



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100
215 Martin Luther King, Jr. Boulevard
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Madison, Wisconsin 53701-2986
PH 608 266 4761
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PAVEMENT MARKING PLAN FOR HAMMERSLEY ROAD TRAFFIC CALMING PROJECT (WHITNEY WAY TO RAE LANE/BROOKWOOD ROAD)

DESCRIPTION SHEET June 2007

Background

- Funds approved by City for traffic calming project in 2005.
- Two neighborhood meetings were held in 2005 to develop options.
- Hammersley Road is a neighborhood collector street, designated bike route. Street is 36 feet wide with parking on one side, no sidewalk either side due to history and topography.
- Prior to any traffic calming consideration, the street was marked with an offset centerline at 22 feet and 14 feet. This allowed for parking on one-side and also allowed for some additional space for bicycles and pedestrians on the street. The street was and still is a designated bike route. The street also has no sidewalks so pedestrians have to walk in the street.
- Speed and Volume data (9/28/2004): 2,870 vehs per day; Average speed = 35 mph; 81% over posted speed limit (30mph); 85%tile speed = 39 mph; 39% over 35 mph.
- Score per NTMP criteria: 100 points.

Traffic Calming Plan and Ballot/Survey

- Traffic islands were identified as only option available (speed humps not available on this street due to Fire Department and Metro bus needs and concerns)
- Staff offered a traffic circle at Rae/Brookwood but this was rejected by neighborhood; instead residents wanted all-way stops at this intersection, however the traffic numbers are too low to meet MUTCD criteria (Note: the Council always has the prerogative to order in all-stops if they so choose legislatively).
- Residents also wanted additional pavement markings and speed limit change from 30 mph to 25 mph.
- A series of traffic islands were developed.
- Several alternative pavement marking plans were also developed at the request of the neighborhood (Note: most traffic calming projects do not get consideration for any additional markings and signing beyond the traffic calming measures themselves, however, additional markings and signing on this project were included to try to make more of a difference).
- An alternative with marked bike lanes and parking on one side was developed but not supported by a majority of residents.
- In response, an alternative with marked parking lanes only on both sides was developed.
- Ballot/Survey mailed out in 2005 with islands as the option with the alternative with marked parking lanes only on both sides shown.
- The ballot results showed 36 in favor, 5 opposed.

Traffic Calming Installation

- The approved traffic islands were installed in 2006; construction was delayed from 2005 to 2006 as the traffic calming contractor went out of business.
- Speed limit reduced from 30 mph to 25 mph and two additional signs added for a total of four 25 mph signs.
- Upon further review of the marking plan for installation in the field, TE staff concluded that the parking only option would be detrimental to bikes and peds; staff then turned to the alternative with marked bike lanes and parking on one side for the final marking plan.

- The neighborhood rejected this plan and discussions in 2006 with Alder Thomas and neighborhood representatives resulted in stalemate; street remarked and signed in 2006 as was prior to traffic calming.
- Staff met on June 6, 2007 with Alder Sanborn and neighborhood representatives to review the stalemate and plan for remarking.
- The e-mail to Alders and neighborhood representatives dated 6/15/2007 from TE was sent in response to this meeting to give staff's position.
- Request for appeal of staff's position made.
- Item placed on June 26, 2007 meeting of the City's traffic calming oversight committee, Pedestrian-Bicycle-Motor Vehicle Commission.

Additional Considerations

- Staff's position is that the TE Division has the ultimate responsibility for signing and marking of public streets, and a responsibility to all users and consistency of application throughout the City.
- The TE Division is also charged with the responsibility to design and maintain a transportation system for all users, in a multi-modal fashion. Upon further review, the marking of just a parking lane on both sides eliminates any extra space for bicycles and pedestrians. In essence, it goes backwards for peds and bikes at a time when we are actually being asked to do more and more for these modes.
- Staff believe the added markings with bike lanes and parking on one side are justified and worthy. And we believe they will help make a difference on the street. As an example, the treatments and new markings on Odana Road near the golf course have substantially changed the nature and traffic concerns on that street. The bike lane and parking markings are an integral part of that change.
- The ballot does have a clause noted on the face of the ballot stating, "Traffic signing, parking restrictions and marking are subject to City approval and budget constraints."
- Traffic calming measures are not a panacea; police enforcement and driver behavior are still required.
- Traffic calming can only do so much for traffic speeds and volumes.
- Center islands are built as wide as possible, in this case a maximum of 8 feet wide. This leaves a 14-foot travel lane between the islands on each side. This results in limited impact on speed.

McCormick, Dan

From: McCormick, Dan
Sent: Friday, June 15, 2007 3:23 PM
To: Pham-Remmele, Thuy; Sanborn, Jed; 'Tina Hutchinson'; 'scootermadcity@yahoo.com'
Cc: Dryer, David; Phillips, Gail
Subject: RE: Hammersley Rd Markings

Alders, Tina, Others,

Thank you for taking the time and effort again with the last meeting on June 6 re. marking Hammersley Road. I spoke with David Dryer since then about the situation where we discussed several different perspectives. We wanted to get back to on our position re. the marking plan for the street.

Prior to any of the traffic calming islands on the street, Hammersley Road was marked and signed for parking on one side with an offset centerline at 22 ft and 14 ft. This allowed for parking on one side and also allowed for some additional space for bicycles and pedestrians on the street. The street was and still is a designated bike route, and for good reason. The street also has no sidewalks so pedestrians have to walk in the street.

It also has to be noted that the TE Division is charged with the responsibility to design and maintain a transportation system for all users, in a multi-modal fashion. Some call it making a complete street. Upon further review, the marking of just a parking lane on both sides eliminates any extra space for bicycles and pedestrians. In essence, it goes backwards for peds and bikes at a time when we are actually being asked to do more and more for these modes.

We also need to note that most traffic calming projects do not get consideration for any additional markings and signing beyond the traffic calming measures themselves. While we are limited in these resources for most traffic calming projects, we are committed to including additional markings and signing on this project, to try to make more of a difference for you and the properties along the street.

