



City of Madison

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

Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

This meeting can be viewed LIVE on Madison City Channel at www.madisoncitychannel.tv

Tuesday, March 24, 2009

5:00 PM

Room 260, Madison Municipal Building
215 Martin Luther King, Jr. Blvd.
(After 6 pm, use Doty St. entrance.)

CALL TO ORDER / ROLL CALL

A quorum being present, Chair Shahan called the meeting to order at 5:05 p.m.

Present: 8 -

Judy Compton; Robbie Webber; Paul E. Skidmore; Mark N. Shahan;
Charles W. Strawser III; Mary P. Conroy; Susan M. De Vos and Aaron S.
P. Crandall

Absent: 1 -

Beth A. Whitaker

Excused: 1 -

Cheryl E. Wittke

Please note there is one vacancy on the Commission.

Paul Skidmore arrived 5:10 p.m.

A. APPROVAL OF MINUTES

A motion was made by Webber, seconded by Conroy, to Approve the Minutes of the February 25, 2009 meeting. Two editorial changes were suggested and the motion passed by voice vote/other. Susan DeVos abstained.

B. PUBLIC COMMENT - None.

C. NEW BUSINESS

C.1 [12413](#)

SUBSTITUTE - Amending Section 12.1335 of the Madison General Ordinances to strike alternate side parking regulations from November 15 through March 15 and subsection (2) "snow emergency zone"; amending Sec. 12.1335(4) of the Madison General Ordinances to create alternate side parking regulations during a declared snow emergency; repealing Secs. 12.1335(4)(c) and 12.1335(6) of the Madison General Ordinances and amending Sec. 1.08(3)(a) of the Madison General Ordinances to eliminate the bail deposit for Alternate Side Parking from November 15-March 15.

A motion was made by Webber, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion FAILED by the following vote:

Absent: 1 -

Beth A. Whitaker

Excused: 1 -
Cheryl E. Wittke

Ayes: 3 -
Robbie Webber; Charles W. Strawser III and Mary P. Conroy

Noes: 3 -
Judy Compton; Paul E. Skidmore and Aaron S. P. Crandall

Abstentions: 1 -
Susan M. De Vos

Non Voting: 1 -
Mark N. Shahan

Alder Webber reviewed reason for introduction

- **Snow Emergency zone – Park St/Yahara River/Proudfit**
- **Rest of City Nov 15 – March 15 – move car every night, whether there is snow or not.**
- **Not necessary to move cars when no declared snow emergency.**
- **Not good public policy**
- **Environmentally unfriendly to move cars if not using them otherwise.**
- **Ask to expand SEZ and/or lessen number of days required for alternate side parking and/or find other ways to plow streets.**
- **Possible 4-hour parking period or 1 night each week for street cleaning.**
- **Plows don't come back after initial plowing, so the streets get narrower anyway.**
- **Tickets issued when there is no snow emergency and sometimes no tickets when there is.**

Al Schumacher, Streets Superintendent, presented on the reasons for the alternate side parking regulations.

- **Public safety concerns - streets are too narrow for emergency vehicles such as fire and police.**
- **Increase in cost of snow removal if they have to plow twice.**
- **People in Snow Emergency Zone don't need to move cars every night.**
- **Conditioned response of moving every night is beneficial.**
- **Plows have trouble getting through and eventually cars may also.**
- **Costly to plow twice. \$20 per block to plow with no cars on streets.**
- **Fire engines need about 20 feet width to operate and set up.**
- **Many reasons to plow even when there's not a snow emergency.**
- **Can't implement "snow routes" due to so much parking on the streets.**

Emails, text messaging, literature drops to notify and educate residents about policy. Approximately 808 tickets average each storm were issued last year in Snow Emergency Zone. This year, after the extensive education and public notice campaign, over 955 tickets were issued this year.

Stephanie Niesen, Parking Supervisor answered question stating that the increase in citations was mainly due to full staffing this year versus last. They were able to cover areas of the City that were not tickets previously.

Schumacher answers that the education campaign cost was approximately \$25,000 for a mailing to everyone in the city. It would cost approximately \$27,000 to the City to eliminate alternate side parking, due to changing the signs.

Niesen compared in alternate side parking zone and SEZ area compared compliance from student housing vs. residential citizens. There is less compliance in alternate side parking zone than in Snow Emergency Zone. Residential has better compliance.

