and starting causes increased tire and engine noise. Residents living near the stop will experience an increase in traffic noise. Stopping and idling at stop signs also increases automobile exhaust and fuel consumption.

Please note this analysis is the Traffic Engineer's review and recommendation. The Traffic Engineer makes recommendations to the Common Council and Ped/Bike/Motor vehicle Commission, it is these bodies however which review and approve traffic control modifications f.e. additional Stop signs. If you wish to pursue the conversion to all-way Stop control that can be done through an appeal to the PBMVC, here you can provide additional information the PBMVC may find relevant for consideration. Let me know if this is the case and I will place it on an upcoming agenda.

Let me know if there are any questions.

Regards;

David C. Dyer, P.E.

City of Madison, Wisconsin Traffic Engineering
Minimum Criteria Summary for Installation of All-Way Stop Signs in Urban Areas

For a multiway stop to be considered for installation the criteria listed under 1, or 2, or 3, or 4, should be met.

Intersection of: Commercial Ave & Nakoosa Trl

1. Traffic Signal Justified
 Where traffic signals are warranted and urgently needed, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.

Are traffic signals warranted and urgently needed? **NO**

2. Crash Problem
 Crash data for period of: *1/1/2012 - 12/31/2012*

A crash problem, as indicated by 5 or more reported crashes of a type susceptible of correction by a multiway stop installation in a 12-month period. Such crashes include right and left-turn collisions as well as right-angle collisions.

	% Of Criteria Met
Number of crashes in the last 12 Months =	1
Correctables =	1

Does a crash problem exist which would be susceptible to correction by a multiway stop installation? **NO**

3. Minimum Volumes & Delay

a.) Vehicles per hour for any eight hours in which the average volume of traffic entering the intersection from the major street exceeds:

86th Percentile Speed	Required Volume (Including Bikes)	Avg Highest Hours	% Of Criteria Met
<= 40 m.p.h.	300	247	82%
> 40 m.p.h.	210	NA	NA

b.) For the same 8 hours, the average volume from the minor street must exceed:

86th Percentile Speed	Required Volume (Including Bikes & Peds)	Avg Highest Hours	% Of Criteria Met
<= 40 m.p.h.	200	139	70%
> 40 m.p.h.	140	NA	NA

c.) Delay to minor street vehicular traffic must average at least 30 seconds per vehicle during the peak traffic hour for at least one direction.

Required Delay	Estimated Delay	Direction	% Of Criteria Met
30	8.27	EB Delay	27.6%

