

From: [Tao, Yang](#)
To: ["Ann Kovich"; Rummel, Marsha](#)
Cc: [Mohr, Thomas](#); [Kamp, Charles](#); [Lynch, Thomas](#); [McGuigan, Patrick](#); [Strange, John](#); [Bidar, Shiva](#); [Chaney Austin, Brian](#); [Jugovich, David](#)
Subject: RE: Request reconsideration of 8/14 TC decision RE Spaight StreetSpeed Humps
Date: Friday, September 13, 2019 4:20:01 PM
Attachments: [image001.png](#)

Good afternoon Alder Rummel and Ann,

Just want to follow up on some potential interim measures that we are thinking about doing.

Traffic Engineering will place speed board trailers on Spaight St once in a while. Since we have many other locations would like to receive these boards and research shows that it loses its effectiveness approximately one to two weeks after each placement as people get used to it, we will leave the boards there for one to two weeks at a time. We are working on the logistics to get it deployed as early as next week.

We will ask the MPD TEST team whether more speeding enforcement can be provided on these blocks of Spaight St.

Since the plan is to have this considered at the Transportation Commission on October 30, Traffic Engineering staff is also checking with the contractor whether they can make adjustments to their plans so that they may still possibly move in to install the speed humps in early November (if weather collaborates) in case the Commission approves the speed humps that night. We were told that there is no guarantee these can be constructed this year even if the speed humps are approved now, so the chances of the construction this year may be small. But staff will make every effort to try to work with the contractor on that.

Hope these help and please let us know if you have any questions.

Best,

Yang

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ytao@cityofmadison.com

From: Ann Kovich <annelizabethkovich@gmail.com>
Sent: Thursday, September 12, 2019 4:17 PM
To: Rummel, Marsha <district6@cityofmadison.com>
Cc: Tao, Yang <YTao@cityofmadison.com>; Mohr, Thomas <TMohr@cityofmadison.com>; Kamp, Charles <CKamp@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; McGuigan, Patrick <PMcGuigan@cityofmadison.com>; Strange, John <JStrange@cityofmadison.com>; Bidar, Shiva <district5@cityofmadison.com>
Subject: FW: Request reconsideration of 8/14 TC decision RE Spaight StreetSpeed Humps

Good afternoon. Here is an update on the Spaight Street Speed Humps. Traffic safety is certainly a priority for the Transportation Commission, especially the safety of children. However, in order to make the best decisions, sometimes the Commission needs additional information. Commissioners do recognize and appreciate the neighborhood's desire for additional traffic calming; and the Transportation Commission is interested in continuing to review and carefully consider appropriate traffic calming measures for this street.

As you mentioned, the final motion as agreed by the Transportation Commission on August 14, 2019 was to delay the decision and construction of any speed humps on Spaight Street until the 2020 construction season. In the interim period additional information was required from Traffic Engineering and Metro:

- Traffic Engineering will evaluate other appropriate traffic calming measures, including but not limited to, a 4-way stop and street narrowing;
- Metro will provide the Transportation Commission with strategies to improve on-time performance of Route 3 with the goal to reduce after pulse by 50%;
- Metro will report on how speed humps would impact performance.

On Monday I spoke with both Yang Tao and Chuck Kamp; and I asked them to determine how quickly the additional required information could be prepared and presented to the Transportation Commission. I met with Yang and Chuck last night; and we are planning for a preliminary review of data from Traffic Engineering and Metro at the October 30, 2019 Transportation Commission meeting.

In order to obtain additional information on the safety of children in school zones, the Transportation Commission received reports on Crossing Guard Assignments, School Zone Safety, and Safe Routes to Schools Programs at its meeting last night.

In a separate email Yang will provide his thoughts regarding temporary traffic calming measures on Spaight Street.

Just a reminder that Tom Mohr has determined that the residents will not have to vote on speed humps again (as the wording was carefully chosen in the motion approved by the Transportation Commission).

Sincerely,

Ann

Ann E. Kovich
email: annelizabethkovich@gmail.com
mobile: 608-886-2556; home: 608-255-6708

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From: Rummel, Marsha
Sent: Thursday, September 05, 2019 11:20 PM
To: May, Michael <MMay@cityofmadison.com>; Veldran, Lisa <LVeldran@cityofmadison.com>; Strange, John <JStrange@cityofmadison.com>; Obeng, Kwasi <KObeng@cityofmadison.com>; Bidar, Shiva <district5@cityofmadison.com>
Cc: Tao, Yang <YTao@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Mohr, Thomas <TMohr@cityofmadison.com>; Kamp, Charles <CKamp@cityofmadison.com>
Subject: RE: Request reconsideration of 8/14 TC decision RE Spaight Street Speed Humps

I agreed not to push reconsideration after talking to ACA Strange on Tuesday, but I wanted to follow up and share my frustrations. My original 8/18 email inquiry about appeal was timely and if my request was unclear, I don't think my intent was. But once it was conveyed to me that the work might not be completed this year, I let it go.

