



# City of Madison

City of Madison  
Madison, WI 53703  
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## Meeting Minutes - Approved TRIANGLE AND MONONA BAY NEIGHBORHOOD PLAN AD HOC STEERING COMMITTEE

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Tuesday, October 16, 2018

5:30 PM

Brittingham Apartments Wellness Room  
(adjacent to cafeteria) 755 Braxton Place

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### CALL TO ORDER / ROLL CALL

**Present:** 10 - Jared J. Pelski; DeWayne T. Gray; Elizabeth (Betsy) Johnson; Maria Espinoza; Curtis V. Brink; Mike Brasser; Sariah J. Daine; Alexis London; Yvette Jones and Dia Xiong

**Excused:** 1 - Chad J. Ruppel

**Also in attendance:** 6 - Planning Division staff: Jule Stroick, Linda Horvath, Ryan Jonely and Angela Puerta; and Traffic Engineering Division staff: Brian Smith, Sean Malloy

### WELCOME AND INTRODUCTIONS

### APPROVAL OF October 3, 2018 MINUTES

A motion was made by Pelski, seconded by Brasser, to Approve the October 3, 2018 Minutes. The motion passed by voice vote/other.

### PUBLIC COMMENT

Sue Hoffenberg - Address US Housing and Urban Development Right to Return policies.

### DISCLOSURES AND RECUSALS

None.

#### 1. [51453](#) Plan Development

The TMB SC conducted a discussion about draft plan alternatives. SC members asked questions of City Traffic Engineers:

- Comprehensive Plan recommends future land use for entire city, including neighborhoods; neighborhood plans provide more details.
- Pelski suggested Committee be cognizant of the broader context and what else is around like John Nolen Dr., Monona Bay, etc.
- Johnson asked who owns vacant lot at Proudfit St./W. Washington Ave. Brink indicated that his company owns it. Comprehensive Plan shows high residential along W. Washington Ave. and medium residential along W. Main St.
- Greening America's Capitals Report (GAC) addresses environmental issues. Staff will invite City Engineering to attend an upcoming SC meeting to address flooding, stormwater and other related issues.

- Include neighborhood plan recommendations that reinforce GAC Report; neighbors could install bioswales and rain gardens for example; GAC pages 29 and 30 include funding mechanisms.
- City and County established Watershed Technical Committee to review flooding impacts and related issues and develop recommendations; TMB plan can reinforce these recommendations.
- All recommendations for physical improvements should be ADA accessible.
- Pedestrian bridge over W. Washington Ave. is not ADA accessible by today's standards. Federal grants to improve bridges are available to those that are ADA accessible. Its possible to qualify though, through a grandfather clause.
- City Engineering has assessed this bridge - about 20 years of life left, City may consider rebuilding it at that time. Making it ADA accessible would require using a lot more land as the ramps would need to be much longer.
- Also should consider improvements to at-grade crossings of W. Washington Ave. Flashing beacons cost about \$20,000 to \$30,000; \$12,000 to \$15,000 if there is no median. There should be 300' between crossings controlled by flashing beacons.
- Q - What do Traffic Engineers think about Alternative 1?
  - Like pedestrian connectivity and improvements indicated for some of the crossings
  - Concerned about having only one access point in and out. City trying to get away from cul-de-sac design; people have more difficulty accessing.
  - Would support more vehicle access.
- Q - What about adding a dedicated turn lane at Regent/S. Park intersection so vehicles could turn left onto S. Park more easily at all times of the day. Meriter could consider this as it would also help their employees and patients. Cars would be less likely to drive all the way around the Triangle before entering at Braxton Plc.
  - Would require widening intersection; should also include median/refuge for pedestrians, mid-way across.
  - Hospital might find this helpful.
  - TE still prefers additional ways to access Triangle besides Braxton Place.
- Note that residents feel safe in the neighborhood as it is.
- Q - What do Traffic Engineers think about Alternative 3?
  - A north-south street would provide additional access.
  - Narrow street design, raised tabletop such as University Ave./E. Campus Mall, and other traffic calming features can reduce cut-thru traffic and traffic speed.
  - Street could be used by school bus - middle and high school kids from Bayview currently cross Regent St. during morning rush hour to get to school bus stop.
  - London - two Bayview teens commented at previous SC meeting that crossing Regent St. is not an issue for them - she indicated though that only about half cross at E. Campus Mall with flashing beacon.
  - Bayview included a north-south street in an earlier redevelopment concept.
- Q - What solutions do Traffic Engineers have for improving Regent St. ped crossing?
  - Best at E. Campus Mall, where there is an established crossing with flashing beacon.
  - Peds use unofficial crossing to access Regent St. - what can we do?
    - Improve median for pedestrians? TE does not prefer this, there is poor visibility at this curve of Regent St.
- Espinosa indicated she would like to see improvements made on the Triangle; she prefers Alternative 3. The new access makes sense. It would only be for residents, not cut-thru traffic. Engineers know what they are talking about; why don't we listen to them?
- Jones indicated Erin St./S. Park St is a difficult crossing. Able-bodied people can barely make it across. People in wheelchairs, using walkers and with other limitations get stuck balancing on the median. Espinosa agrees with these comments.
- People visiting sometimes do not know to push walk button. Daine suggested adding a sign indicating walk button needs to be pushed and education.
- TE will check signal length. Need gaps in traffic though; longer signal times could cause traffic backups.

- TE will also study the W. Washington/S. Park St. intersection for additional pedestrian safety improvements. GAC study provides recommendations.
- What about bike facilities along S. Park St.? It is dangerous and uncomfortable.
- TE will review all pedestrian crossings identified for potential improvements.
- Gray indicated SC has spent 7 months on the same issue; its frustrating. Residents can get around with current neighborhood layout. Worry is about cut-throughs.
- Brasser - nothing to say that SC cannot propose no new streets on the Triangle.
- Johnson - 87% of CDA residents have some sort of disability and people need stability in their lives.
- Big part of connectivity is crossing W. Washington Ave. Do not typically see people in wheelchairs in Brittingham Park for example.
- Could rebuild Triangle area with park on it and/or other open space, potentially on private property.
- Community center is place where everyone can get together.
- Do not want residents to be isolated; should be able to stay on Triangle, and easily get to nearby places.
- Make sure to preserve safety of this affordable housing area.

2. [50796](#)

Next Steps

- Points of shared agreement
- Definition of connectivity
- Alternatives review - SC likes/does not like
- HUD right to return
- Invite City Parks and Engineering Staff
- Discuss recommendations for:
  - Street
  - Park St.
  - Monona Bay area
- Gray thanked all speakers

**ADJOURNMENT**

**A motion was made by Pelski, seconded by Gray, to Adjourn. The motion passed by voice vote/other.**

All materials prepared for this Steering Committee will be available at the following link:  
<http://www.cityofmadison.com/dpced/planning/triangle-monona-bay-plan/2569/>