Has minimum volume & delay criteria been met **NO**

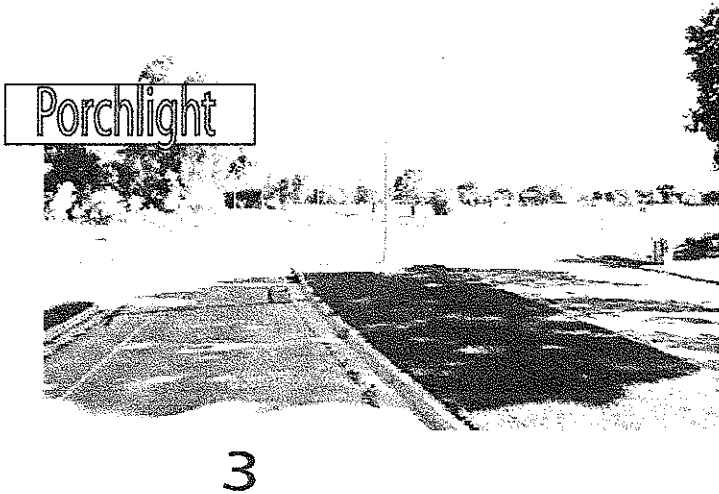
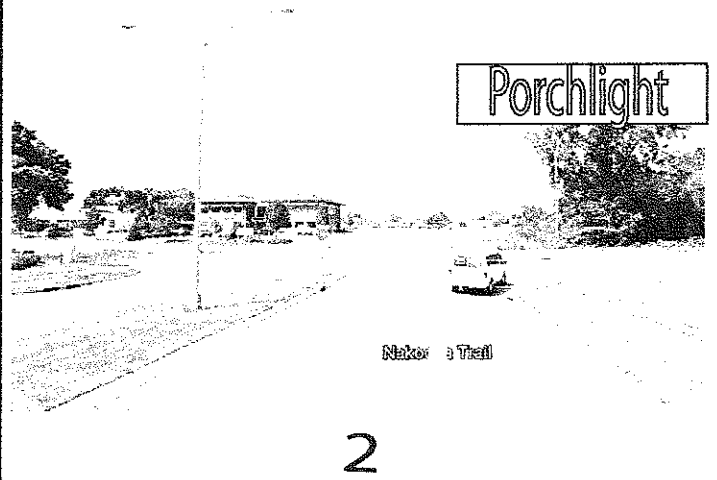
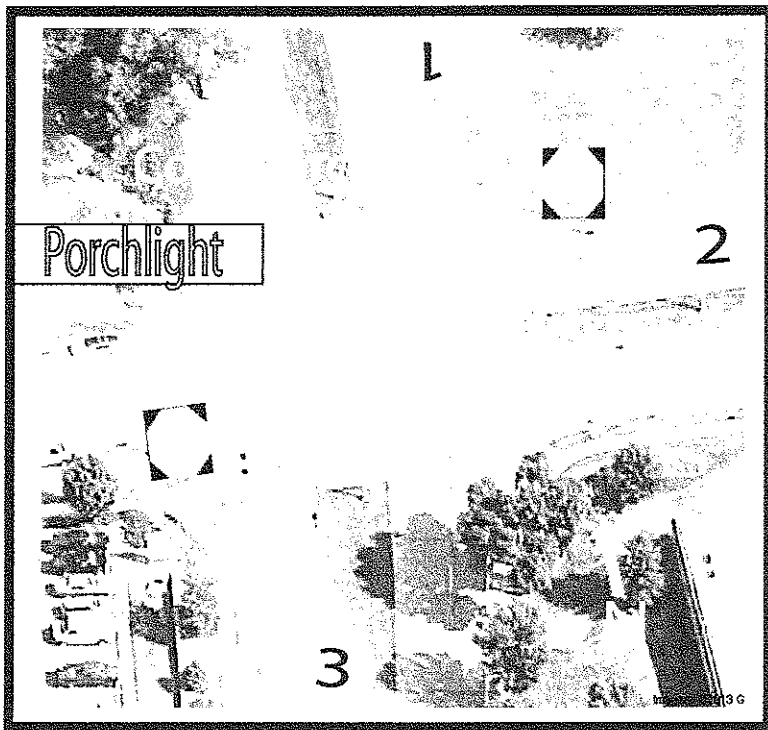
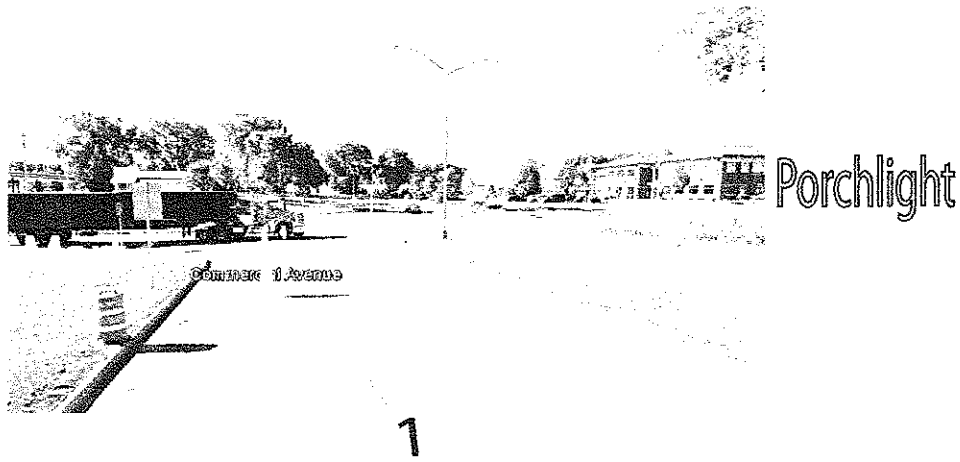
4. No single criterion met but 2, 3, or 4 are both 80% met.

No single criterion met but 2, 3a., 3b.) and 3c.) are at least 80% met. **NO**

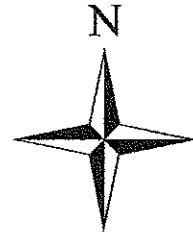
NO, The minimum criteria to be considered for a multiway stop HAS NOT BEEN MET for the intersection of Commercial Ave & Nakoosa Trl

24-Hr Factored Approach Volumes From Manual Turning Movement Study

Commercial Ave & Nakoosa Trl Intersection
Existing Conditions



Commercial Ave & Nakoosa Trl 2012 Crashes



Commercial Ave

Nakoosa Trl



24-Hr Factored Approach Volumes From Manual Turning Movement Study



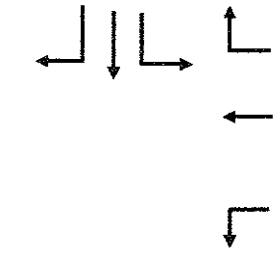
**Commercial Ave
(Major St)**

SB Approach	2,628	
SB Right	106	944
SB Thru	120	951
SB Left		1,543
Autos		1,543
Tot Veh's		1,557

