



Meeting Minutes - Draft
LONG RANGE TRANSPORTATION
PLANNING COMMITTEE

Wednesday, April 30, 2014

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room 260 (Madison Municipal Building)

1 CALL TO ORDER / ROLL CALL OF THE JOINT MEETING

LRTPC Chair Robbie Webber called the 4-30-14 joint meeting of the Long Range Transportation Planning Committee/Pedestrian/Bicycle/Motor Vehicle Commission to order.

Present: 10 -

Ken Golden; Margaret Bergamini; Robbie Webber; Marsha A. Rummel; Bradley A. Cantrell; Eric W. Sundquist; Steven M. Fix; Steve King; Susan M. De Vos and Mark N. Shahan

Excused: 1 -

Chris Schmidt

2 DISCLOSURES AND RECUSALS

There were no disclosures or recusals reported by Committee members.

NEW BUSINESS

3 [33579](#) Approving the revised roadway geometry for the CTH M / CTH PD intersection. (1st AD)

Chris Petykowski (City Engineering) provided an overview of the redesigned CTH PD/CTH M intersection. He said that the previously-adopted design was a roundabout, but that recent trends (such as Epic planned growth and the use of a new traffic model necessitated a re-look at the intersection. After further review, the roundabout was shown to fail before the 20-year design life. As such, and a grade-separated intersection was shown to be the best option for all modes of travel. He said that the staff and consultant team evaluated a tight diamond interchange and other designs options. He said the team settled on a grade-separated facility that allowed for a westbound underpass and a completely grade-separated bicycle/pedestrian (multi-use) path.

Chris Petykowski provided an overview of the recommended design and explained how each mode would travel through the intersection. He said that construction is planned for 2015 and 2016. He then asked for comments from Committee members.

Susan DeVos felt that the new design is not very pedestrian-friendly. Mark Shahan said that all of the pedestrian crossings (not grade-separated) should be kept in place, to give pedestrians an option at all levels. Shahan also wished to point out that the design has made some very good strides to accommodate bicycle movements, even if there is some indirection with the

bike loop ramps. Mark Shahan said that the approach taken in the City's designers is far better than it was 20 years ago, when he began raising these issues. Rob Phillips (City Engineer) wished to point out that bicycle travel through this intersection was a primary design element, and absolutely not an afterthought (as some citizens sometimes believe).

Mike Rewey (PBMVC) said that the loop ramps may create too much indirection, and asked that they be looked at for tightening. However, Rewey acknowledged that there is a need to safely bring bikes and pedestrians down to the various grades. Regardless, he felt that the loops may not need to be as large.

Sup. Al Matano asked if a pedestrian staircase could be installed to allow for pedestrians to get through some of the area quicker. Rob Phillips said that it is possible, but that maintenance in the winter is a costly issue to consider and City Engineering attempts to limit the amount of outdoor stairs that are installed.

Ken Golden asked that some of the curb radii (for auto movements) be examined to potentially tighten them up. He said that too wide a radius can encourage speeding. Golden also asked that the project designers contact Tim Sobota (Metro Transit) to identify bus stop locations, to ensure that they are workable with the design and the best locations for the transit service users. Margaret Bergamini said that transit lanes should be built into the project now, to accommodate future transit demand. She felt that it would be much more difficult to retrofit such infrastructure when the demand warrants a transit lane. She also felt that there should be transit and pedestrian access to the golf course, as some of the employees may need transit.

Steve Fix pointed out that the loss of trees and other vegetation could affect drainage in the area, and should be looked into.

Ken Golden/Mark Shahan then submitted a motion to recommend adoption of the concept plan, as indicated in Resolution ID 33579. LRTPC asked that their comments be forwarded to project designers, for their consideration. The motion passed 8-0, with Susan DeVos abstaining.

A motion was made by Golden, seconded by Shahan, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS,. The motion passed by the following vote:

LRTPC asked that comments be forwarded to project designers, for their consideration. The motion passed 8-0, with Susan DeVos abstaining.

Ayes: 9 -

Ken Golden; Margaret Bergamini; Robbie Webber; Marsha A. Rummel; Bradley A. Cantrell; Eric W. Sundquist; Steven M. Fix; Steve King and Mark N. Shahan

Abstentions: 1 -

Susan M. De Vos

Excused: 1 -

Chris Schmidt

Chris Petykowski (City Engineering) provided an overview of various street and bicycle projects proposed to be included in the TIP. He summarized projects geographically for Committee members and asked them to provide comments as he went through them. Some highlights and comments from Committee member are noted below.

Chris Petykowski said that the reconstruction of the outer loop will soon be complete, with only a small segment of Doty Street remaining (waiting on the results of the Judge Doyle Square project). He also noted that work on the 700/800 Block of State Street will take place in the near future.

Petykowski said that quiet zones will be explored at various rail crossings on the east side, noting that the new railroad operator (WATCO) has not been cooperative.

Chris Petykowski showed a roundabout concept for the Rosa Road/Old Sauk Road intersection area, likely to be constructed in 2017. Chris Petykowski also said that there is an opportunity for a great bicycle project on the west side, in the West Towne area. He said that the Beltline interchange and Gammon Road are going to be reconstructed in some places and there is an opportunity to create a grade-separated crossing of Gammon in that area. He said that this project would create a very good connection to off-street bike paths in this area, and ultimately to the planned UW Research Park 2.

Petykowski said that Buckeye Road is planned for reconstruction in 2019. Committee members said that it would be important to ensure that the street design accommodates school drop-off issues and on-street parking.

Petykowski noted that Monroe Street would be reconstructed in 2015/2016 and Atwood/Winnebago is planned for 2017 or 2018. He also said that West Washington Avenue between Proudfit and Bedford would be reconstructed in 2015.

Ken Golden asked that crosswalks be placed on both sides of Commonwealth Avenue, when Monroe Street is evaluated. Sup. Al Matano said that there appear to be some problems with the chip sealing of the 3700 block of Hillcrest, and he asked that this area be reviewed.

Petykowski said that Pleasant View Road (with a potential multi-use path alongside the corridor) is planned for construction in 2019/2020. He also pointed out that CTH PD would be done in 2017 and 2018. Ald. Steve King said that it is much needed.

Petykowski said that the Cannonball bicycle path (Beltline to Fish Hatchery Road) would be extended this summer. He also noted a potential new alignment for the Goodman path, using City-owned property as much as possible. Steve Fix said that there are wetlands in the area along Starkweather Creek that should be carefully considered.

Buckeye Road is planned for reconstruction in 2019. Committee members said that it would be important to ensure that the street design accommodates school drop-off issues and on-street parking.

Ken Golden asked if there was a policy regarding the undergrounding of utilities. Rob Phillips (City Engineer) said that the Common Council has a policy governing the use of general obligation bonds for such purposes (on arterial streets). Phillips said this applies mainly to commercial areas, and that these projects previously used TIF dollars.

Brad Cantrell asked how much federal funding the region gets for these types of projects. Petykowski replied that the regional (which includes communities other than Madison) receives about \$6.5 million per year, which the City must compete for.

The Committees thanked Mr. Petykowski for the summary.

5 ADJOURNMENT

The Committee adjourned its meeting at 7:15 p.m.