Given all of these considerations, the TE Division can really only support marking and signing the street with marked bike lanes on both sides and parking on one side (no markings would be extended thru the islands), or leaving the street marked and signed as is (with parking on one side and an offset centerline at 22 ft and 14 ft).

We believe the added markings with bike lanes and parking on one side are justified and worthy. And we believe they will help make a difference on the street. As an example, the treatments and new markings on Odana Road near the golf course have substantially changed the nature and traffic concerns on that street. The bike lane and parking markings are an integral part of that change. Certainly traffic calming measures, and markings and signing, are not a panacea; police enforcement and driver behavior are still required. Traffic calming can only do so much for traffic speeds and volumes. Given that islands were the only options available, they were built as wide as possible. Still islands have only a limited impact on speed. That is one reason we also lowered the speed limit from 30 mph to 25 mph, and added several more speed limit signs.

We are sorry to say that the traffic problems you are experiencing are systemic and challenging throughout the City. The TE Division has attempted to do its part by offering what we have available from an engineering standpoint. We are happy to have been one of the groups out there working with you and the neighborhood on issues of concern. Unfortunately, the islands are limited in their impact, particularly given our driving and enforcement culture. As we have noted, driver behavior and police presence are still key considerations, and both are needed to help secure change. I think you have seen this is the case with the new 25 mph signs: A lowering of the speed limit and addition of a good number of speed limit signs probably hasn't made much of a difference.

We hope this information can be communicated more widely with the rest of the residents and neighborhood in the area. We can commit to signing and marking the bike lanes and parking on one side option yet this year if you think there is support. This would also give us all an opportunity to review the markings next year and evaluate the situation. If you feel otherwise, you are always able to discuss this more with the City's Pedestrian Bicycle Motor Vehicle Commission, which acts as the City's oversight committee on these types of projects. They meet monthly.

Thank you again for your time and interests. We look forward to hearing from you.

6/21/2007

BACKGROUND INFORMATION



Traffic Engineering and Parking Divisions

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

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

July 8, 2005

Dear Resident/Property Owner:

In coordination with Alderpersons Jed Sanborn and Cindy Thomas, a second public meeting has been scheduled for Wednesday, July 20, at 6:30 p.m. at the West District Police Station on McKenna Boulevard to discuss Neighborhood Traffic Management/Traffic Calming options for Hammersley Road, from Whitney Way to Rae/Brookwood Rd.

An initial neighborhood meeting was held on June 9th to review the traffic conditions and develop potential solutions. A few islands and a circle at Rae, also changes to center line and parking lanes were advocated. Since that meeting the residents who live on Rae and Lynndale have been vocal in their opposition (mostly to a proposed circle). These residents sent a petition around to the neighbors and Alderperson and delivered it to City TE staff. Several e-mails were also sent to TE.

In response to the first meeting and the interest of a larger area around the street, another meeting is necessary to take a second look at what might be done. Also in response to the ideas generated at the first meeting, staff have developed a plan with options for the residents' review and comment. The options are intended to respond to residents' request for changes to the streets' markings for parking, bicycling and walking. Please note that the idea of a traffic circle at Rae/Brookwood has been dropped and replaced with the original plan of traffic islands.

As a way of background, numerous neighborhood residents have expressed an interest in traffic management. The City's Pedestrian-Bicycle-Motor Vehicle Commission has approved funding for a traffic-calming project on Hammersley Rd, under the City's adopted Neighborhood Traffic Management Program. A standard procedure is to hold a neighborhood meeting to review conditions and discuss possible options for the neighborhood's consideration.

The outcome of the neighborhood meeting should be a preferred option. From that point, the City will administer a ballot to the residents within a defined area for their approval or rejection. Please note that while more people have been noticed for the meeting, the final vote will only be for residents on Hammersley and a few who live in the first few homes on Rae and Brookwood. That is the city's process. If the residents approve the ballot, the City would then proceed with project construction.

It is an important issue for neighborhood consideration, so please plan to attend. Staff will be present to discuss this project with you. Please feel free to invite your neighbors if they are interested. Please refer to the City's web site about Neighborhood Traffic Management at <http://www.ci.madison.wi.us/transp/ntmpfaq.html> . If you have any questions, please contact Dan McCormick of TE staff at 266-1969 or via email at dmccormick@cityofmadison.com .

Sincerely,

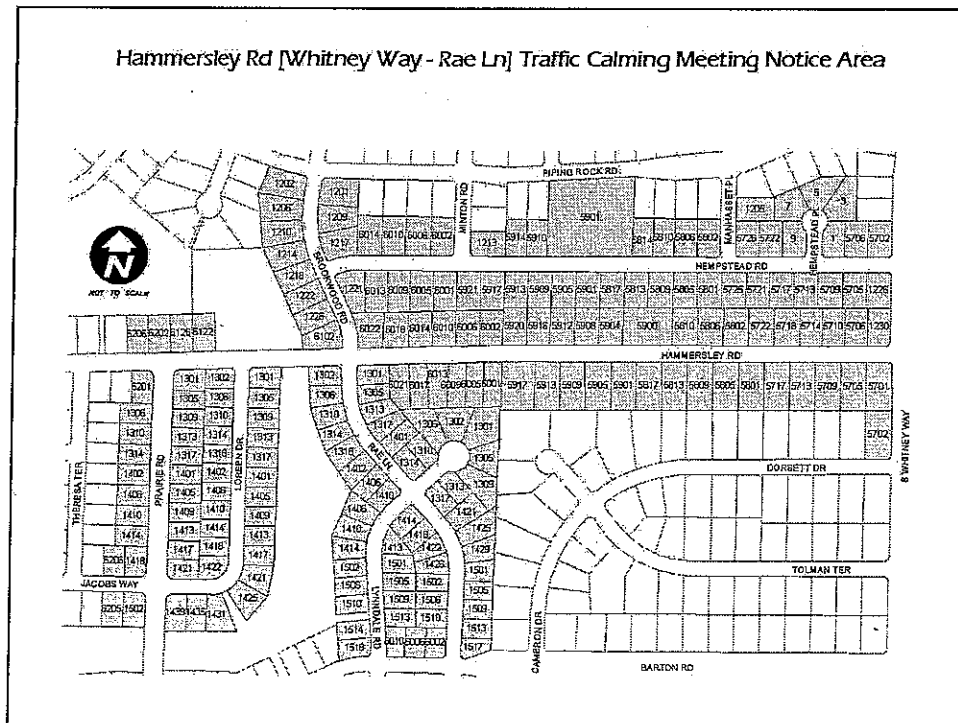
David C. Dryer, P.E.
City Traffic Engineer

