



City of Madison

Meeting Minutes - Approved

LONG RANGE TRANSPORTATION PLANNING COMMISSION

City of Madison
Madison, WI 53703
www.cityofmadison.com

Thursday, January 17, 2008

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room LL-110 (Madison Municipal Building)

1 CALL TO ORDER / ROLL CALL

Present: 11 -

Tim Gruber; Kevin L. Hoag; Mark N. Shahan; Paul E. Skidmore; Michael A. Basford; Judy Bowser; Michael W. Rewey; Robbie Webber; Dave deFelice; Satya V. Rhodes Conway and Robert J. Schaefer

Excused: 1 -

Tim Wong

2 APPROVAL OF MINUTES FROM DECEMBER 20, 2007 MEETING

The Minutes of the 12-20-07 LRTPC meeting were unanimously approved, on a motion submitted by Bob Schaefer/Ald. Robbie Webber.

**A motion was made by Schaefer, seconded by Webber, to Approve the Minutes.
The motion passed by voice vote/other.**

3 PUBLIC COMMENT

There were no members of the public wishing to speak in regard to future LRTPC agendas.

4 [07613](#)

Adopting the Pumpkin Hollow Neighborhood Development Plan as a supplement to the City of Madison Comprehensive Plan, and authorizing the City's applications to amend the Central Urban Service Area as required to implement the development staging recommendations in the neighborhood plan.

Ald. Robbie Webber/Judy Bowser submitted a motion to recommend approval of Resolution ID 07613 and forward the specific comments on the Plan, as represented in the meeting minutes, to all other boards and commissions for their consideration. That motion passed unanimously.

A motion was made by Webber, seconded by Bowser, to Return to Lead with the Following Recommendation(s) to the PLAN COMMISSION. The motion passed by voice vote/other.

Michael Waidelich (Planning Division) said that Ald. Clausius' request to refer consideration of the draft Pumpkin Hollow Neighborhood Development Plan at the last meeting was apparently based on major changes to the plan proposed by T. Wall Properties, but it wasn't known whether or not Ald. Clausius was supporting any particular revision to the plan at this time. All comments and proposed revisions to the draft plan, from commissions, agencies and the public, will be forwarded to the Plan Commission and Common Council for their consideration, and no changes have been incorporated into the draft Plan currently under review. As a result, Waidelich asked Commission members for specific comments on the draft Plan that is now before them.

Mike Rewey said that a more direct connection to the Token Creek Park bicycle path from south of Anderson Road should be considered. Michael Waidelich said that the preferred location for the entrance to the park was off of Portage Road, which is why Anderson is illustrated as becoming a virtual park entrance drive. He also noted that staff was likely to propose an alternative street alignment that would have the proposed new east-west "framework" street between Rattman and Portage Roads continue west across Portage and provide better access into the neighborhood south of Anderson. In this case, the park entrance might connect to this street--but still might use a portion of existing Anderson Road as part of the entry drive. Bob Schaefer said that multiple entrances and exits to the park could be considered. Ald. Robbie Webber said that a path connection provided into the park from Sommer Valley Circle would be convenient to residents.

Ald. Tim Gruber said that it is very important to create a grid-like street pattern in the area immediately south of Token Creek Park, in order to ensure proper connectivity. Anderson Road should not be separated from future neighborhood streets. Ald. Gruber also noted that he grew up near a park, and having that community amenity nearby offsets the relative inconvenience of having the park traffic.

Chair Mark Shahan said that there should be a bike lane on Anderson Road up to the proposed ped-bike bridge over the Interstate. He said that that any traffic to Token Creek Park off of Hoepker through the neighborhood could be minimized or controlled with traffic calming measures.

Ald. Robbie Webber said that it would be important to create a bicycle connection to the rear of the future school site from the north, so as to allow bike access from a lower-volume street for kids. She felt streets adjacent to the school would be used for vehicle drop-offs. This path could go through the adjacent proposed park.

Mike Rewey said that off-street bicycle paths should be as direct as possible. He also said that a strong north-south bicycle path should be implemented along the future Madison-Sun Prairie boundary at the rear property lines of existing homes and adjacent to currently-undeveloped parcels. He felt that it would be easier to install that path before single family plats were developed. Rewey also handed out a marked-up map of the area showing possible future bicycle paths, including a connection to a Token Creek Bike path. Michael Waidelich commented that many residents might not want a public path along their back yards, and that factors such as lighting of a bike path near existing properties could create a challenge.