Strawser states it is a compliance issue. Need more effective way to make people comply, such as towing. Future agenda item: more towing.

Chair Shahan: Need to address issue of where to put towed cars.

Chris Kelly of Streets addressing Chair Shahan's question regarding dividing City into zones for plowing and towing states it would take longer to plow. We now plow in 8-12 hours, not 2-3 days, like some cities.

Schumacher: no lots available for towed cars.

C.2 [13953](#) Amending the Master List of Street Names and Designations and amending the City Engineer's Street Numbering Map, referred to in Sections 10.34(1) and 10.35, Madison General Ordinances changing the name of Grim Street to Grimm Street. (17th AD)

A motion was made by Webber, seconded by Compton, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion passed by voice vote/other.

C.3 [13366](#) SUBSTITUTE - Approving Plans, Specifications, And Schedule Of Assessments For Camden Road Street Assessment District - 2009. (16th AD)

A motion was made by Webber, seconded by Conroy, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion FAILED by the following vote:

Absent: 1 -

Beth A. Whitaker

Excused: 2 -

Mark N. Shahan and Cheryl E. Wittke

Ayes: 4 -

Paul E. Skidmore; Charles W. Strawser III; Mary P. Conroy and Susan M. De Vos

Noes: 1 -

Robbie Webber

Abstentions: 2 -

Judy Compton and Aaron S. P. Crandall

Christy Bachmann, City Engineering presented handout with an overview of the reconstruction on Camden Road between Thompson and Pflaum Road:

- It includes installing a storm sewer and spot replacement of lateral.
- It will cost approximately \$530,000; \$200,000 of which is assessable to the property owners.
- 100% of the cost of sidewalks, curb, gutter and driveway aprons is accessible to property owners – approximately \$6,000 per residence.
- The developer pays for sidewalks in new development. The City pays about 75% of the replacement cost for the sewer lateral replacement, because it's less expensive to do while reconstructing, rather than disturb the new

pavement a few years later. Usually problems in the lateral are 100% the property owner's responsibility.

- There are few trees on the east side of Camden Road, some would have to be removed. On the west side, there are 3 trees that would have to be removed, 5 would likely be removed and 12 trees that have trunks less than 3 feet from the sidewalk – they would die. The possibility of having the sidewalk shifted to save some trees is being considered.

Public Comment:

- Patricia Peterson, 5605 Bryn Trem Rd, opposes. Did not speak.
- Chris Ramos, 5309 Camden Rd, opposes. Did not speak.
- Beverly Ramos, 5309 Camden Rd, opposes. Did not speak.
- Steve Morgan, 5612 Bryn Trem Rd, opposes. Spoken comment: The rating of the road is a 5. The City of Madison must have hundreds of miles of roads that are worse than a 5, so why fix something that isn't broke? It just doesn't make sense. People can't afford it – I couldn't afford it. I'm glad I don't live down there right now. I work 2 jobs and I scratch. And I feel sorry for all these retired people that live on Camden on a fixed income that we have an alderperson wanting to push this through. It's just unbecoming.
- Betsy Ezell, 5208 Maher Ave, opposes. Did not speak.
- Lynne Toseff, 1205 Douglas Trail, opposes. Did not speak. Written comments: "We do not need sidewalks in our area. We need to keep our neighborhood as is."
- Pat Frydenlund, 5301 Camden Rd, opposes. Spoken comment: It's a ridiculous idea putting sidewalks in the Glendale neighborhood. In the 80's and 90's we had over hundreds of children there that all walked to school, we never had an accident. We raised 5 ourselves. Now at Glendale we have at least 5 big school busses, at least 8 vans, many parents bring their children to school. In our neighborhood, we don't have 60 children attending LaFollette, Sennett and Glendale. At LaFollette, they have 6 to 8 city busses, Sennett has the same thing. Everybody is bussed in. So we're not talking about waking pedestrians a lot. The issue of safety is a lame excuse for the City of Madison to make money on us line to prove it there. I talked to Dean from Forestry, he was supposed to be at our first meeting, he never showed up. He said City Engineering told him not to show up; trees were not a big issue. We are losing in our [can't hear] 23 out of 30 trees. He couldn't see the other ones because they called him out in 4 feet of snow, he said. In our neighborhood we will lose 500 trees. We will start with Camden and work all the way up to Monona Drive. Believe me. This is going to happen. Why do we have all this support? Because the rest of the people live in the neighborhood and know it's going to hit their streets next. What about the sewer problem? Blooming Grove approved our sewer problem. We have a corner house, we lived there 44 years. We had our front yard dug up about 15 years ago to put in a new sewer line from our house to the street. We have clay pipes. Blooming Grove didn't approve what was being dumped in. They showed us the big rocks. All of our clay was broken as soon as our house was built, so we have had problems with sewer 44 years. We've been there 44 years. The first 6 houses have been there 238 years. The 4 of them down on the other end, their residency of 4 is 196 years of living there. So we all are still there. We're a residential area. Please say no to the project. If the City would have plowed the road the wider this year the way they should have, the children wouldn't be walking down the center of the street. neighborhoods. We are all in our 60's to 80's. Who is going to shovel this for us? We're going to have to get expensive lawn service to take care of a lot of our older people that are here. If they would have