cc: Alderperson Jed Sanborn, D1
Alderperson Cindy Thomas, D20

Hammersley Road Traffic Calming Project

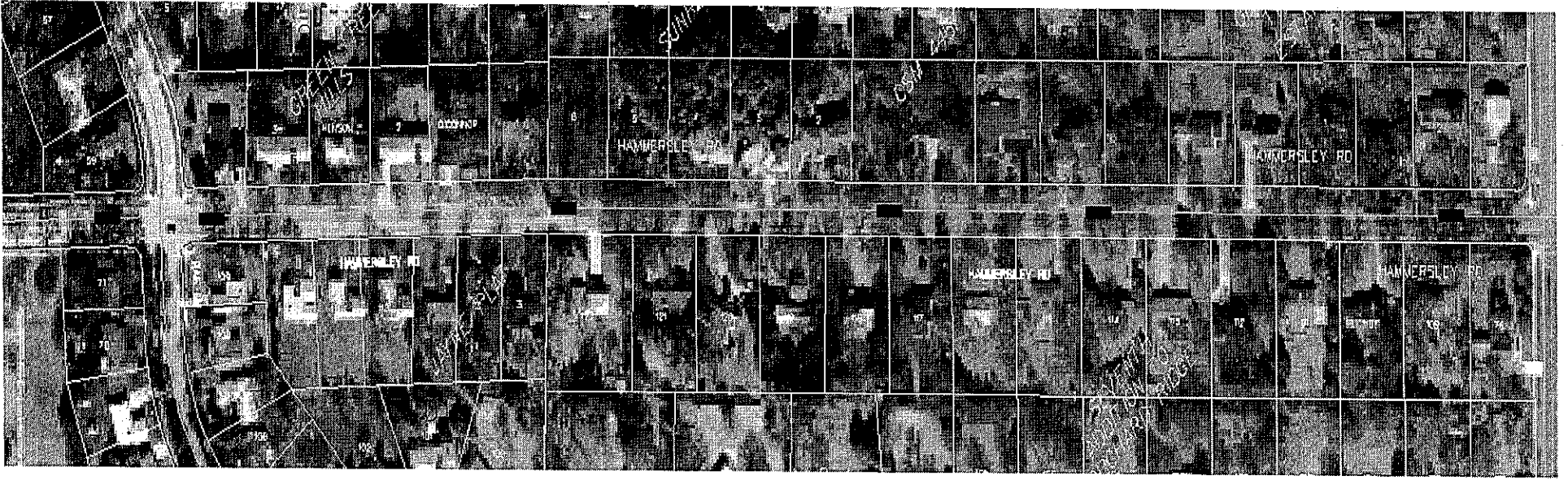
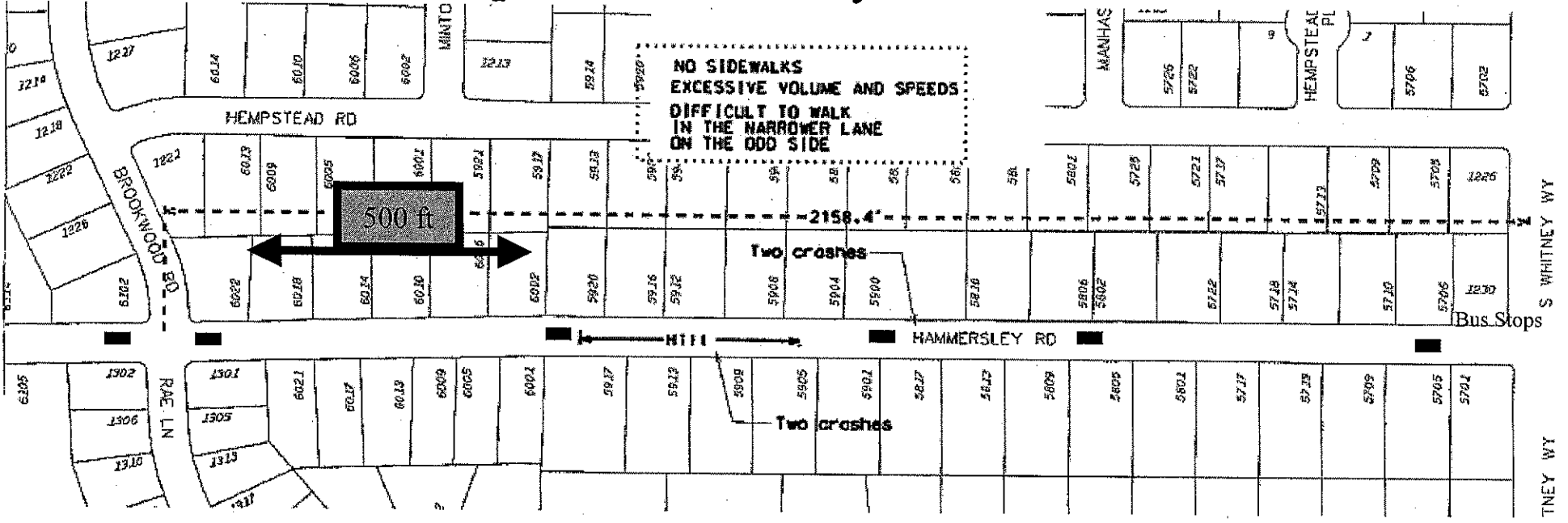


