

Village of Shorewood Hills
Public Works Committee Minutes - DRAFT
Tuesday, April 9, 2024

1. The meeting was called to order by Chairperson Robb Stankey at 5:37 pm.
 - a. **Roll Call** – Members present included Mr. Stankey, Austin Tierney, Mary Sweeney and Tom Popkewitz. Rick Chappell was excused. Bob Corbett was absent. Others present included Village Engineer Brian Berquist, Public Works Superintendent Tary Handschke, Administrator Sharon Eveland, Administrative Services Coordinator David Sykes. Resident Bob Falk joined the meeting at 5:39 pm.
2. **Note Compliance with open meetings law** – Mr. Sykes confirmed compliance with the open meeting law.
3. **Public Comments, Appearances and Communications** – None.
4. **Approval of Minutes** – Ms. Sweeney moved and Mr. Popkewitz seconded a motion to approve the January 9, 2024 meeting minutes as presented. Motion carried unanimously.
5. **Public Works Superintendent Report** – Mr. Handschke reported the Public Works Crew’s activities:
 - New street sweeper has arrived. He will be going to Texas for training on its operation, paid for by the vendor.
 - The Crew picked up 10 loads of leaves so far this spring.
 - They drained the winter water from the Pool and notices some issues with the Pool liner, that have been fixed.
 - They did some cold patching of potholes after the winter freeze and thaw cycle.
 - He is seeking bids on updates to the Community Center building.
 - They assisted the Forester with the spring tree pruning and tree trimming.
 - The lift station was inspected for the first time in a few years. A preventative maintenance schedule on the lift station pumps was recommended and will need to be budgeted.
 - The marina lifts have been put in and the Crew has done some other routine spring cleanup activities.
 - The are preparing the Pool for summer operations.
 - The annual Spring Cleaning Dumpster event will be on the weekend of May 3-5. There will be a shred-it event on June 15.
 - He has made two summer crew hires. Both of the workers from 2023 are returning for 2024. The three other applicants were referred to the Forester for his summer staff and encouraged them to apply again next year.
 - The water meter reading system is obsolete and a replacement should be discussed and put in the budget for the future.

Ms. Eveland added that Mr. Handschke is no longer just an Interim Superintendent. The Board has approved him as the regular department head and we will now try to fill the open Crew position.

6. **Discussion/possible action regarding dump truck purchase** – Based on the Village’s recently approved Procurement Policy, the Committee discussed the purchase of a Ford F-3500 Dump Truck to replace the 2002 GMC Dump Truck. The proposed truck was the low bid.

Mr. Popkewitz moved and Mr. Tierney seconded a motion to recommend to the Board the purchase of the Ford F-350 Dump Truck with the budget overage to be paid from the Village’s fund balance.

Ms. Eveland left the meeting at 6:15 pm.

7. **Discussion/possible action regarding Public Works Committee priorities** – Mr. Stankey is the newly appointed chair of the Public Works Committee. He initiated a discussion of the Committee’s priorities going forward. From the discussion, the consensus was the following items (in no particular order):

- Through traffic reduction.
- Improvements to school adjacent streets.
- Improvements to bike infrastructure.
- Road maintenance and replacement.
- Creation of a public works capital improvement plan.

Mr. Tierney moved and Ms. Sweeney seconded a motion to approved the forementioned priority list and forward them on to the Board. Motion carried unanimously.

8. **Future Agenda Items** – None discussed.

- a. Lake Mendota Drive speed data and traffic reduction discussion.
- b. Preliminary implementation and current status of the capital improvement plan.
- c. Review of bike infrastructure and any gaps in the system.

9. **Next meeting date:** Tuesday, May 14, 2024 at 5:30 pm.

10. **Adjourn** – Mr. Popkewitz moved and Ms. Sweeney seconded a motion to adjourn the meeting. Motion carried at 7:08 pm.

Respectfully submitted,

David Sykes
Administrative Services Coordinator



Karl Frantz <karl.p.frantz@gmail.com>

3400 Lake Mendota Dr. Speeds

6 messages

Jeff Pharo <jpharo@shorewood-hills.org>

Thu, Apr 25, 2024 at 10:30 AM

To: Bob Falk <falkconstructionmadison@gmail.com>, Karl Frantz <karl.p.frantz@gmail.com>

Hi!