For what its worth, I think this episode was a major fail.

In my opinion, TC evidenced serious mission creep. After a decision had been adopted by the TC in Feb to approve and modified in July, the TC reconsidered in August because the July decision was deemed to not have sufficient votes to be approved. Then the TC proceeded to change the rules midstream for a resident driven process and refer the project until next year. Work had already begun! Many residents were left speechless, feeling like the process they followed didn't matter and that the safety of kids in a school zone was overridden

Yang - I request your team be ready to get this reviewed as soon as possible in the early spring. Please don't let this project serve as the place for the TC to decide to revise the neighborhood approval process for traffic calming. I know Metro is concerned about getting through routes on time and the TC should have a policy discussion about traffic calming. But the Spaight St neighbors participated in the existing adopted process and in July agreed to accept two instead of three speed humps (as approved in Feb) to respect Metro's concerns.

Marsha

From: [May, Michael](#)

Sent: Tuesday, September 3, 2019 2:09 PM

To: [Veldran, Lisa](#); [Rummel, Marsha](#); [Strange, John](#); [Obeng, Kwasi](#); [Bidar, Shiva](#)

Cc: [Tao, Yang](#); [Lynch, Thomas](#); [Mohr, Thomas](#); [Kamp, Charles](#)

Subject: RE: Request reconsideration of 8/14 TC decision RE Spaight Street Speed Humps

As I read sec. 33.56(6), an appeal of the 8/14 decision had to be filed with the Clerk by 8/26 at the latest.

Mike

MPMay
City Attorney
City of Madison

From: Veldran, Lisa

Sent: Tuesday, September 03, 2019 2:02 PM

To: Rummel, Marsha <district6@cityofmadison.com>; Strange, John <JStrange@cityofmadison.com>; Obeng, Kwasi <KObeng@cityofmadison.com>; Bidar, Shiva <district5@cityofmadison.com>

Cc: Tao, Yang <YTao@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Mohr, Thomas <TMohr@cityofmadison.com>; Kamp, Charles <CKamp@cityofmadison.com>; May, Michael <MMay@cityofmadison.com>

Subject: RE: Request reconsideration of 8/14 TC decision RE Spaight Street Speed Humps

Does this work for introduction from the floor tonight (see attached)?

Lisa Veldran, Legislative Services & Council Office Manager

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From: Rummel, Marsha <district6@cityofmadison.com>

Sent: Friday, August 30, 2019 9:58 PM

To: Strange, John <JStrange@cityofmadison.com>; Obeng, Kwasi <KObeng@cityofmadison.com>; Veldran, Lisa <LVeldran@cityofmadison.com>; Bidar, Shiva <district5@cityofmadison.com>

Cc: Tao, Yang <YTao@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Mohr, Thomas <TMohr@cityofmadison.com>; Kamp, Charles <CKamp@cityofmadison.com>; May, Michael <MMay@cityofmadison.com>

Subject: Request reconsideration of 8/14 TC decision RE Spaight Street Speed Humps

Hi John-

I would like to appeal the TC decision to delay the installation of Spaight St speed humps to the Council. I apologize for not circling back sooner and hope my request is timely. Please let me know if this can be introduced Tuesday from the floor to come back to the next Council meeting for reconsideration and prepare the appropriate documents.

Marsha

From: [Strange, John](#)

Sent: Tuesday, August 20, 2019 3:10 PM

To: [Rummel, Marsha](#); [Lance Lattimer](#); [Ann Kovich](#); [May, Michael](#); [Bottari, Mary](#); [Obeng, Kwasi](#)

Cc: [Mohr, Thomas](#); [Foster, Grant](#); [Lynch, Thomas](#); [Tao, Yang](#); [Kamp, Charles](#); [McReynolds, Amber](#)

Subject: RE: Question about decision resulting from Reconsideration at Transportation Commission 8/14 RE Spaight Street

Speed Humps

Hi Alder Rummel,

The short answer is, yes, this decision can technically be appealed to the Common Council pursuant to MGO 33.56(6), which states that the mayor, any alder, or any member of the TC may appeal to the Common Council any final decision by the Transportation Commission. I think the TC's decision on August 14 as a final decision because it effectively means that the speed humps will not be installed as part of the 2019 City Traffic Calming Plan. By referring the issue to the first part of 2020, any speed bumps on Spaight would be approved as part of the 2020 Traffic Calming plan. If the matter is appealed, after a public hearing, the Common Council may, by favorable vote of 2/3 votes of its members, reverse or modify the decision of the TC with or with or without conditions, or refer the matter back to the TC with or without instructions.