**Nakoosa Trl
(Minor St)**

EB Approach	133		
EB Left	68	70	Total Vehicles
EB Thru	40	45	
EB Right	18	18	

Total Vehicles	1,596	1,585	WB Right	WB Approach
Autos	20	15	WB Thru	1,730
	114	114	WB Left	



Tot Veh's	16	760	120
Autos	16	749	120
NB Left			
NB Thru			
NB Right			
		896	
			NB Approach

Major St = Commercial Ave
Minor St = Nakoosa Trl

EB Delay = 8.27 WB Delay = 8.26 Secs
**Minor St Delay =

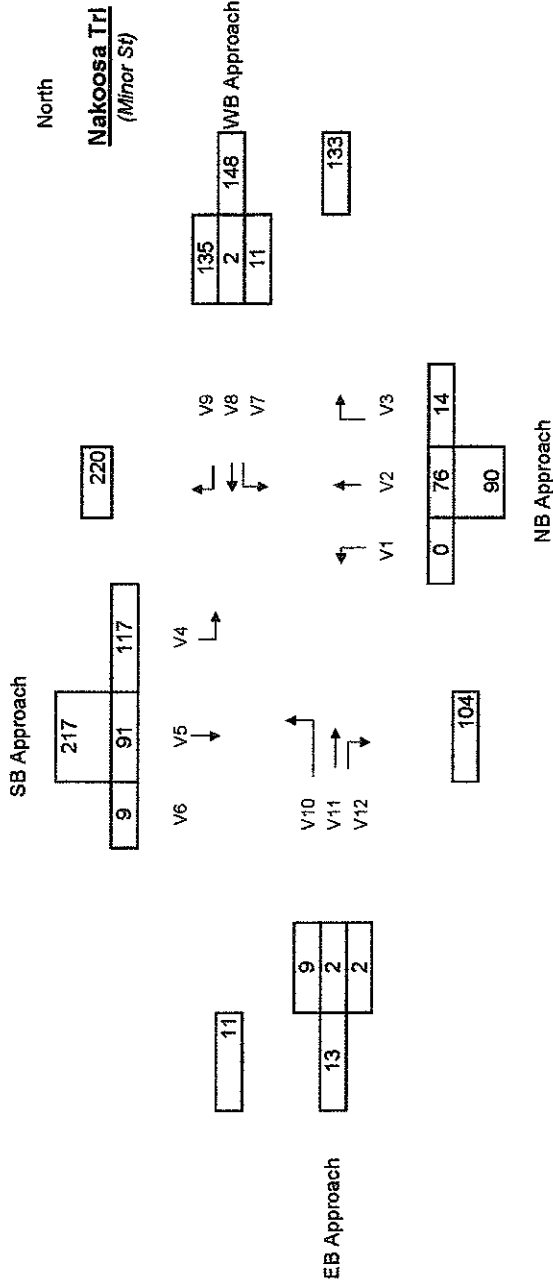
85th Percentile Speed = 37 mph Posted Speed Limit = 35mph
Neighborhood Intersection = No (YES / NO)
Traffic Signals Justified = No (YES / NO)
Number of crashes in the last 12 Months = 1 1/1/2012 - 12/31/2012
Number of Correctable Crashes = 1 Period For Crashes
Year Of Traffic Volumes = 2013
Date Of Turning Movement Study = 06/19/2013
Time Of Turning Movement Study = 7a-9a, 11a-12p, 4p-6p
Total Hours Counted = 6

Notes

Enter information highlighted in yellow
Make Sure St Names Spelled Same In Each Cell
Enter raw turning movement data below

*Peds are not factored
**Delay calculated using HCS2000 software

Commercial Ave
(Major St)



Pk Hr AWT Turning Movements From Manual Turning Movement Study

Peak Hour 4:00 PM	EB			WB			NB			SB			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	2	2	2	11	2	135	0	76	14	117	91	9	217
				73		148				90			

Petition to the PBMV Commission

We, the staff, guests, and residents of Porchlight on Nakoosa Trail, petition the city of Madison to install a 4-way stop on the corner of Nakoosa Trail and Commercial Avenue.