Ald. Robbie Webber said that transit service in the area needs to go in both directions, not just outbound in the morning (and inbound in the afternoon). She suggested providing strong transit service linkages to the Metro transfer points (east and north) in order to provide options for residents in this area. Bob Schaefer agreed that good transit service should be available in the area, particularly strong linkages to American Family development. He added that it would be helpful to have this service in place prior to development, so that people that move into the area have the option available (thereby attracting transit-oriented households).

Ald. Webber also said that roundabout designs in the area (such as near the proposed new Hanson Road bridge over the Interstate, Rattman/Anderson

Roads, etc.) should be constructed with a low-speed design, which is better for bicyclists.

Ald. Webber wanted the term “informal bike route” removed from the text where Portage Road is referenced, since the Dane County plan identifies Portage as a formal bike route in this area. She also stressed the importance of utilizing “impact fees” or a similar mechanism to ensure that bicycle and pedestrian facilities are constructed at the time of development. She felt that a fair and consistent policy of paying for bicycle and pedestrian facilities should be employed, similar to existing policies for funding and constructing roadways at the time of development.

Mike Rewey said that, at each intersection in the Plan where a traffic signal is planned (or could be planned in the future), a roundabout should be considered. He said that a roundabout is safer for bicycles, particularly when designed for low speeds. He also pointed out that building boulevard streets with roundabouts at intersections is a good design, where appropriate, because left turn movements from driveways are limited by the median (i.e., right-in, right-out only) yet the roundabouts provide a natural, safe U-turn at intersections.

Rewey agreed that the bicycle system should be paid for by the developer, similar to how streets are implemented at the time of development. He also referenced his map handout and some bicycle path linkages to areas outside the neighborhood - such as a linkage to the MATC bike path and linking the northern driveway of American Family to the bike path near the USH 151 underpass. He said that this would complete a couple of bike path connections.

Ald. Tim Gruber objected to designing single-family homes where backyards are facing the street along Hoepker Road. He said that it makes the street feel more highway-like and will likely result in fences being erected all along the corridor. Ald. Gruber suggested a development design that utilizes alleys in this area.

Sup. Dave De Felice stressed the importance of Token Creek Park, and urged preservation of the proposed conservation area - possibly by purchasing the land. Michael Waidelich agreed that this is an important goal, and the draft plan recommends utilizing a variety of approaches to ensure a desirable use of that land for future generations.

In addition to the comments made by Commission members so far, Chair Mark Shahan added a couple of additional comments and wanted to be sure that the minutes reflected the Commission’s thoughts at this time. He said that the minutes should reflect the fact that the Commission favors City Engineering’s alternative bicycle path design south of Hoepker Road. He asked that a bicycle path underpass of the Interstate (south of Hoepker Road) be shown, in order to provide a better linkage to the MATC area. He wanted to stress the Commission’s recommendation not to show an Interstate Highway interchange at Hoepker Road. Shahan also said that - although it was outside the neighborhood planning area - the Commission recommends maintaining full access at the intersection of USH 51 (Stoughton Road) and Hanson Road, as it affects traffic circulation in the Pumpkin Hollow area.

Ald. Robbie Webber/Judy Bowser then submitted a motion to recommend approval of Resolution ID 07613 and forward the specific comments on the Plan, as represented in the meeting minutes, to all other boards and commissions

for their consideration. Michael Basford asked that Mike Rewey's map of recommended bicycle path connections be included in the comments (and the minutes to be completed in Legistar).

That motion passed unanimously. The Commission thanked Mr. Waidelich for his presentation and answers to questions.

