

## Addresses of Capital Area Responses to Traffic Islands

### For Islands

1609 Capital, Speed humps preferred

1659 Capital, Apt. 3

1667 Capital,, Landlord. She told me she destroyed all the handouts  
[23, mailed 1] left at the apartments in her building.

### Mixed

1622 Capital

### Oppose Islands

1606 Baker Ave.

(1646 Baker Ave.)

1602 Capital

1613 Capital

(1625 Capital)

1630 Capital

1640 Capital

1643 Capital, Apt.

1651 Capital Apt 4

1659 Capital, Apt 4

1660 Capital

5 Julia Circle

13 Julia Circle

17 Julia Circle

21 Julia Circle

(5801 Julia St.)

5802 Julia St.

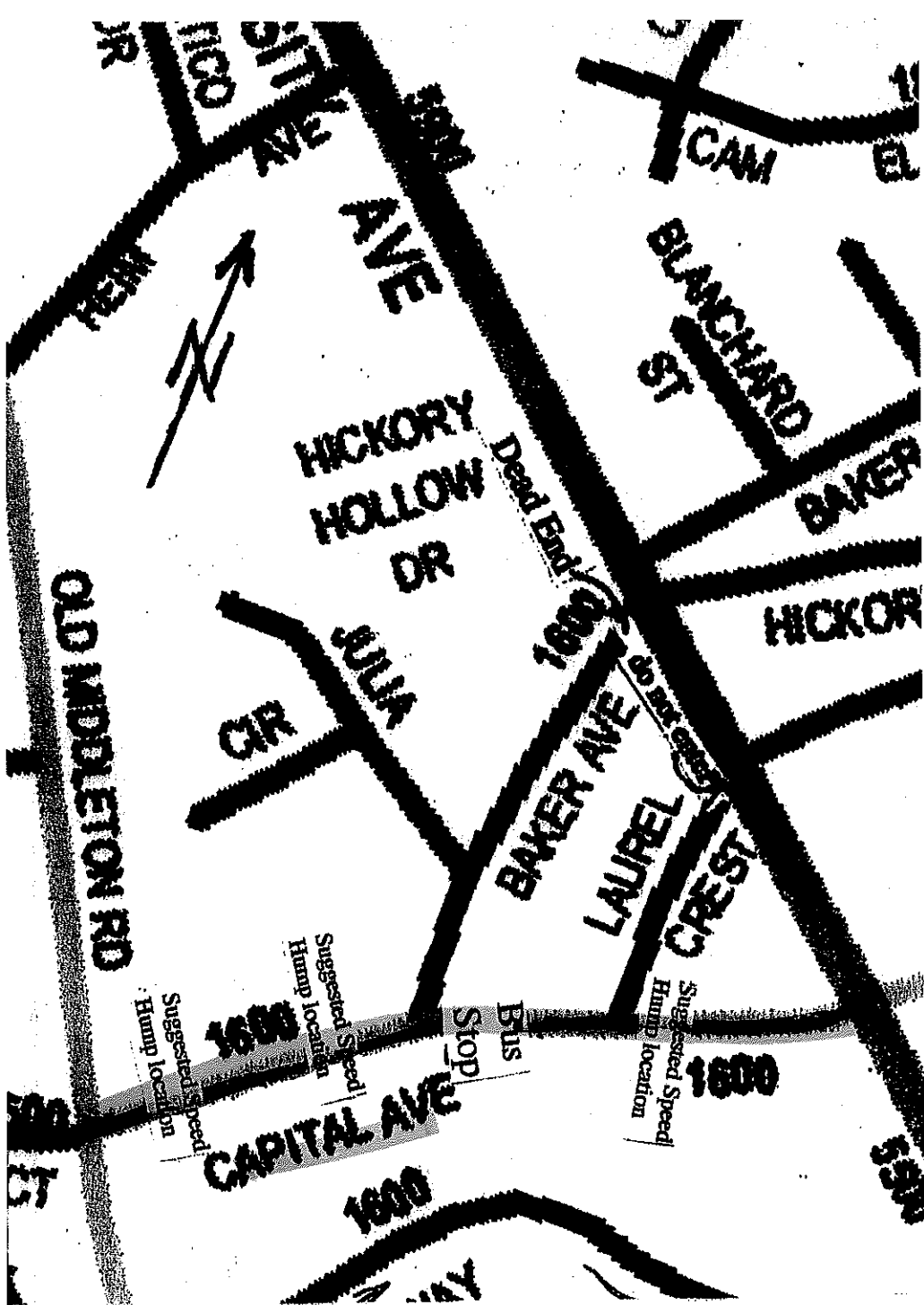
5810 Julia St.