Hammersley Rd [Whitney Way - Rae Ln] Traffic Calming Meeting Notice Area



Potential Traffic Calming Plan—Series of Islands

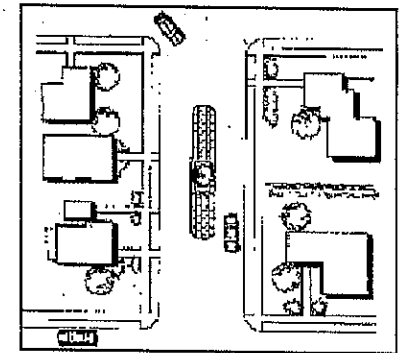
Principle: No Driveways are to be blocked





Potential Impacts:

- may reduce parking and driveway access
- reduces pedestrian crossing width
- may visually enhance the street through landscaping but may also limit visibility of pedestrian crossings
- bicyclists prefer not to have the travel way narrowed into path of motor vehicles
- collision, speed and volume data are not available



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Traffic Calming Measures - Center Island Narrowing

Description:

- raised islands located along the centerline of a street that narrow the travel lanes at that location
- sometimes called midblock medians, median slow points, or median chokers

Applications:

- are often nicely landscaped to provide visual amenity and neighborhood identity
- can help pedestrianize streets by providing a mid-point refuge for pedestrians crossings
- sometimes used on wide streets to narrow travel lanes
- work well when combined with crosswalks

Emergency Response Issues:

- preferred by fire department/emergency response agencies to most other traffic calming measures

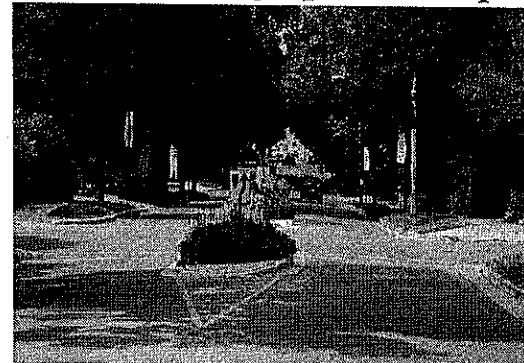
Center Islands work by forcing a horizontal movement in the driver's path of travel, & breaking up a wide open, long street.



U.S. Department of Transportation
Federal Highway Administration



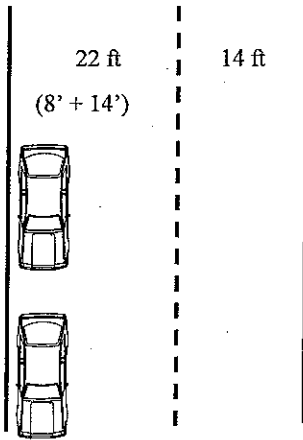
1099 14th Street, NW
Suite 300 West
Washington, DC
20005-3438 USA
Phone: 202-289-0222
Fax: 202-289-7722
Send comments to:
website@ite.org



Option 0:

Existing Conditions

- Offset Centerline
- 2- 14 ft wide traffic lanes
- 8 ft parking on one side
- No dedicated bike lanes



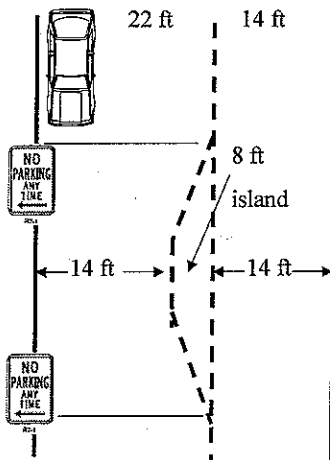
Options for Hammersley Road
(Whitney Way to Rae/Brookwood)



Option 1:

Existing Conditions – Plus Islands

- Offset Centerline
- 2- 14 ft wide traffic lanes
- 8 ft parking on one side
- No dedicated bike lanes



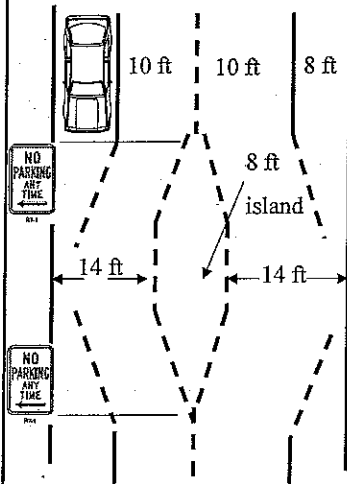
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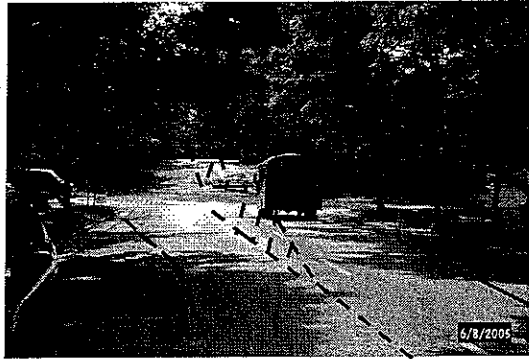
Option 2:

Revised Centerline – Plus Islands

- Remarked "Centered" Centerline
- 2- 10 ft wide traffic lanes
- 8 ft parking on both sides--marked
- No dedicated bike lanes



