



# City of Madison

City of Madison  
Madison, WI 53703  
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## Meeting Minutes - Draft LONG RANGE TRANSPORTATION PLANNING COMMISSION

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Thursday, April 17, 2008

5:00 PM

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

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### 1 CALL TO ORDER / ROLL CALL

LRTPC Vice Chair Tim Wong called the 4-17-08 meeting of the Long Range Transportation Planning Commission to order.

**Present:** 8 -

Tim Wong; Paul E. Skidmore; Michael A. Basford; Tim Gruber; Judy Bowser; Michael W. Rewey; Robbie Webber and Robert J. Schaefer

**Excused:** 4 -

Kevin L. Hoag; Mark N. Shahan; Satya V. Rhodes Conway and Dave deFelice

### 2 APPROVAL OF MINUTES

The Minutes of the 2-21-08 LRTPC meeting were then unanimously approved, on a motion submitted by Bob Schaefer/Ald. Paul Skidmore.

**A motion was made by Schaefer, seconded by Skidmore, 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.

### 5 [09550](#)

Adopting the Stoughton Road Revitalization Project Plan and the goals, recommendations, and implementation steps contained therein as a supplement to the City's Comprehensive Plan.

**Judy Bowser/Ald. Paul Skidmore submitted a motion to approve the SRRP plan.**

**Judy Bowser/Mike Rewey then submitted a motion to add some specific comments and recommendations to the approval of the SRRP plan: "The LRTPC does not support the "flyover" interchange at Stoughton Road and Broadway, supports a 45 mph roadway facility in the SRRP corridor (between STH 30 and the South Beltline), supports new multi-modal connections across Stoughton Road (between Buckeye Road and Pflaum Road), and supports the use of two-way frontage roads between Buckeye Road and Pflaum Road."**

**A motion was made by Bowser, seconded by Skidmore, to Return to Lead with the Following Recommendation(s) to the PLAN COMMISSION. The motion passed by the following vote:**

**Excused:** 4 -

Kevin L. Hoag; Satya V. Rhodes Conway; Dave deFelice and Mark N. Shahan

**Ayes:** 5 -

Paul E. Skidmore; Michael A. Basford; Tim Gruber; Judy Bowser and Robbie Webber

**Noes:** 2 -

Michael W. Rewey and Robert J. Schaefer

**Non Voting:** 1 -

Tim Wong

The Commission agreed to move Resolution ID 09550 to first on the agenda, in order to accommodate the schedules of some of the participants.

Rebecca Cnare (Planning Division) summarized the key components of the SRRP Plan. She also noted that the Urban Design Commission recommended adoption, but objected to the “flyover” interchange at USH 51/Broadway, did not support the depressed roadway on the southern end of the corridor, and wished to reduce the speed of Stoughton Road to 45 mph.

Fred Arnold (SRRP Chair) said that his group worked hard to develop a vision for the corridor. He added that the SRRP planning process included participation from 8 neighborhood associations and numerous private sector businesses.

Jim Polewski (SRRP Vice Chair) said that he was pleased with the planning process and its outcomes. He said that connectivity across Stoughton Road is a very big challenge and is critical to the health of the area.

Ald. Judy Compton said that the SRRP planning process was a positive one. She said that the neighborhoods want better connectivity and the WisDOT plan does not adequately address those needs. She also cited the importance of the corridor for area businesses and urged the LRTPC to recommend adoption on the SRRP plan, with changes they would like to see.

Mike Rewey pointed out that stormwater management issues will need to be address in the Broadway area. Rebecca Cnare said that these details would be worked out in future engineering phases of the project.

Ald. Tim Gruber said that the vision of what the highway is supposed to be is important and it is unclear what that is. He said that if the vision for USH 51 in this area is a freeway to move high speed traffic, then it will impact how the land use develops. He said that Stoughton Road could be designed to complement the neighborhood uses better than a freeway design.

Fred Arnold said that the SRRP cannot support a transportation system that separates communities. He said that accessibility and visibility can be maintained with a proper design of the roadway facility.

Michael Basford agreed that the facility design can have a profound impact on land use, such as with WisDOT’s alternatives B and C.

Mike Rewey said that the bicycle crossings and connections into the adjacent neighborhoods need to be better identified. He said that the Plan should have better maps regarding the transportation connectivity that is desired, particularly for bicycle and pedestrian circulation.

Ald. Robbie Webber said that a speed limit change to 45 mph would be a positive outcome, and that a “parkway” facility could be looked at. She supported the Urban Design Commission’s recommendations and felt that “community-sensitive design” could be considered by WisDOT in that area. She also said that bicycle and pedestrian connections need to be enhanced and that better visual interpretations of the concepts would be helpful. She also said that better transit service along the corridor could be looked at, and linked to Metro’s East Transfer Point.

Bob Schaefer said that he was concerned about changing the design of the roadway, and that traffic

modeling might show that a 45 mph design would not handle future traffic. He said that WisDOT should fully evaluate those types of options.

Judy Bowser/Ald. Paul Skidmore submitted a motion to approve the SRRP plan. Vice Chair Tim Wong asked for discussion on the motion.

