

SASY Committee Report Form

Date of meeting: March 26, 2013

Name of Committee: Transportation

Chair : Donna Magdalena

Members:

Mike Barrett, Melanie Foxcroft, Brad Hinkfuss, Lance Green, Larry Jensen, Anne Walker, Tim Wong

Purpose (goal) of Committee:

The mission of the SASY Transportation Committee is to promote a safe, sustainable, walkable & bikeable, multimodal neighborhood. The committee will work with residents of the SASY neighborhood, SASY businesses, city staff & elected representatives to identify, educate, develop policy and evaluate implementation & results regarding:

- Short & long-range transportation infrastructure needs
- Proposed and planned projects, impacts & issues
- Transportation-related values, priorities and needs of residents & businesses

The committee will serve as the initial consultation for transportation-related design, development, construction & repair in the neighborhood: infrastructure, pedestrian, bicycle, mass-transit, motor vehicle & snow removal. The committee will make recommendations to the SASY Council.

Committee charge approved March 8, 2012

Please refer to [council minutes](#) for additional comments requesting formulation and submission of goals by the TC to the council.

Action items:

Specific issue(s) to report:

Matthew Miller is no longer on the Transportation Committee, due to health concerns. Please remove his name from two different places on the SASY website where names are listed.

Committee discussed the various neighborhood and city plans to decide which we need to all read and be knowledgeable about. Lance agreed to look for all transportation issues in the three major neighborhood plans listed in the SASY website archives and delineate which have been done, which are no longer relevant, and which have yet to be addressed. His report is finished and attached to this committee report email. We will be discussing this at our next meeting. His report discusses the following plans:

- **Marquette-Schenk-Atwood Neighborhood Plan** (April 1994)
- **Schenk Atwood Neighborhood Business District Master Plan** (December 2000)
- **Schenk-Atwood-Starkweather-Worthington Park Neighborhood Plan** (March, 2000)

Other relevant plans and booklets committee members discussed the importance of and are madly reading:

- "[A Citizen's Guide to Better Streets](#)" by Project for Public Spaces, Inc. (PPS). The group agreed to recommend and use this noted publication as the Committee's transportation conceptual and philosophical guide, which Anne noted has been adopted by certain prominent community leaders (e.g. Mayor Soglin) to guide transportation planning in our broader community.
- The 2013 Executive Capitol Improvement Plan Budget - Anne reviewed the numerous transportation projects already planned for the SASY neighborhood, their schedule, and funding. The Committee agreed to give attention to transportation projects in the same order set out in the capitol budget so as to achieve timely input into the process, starting with the \$2.5 MN 2015 Atwood to Bashford reconstruction/repaving.
- Other relevant readings to be considered for impact include the new Olbrich Gardens plan now under development; Union corners, under development; Yahara River development plan, almost ready to be released; Starkweather Creek Master Plan (2004 Update); PPS's "[Streets as Places: Using Streets to Rebuild Communities](#)"; PPS's "[The Quiet Revolution in Transportation Planning: How Great Corridors Make Great Communities](#)"; "[Neighborhood Meeting: Winnebago Street Corridor Plan: Concepts, Projects & Opportunities](#)" which the city has posted on its Traffic Engineering website; and others.

Recommendation(s): None

Discussion items at board meeting:

Donna and Lance met with City Traffic Engineer Mark Winter and City Bike/Ped Coordinator Arthur Ross on Friday, April 5 to discuss all SASY recommendations to the Cap City Bike Path Draft Plan. The meeting went extremely well, with Mark and Arthur very easy to work with. Below are results from that meeting, starting at Riverside and proceeding in an easterly direction from there:

a. Intersection of the bike-ped path at Winnebago and Riverside:

RECOMMENDATIONS:

- 1) Lengthen crossing times allowed by lights for peds and bikes crossing Winnebago (especially needed for elders, parents with strollers, etc)
- 2) Shorter wait times for green lights for bikes and peds waiting to cross

CITY RESPONSE:

- Signal trigger time can't be shortened.
- Will add bike graphic between the two signal trigger boxes on the bike path so bicyclists will be more informed that riding over the graphic will trigger the signal to change.
- Note: Users requested a pedestrian signal at this intersection so the city added this, which reduces the legal time bikes/peds can cross. Without a ped signal, bikes/peds can cross whenever traffic allows. With signal, they must legally follow the signal.

a/b. Bike path interaction with Clemons Street:

RECOMMENDATIONS:

- 1) Full width bike path spur from path to Clemons Street
- 2) Curb cut onto Clemons Street

CITY RESPONSE:

- City asked informational questions about who is using this and where they go from Clemons, and were fine adding it. Donna told them curb cut couldn't be at end of dead end, because city plows snow there, covering sidewalk much of winter. Donna told them the 90 degree turn to the right sidewalk when exiting from the bike path is difficult to make.

b. Intersection bike-ped path at Russell

RECOMMENDATIONS:

- 1) Warning signs on both sides for cars on Russell who are approaching the intersection to look both ways and yield to bikes and peds. (Left side warning sign already in place.)