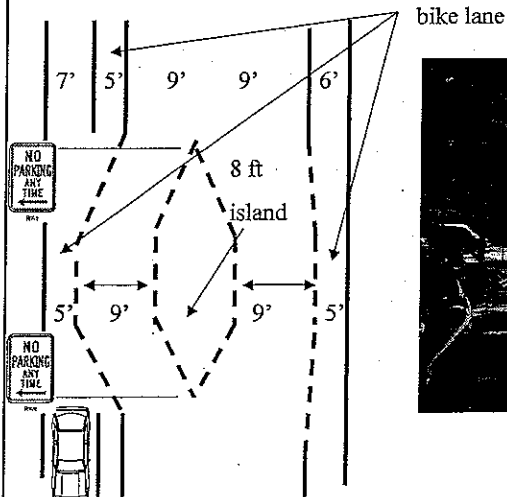
Options for Hammersley Road
(Whitney Way to
Rae/Brookwood)



Option 3 (Modified Odana):

Revised Centerline – Plus Islands

- Un-Marked "Offset" Centerline
- 2- 9 ft wide traffic lanes
- 7 ft parking on one side--marked
- Dedicated marked bike lanes



Options for Hammersley Road
(Whitney Way to
Rae/Brookwood)





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(FAX) 608 267-1158

September 1, 2005

Dear Resident/Property Owner:

Re. Ballot for the construction of a series of permanent traffic islands on Hammersley Road as part of the City's adopted Neighborhood Traffic Management Program (NTMP)

In coordination with Alderpersons Cindy Thomas and Jed Sanborn, two neighborhood meetings were held on June 9 and July 20, 2005, to discuss the City's Neighborhood Traffic Management Program and traffic issues related to Hammersley Road, from Whitney Way to Rae/Brookwood Rd.

At the meetings, the traffic conditions and potential solutions were discussed. The option selected to proceed to a ballot of residents was to install a series of traffic islands on Hammersley Road from Whitney Way to Rae/Brookwood Rd, along with a revised centerline and marked parking lanes on both sides of the street (see attached drawings for more information).

At the initial neighborhood meeting on June 9th, TE staff reviewed the traffic conditions and potential solutions. A few islands and a circle at Rae, and changes to center line and parking lanes were advocated. Since that meeting the residents who live on Rae and Lynndale have been vocal in their opposition (mostly to a proposed circle).

In response to the first meeting and the interest of a larger area around the street, a second meeting was held to take a second look at what might be done. Also in response to the ideas generated at the first meeting, staff have developed a plan with options for the residents' review and comment. The options were intended to respond to residents' request for changes to the streets' markings for parking, bicycling and walking. Please note that the idea of a traffic circle at Rae/Brookwood was been dropped and replaced with the original plan of traffic islands.

The City's practice for traffic-calming measures is that the residents within a defined area be balloted to determine whether the City proceeds with construction. Enclosed is such a ballot since you are a resident within this ballot area. Only one ballot per household will be tallied. The City will proceed with the construction of the traffic calming measures if 60% of the ballots returned to Traffic Engineering Division are affirmative. The results of the survey will be provided to your Alderperson. If approved, we will work to have the project built during this construction season.

Please take a moment to review the enclosed ballot and map, make your selection on it, and return it to the Traffic Engineering Division by **September 21, 2005**. If it is returned after September 21, 2005, the ballot will not be tallied.

We appreciate your time and effort on this project and apologize for the delays in getting back to you. We are currently very short staffed, down several professional staff so our response level is limited. We look forward to continue working with you on projects of interest in your neighborhood.

Sincerely,


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

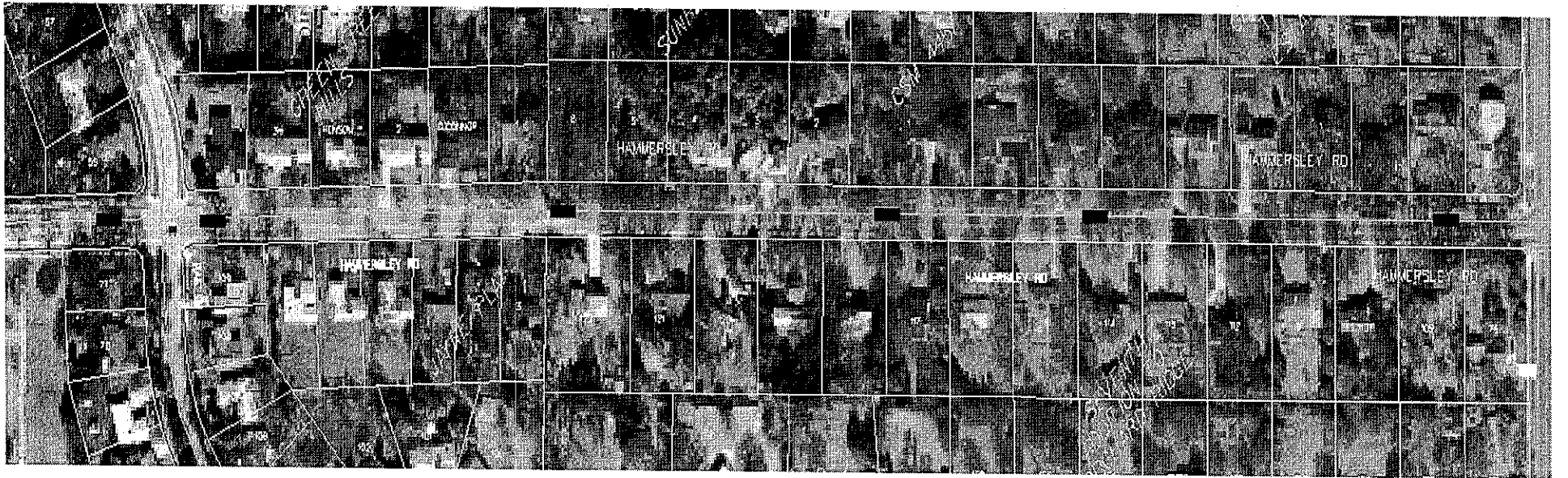
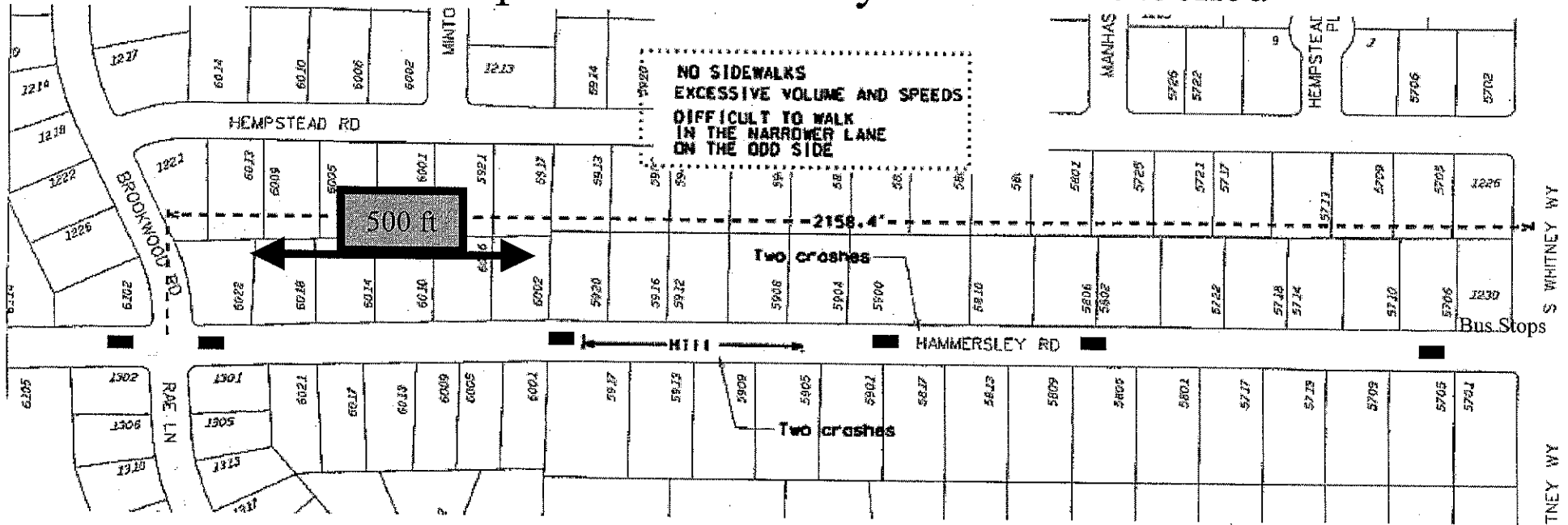
cc: Cindy Thomas, D20
Jed Sanborn, D1