Ald. Skidmore said that he travels on that side of town a great deal, for his job. He said that it is not an area that is friendly to the surrounding neighborhoods. He also agreed that the future land uses can help drive the type of transportation system that is implemented.

Bob Schaefer said that he is a member of the USH 51 Policy Advisory Committee and that this group includes many neighborhood associations. He said that WisDOT did a good job of trying to obtain community input on the design alternatives. He added that USH 51 should be designed to carry large volumes of traffic, or else the traffic will look for neighborhood shortcuts to go through.

Ald. Tim Gruber agreed that transportation and land use are linked, noting that the current mix of development between Buckeye Road and Pflaum Road has come about because of the current design of Stoughton Road. He said that connections across Stoughton Road are very important to the health of the surrounding neighborhoods and that a boulevard-type roadway should be looked at. A Commission member said that the Lake Parkway in South Milwaukee is the type of limited-access design that could be looked at.

Ald. Robbie Webber said that highway building to address congestion does not work, and that new capacity fills up. She said that an urban area needs urban land use and transportation facilities.

Bob Schaefer said that the grade separation on USH 51 (between Buckeye and Pflaum) would be best for bicycle and pedestrian mobility. He also said that the frontage roads should consider the Texas U-turns in the design, as they can be helpful for traffic circulation.

Mike Rewey agreed that connectivity across USH 51 is important. However, he added that the sheer volume of traffic is creating the barrier between the neighborhoods, and that lowering the speed limit to 45 mph is not going to address that.

Judy Bowser/Mike Rewey then submitted a motion to add some specific comments and recommendations to the approval of the SRRP plan: "The LRTPC does not support the "flyover" interchange at Stoughton Road and Broadway, supports a 45 mph roadway facility in the SRRP corridor (between STH 30 and the South Beltline), supports new multi-modal connections across Stoughton Road (between Buckeye Road and Pflaum Road), and supports the use of two-way frontage roads between Buckeye Road and Pflaum Road.

Mike Rewey said that he could not support those recommendations, but said that a sunken parkway design could be looked at. Bob Schaefer agreed with that.

The motion to add comments and recommendations to the main motion carried (5-2).

Bob Schaefer pointed out that WisDOT's planning process reached out to a larger constituency than the SRRP group. He said that WisDOT's process considered a wider range of viewpoints in its analysis. Ald. Judy Compton said that SRRP reached out to numerous neighborhoods as well and that it included a wide range of opinions and perspectives. Ald. Robbie Webber said that WisDOT's perspectives do not always consider the importance of the neighborhoods' perspectives.

The main motion to recommend approval of the plan, with the comments and recommendations noted above carried (5-2, with Mike Rewey and Bob Schaefer voting "no").

4      [09964](#)

**MINERAL POINT/JUNCTION ROAD INTERSECTION IMPROVEMENTS  
ALTERNATIVES ANALYSIS: REVIEW OF ALTERNATIVES BY ROB  
PHILLIPS, DEPUTY CITY ENGINEER**

Matt Hintze (HNTB) and Rob Phillips (Deputy City Engineer) summarized 3 design alternatives for the Mineral Point Road (CTH S) and Junction Road (CTH M) intersection. The 3 alternatives are: (1) Advance Left-turn, (2) Jug Handle, and (3) Offset Split-Grade. They then asked for comments and reactions from Commission members.

Mike Rewey expressed concerns about some of the bicycle path alternatives shown moving through the intersection. He said that, when a two-way side path is used, a tunnel could be built for bikes. He added that autos making a right turn on red often do not look to the right, which creates a safety issue for bicyclists.

Bob Schaefer said that a grade-separated facility could be built for some of the traffic movements, to help traffic move better through the intersection. Ald. Robbie Webber said that the alternatives are likely to be confusing to bicyclists and motorists, especially the Advance Left-turn and Offset Split-Grade alternatives. Mike Rewey said that he prefers the Jug Handle alternative.

Michael Basford said that the project should fully accommodate the bicycle and pedestrian movements, even if it entails additional costs. He said that this is justifiable, given the ~\$20 million price tag for the various alternatives.

Ald. Paul Skidmore said that this particular intersection is creating a tremendous mobility challenge for west side residents. He added that the growth anticipated from the development of the University Research Park and the continued growth of Verona and Middleton will only compound this problem. He stressed the importance of advancing this project and hoped that non-motorized travel would be fully accommodated in any alternative that is chosen.

Rob Phillips thanked the Commission for their comments. He said that additional comments would be welcomed, via email to [rphillips@cityofmadison.com](mailto:rphillips@cityofmadison.com).

6      [08484](#)      **INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS**

- **Note: No Discussion of Specific Items**

There were no announcements or information submitted by the Chair or Commission members.

7      [08486](#)      **SCHEDULE OF FUTURE MEETINGS**

- **Next Meeting: Thursday, May 15th, 5:00 p.m., Room LL-110 MMB**

David Trowbridge noted that Tim Wong was leaving the Commission and thanked him for his service. Trowbridge added that the next LRTPC meeting is scheduled for May 15th.

8      **ADJOURNMENT**

**The Commission adjourned its meeting at 8:00 p.m.**