**5 [08484](#) INFORMATION AND ANNOUNCEMENTS BY CHAIR AND
COMMISSION MEMBERS**

- Note: No Discussion of Specific Items

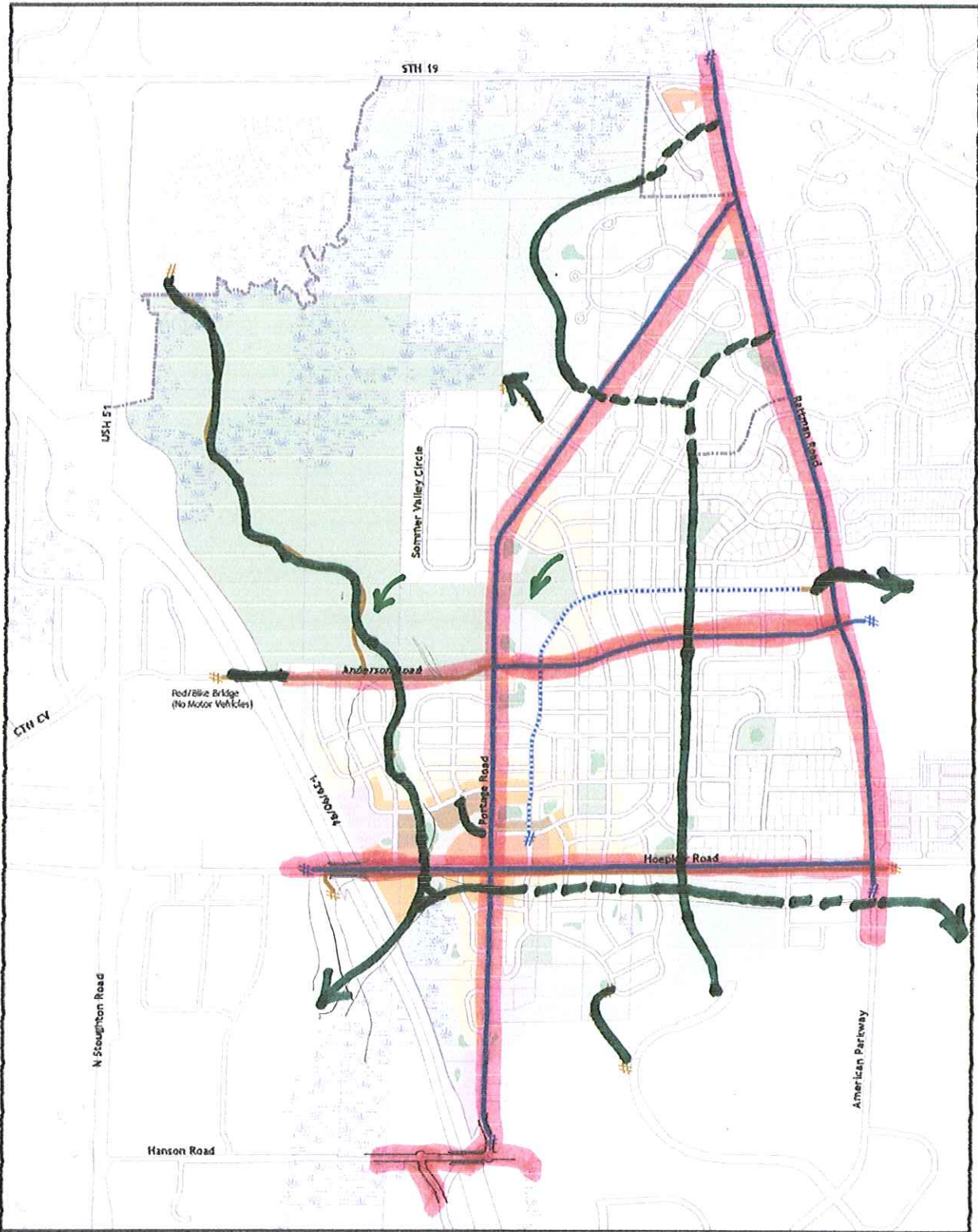
Chair Mark Shahan said that he would likely be unable to attend the February meeting. There were no other announcements or information submitted by the Chair or Commission members.

6 [08486](#) SCHEDULE OF FUTURE MEETINGS

David Trowbridge noted that one agenda item for the February 21st meeting will be a review of upcoming Transportation Improvement Program projects.

7 ADJOURNMENT

The Commission adjourned its meeting at 6:30 p.m.



Map 9: Transportation Plan - Pedestrian/Bicycle Facilities — Pumpkin Hollow Neighborhood Development Plan
October 2007

- Future Municipal Boundary
- Pedestrian/Bicycle Facilities**
- Off-Street Path
- Bicycle Lane
- Local Through Street for Cyclists

— path
 - - - path street connector
 — bike lane

DRAFT