Hammersley Rd [Whitney Way - Rae Ln] Traffic Calming Meeting Ballot Area



Potential Traffic Calming Plan—Series of Islands

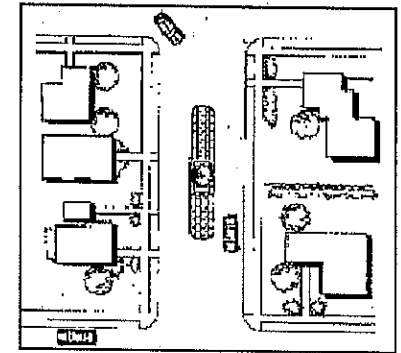
Principle: No Driveways are to be blocked





Potential Impacts:

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- reduces pedestrian crossing width
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Applications:

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- can help pedestrianize streets by providing a mid-point refuge for pedestrian crossings
- sometimes used on wide streets to narrow travel lanes
- work well when combined with crosswalks

Emergency Response Issues:

- preferred by fire department/emergency response agencies to most other traffic calming measures

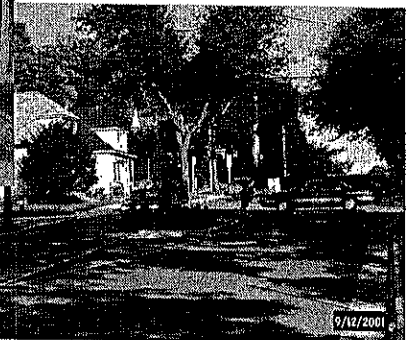
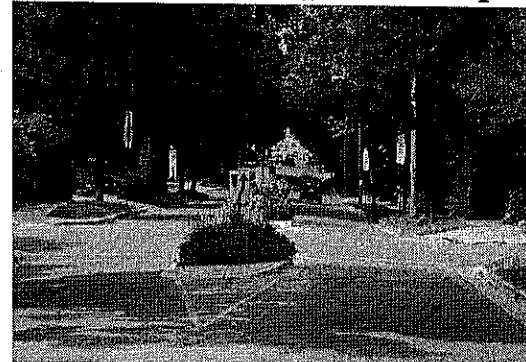
Center Islands work by forcing a horizontal movement in the driver's path of travel, & breaking up a wide open, long street.



U.S. Department of Transportation
Federal Highway Administration



1099 14th Street, NW
Suite 300 West
Washington, DC
20005-3438 USA
Phone: 202-289-0222
Fax: 202-289-7722
Send comments to:
website@ite.org



BALLOT
for the Construction of a Series of Traffic Islands on Hammersley Road, from Whitney Way to Rae Lane/Brookwood

Administered by the Traffic Eng. Division consistent with the Council adopted Neighborhood Traffic Management Program (NTMP) to determine whether the neighborhood wishes to proceed with the construction of a permanent physical "traffic calming" device. The proposed project is the result of meetings between the City and residents of the neighborhood, as part of the City's NTMP—a program designed to respond to traffic issues raised by neighborhoods.

[Please Print]

Name _____

Address _____

Please note the ballot will **not** be counted if received or postmarked after **September 21, 2005**.

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

- Yes, I wish the City to proceed with constructing a series of traffic islands on Hammersley Road from Whitney Way to Rae Lane/Brookwood, consistent with the sketch below and subject to notes 1 & 2 below (see attached exhibits for locations and plans).*

Option 2
Revised Centerline - Plus Islands

- Remark "Centered" Centerline
- 2 - 10 ft wide traffic lanes
- 8 ft parking on both sides - marked
- No dedicated bike lanes

Options for Hammersley Road
(Whitney Way to Rae/Brookwood)

Selected Option at Neighborhood Meeting of 7/20/2005

- No, I do not want the City to install a series of traffic islands on Hammersley Road from Whitney Way to Rae Lane/Brookwood, as noted above.*

For Comments: Please use reverse side of this form.