CITY RESPONSE:

- Warning sign on right side of road can't block stop sign. City will try to install a lower than usual sign on a separate pole in front of the stop sign.
- We will check to make sure there is a bikepath warning sign for cars turning right onto Russell from Eastwood. Donna believes one already exists. If not, city will add one there.

c. Intersection bike-ped path at Eastwood and Division

RECOMMENDATIONS:

- 1) Add "No Turn on Red" signage for cars turning right onto Division from Eastwood. Add red flags for the first few months to stop cars cutting across bike and ped users on path
- 2) Add red flags to the current "no turn on red" sign for cars approaching intersection from the south on Division
- 3) Enforcement of these signs

CITY RESPONSE:

Yes.

d. Intersection bike-ped path at Dunning and Atwood

RECOMMENDATIONS:

- 1) Curb cuts wrapping around the entire corners for safety and to avoid additional hazards for peds and bikes -- i.e. no curbs on corners between "pedestrian" and diagonal "bike" areas on corners.

- 2) Bike-ped crossing light should be auto-activated 24/7 OR second choice is for standard operation of red-green lights at crossing operational 6:00 am to 10:00 pm.
- 3) Bike-ped crossing times extended to 15-18 seconds to ensure safe crossings (particularly needed for those with disabilities and young children)
- 4) Bump-outs or street narrowing near intersection on Dunning NE and SW sides as safety feature and to possibly provide outdoor table space for Harmony.

CITY RESPONSE:

- ADA compliance recommends curb cuts for each street crossing and diagonal be separate and city needs to follow that. They don't believe this will cause problem.
- Ped/bike crossing signals can never be auto activated by riding over triggers when signals are flashing. This is for safety reasons, because it would cause confusion for drivers.
- 15-18 seconds crossing time and signals flashing 6am-10pm may be possible.
- Mark Winter will remember the bump-outs and incorporate those when Atwood is reconstructed in 2018 (if he is still in his job), but he told us SASY must speak up during the public notice period and make sure it gets remembered. Mark said SASY can also add an amendment to our neighborhood plan so it will be in official documents and definitely be noticed during reconstruct.

e. Intersection bike-ped path at Saint Paul and Jackson

RECOMMENDATIONS:

Given that Saint Paul is a significant "cut through" for cars creating hazardous conditions for peds-bike users:

- 1) Straighten Saint Paul on SE corner of Jackson to eliminate a "flying right" construction
- 2) Stop sign with temporary red flags NE corner Saint Paul and Jackson
- 3) Consider a mid-Atwood street island at intersection with Jackson

CITY RESPONSE:

- Stop sign on St. Paul not possible because lack of car traffic. Low volume traffic makes stop signs seem silly to drivers and they begin ignoring them, which teaches drivers to disregard signage.
- City will be able to tighten up that intersection, since it is extremely wide.
- Table top must be perpendicular to street so bikes on the street don't hit it at an angle. Therefore, the table will take much of that block. Stop signs can be on the table instead of only in front of tables, but there still isn't much room for cars to stop so stop signs at bike path not really possible. (The committee thought that too and hadn't asked for them here.)
- Ped islands cause street to be widened to accommodate them. An island in Atwood is possible on the west side of intersection, because there is room in the little park for this.

Ped island in Atwood not possible on east side of intersection without making sidewalk very narrow since the little storefront of the north side of Atwood comes right up to the sidewalk. We agreed to install ped island only on west side of intersection.

f) Intersection bike-ped path at Ohio and Jackson

RECOMMENDATIONS:

- 1) No changes needed.

g. Intersection bike-ped path at Waubesa

RECOMMENDATIONS:

- 1) Two-way stop for cars on Waubesa
- 2) Overhead stop sign on Waubesa for cars approaching the bike -ped path in either direction
- 3) Early warning signage on S. side of Waubesa to warn cars of approaching stop sign, given the poor visibility
- 4) Table top the bike-ped path at Waubesa

CITY RESPONSE:

- The city has been having lots of discussions about this bikepath intersection for safety reasons. They are wanting flashing (stop ahead) signs for cars approaching on Waubesa from both directions, but that involves getting electricity to the pole locations, so won't be put in place for awhile if that's the final decision. They will re-study this intersection and get bike counts here.
- Can't create a table top here because of Kipp trucks. Donna and Lance thought this is fine since the bike ramp slope is negligible.

h. Intersection bike-ped path at Fair Oaks

RECOMMENDATIONS:

- 1) Table-top bike-ped path
- 2) Stop signage for cars on Fair Oaks approaching bike-ped path from both directions
- 3) Bump-outs for cars on Fair Oaks approaching bike-ped path both sides.

CITY RESPONSE:

- Stop sign won't pass approval due to car volume on Fair Oaks.
- Bikes have the same legal rights as peds in crosswalks, so cars are required by law to stop for bikes who are trying to cross. A DOT file with this information is attached to this report email. Of course the stop sign for bikes will remain in place.

- This bikepath intersection already has bumpouts in place. LOL! The street is still fairly wide due to 2 car lanes plus 2 bike lanes.

DONNA & LANCE SUGGESTION:

Please post the DOT guide for path/street crossings on the Transportation Committee's webpage.

Next meeting: Tuesday, April 23 at GCC in the Mezzanine, 6:30 pm – 8:30 pm.