You also asked whether there is precedent to amend a vote four months after it was approved. Often, when an issue comes before a Board, Commission, or Committee it is a specific issue with a specific decision. In such a case, if a decision is made and four months passes, a motion to reconsider would not be in order and the decision would stand subject to any appeal procedures that may exist. Here, however, the decision to put speed bumps on Spaight Street was part of the larger 2019 Traffic Calming Plan. The TC adopted the entirety of the plan, of which the Spaight Street speed bumps were a part. When such a plan is adopted, DOT staff is then responsible for implementing that plan with the caveat that if specific issues listed in MGO 33.56(5) arise during the implementation of the plan then the TC is responsible for resolving them. Since then (and prior to installation of the speed humps (leaving saw cuts aside for now)) Metro raised concerns about the on-time status of its route 3 service and the impact speed bumps could have on that service. Under MGO 33.56(5) both "traffic calming" and "transit service standards" are issues that must be addressed by the Transportation Commission. So, I think it was in order for the TC to hear Metro's concerns and amend its decision on the 2019 Traffic Calming Plan. Also, just as a practical matter, the City has a long history of looking at issues multiple times. A proposed development or road project may go through several iterations as the policymakers re-examine issues. With some exceptions, the City's procedural rules do not prohibit this. I don't think the saw cuts impact this analysis other than to say that staff is now in the position of working with the contractor to address that issue.

To get just a hair deeper into the weeds, in the past, these issues would have been split up between the Ped Bike Motor Vehicle Commission (traffic calming) and Transit and Parking Commission (transit service standards). However, in re-writing the ordinances to create the Transportation Commission, the Common Council decided it wanted transportation issues to be considered in relation to one another, and not in a vacuum. Indeed, an emphasis of the importance of having a "multi-element, system-wide perspective on transportation issues" is reiterated throughout MGO 3.14 (the Department of Transportation) and 33.55 (Transportation Policy and Planning Board) and 33.56 (Transportation Commission). That appears to be what is happening here. The TC is weighing the need to keep transit buses running on time with the need to properly employ appropriate traffic calming measures on residential streets while recognizing the effect they may have on one another.

I hope this answers your questions. Please let me know if you have any others.

John

John W. Strange
Assistant City Attorney
Madison, Wisconsin
608-266-4511

From: Rummel, Marsha <district6@cityofmadison.com>

Sent: Sunday, August 18, 2019 10:27 PM

To: Lance Lattimer <lance.lattimer@gmail.com>; Ann Kovich <annelizabethkovich@gmail.com>; May, Michael <mmay@cityofmadison.com>; Bottari, Mary <MBottari@cityofmadison.com>; Obeng, Kwasi <KObeng@cityofmadison.com>

Cc: Mohr, Thomas <tmohr@cityofmadison.com>; Foster, Grant <district15@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Tao, Yang <ytao@cityofmadison.com>; Kamp, Charles <ckamp@cityofmadison.com>; Strange, John <jstrange@cityofmadison.com>; McReynolds, Amber <AMcReynolds@cityofmadison.com>
Subject: Question about decision resulting from Reconsideration at Transportation Commission 8/14 RE Spaight Street Speed Humps

Atty May-

I'd like to ask the City Attorney's office to look at the recent process for undoing a decision that residents thought had been made through a neighborhood driven process. It's only because the TC did not have the proper number of votes in July that the item was reconsidered at the August meeting and now they have reversed the July decision. I've never seen anything like it but maybe there is precedent to amend a vote four months after it was approved, stop the work that was underway (saw cuts for speed humps had been made) and delay the project for a year.

I am willing to accept Metro's 'compromise' of two humps instead of three but to stop work entirely and delay until 2020 is unprecedented. Can this decision be appealed?

Marsha

From: [Lance Lattimer](#)

Sent: Sunday, August 18, 2019 9:45 PM

To: [Ann Kovich](#)

Cc: [Rummel, Marsha](#); [Mohr, Thomas](#); [Foster, Grant](#); [Lynch, Thomas](#); [Tao, Yang](#); [Kamp, Charles](#); [Strange, John](#); [McReynolds, Amber](#)

Subject: Re: Reconsideration at Transportation Commission 8/14 FW: Update on Spaight Street Speed Humps

Hi Ann,

Thank you for your reply.