plowed this year the way the should have, we had 4 feet from the curb – we don't have a curb on Camden - but on Pflaum Road, we're 5 feet that they plowed next to the curb – we still have the sand

- Jean Grann, 5313 Camden Rd, opposes. Did not speak.
- James Grann, 5313 Camden Rd, opposes. Spoken comment: I purchased my house in 1971, 37 years ago, we are the newest of the homeowners in our block. Our 3 children attended Glendale and LaFollette. Although several of the 35 people who attended the February 19 neighborhood meeting called by Engineering department had their own concerns, all spoke opposed to it. Alderman Compton reported several driving forces behind the project, one being safety in our neighborhood of transition. This is not a topic unfamiliar to me, as I'm not only a resident, but I'm a retired Madison police officer, serving 30 years with the Department. Compton pointed out the 2 shootings in our area, neither of which occurred in the project area. One the officers had to shoot - a suicide by cop; another one reported being shot when some bag of chips was stolen from him, that was 2 blocks up. As part of the proposal, I noted there were no changes in street lighting proposed – a major safety tool in neighborhood safety initiatives. Compton pointed out that an issue for safety of the kids. There was supposed to be some petition around asking for sidewalks. A City official refers to this as a “phantom” petition. Nobody can find it. I've given your clerk tonight another petition that simply asking for speed bumps, not this stuff. We tried to get data from the principal of Glenwood who slipped a letter in today. He refuses to tell us how many kids walk to school stating it's privileged information. Engineering hasn't done any pedestrian or vehicle counts. The Police Department, although they have records of 5 accidents, in reality when I brought copies of them, there were 3 – 2 backing from driveways and 1 sideswipe of a car. They want to move this from a 35-36 foot wide street to a 28 foot wide street if anything's going to happen, cars are going to sideswipe and back into each other more narrower than not. You just heard Al Schumacher say that a 28 foot street isn't big enough for the fire trucks that need 20 feet. With parking on either side, you aren't going to have 20, you're going to have about 16. I saw 2 kids walking just about every day to school on Camden. The principal says he tells the kids to cross with the crossing guard on Pflaum Road from Maher. Maher doesn't have any sidewalks We're against it.

- Mel Frydenlund, 5301 Camden Rd, opposes. Did not speak.
- Kathy Dustin, President of Glendale Neighborhood Association, 709 Glenview Dr, opposes. Brought handouts and letter from Mr. and Mrs. David Smokey, 5217 Camden Road. Spoken comments: The Glendale Neighborhood Association understands that retrofitting an older neighborhood is costly. We know that it's easier to install sidewalks, curbs, gutters, at the time of new development, rather than later and we know that the issues are residential support and we also know that the issue is funding. We are in a low dense neighborhood right now and part of the comprehensive plan for the City of Madison that does focus on the idea that we are a low-dense area and the petition that was circulated in the neighborhood, of the 31 assessed properties on Camden, the households that signed that petition, over 60% are opposed to this project. I think the Neighborhood Association is opposed to a blanket policy of sidewalk, curb and gutter. We think that the neighborhood citizen should be engaged in the planning of our neighborhood and we think that not all streets need sidewalks. We would like to see a unique design, specific to each street and our concerns that, with the age of the citizens, that reside on Camden and the fact that the street has undergone some severe negative impacts in the past few years, that this particular proposal is not going to

address some of those impacts. And that some new safety concerns are going to be created for the residents that have resided there for 20 to 50 years. In the letter, I've outlined many points, I hope you have time to read it. And I'd just like to also point out that when the commissioner asked about Douglas Trail and some of the addresses, Douglas Trail, Pflaum Road and Thompkins are arterial streets that are affected by Camden. Some of the corner properties will be affected by the sidewalk.