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.

From: David Dryer
Sent: Thursday, October 05, 2006 2:40 PM
To: Cindy Thomas
Cc: Dan McCormick; Location File
Subject: RE: Hammersley Road Markings

Afternoon Alder Thomas

First let me address some of the misconceptions I continue to see about ped refuge islands. Ped or traffic islands as they are sometimes called, are not significant speed control devices. They are useful for pedestrian protection and crossing, they can provide a place for landscaping, they can remove some extra pavement and change the feel of a street to a degree, they can be effective in removing long straightaway sections of road and because there may be some lateral shift in travel around the island they may influence travel speeds a very small amount. Islands by themselves do not impact speed but they do change the character of the street. My observations in general from working on projects like these for the past 20 years is that the the neighborhood grapevine is activated and the statements are made by some folks that this will stop speeders etc. What can happen is that when the project doesn't meet the preconceived expectations, they then believe it failed. These are pretty much the same comments I've heard from my neighbors in Country Grove, which also had islands installed this year.

What is interesting to note in all of this is that the neighborhood discounted the one potential device for Hammersley that would have had a larger impact on speed (reduction) and that is the traffic circle. They discarded the circle at the one intersection location at Rae/Brookwood. Of course speed humps were not an option on this street due to the legitimate interests of the Fire Dept and Madison Metro. Regardless

While the City is ultimately responsible for any signing and marking, these are your and the Nghds options:

1) Paint the street as originally planned. **THIS CONCEPT WILL PLACE PARKING ON BOTH SIDES OF THE STREET.** No bikelanes can be provided as the street is too narrow, the centerline will be a skipped dash line, except at the islands where it will be a solid yellow, motorists must follow the "Keep Right" sign.

Staff Comment: This concept is doable and will work, however staff do not believe there is sufficient parking demand to result in vehicles on street using the parking areas. Therefore with the parking markings the cross section may appear wider to the motorist. The residents believe the white lines will constrain motorists, however wo the parked vehicle(s) present this constraint is not likely to materialize. To some it could in fact look more like a 4 narrowed lane street than currently.

2) Paint the street as modified to meet multimodal needs, i.e. bike lanes with a parking lane on the North side, the centerline will be a skipped dash line as in no 1.

Staff Comment: This option permits approximately the same level of parking as you have today and provides cycling accommodations. This option was developed after the neighborhood survey due to concerns over limiting options for bicyclists. The City re-examined the final marking plan and decided it had the responsibility to mark bike lanes consistent with the street's designation and use as a bike route, while at the same time integrating the residents' interests. This option also provides a more achievable visual constraint in Staffs experience than number 1. IF THERE is any minor speed reduction associated with this project I believe it will be more with this option than option 1.

The residents selected option 1 when they were "surveyed", given this I am fully prepared to follow thru with it, please review and let me know what you and your constituents desire. Also, in either case the 30 mph speed limit is to be replaced with 25 mph speed limit signs, in this treated section only. Three additional signs were added for this change.

Please feel free to share my comments with the residents .

Regards
David C. Dryer, PE
City Traffic Engineer and Parking Manager
City of Madison, Wisconsin

From: Cindy Thomas
Sent: Wednesday, October 04, 2006 5:18 PM
To: David Dryer; Dan McCormick
Subject: FW: Hammersley Road Markings

Well, do you have a response for this gentleman?
Cindy

From: Scott Haakenson [mailto:scootermadcity@yahoo.com]
Sent: Wednesday, October 04, 2006 10:00 AM
To: tina@choiceonemail.com; Cindy Thomas
Cc: Howell, Martha E.; Scott Haakenson; 1dEGerou; alexander; brazill; carney; deering; foxcroft; garske; honck; jablonski; Jed Sanborn; jung; kammel; killingstad; king; perkins; schmidt; shelton; Susan Doane; Tollefson; wallace
Subject: RE: Hammersley Road Markings

Since the islands have been installed, I have not seen much of a difference. The only difference will come when **the plan get's initiated**. We need all phases of the **ORIGINAL PLAN** in order to make this effective. We voted, we discussed, and we had the approval of the Engineering dept when this was agreed on Last Summer. Any pieces that are not completed essentially make this a washed up mess. We need lines to guide the traffic correctly, we need parking marked, and if a bike lane is to be added, that needs to be marked. It needs to be done NOW! If this plan is not completed this Fall, we will be forgotten about come next Spring like we were for the last year, and this plan will never get completed.

Why is putting some Paint on the road such a controversy? The job needs to be FINISHED in it's entirety. We will still have the careless people driving our road that don't care....that won't go away, but the plan will make it more of a challenge for them to speed and will get the attention of those that do show some concern.

Cindy, is another meeting in the works? I hope it is not needed if they will just finish the job correctly, but if their is, I would like to know when and where it will be.