Regarding placing this item on the agenda for the next meeting --

The city attorney stated that the July 24th motion to reconsider was, in fact, not an official "Motion to Reconsider" because it didn't meet the standards of one. It was nonetheless allowed to be an agenda item. I am certain that this issue can be discussed and voted on again in another format that isn't a "Motion to Reconsider." Otherwise, it wouldn't have happened on July 24th.

I completely understand the concerns of the Transportation Commission about Metro's on-time numbers. I know that Transportation Commission is supposed to look at the big-scale picture and that's why you allowed a last minute request from Metro to come through despite the plan already having been approved by Transportation Commission and residents. However, I watched the recordings of the meetings. I have to say that it was disheartening that out of perhaps three hours of discussion, 2.9 hours were spent discussing Metro -- with a very small handful of minutes discussing schoolchildren.

In Metro boss Kamp's own words, speed humps would pose a very negligible delay. Despite Metro asking for two to be installed, rather than three, Transportation Commission is currently allowing none to be installed. I find that to be egregious and a decision that needs to be revisited.

I heard from Commission member Jessica Piatt that she was concerned only residents got input into this program. She voiced concern that perhaps Metro riders should weigh in. If Metro riders should be allowed to weigh in, why not drivers on the street? Certainly those parties would both be generally opposed to traffic calming. But this program isn't about them -- it's the **Neighborhood Traffic Management Program**. If additional voices are to weigh in, I should hope that students and parents at the school should be allowed to weigh in, as well as the PTG, principals and teachers, and other neighborhood residents not living on the street. But until the input sources are modified, this program is the purview of street residents.

Too many children cross this street daily to simply do nothing. It's already been 14 months since we began this petition process.

Lance Lattimer

On Fri, Aug 16, 2019 at 4:40 PM Ann Kovich <annelizabethkovich@gmail.com> wrote:

Hi, Marsha. I hope you are feeling better. I didn't see your email until after the Transportation Commission (TC), as I had already left my house by 4:15 p.m. Since I did not see your email, I was not aware that you would not be able to attend the meeting. I was still watching for you, as you had indicated you would be late in arriving due to a prior meeting. It would be very helpful in the future if when you send me comments regarding the TC, you would copy Yang Tao and Patrick McGuigan. They can help facilitate distribution of information to the TC. We value everyone's thoughts and feedback, and we will place

the email chain in the Legistar file for this item, as well as forward it to the other Commissioners.

These comments reflect my personal recollections and summary; and I am replying to emails received from Marsha Rummel and Lance Lattimer.

We had very extensive discussions about the Spaight Street Speed Humps, at the July 24th TC meeting and at the August 14th TC meeting. All but one Commissioner at the August 14th meeting also attended the meeting on July 24th. Commissioner who was not able to attend the meeting on the 24th (excused absence), indicated he had watched the video of the discussion on this item. Neighbors' concerns were noted and discussed, and emails were saved in the Legistar file for both meetings. Traffic safety is certainly a priority for the Transportation Commission, but in order to make the best decisions, sometimes the Commission needs additional information.

Commissioners recognize and appreciate the neighborhood's desire for additional traffic calming measures; and they discussed various options regarding timing and alternatives before carefully considering the appropriate action.

Metro Transit brought forward a new report regarding the Route 3 on-time performance at the August 14th meeting (which is saved in Leg. File #56995). Serious concerns were expressed by Commissioners about the number of connections being missed, especially west-bound, and the negative impact on a large number of riders. Questions were also asked about the impact of speeds humps on the Route 3 performance.

I checked in with the City Attorney's Office, and I can provide the following with regard to placing the Spaight Street Speed Humps motion back on the next TC agenda. As noted in the memo from Amber McReynolds dated July 26, 2019 (Leg. File #57008; reviewed at the August 14, 2019 TC meeting), motions to reconsider can only happen once. Item G.1. on the TC agenda was not a motion to reconsider. Item F.4. on the August 14, 2019 TC agenda, was a motion to reconsider. As a result, the reconsideration of this motion could only happen once, which occurred at the August 14th TC meeting.

As can be seen from the motions and amendments which were discussed at the August 14th TC meeting with regard to the Spaight Street Speed Humps, the TC is interested in continuing to review and carefully consider appropriate traffic calming measures for this street. When the additional requested information is received by the TC from Metro Transit and Traffic Engineering, the Spaight Street Speed Humps will be placed back on the agenda for further discussion.

Final motion, as agreed by the body, was to delay the decision and construction of any speed humps on Spaight Street until the 2020 construction season; and in that time Metro will provide the Transportation Commission with strategies to improve on-time performance of Route 3 with the goal to reduce after pulse by 50%; and Metro will report on how speed humps would impact performance; and Traffic Engineering will evaluate other appropriate traffic calming measures, including but not limited to, a 4-way stop and street narrowing.

