

PUBLIC WORKS COMMITTEE

Minutes – January 2, 2019

The regular monthly meeting of the Public Works Committee for the City of Monona was called to order at 6:30 pm by Alderperson Kuhr.

Present: Alderperson Kuhr, Ms. Piliouras, Mr. Stolper, Ms. Gundlach, Mr. Turino, Mr. Podell

Excused: Alderman Speight, Ms. Busse, Mr. Besch

Also Present: Jaime Kurten – MSA Engineer, Chris Petykowski and Andrew Zwieg – City of Madison Engineers, Brad Bruun – Monona Public Works, Dan Stephany – Monona Public Works

APPROVAL OF MINUTES

A motion was made by Ms. Piliouras, and seconded by Ms. Gundlach to approve the Public Works Committee minutes of November 7, 2018, was carried.

APPEARANCES – None

UNFINISHED BUSINESS

NEW BUSINESS

6A: Discussion and consideration of Revised 4-Lot Whitehorse CSM at 1208 East Broadway, Lot 2 of CSM 8819.

Interim City Planner, Kory Anderson, introduced the topic and the information included in the packet. Mr. Anderson explained that a revised 4-Lot CSM was submitted to the Planning Department with changes from what was approved in September. The applicant requested that the no access restriction be reduced down to twenty feet for both parcels, lot 3 and 4, but the applicant did agree to put the no access back to thirty feet for lot 4. The applicant is now requesting a restriction that is less than twenty feet for lot 3. Mr. Anderson informed the committee the plan commission provided approval for Lot 4, and includes no access be provided for the first thirteen feet of the fifty foot private drive; the existing building, Chiefs Auto Parts, be demolished prior to recording the CSM; the proposed island is not to extend past the sidewalk; the proposed island is to have mountable curb for large trucks and gas delivery; the entrance lane from Broadway is to be fourteen feet wide with eleven foot turn lanes for exit; and that the public works committee approval to require the CSM to be filed with Dane County Register of Deeds with twelve months of City Council approval.

Mr. Turino asked about the impacts of the entrance opening for the gas station. Mr. Anderson responded that options have been discussed with the owner. Entrance openings will be figured out during the redevelopment design. Mr. Anderson also mentioned that the gas station parking stalls may have to be modified to accommodate parking changes.

Mr. Stolper asked what is different with the current request from the September request. Mr. Anderson said previously thirty feet of access restriction was required on the east and west side of the entrance. The request today is to reduce the thirty-foot restriction on the east side of the entrance.

Mr. Anderson also asked the committee to include with their recommendation that the applicant is required to record the CSM with Dane County Register of Deeds within twelve months of City Council Approval.

A motion was made Ms. Gundlach, and seconded by Mr. Stolper to recommend approval of the revised 4-lot CSM as presented, and to require the applicant to record the CSM within twelve months of City Council approval was carried.

6B: Atwood Avenue 60% Design Update. Brad Bruun provided the introduction of Atwood Avenue design engineers from MSA and the City of Madison attended the meeting to provide the design update to the committee. The engineers provided an overall project design summary, covering design options in the City of Madison, and the design for the Monona portion. Monona's portion of the project are the southbound lanes from the East Side Club to Cottage Grove Road.

- Construction is currently planned for 2020.
- The Cottage Grove Road intersection will not receive the full reconstruction, this section was recently reconstructed.
- The reconstruction design includes three lanes of traffic for the majority of the length. Two lanes of traffic are northbound and one lane southbound, with various left turn lanes. At Cottage Grove Road, there is one southbound through lane, and one long left turn lane for Cottage Grove Road.
- On-street bike lanes are planned for the southbound travel in Monona, with a two-foot buffer from the traffic.
- Sidewalks will be the traditional five feet wide. New curb and gutter will be matched with existing curb and gutter at Ferchland Place.
- For Monona, the reconstruction will match the existing back of sidewalk, minimizing real estate impacts and keeping the footprint similar.
- Retaining walls south of the East Side Club encroach into the street right of way, and will be impacted by construction. Two of the four access points at the East Side Club may be closed. No conversations have been held with the East Side Club yet. The idea is to make it safer with sidewalk traffic.
- Mr. Stolper asked Director Stephany to reach out to the East Side Club to discuss this.
- Federal funding has been applied for, which has been awarded, and placed on hold. The goal is to have this project shelf ready if Cottage Grove Road doesn't move forward in 2020.
- An accurate cost estimate will be provided prior to August, 2019.
- Mr. Stolper questioned the elimination of one of the through lanes in Monona as you approach Cottage Grove Road, and stated that it is unacceptable to him. Madison engineers explained that all the intersections have been modeled with traffic data to support the design. Most of the intersections act similar to T intersections. One through lane southbound and left turn lanes at the intersections will work due to more time allocated to make the left turn. This should prevent vehicle backups in the left turn lane.
- Mr. Stolper objects Monona going from two through lanes to one through lane and left turn lane. Currently there is no bike lane and the new design calls for bike lanes. Monona would have to purchase right of way to accommodate two through lanes and a bike lane. MSA engineer stated the left turn lane is substantially longer than what it is today. Current left turn vehicles at Cottage Grove Road block the center through lane right now. The change should make the traffic flow better through the intersection. The new design accounts for current safety issues that exist.
- Mr. Stolper believes Monona loses a lane because the new road will have bike lanes on each side, which he believes shifts the center lane. The engineers believe a two foot shift in the center lane is included in the design. A lane is lost to accommodate bike lanes on both sides of the street. Some additional terrace is gained.
- Mr. Podell asked about the left turn lanes at the three southbound intersections, what if traffic backs up waiting to turn left, impacting the southbound through lane. There is no way to drive around them. Madison engineers feels the design should work, enough gaps to move traffic. Traffic engineers would monitor the movement and program left turns at certain times.
- Mr. Turino asked how much property would need to be purchased near Cottage Grove Road to get bicyclists off the street. Engineers looked at vision triangle safety issues for a path on Monona side, a lot of landscaping and retaining walls would be impacted, land would have to be purchased, and it was determined that installing a path on this side was not the best option.
- Madison engineers stated there is no contractual obligation yet for Monona to participate in this project at all. There are a lot of questions on the design, Madison could build just half the street. Madison engineers don't want Monona to feel like they are recommending something Monona doesn't want. It makes sense to partner, but if it isn't the case that is fine. The engineers tried their best to balance the needs without buying any

property at all. There are pinch points on each side, and the charge was to accommodate the pedestrians, vehicles, and bicyclists for both sides.

- Alder Kuhr has less concerns about losing a lane in Monona and asked about traffic counts for the left turns. What future volume is expected during peak hours as compared to volumes coming from Madison during other times of the day? Alder Kuhr feels traffic volume will be a wash given the longer left turn lanes.
- During design, Monona staff indicated to Madison staff, to keep reconstruction costs low, to minimize property acquisition, and avoid it if possible.
- Mr. Stolper would like to have the PWC digest the proposed design, and to have Josh Straka from Strand Associates be at our next meeting to answer the questions of the committee.

ADJOURNMENT

A motion was made by Mr. Podell, and seconded by Mr. Turino to adjourn was carried (7:41 pm).

Daniel Stephany
Director of Public Works