5829 Julia St.

1618 Laurel Crest

( ) Responses expected, not received yet

Roy U. Schenk



HICKORY HOLLOW DR

BLANCHARD ST

BAKER

HICKOR

Dead End

1600

BAKER AVE

LAUREL

CREST

BUS STOP

Suggested Speed  
Hump location

1600

CAPITAL AVE

1600

Suggested Speed  
Hump location

1600

Suggested Speed  
Hump location

OLD MIDDLETON RD

CIR

WILLYA

1600

1600

CAM

EL

HICO

AVENUE

AVE

JR

HEM

# STATEMENT TO BOARD OF PUBLIC WORKS

February 7, 2007 Meeting

by Roy U. Schenk  
1640 Capital Ave.

To Members of the Board of Public Works

## NO LEGAL BASIS FOR APPROVAL OF CAPITAL AVENUE TRAFFIC ISLANDS

Alderman Radomski referred the Capital Avenue Traffic Island Proposal to the Board of Public Works because he believed the Neighborhood wanted the traffic Islands. Our experience is that there is little support in the neighborhood for the islands. The recent responses received by your Board and by Alderman Radomski support our experience.

The NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM Manual (NTMP Manual) describes the procedures needed to obtain a street modification approval by The Board of Public Works (BPW). The Manual states: "The NTMP process is intended to ensure that all neighborhood stakeholders are provided the opportunity to be involved." (Procedure) "Petition area...will encompass those households and property owners within the area of influence of a potential traffic calming installation." (Step 1) "Each household, business, and non-resident property owner is entitled to one ballot." (Step 5) There are 98 to 100 stakeholders in the documented area. (See Figure 1 and area map.)

The NTMP Manual states that all the stakeholders in the project area are required to be given an opportunity to be involved. There are 98 to 100 stakeholders in the documented area, including the 24 households which exit at Baker Avenue onto Capital Avenue. (See Figure 1 and area map.) There were two surveys done, one in 2004 and another in 2006. But only the property owners on Capital Avenue were contacted. Only one of the owners and occupants of houses on Baker Avenue, Julia St. and Julia Circle (all streets which dead end and exit onto Capital Avenue) was included in the survey. Also occupants on Laurel Crest (who also must enter their street from Capital Avenue), and the occupants of the six apartment buildings along Capital Avenue and presumably Brennan's supermarket were not consulted or involved.

In short only 26 of the approximately 100 stakeholders were ever provided an opportunity to be involved or to respond to a ballot until now. Therefore the efforts up to date do not even begin to meet the NTMP Manual's notification and involvement requirements for approval by BPW of installation of the proposed Traffic Islands on

FIGURE 1.

STAKEHOLDERS BETWEEN OLD MIDDLETON ROAD  
AND UNIVERSITY AVENUE AT CAPITAL AVENUE

TOTAL NUMBERS, AND NUMBER CONTACTED IN 2004 & 2006  
SURVEYS

|  | STAKEHOLDERS |               |
|--|--------------|---------------|
|  | Total No.    | No. Contacted |
| Residents, Landlords and businesses  | 98-100       | 26            |
| <u>On Capital Avenue</u>   |              |               |
| Owner occupied residences  | 18 or 19     | 18 or 19      |
| Landlords  | 8 or 7       | 8 or 7        |
| Rental residences  | 43 or 44     | 0             |
| Businesses (Brennans)<br>(Primary entry to store is on Capital)  | 1            | 0             |
| <u>On Baker Avenue, Julia Ct &amp; Julia Circle</u><br>(Dead end, enter onto Capital Avenue)             |              |               |
| Owner Occupied Residences  | 22 or 23     | 0             |
| Rental Residences  | 1 or 0       | 0             |
| Landkords  | 1 or 0       | 0             |
| <u>Laurel Crest (all seem to be owner occupied)</u><br>(Entry to Laurel Crest is only from Capital Ave.) | 5            | 0             |

Capital Avenue at Baker Street. The recent notice of this hearing sent out by the Traffic Engineering Division has been expanded at our insistence to cover the other stakeholders. But even this notice did not reach many of the stakeholders. These failures mean there is no legal basis for consideration of this Traffic Island proposal on Capital Avenue at Baker Ave.