As noted by Tom Mohr, the residents will not have to vote on speed humps again (as the wording was carefully chosen in the motion).

Yang Tao responded to the question regarding the saw cuts already made in the street.

Thanks,

Ann

Ann E. Kovich

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mobile: 608-886-2556; home: 608-255-6708

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From: [Tao, Yang](#)

Sent: Friday, August 16, 2019 2:41 PM

To: ['Lance Lattimer'](#); [Mohr, Thomas](#)

Cc: [Rummel, Marsha](#); annelizabethkovich@gmail.com; [Foster, Grant](#); [Lynch, Thomas](#)

Subject: RE: Reconsideration at Transportation Commission 8/14 FW: Update on Spaight Street Speed Humps

Good afternoon Lance,

Thank you for the email! We talked to City Engineering Division, and their crew will seal the sawcuts for now.

I know that Ann, the Transportation Commission chair, has been very thoughtful in handling this complicated item procedurally. And I know that she is going to respond to Alder Rummel on this soon.

Best,

Yang

Yang Tao, Ph.D., P.E.

City Traffic Engineer, City of Madison

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ytao@cityofmadison.com

From: Lance Lattimer <lance.lattimer@gmail.com>

Sent: Thursday, August 15, 2019 9:39 AM

To: Mohr, Thomas <TMohr@cityofmadison.com>

Cc: Rummel, Marsha <district6@cityofmadison.com>; annelizabethkovich@gmail.com; Foster, Grant <district15@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Tao, Yang <YTao@cityofmadison.com>

Subject: Re: Reconsideration at Transportation Commission 8/14 FW: Update on Spaight Street Speed Humps

Tom and Yang,

Thank you for the update. It is unfortunate, as we've already waited 14 months from the beginning of this process until now. I think that is grossly unfair to residents.

What will happen to the sawcuts already made in the street?

Thanks,

Lance

Transportation Commission and Marsha,

I think this decision and the circumstances surrounding it are a huge slap in the face to residents. Can you tell me at what point in the meeting residents letters were read aloud to factor in? At what point in the meeting was the alderperson's viewpoint brought up? At what point was the resident vote total mentioned? If you can point to a minute mark in the recording, I'll take a look.

Here's an analogy --

Our federal government is faced with a budget crisis. We have a deficit and have had one for years.

Certain politicians choose to berate foreign aid and food stamp benefits, campaigning on the promise that cutting them will right the budget, full well knowing that they comprise a tiny fraction of one percent of our spending.

When they win, they harm many by cutting those programs, and our budget is still in the red.

Please don't cut the solution to helping residents of our street while ignoring the math that this won't fix Metro.

Please put this agenda item back on the agenda at the 8/28 meeting.

Metro has already suggested ways to improve on-time performance in the neighborhood. By its own admission, speed humps would perhaps slow buses by a few seconds. Meanwhile, Chuck Kamp said that *streamlining stops would be 'significant'*.

Here's some math on speed humps:

By Metro's own admission, it is safe to operate buses over speed humps at 20-25mph, so there shouldn't be a problem at all.

But should the driver wish to go slower, here's the math:

25 miles per hour equates to 36.67 feet per second.

15 miles per hour equates to 22 feet per second.

Assume that the 'area' around a speed hump is 200 feet (100 feet to decelerate, another 100 to accelerate).

It would take a bus slowing to 15mph 9.1 seconds to traverse one speed hump area of 200 feet.

In contrast, a bus traveling at the full 25mph on a street with no speed humps would take 5.45 seconds to traverse that same 200 feet.

This math tells us that if two speed humps were to be placed on the 1300 block of Spaight, it would mean that a bus going 15mph through those zones would take 18.2 seconds versus the bus at 25mph taking 10.9 seconds. **That's 7.3 seconds.**

Meanwhile, it is a conservative estimate to say that stopping a bus and letting several people on board takes a minimum of 25-30 seconds per stop, especially given high ridership in our neighborhood. That doesn't even include deceleration and acceleration time, which would add more time saved.

As a frequent bus rider, I am sensitive to Metro's on-time performance. But the safety of residents cannot be ignored any longer. We have patiently waited **14 months** since starting the process for these to be installed. There cannot be another **one year delay**.

A minimum of 200 children cross that street daily, both morning and afternoon. That's 400 kid crossings each school day. 7.3 seconds is not an excuse to ignore the safety of these children for *another* school year while crossing a street with frustrated commuters regularly driving 45 miles per hour.

I look forward to hearing from you.