- Russell Thornburg, 608 W Broadway, Monona opposes. Spoken comment: I grew up in this neighborhood we're talking about. I have properties there and also my parents still live there. People paying taxes for 40+ years, they can't financially or physically do what these improvements involve. Also, they're not in favor of this project. I have rental property, these people are basically the fabric of the neighborhood, they create stability. On the one side you have residents and on the other side, you have income properties. So they create the stability for the neighborhood. And if they have to move or someone takes their place, I don't know if they'll still be there – 40-50 years living in a place is a long time. As well as my parents; they haven't had sidewalks or curb or gutter and have never asked for it so I don't know what that means to you guys or us. If the assess at \$6,000 over an 8-year period goes to like \$15,000, and I can think of some better ways to spend \$15,000. Me, as a landlord, I'd like to make some improvements, when you do this kind of stuff, it's not possible. If these people are here, that have paid taxes all these years if they have to move because they can't physically do it - do we take up a collection? Get a 4-wheeler with a plow? I need these people to rent. I know most of them. If they leave, I'm not going to be able to say "Oh, Camden Road – look across the street these people have been here 20, 30, 40 years." I'm not going to be able to say that. It creates a spiral that everyone is trying to address in a different fashion. I don't know if it's going to happen that way. Maybe a little sprucing, but to take away the trees – you've seen the pictures. If there's a way to get around that – it's back and forth.

- Carole McGuire, 502 Glenview Dr, opposes. Did not speak.

- Roger Barringer, 5501 Camden Rd, opposes. Did not speak.

- Jerome Lundquist, 5509 Camden Rd, opposes. Spoken comment: I do oppose this, for many reasons. I care about the trees, I care about the costs and all that, but mainly I don't feel this really needs to be done. It was stated at the March 4th meeting, the purpose of this was to improve the street and prevent the spread of crime, coming down Camden Road. I don't think beautifying a street helps to reduce crime. I think helping to reduce crime is having neighbors, watching out and taking care of our street and reporting any problems. A street improvement of over half-million dollars to the taxpayers, of which approximately 20% is going to come from us, from assessment, which is considerable. I think it's money that is not well spent to help reduce crime just by making the place look nice. I think right now our neighborhood does look nice. People are concerned, people take care of their yards, that's the things we're supposed to do as citizens. So I oppose it and encourage you to also.

- Ewald Koeh, 5504 Maher Ave, opposes. Did not speak.

- Jayne Sergenian, 5500 Maher Ave, opposes. Did not speak.

- Lloyd Arndt, 5417 Camden Rd, opposes. Did not speak.

- Deborah Heggsta, 5510 Camden Rd, opposes. Written comments: "If you drive anywhere in Madison, there are so many streets that need much work. Streets that have much more traffic than Camden Rd. Please use the money to take care of some of those roads – that's the only thing that makes any sense. (I saw at least 50 potholes on my way here). (Maybe they can pay for new tires

for me!!)

- Jonathan Jones, 5510 Camden Rd, opposes. Written comments: "I need a new roof, refrigerator, stove, drywall, paint and other stuff to fix up my house! I need to do home repairs, not the street. Please fix main roads; arterial streets that get the most traffic, not the ones that don't.

Alder Compton discussed issues of Camden neighborhood:

- The reason this was referred to Ped/Bike is not about whether we redo the street, it's about whether we need the sidewalk. Do we break City policy and decline this?
- In keeping with the Mayor's focus on challenged neighborhoods, this section of Camden Road was looked at as the first step, the next section of Camden is the next step, taking up us to Allis Ave, with Allis Ave being the next leg of the journey of improvement.
- It's not really a crime issue, but there is flooding – notably the Glenwood School flood of a few years ago. Cars on Joylyne were under water when I first became Alder. I thought it was a problem; the neighborhood did not want it fixed.
- Blooming Grove replaced some laterals with a clay pipe in 1969 and it is crumbling and causing problems.