Thanks
Scott Haakenson
6017 Hammersley Rd.

tina@choiceonemail.com wrote:

| What do you think would help? We need to get something done.

| Tina

11/16/2006

Quoting Cindy Thomas :

> I'm not sure the police will be a continuous presence on the street. At
 > least not continuous enough to slow the traffic down like you hoped.
 > Cindy
 >
 > -----Original Message-----
 > From: Tina Hutchinson [mailto:tinah@choiceonemail.com]
 > Sent: Wednesday, October 04, 2006 8:10 AM
 > To: Howell, Martha E.
 > Cc: Scott Haakenson; Cindy Thomas; 1dEGerou; alexander; brazill; carney;
 > deering; foxcroft; garske; honck; jablonski; Jed Sanborn; jung; kammel;
 > killingstad; king; perkins; schmidt; shelton; Susan Doane; Tollefson;
 > wallace
 > Subject: Re: Hammersley Road Markings
 >
 > We might want to start emailing the policy department for some help.
 > The person for the west side is Lt. Vic Wahl email
 > vwahl@cityofmadison.com.
 >
 >
 > Tina Hutchinson
 > ----- Original Message -----
 > From: "Howell, Martha E."
 > To:
 > Cc: "Scott Haakenson" ; "Cindy Thomas"
 > ; "1dEGerou" ; "alexander"
 >
 > ; "brazill" ; "carney"
 > ; "deering" ; "foxcroft"
 > ; "garske" ; "honck"
 > ; "jablonski" ; "Jed Sanborn"
 >
 > ; "jung" ; "kammel"
 > ; "killingstad" ; "king"
 > ; "perkins" ; "schmidt"
 > ; "shelton" ; "Susan Doane"
 > ; "Tollefson" ; "wallace"
 >
 > Sent: Tuesday, October 03, 2006 3:26 PM
 > Subject: RE: Hammersley Road Markings
 >
 >
 > Hi,
 > This is very frustrating. Since they ruled out speed bumps, our only
 > alternative was islands and striping. The islands already can be
 > written off as only marginally effective based on what I see, and they
 > are still somewhat new - wait until people are really used to them. Now
 > - two years after we started this process - we get the striping taken
 > away?

11/16/2006

>
> traffic@cityofmadison.com - that should reach Dave Dryer
>
> Mayor's office:
> EMAIL: mayor@cityofmadison.com
> PHONE: (608) 266-4611
>
> Martha Howell
>
> -----Original Message-----
> From: tinah@choiceonemail.com [mailto:tinah@choiceonemail.com]
> Sent: Tuesday, October 03, 2006 2:58 PM
> To: Howell, Martha E.
> Cc: Scott Haakenson; Cindy Thomas; 1dEGerou; alexander; brazill; carney;
> deering; foxcroft; garske; honck; Horman; jablonski; Jed Sanborn; jung;
> kammel; killingstad; king; perkins; schmidt; shelton; Susan Doane;
> Tollefson; wallace
> Subject: RE: Hammersley Road Markings
>
>
> Hi,
>
> I was just informed by the painting dept. that the center line will be a
> dashed yellow line and no markings will be installed at this point for
> parking either. We will have the center line put in by the end of the
> week.
>
> I was also informed that after the 1st of October they stop marking the
> street, unless they have a warm day.
>
> We need some type of line in the middle, until we get this resolved. If
> we want this to be a solid yellow line we need to email David Dryer or
> call him ASAP!!!! 266-4761 I don't have his email with me.
>
> What does the neighborhood want to do?
>
>
> Tina Hutchinson
>
>
> Quoting "Howell, Martha E." :
>
>> Cindy, just to confirm - those will be solid lines down the center of
>> the road, correct? We don't want people to have the perception it's
>> OK to pass.
>>
>> Thanks,
>>
>> Martha Howell
>> 5917 Hammersley
>>

>> -----Original Message-----
>> From: Scott Haakenson [mailto:scootermadcity@yahoo.com]
>> Sent: Monday, October 02, 2006 1:51 PM
>> To: Howell, Martha E.; Cindy Thomas; 1dEGerou; alexander;
> brazill;
>> carney; deering; foxcroft; garske; honck; Horman; Hutchinson;
>> jablonski; Jed Sanborn; jung; kammel; killingstad; king; perkins;
>> schmidt; shelton; Susan Doane; Tollefson; wallace
>> Cc: Jed Sanborn
>> Subject: RE: Hammersley Road Markings
>>
>>
>> I second Martha's comment.
>>
>> While we are still getting something done for the better, and
> not to
>> seem mad and ungrateful about the work being done, it seems like we
>> wasted valuable time working out a solution, agreeing on it, only to
>> be put off more than a year to have things changed on us without
>> notification. If the City wants people to be involved and show
>> ownership and pride in their opinions and improvements, they needed to
>
>> involve the residents on their decision change here.
>>
>> Scott Haakenson
>> 6017 Hammersley
>>
>>
>> "Howell, Martha E." wrote:
>>
>> Thanks to everyone involved, particularly Tina for
>> working to notify everyone.
>>
>> Cindy, I would like to mention that this came to light
> because of a
>> happenstance conversation between one of the workers and someone on
>> Hammersley. I think that once a neighborhood has gone through a
>> lengthy process to develop and approve a plan, it should be city
>> policy to notify the neighborhood of a change to the plan, not to
>> implement it without notice - we deserve that.
>>
>> Martha Howell
>> 5917 Hammersley Rd
>>
>>
>> -----Original Message-----
>> From: Cindy Thomas
>> [mailto:district20@cityofmadison.com]
>> Sent: Monday, October 02, 2006 12:15 PM
>> To: 1dEGerou; alexander; brazill; carney;
>> deering; foxcroft; garske; haakenson; honck; Horman; Howell, Martha

>> E.; Hutchinson; jablonski; Jed Sanborn; jung; kammel; killingstad;
>> king; perkins; schmidt; shelton; Susan Doane; Tollefson; wallace
>> Cc: Jed Sanborn
>> Subject: Hammerseley Road Markings

>>
>>

>> To all who have been concerned about the painted
>> lines on Hammersley:

>>

>> I just got off the phone with the Director of
>> Traffic Engineering. He has heard your concerns and is willing to
>> scratch TE's idea about bike lanes for now.

>>

>> A line down the middle of the road and a parking
>> lane on the North side (as it is allowed now) will be painted. We
>> will have another community meeting this winter to discuss what we
>> want to do about further markings on the street after we see how this
>> initial change with the islands is working. I think this is a good
>> compromise. Hope you agree.

>>

>> Thank you for all your calls. They helped. We
>> also need to thank Tina for bringing this to my attention.

>> Cindy

>>

>>

>>

>>

>>

>>

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