The majority of guests and tenants from the Porchlight facilities at 4002 – 4016 Nakoosa Trail require access by foot to the bus stop adjacent to the Wal-Mart parking lot across Commercial Avenue. We have observed that drivers speed by on Commercial Avenue, rarely stopping for pedestrians who wish to enter the crosswalk, and often must slow down suddenly when they turn the corner and notice someone who has already entered the crosswalk.

With the addition of the Porchlight development on Nakoosa Trail, the number of pedestrians crossing Commercial Avenue has increased tremendously. We believe that the unregulated crosswalk is a danger to able-bodied pedestrians, let alone seniors and individuals with disabilities. We ask that the PBMV Commission grant our request to install a 4-way stop at the corner of Nakoosa Trail and Commercial Avenue. We believe this would increase pedestrian safety and promote access to the Metro bus stops.

	Name	Address	Signature
1	Bonnie Gutsch	4006 Nakoosa Trail	Bonnie Gutsch
2	Linde Benesch	4006 NAKOOSA TR	Linde Benesch
3	SCOTT LABOTT	4006 NAKOOSA TR	Scott Labott
4	Paul Jones	4006 NAKOOSA	Paul Jones
5	George Visich	4006 NAKOOSA	George Visich
6	DONNA R.	4006 NAKOOSA	Donna R.
7	ERIK FERRETE	4006 NAKOOSA TR	Erik Ferrate
8	Glenn Ruiz	4006 Nakoosa Trl	Glenn Ruiz
9	Ed Wesser	4006 NAKOOSA	Ed Wesser
10	Jev Cook	4006 NAKOOSA	Jev Cook
11	Dana Pellebon	4205 Owl Creek Dr	Dana Pellebon
12	Frederick Nelson	4006 NAKOOSA	Frederick Nelson
13	CHRIS WALTER	4006 NAKOOSA	Chris Walter
14	Eric Ferguson	4006 NAKOOSA	Eric Ferguson
15	Mable Kwan	4006 NAKOOSA	Mable Kwan

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	Name	Address	Signature
1	Donna Dalrymple	4006 NAKOOSA	Donna Dalrymple
2	Kim Sotter	4006 Nakoosa	Kim Sotter
3	MICHAEL BLONAR	4006 NAKOOSA	Michael Blonar
4	LeeAnne Banks	837 Ridgewood way madison	LeeAnne Banks
5	Jennifer Pubs	4006 NAKOOSA	Jennifer Pubs
6	Nathan Browne	4006 Nakoosa	Nathan Browne
7	Nick Swinehart	2060 Allen Blvd	Nick Swinehart
8	EDWARD F ALLEN	4006 NAKOOSA	Edward F Allen
9	BOB HUGHES	4006 NAKOOSA	Bob Hughes
10	Bobby E Loby	4006 NAKOOSA	Bobby E Loby
11	Lindsay Sepetkis	4006 Nakoosa Trl	Lindsay Sepetkis
12	Ruben Olvera	4006 Nakoosa Trl	Ruben Olvera
13	TROY LUKOWITZ	4006 NAKOOSA TRL	Troy Lukowitz
14	Karla Jamarr	306 N. BROOKS ST	Karla Jamarr
15	Christine Rattunde	4006 Nakoosa Trl	Christine Rattunde

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	Name	Address	Signature
1	Kathie Geiger	4016 Nakoosa	
2	Terri J. Watzke	4014 Nakoosa	
3	Rick Moll	4012 Nakoosa 104	
4	Djuan Hargreaves	4012 Nakoosa	
5	Yehonda Johnson	4012 Nakoosa 12	
6	Tony Gonzalez	" "	
7	ISAAC Shuler	" "	
8	Michelle Ales.	4016 Nakoosa #101	
9	Robert Verbruggen	4016 NAKOOSA 202	
10	Robert Fabra	4016 Nakoosa 201	
11	Tanya Armar	4016 Nakoosa 104	
12	Timothy W Riley	4012 NAKOOSA 101	
13	Eric Hartman	4016 Nakoosa 203	
14	Timothy Poland	4002 Nakoosa Dr.	
15	Karen Remonaci	4002 NAKOOSA TR.	

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	Name	Address	Signature
1	SARAH BENITEZ	4004 NAKOOSA TR	Sarah Benitez
2	James Parish	4004 Nakoosa Tr	James Parish
3	Chris Craven	4004 NAKOOSA TR	Chris Craven
4	Willie McMillian	4004 APT. 203	Willie McMillian
5	RALPH SHANNON	4504 NAKOOSA TR ^{APT 104}	Ralph Shannon
6	ASHLEY BROWN	1521 21 ST ST Reedburg	Ashley Brown
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