### **PROBLEMS FOR BAKER AVENUE AREA RESIDENTS.**

If the above is not enough, consider that for residents of Baker Ave./Julia St. & Cir, as well as 1640 Capital Ave., who must drive up the Baker Street Hill onto Capital Avenue, the proposed traffic islands would add serious obstacles to our getting safely up onto Capital Avenue. These include traffic backups in front of Baker Street which will result from Metro busses stopped at the bus stop, UPS trucks, Postal Service (mailboxes are at the road), garbage pickups, and other commercial vehicles which stop in the traffic island areas; as well as the increased numbers of accidents which will result from the unfortunate locations of the proposed traffic islands.

### **MOSTLY INCREASED AUTO ACCIDENTS, FEW INJURIES OR DEATHS**

I just recently realized that the most serious problem with the proposed traffic islands may be that they are on a curve. Most traffic islands I have experienced are on straight streets where one has a block or more to adjust to them. Even there I see black tire marks or snow tracks up onto the islands. The curve is especially serious with the Bus-Stop Island. Driving east, the Island will be just around the curve, so a driver might not become aware of the island until about 30 yards away, which at 30 mph is only two seconds away.

If a driver were distracted, for example by a car shimmying and sliding to a stop after coming up the Baker Avenue hill, the driver could easily be on the island before seeing it. It would take an additional 2/3 of a second to hit any pedestrian standing at the other end of the island. Fortunately, as we have observed by looking out our windows, few people cross there, so there will likely be few "refugees" there. As a result we can expect mostly to have car accidents with only a few injuries and deaths, except for handicapped people who may lack the sight or mobility to dodge the vehicles.

Another hazard for eastbound drivers will be coming around the bend and suddenly finding a bus, postal delivery, UPS or other delivery vehicle at the island. If unable to stop, the driver's choices will be to go over the island or into the left lane. Neither are the most desirable of choices.

The responses to the notice of this hearing and the recent survey do make it pretty obvious that a great many of the people on Capital Ave. as well as on Baker/Julia and those in front of whose houses the islands will be built are not in favor of the Islands for many good reasons. I hope you will study their letters and comments. This opposition is further accentuated by the serious loss of on street parking in front of our homes on Capital Avenue. In summary, I really think the City of Madison should not put such traffic hazards in our road.

### **ALTERNATIVE SOLUTION: SPEED HUMPS?**

I firmly believe the Islands should not be built; and instead, if any change is to be made, speed humps should be installed instead. The road is actually ideally suited for three such humps which could slow traffic along the entire length of the road.. (See map for suggested locations..) Some residents say they were told that speed humps are not permissible on Capital Avenue, perhaps in part because it is considered to be a collector street. However, the NTMP Manual does not appear to reject the idea of Speed Humps. It's general policy statement is that "Each collector street is unique and a determination of the need for and type of traffic calming will be made on a case-by-case basis." (Policies, #7.)

NTMP Manual does state that "Speed humps should **typically** be installed only on streets with 5000 vehicles per day or less (Appendix D Traffic Management Devices, #3. Speed Humps, Traffic Volume). Capital Ave.'s traffic flow was measured at 5,200 vehicles per day. The measurements are made on a weekday. If we included the greatly lower rate of traffic on Saturday and especially Sunday, the average rate would likely be closer to 4200 vehicles per day. But again, the Manual emphasizes that "Neighborhood collectors may be considered on a case-by-case basis with consultation with Madison Metro, Traffic Engineering and Madison Fire Department." (ibid, #3, last lines) Incidentally, there is a fireplug at the proposed Bus Stop Island.

### **IF TRAFFIC ISLANDS ARE INEVITABLE**

If the Board of Public Works insists on putting in the islands in spite of the failure to meet legal requirements for approval, of serious harm they will create, and by the opposition of substantial numbers of stakeholders, and the many valid reasons opposing the islands, the obvious and creative solution is to put the Traffic Islands in front of the houses of the strongest proponents of the Islands. They surely would not complain; and indeed should welcome the Islands there with open arms. A further advantage would be that the islands would be spread out and so would presumably slow traffic over a longer stretch of the road, and avoid the danger at the curve.