

Minutes

Hiestand Neighborhood Advisory Team
Thursday, November 3, 2005
Kennedy Elementary School, 221 Meadowlark Drive, LMC Room
6:30 – 8:30 p.m.

Present: Steering Committee Members: Beth Esser, Sue Hankes, Donald Hughes, Rebecca Katzenmeyer, Jeanne Marshall, Margaret Parks, Jo Ann Resch, Doug Strub. City Staff: Lauren Cnare, Archie Nicolette, and Jule Stroick. Guests: Elaine DeSmidt, Donald Lowe, Michelle Hellood, Greg Thompson, Cheryl Wittke, Bonnie Schmidt.

I. Announcements

- II. Discussion of Traffic Issues: Milwaukee, Swanton, and N. Thompson**
Tom Walsh, Madison Traffic Engineering, attended the meeting to discuss traffic issues and strategies that have been identified for Milwaukee, Swanton and N. Thompson Road. Mr. Walsh indicated his department plans on a 10-year horizon.

Tom indicated that it is important to recognize that most improvements occur at the time when minor resurfacing or major reconstruction of a street occurs. Other local changes, such as traffic calming measures, can occur in a shorter time horizon depending on the ranking of need. Neighborhood residents should become familiar with the Traffic Management Program (TMP) to determine eligibility requirements.

Neighborhood residents were interested in traffic calming measures. Mr. Walsh indicated that criteria are used in citing traffic calming devices, such as pedestrian refuge islands. Such criteria that is used: proximity to bus stop, designated school crossing, or if pedestrian crossing is high. One report to review is the Crash Report (annual report) that identifies dangerous intersections.

Q: When is the Milwaukee Street Bridge scheduled for replacement? If it is built as a 4-lane, does this automatically change the lane determination for Milwaukee through the Hiestand Neighborhood?

A: Milwaukee Street Bridge is scheduled for replacement in 2009.
Milwaukee Street will not automatically be changed from 2-lane to 4-lane.

Q: Will the painting of bicycle and parking lane will reduce vehicular speed?

A: The marking of bicycle and parking lanes will inform motorist of the appropriate travel lanes. Although it might not reduce the speed in the neighborhood, it will help in define the travel lane. On-street parking

slows traffic too. Odana Road was striped this summer and area residents have been pleased with the results.

Q: Is Milwaukee Street a candidate for marking bicycle and parking lanes? Swanton? N. Thompson?

A: Yes. Most likely would occur as an interim measure at the time of resurfacing of the street. Milwaukee Street is 54' in width. Usually street of this width has two-lanes for traffic with designated space for bicycle lanes. Neighborhood residents were concerned that on-street parking is retained by Hiestand Park, business areas, and by multifamily dwellings.

Q: Motorists are confused about directional turning at the Milwaukee Street-Crystal Lane intersection. What can we do?

A: Mr. Walsh indicated that he would check it out. Neighborhood residents also indicated that the signal at Crystal is not timed with Milwaukee and Sprecher: traffic can flow along Milwaukee Street without stopping (and thus gaining speed along the stretch).

Q: Swanton Road has a posted speed limit of 25 mph. Motorists are exceeding the speed limit. Would marking lanes help? Other strategies? Marking bicycle and parking lanes will inform motorist of the travel lanes to use. It is not customary to mark bicycle lanes around traffic circles. Neighborhood residents could look at other strategies such as bump-outs, and pedestrian refuge islands. The TMP Program would be a likely candidate for funding. Note: City policy prohibits placing speed tables on arterial and collector streets because of damage that can occur to ambulances, buses, fire trucks, police cars.

Q: Can a signalized stoplight be installed at Wittner or Walbridge?

A: Walsh indicated that these are logical locations, however, traffic volumes do not warrant installation at this time.

Q: What determines the posted speed limit? What is the process to change posted speed limit? Can the speed limit be changed on Milwaukee Street?

A: Posted speed limits are based on the classification of the roadway. To change the speed limit on Milwaukee Street a "speed study" would have to be conducted. It is doubtful that there would be city support to change the speed limit on this collector street.

Q: How does the neighborhood address the noise issue from Highway 30?

A: WDOT determines the location for noise barriers. The segment along Highway 30 did not qualify when the other barriers were installed. Further contact to WDOT, District 1 should be made.

Neighborhood residents discussed Kurt Drive as a cut-thru and truck traffic on Milwaukee Street.

III. **Discussion of Land Use and Zoning Classifications**
Deferred to next meeting.

IV. **Other Business**
None.

V. **Next Meeting**
The next meetings will be held at Kennedy Elementary School, 221 Meadowlark Drive, LMC Room from 6:30 – 8:30 p.m. on November 28th and December 7th (public meeting).

VI. **Adjournment**
The meeting adjourned at 8:30 p.m.