Lance Lattimer

1350 Spaight.

On Thu, Aug 15, 2019 at 8:10 AM Mohr, Thomas <TMohr@cityofmadison.com> wrote:

Lance,

The Transportation voted to delay the decision on the speed humps to next winter/spring in order to get more data from

Metro Transit regarding ways to improve their on-time performance and the impact that speed humps will have on on-time performance. No speed humps will be installed with this contract.

Following the Transportation Commission's decision on the number and location of speed humps, those speed humps (if any) would be included in the 2020 Traffic Calming contract. The residents will NOT have to vote on speed humps again, as the residents have already approved their installation.

Tom Mohr, P.E.

Traffic Engineering

City of Madison

(608) 267-8725

From: Lance Lattimer <lance.lattimer@gmail.com>

Sent: Wednesday, August 14, 2019 10:41 PM

To: Rummel, Marsha <district6@cityofmadison.com>

Cc: annelizabethkovich@gmail.com; Foster, Grant <district15@cityofmadison.com>; Mohr, Thomas <TMohr@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>

Subject: Re: Reconsideration at Transportation Commission 8/14 FW: Update on Spaight Street Speed Humps

Hi All,

Could we be filled in on the results of tonight's decision? Are we going to receive two or three speed humps to calm traffic, and what date can we expect those to be installed?

Thanks,

Lance Lattimer, Spaight Street Residents, and parents of Marquette and O'Keeffe children

On Wed, Aug 14, 2019 at 4:26 PM Rummel, Marsha <district6@cityofmadison.com> wrote:

Hi Ann, Lance and All

I have a meeting before Transportation Committee meets and I am feeling a little under the weather so I may not attend TC.

I am sharing Lance's email about the removal of signage and would like to hear the answer to his question.

I am willing to support the compromise to reduce the number of humps to two if reconsideration passes but want to confirm that they would be on the same block within the distance recommendations. I agree with the sentiments Lance shared in his second email in the thread.

Thanks-

Marsha

Sent from my iPhone

On Aug 13, 2019, at 5:09 PM, Lance Lattimer <lance.lattimer@gmail.com> wrote:

Sorry to write yet again --

Just noticed the construction signs, road work signs, and no parking signs are all removed. Is that a bad omen?

Tom Mohr at TE said they had planned to construct before the start of school, which isn't far off. If they reinstate the plan at tomorrow's meeting, it would be nice to have confirmation from TE that these will be put in ASAP.

Lance

On Tue, Aug 13, 2019 at 2:38 PM Lance Lattimer <lance.lattimer@gmail.com> wrote:

Hi Marsha,

Just wondering if you had any thoughts on this and if you'll be attending the meeting tomorrow?

Lance

On Mon, Aug 12, 2019 at 9:54 AM Lance Lattimer <lance.lattimer@gmail.com> wrote:

Well... as Shakespeare would say, "a rose by any other name..."

I suspect that the rule stating a 'motion to reconsider' has to be done at the very next meeting was put in place to avoid situations dragging on for too long. Simply calling it another name ('a motion to amend a previously approved motion') seems to just open the floodgates to challenges to any issue at any time.

As far as what's been done, signs for no parking went up last Monday,

marked 'No parking 8/6-8/20'

The pavement for the two speed humps on the 1300 block was cut on Tuesday. Currently the pavement is cut in those two spots, and no work has been done since then. Tuesday was also the day that Attorney May sent the letter to Transportation Commission, I believe. I presume that TE got wind of it and asked the contractors to stop.

As far as what residents would like to see going forward...

Traffic Engineering said that to effectively calm traffic, speed humps should be placed every 300 feet. Having only one speed hump per block means that we would only have one speed hump for every 700 feet of street length, which is less than half of the standard.

I thought that the solution to install two speed humps on the 1300 block *and reevaluate the 1400 block for other solutions* was great. It meant that the 1300 block got a speed hump every 350 feet (similar to the standard) and that the 1400 block could get some separate attention and perhaps some very creative solutions.

Since the 1300 block is a 'normal' street -- i.e. houses on both sides, parking on both sides -- speed humps are really the only solution to slow traffic. The 1400 block, however, is very wide with no parking or houses on one side, and runs along the school. TE could really have a good opportunity to try some experimental things here: narrowing the street, chicanes, medians, separated bike lane, wide terrace with rain garden and canopy trees.... and those things could slow traffic, too. I think that's what Grant Foster was getting at when he proposed this idea, and I'm not certain why some Commission members voted against it, as it seemed to satisfy residents and Metro.

So as for whether two speed humps are a good compromise... I think that having two of them on one block and experimenting with the other block would be a fabulous idea. I think that putting one on each block would neither slow traffic, nor make residents happy. If that can't be done, I think people fully expect the February plan that residents approved to be implemented.