Compton proposes an amendment to reduce or remove the assessment of sidewalks to property owners before completion of this project. Skidmore seconded the motion. Commission members discussed:

- Strawser states it's fundamentally unfair to fund the right of way that cars and bicycles use collectively and fund the right of way that pedestrians use individually. Future agenda item to discuss changing the way that we fund retrofitting sidewalks.
- Rob Phillips: There is no precedence for such a move. There is a long-standing City policy regarding special assessments, which is applied equally throughout the City. Basically the policy is that everyone pays for the improvements once. In new development, the developer pays for street and sidewalk, curbs and gutter. In already developed areas without curb and gutter or sidewalk the policy is to assess those items at 100% as well as for 4 feet of asphalt with remaining cost being paid by City.

Questions for staff:

- Volume and speed of traffic on Camden?
 - o Volume = 470. 85th percentile for speed approximately 29 mph, average speed 25 mph.
- Why is Camden up for reconstruction?
 - o People trying to walk, places for sidewalks, near schools, commercial districts
 - o Condition of street
 - o Drainage issues
 - o How it connect into projects already completed
 - o Several streets in this neighborhood have severe drainage issues during severe storms. Can't address this without storm sewer.
 - o Camden abuts a previous project on Tompkins which installed storm sewer and curb and gutter that this project can tie into.
 - o Petition from Camden for speed bumps to make it safer for children to walk to school.
 - o School's concern for good ways to get kids to school

- o NTMP petition for Camden – survey failed
- o Camden was annexed from Town of Blooming Grove in 1969
- o Streets rated every 2 years. New street = 10/gravel road = 1. Without curb and gutter edges of road erode and streets get wider.

- Are there sidewalks on other streets in this neighborhood that kids could take to school?
 - o Very few sidewalks in this neighborhood; Pflaum Road on north edge of neighborhood arterial street, school side of Tompkins in the area of the school, short segment – 350 feet on east side Camden extending north from Tompkins, west side of Stoughton Rd frontage Road which is one block east of Camden.

- Is there a preferred walk route to the school?
 - o Glendale Elementary school sits between Camden and Maher. There is a school crossing guard at Pflaum and Maher. If a sidewalk is installed on Camden, we can look at relocating the school crossing guard to Pflaum at Camden.
 - o There is parking on both sides of Camden.
 - o James Gran proposed that the kids could walk to Glendale using the sidewalk along the Stoughton Road frontage road and that this route would only be 700 feet longer than walking along Camden.

Vote on amendment: Skidmore, Compton, DeVos vote Aye; Crandall, Strawser, Conroy vote No. Chair votes no.

C.4 [13815](#)

Stating that the policy of the City of Madison is to encourage or, where appropriate, require that incremental changes to the built environment, as well major new policies and public works projects, shall in the aggregate cause vehicle miles traveled per capita to decrease by 25 percent, as compared with a 2005 baseline, by 2020 and that this goal shall be incorporated into the City's Comprehensive Plan.

A motion was made by Skidmore, seconded by Strawser III, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION. The motion passed by the following vote:

- Absent:** 1 -
Beth A. Whitaker
- Excused:** 2 -
Mark N. Shahan and Cheryl E. Wittke
- Ayes:** 4 -
Paul E. Skidmore; Charles W. Strawser III; Susan M. De Vos and Aaron S. P. Crandall
- Noes:** 2 -
Mary P. Conroy and Judy Compton
- Non Voting:** 1 -
Robbie Webber

- **LRTCP supported this measure with changes in wording suggested by David Trowbridge as indicated on attachment.**
- **Are there resources to support the implementation?**
- **Goal is new development, not so stated, so all major public works projects would be affected.**
- **It is a goal, not a requirement, not a standard.**
- **Adding numerical goals to items that are already in the Comprehensive**

Plan.

- C.5 [13915](#) Temporary extension of time limits for no stopping, standing, and parking on Regent Street from South Park Street to Monroe Street for the duration of the reconstruction project of University Avenue.

A motion was made by Skidmore, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

- D [10610](#) Reports Of Other Committees/Commissions (verbal reports for information only)

Plan Commission
Long Range Transportation Planning Commission
Joint West Campus Area Committee
Joint Southeast Campus Area Committee
School Traffic Safety Committee

- D.1 **Restructuring of bicycle registration and licensing program, 2009 operating budget directive**

Arthur Ross reports they've had 2 meetings. Nothing definitive has been decided, mostly gathering background materials at this point

ADJOURNMENT

Meeting adjourned at 7:20 p.m.