Are you planning to attend the Transportation meeting tomorrow night? I unfortunately have an Orton Park Fest planning meeting and cannot be there. Please let me know if I can answer any more questions or help in any way to get something productive done.

Lance

On Sun, Aug 11, 2019 at 8:35 PM Rummel, Marsha

<district6@cityofmadison.com> wrote:

Here is City Attorney Michael May's response.

Interesting. Technically the July action was not a "réconsideration" since that would have needed to happen at the next meeting in March. The Commission has the right to amend a decision but must make a motion, Metro can't unilaterally undo the previous decision. I asked Atty May if it mattered if work has begun.

The February motion is what is back on the table. And theoretically, any motion can be made but it is likely to be for two humps.

I thought two instead of three humps seemed like a reasonable if belated 11th hour compromise. What is your sense of neighbors on this question?

Can you tell what work has been done on the humps?

Marsha

From: [May, Michael](#)

Sent: Sunday, August 11, 2019 8:18 PM

To: [Rummel, Marsha](#)

Cc: [Strange, John](#); [McReynolds, Amber](#)

Subject: Re: Reconsideration at Transportation Commission 8/14
FW: Update on Spaight Street Speed Humps

Alder Rummel:

From our standpoint, whatever was on the agenda at the last meeting -- whether called reconsideration or not -- was not a parliamentary motion to reconsider, since such a motion must be made no later than the next meeting. We view it as a motion to amend a previously approved motion.

At the next meeting, it will be a motion to reconsider in the Robert's Rules and sec. 2.21, MGO, sense. The motion must be made by a member who voted in the winning side, which in this case was the minority, or an absent member. It may be seconded by any member. If the motion to reconsider passes, then the matter is back before the body in its original form, just as it was at the last meeting. Whatever that proposal was, it may be adopted, placed on file, amended, referred or treated as the body would treat any other proposal before it.

Let me know if this does not answer your question.

Michael

From: Rummel, Marsha

Sent: Sunday, August 11, 2019 7:34 PM

To: May, Michael

Subject: Reconsideration at Transportation Commission 8/14 FW:
Update on Spaight Street Speed Humps

Can you or staff help me understand and explain what the process is in this rather unique situation? It seems unfortunate that neighbors think Metro is doing an end run on a TE process that seemed like it was approved and moving forward. I told my discouraged constituent that I thought the underlying Feb motion would be on the table for a vote if reconsideration was approved (for a second time) not the amended 'compromise' that was proposed at the last meeting but told him I would verify with your office.

Thanks-

Marsha

From: [Lance Lattimer](#)

Sent: Sunday, August 11, 2019 3:33 PM

To: [Rummel, Marsha](#)

Subject: Re: Update on Spaight Street Speed Humps

Hi Marsha,

I hope you enjoyed vacation! Held off on writing to you until I thought you'd be back.

I've had some time to read over things a couple times, and just wanted to see if my perceptions are correct. The way I read things...

1. If a motion to reconsider does **not** receive a motion, the February decision to install 3 speed humps stands.

2. If a motion to reconsider **does** receive a motion and passes, *only the question voted on last time may be reconsidered?* That is:

"To proceed with two speed humps between Baldwin and Dickinson, and placing a hold on the speed hump east of Dickinson until other traffic calming measures are evaluated, including but not limited to 4-way stop and street narrowing."

a. If that motion passes, two speed humps

discussed will be installed while TE reevaluates east of Dickinson.

b. If that motion fails, three speed humps will be installed as per the February approved plan.

If the above is correct, then I guess I'm not so worried, as the worst case scenario is still that we receive two speed humps and further work is pending.

I'd just like to know if my perception is correct, *or if the whole thing will be up for rediscussion again with new proposals able to be made?*

I'd also like to find out what the legality is of Metro raising 11th-hour concerns like they did at the 7/24 meeting after things were approved and voted on by neighbors? It seems that Metro's chance to weigh in was over the winter and they should not have been allowed to bring it back to the Transportation Commission. Once the Commission approved it, it goes on to neighbors and city council -- where it had already passed. I didn't see a mechanism in the NTMP guidelines to bring it back to the Commission after it has been approved. Is what they did truly allowed? And if so, by what process?

All in all, it just seems like it's far too easy for neighbors' voices to be overridden by tactics like this. Everyone on our street is perplexed why work has stopped on the street -- they all thought it was approved months ago and haven't heard anything else since then. We feel exhausted.

Your insight would be valuable and appreciated!

Best,

Lance

On Thu, Aug 8, 2019 at 8:38 PM Rummel, Marsha

<district6@cityofmadison.com> wrote:

Hi Lance-

I got an email this morning from the transportation commission chair Ann Kovich. From her explanation, it appears they got incorrect advice from an assistant City Attorney who happened to be at the meeting, about the number of votes needed to reconsider. As it turns out the attorney advised them incorrectly, they did not have enough votes to reconsider. They will be voting to reconsider again. Yes it is very unusual and Ann feels embarrassed by her error. I will verify this but based on what i know, I'd say yes the underlying motion stands, ie Feb vote. I'm on vacation so it might not be until Monday. I plan to attend the next TC meeting and we certainly can check in before hand.

Thanks-

Marsha

Sent from my iPhone

On Aug 8, 2019, at 5:00 PM, Lance Lattimer

<lance.lattimer@gmail.com> wrote:

Dear Marsha,

Do you have any free time before this meeting to discuss? Please pardon my French -- but this is reaching absurdity. If the last motion to stop their installation was an 11th-hour attempt, this is a 15th-hour attempt. Work has already begun to install these speed humps and there is no parking on our block due to the work being done. If a motion to reconsider is NOT taken, does that mean that the February vote stands and that all 3 will be installed immediately? Can you please help Spaight residents navigate through this? We've now thought three separate times that we had prevailed to calm traffic, only to be told 'no.' I know that the Taskforce on Government Structure is looking to increase resident participation in city government. This is my first ever attempt to interact directly with a commission, and it has been very discouraging.

Lance Lattimer

----- Forwarded message -----

From: **McGuigan, Patrick**

<PMcGuigan@cityofmadison.com>

Date: Thu, Aug 8, 2019 at 3:53 PM

Subject: RE: Update on Spaight Street Speed Humps

To: Ann Kovich

<annelizabethkovich@gmail.com>, Rummel, Marsha <district6@cityofmadison.com>

Cc: Tao, Yang <YTao@cityofmadison.com>, Mohr,

Thomas <TMohr@cityofmadison.com>, Beck,

Drew <RBeck@cityofmadison.com>,

jonjanaka@gmail.com <jonjanaka@gmail.com>,

ellenmarks3@gmail.com

<ellenmarks3@gmail.com>, Lance Lattimer

<lance.lattimer@gmail.com>

Please see the message below regarding the update.

Previously submitted input from any interested parties will be included with the presentation of the item regarding Spaight Street Speed Humps.

Patrick

Patrick McGuigan, TC Recording Secretary

Traffic Engineering & Parking Divisions

215 Martin Luther King Jr Blvd, Suite 109

Madison, WI 53703

608-267-8751

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From: Ann Kovich

<annelizabethkovich@gmail.com>

Sent: Thursday, August 08, 2019 8:48 AM

To: Rummel, Marsha

<district6@cityofmadison.com>

Cc: Tao, Yang <YTao@cityofmadison.com>;

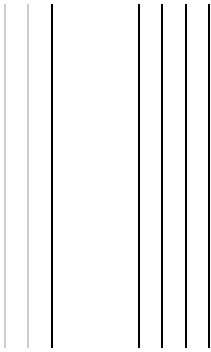
McGuigan, Patrick

<PMcGuigan@cityofmadison.com>

Subject: Update on Spaight Street Speed Humps

Hi, Marsha. Here's an update on the Spaight Street Speed Humps. As you know, this was on the agenda at the July 24th Transportation Commission meeting. After much discussion, the following motion was made: "To proceed with two speed humps between Baldwin and Dickinson, and placing a hold on the speed hump east of Dickinson until other traffic calming measures are evaluated, including but not limited to 4-way stop and street narrowing." This motion was deemed to have passed with a vote of 4 to 3 in favor and the Chair not voting. There was some discussion about how many votes were needed to pass the motion, and after consultation with an Assistant City Attorney who happened to be at the meeting, we agreed that the motion had passed. After the meeting and some additional research, it was determined that 5 votes would have been needed in this particular instance for the motion to pass. So after the fact, it has been determined that the motion did not pass with the vote recorded.

As a result, the Transportation Commission has on its agenda for the August 14th meeting a potential Motion for Reconsideration of the Item regarding the Spaight Street Sheep Humps. If there is an appropriate motion to reconsider made and passed, we would be taking another vote on the Spaight Street Speed Humps. Tom Mohr from Traffic Engineering will be reaching out to the neighbors who provided email feedback regarding the speed humps. He will let them know this will be on the agenda for the August 14th TC meeting; and that another vote may be taken. If another vote is taken, all feedback from the neighbors will be reviewed and considered in order for Members to reach an



informed decision.

Please let me know if you have any questions or wish to discuss.

Thanks and best regards,

Ann

Ann E. Kovich

Chair, City of Madison Transportation

Commission

Email: annelizabethkovich@gmail.com

Phone: 608-886-2556

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