Before Sharon left, she asked if we could deploy our speed board in the 3400 block of Lake Mendota Dr. I know there have been some complaints about speed, and I believe there was a conversation in a committee meeting, but I don't know the specifics. For 9 days recently we were able to deploy the board on the westbound side. We will work on eastbound soon, but there is a problem with mounting the board that we need to figure out. Here are the stats from that deployment though in case you need it/are interested:

April 12 - April 20, 2024 (9 days)

Average Daily Vehicle Count: 542 (4879 total)

Average Daily Speed: 20.7

Average # of Vehicles 10 MPH + Over Limit: 5 (45 total or .92 %)

Average # of Vehicles 15 MPH + Over Limit: .4 (4 total)

85th Percentile Daily Speed: 27

As is typical, the perspective of speed is higher than the numbers show. Less than 1% of vehicles are 10 or more MPH over the limit.

Regards,
Jeff



Jeff Pharo, Chief of Police
Shorewood Hills Police Department
810 Shorewood Blvd.
Madison WI 53705
(608)267-1110
jpharo@shorewood-hills.org
sh-pd.org

Bob Falk <falkconstructionmadison@gmail.com>

Thu, Apr 25, 2024 at 10:49 AM

To: Jeff Pharo <jpharo@shorewood-hills.org>

Cc: Karl Frantz <karl.p.frantz@gmail.com>

That's good news Jeff. I am happy to see that speeds are lower than what I would have suspected. How do you think this info should be disseminated? Would it be appropriate to share with the PHS committee? The public? Also, would you

recommend expanding your study to more streets in the Village?

As always, good work!

Cheers, bob

[Quoted text hidden]

Bob Falk <falkconstructionmadison@gmail.com>

Thu, Apr 25, 2024 at 10:51 AM

To: Jeff Pharo <jpharo@shorewood-hills.org>

Cc: Karl Frantz <karl.p.frantz@gmail.com>

Oh, I now have a Village email if you want to use that.

bfalk@shorewood-hills.org

bob

On Thu, Apr 25, 2024 at 10:31 AM Jeff Pharo <jpharo@shorewood-hills.org> wrote:

[Quoted text hidden]

Jeff Pharo <jpharo@shorewood-hills.org>

Thu, Apr 25, 2024 at 11:56 AM

To: Bob Falk <falkconstructionmadison@gmail.com>

Cc: Karl Frantz <karl.p.frantz@gmail.com>

Like I said, I'm not sure why Sharon wanted that specific spot checked. For sure good to share with PHS.

Our speed board can be mounted on posts pretty much anywhere. We respond to requests that we get and mount it where we can. We purchased that one recently with SHLEA funding and were lucky to get one that records data for us. Here's some data from other recent deployments (already shared with PHS):

Location	Dates (# Days)	Vehicles	Daily Avg.	Daily Avg. Speed	% >5 MPH (#)	% >10 MPH (#)	85% Speed
Oxford Rd WB	8/3-8/15/23 (13)	10,623	817	16.7	1.7	.12	26.7
Columbia Rd SB	8/16-8/31/23 (16)	10,497	656	19.9	4.8	.27	25.6
1100 Shorewood Bl	9/2-9/11/23 (10)	11,133	1113	18.4	.13	.04	24
Harvard Dr One Way	10/6-10/17 (12)	3875	322	16.1	.72	.03	23.3
Oxford Rd WB	12/7-12/22/23 (16)	14,266	891	17	1.7	.11	27.1
Columbia Rd SB	1/1-1/13/24 (13)	5222	401	18.5	4.9	.67	25.2

Harvard Dr One Way	2/1-2/15/24 (15)	4190	279	16.8	1.4	.05	23.8
1400 Edgehill Dr NB	2/25-3/4/24 (9)	5756	640	17.9	1.5	.04	26.3

Typically, we see that speeds are lower than what people are reporting. That may be the result of the sign drawing attention to their speed similar to how people slow when they see the police.

FYI the 85th percentile speed defines the speed that 85 percent of drivers will drive at or below under free-flowing conditions. Most people don't drive according to the posted speed limit, but account for visual aspects of the road and how it "feels." So back to the LMD example, 85% of cars were under 27 MPH.

Most police officers do speed enforcement with an allowed "buffer," such as stopping cars at 10 over and ticketing at 15, for example (in the Village, cops stop for under 10 over though - just an example). When you look at the number of cars in these graphs that are violating to that extent, there are very few. There will always outliers that are way outside of the averages, but those are very hard to find, much as those are the specific ones we very much want to get.

I just saw your other email with the attachment from Mr. Staff. It's so frustrating to see that is their experience. There is definitely heavier traffic through the Village, especially with University Ave. down to one lane. We have made repeated requests to our officers to provide extra presence and for increased traffic enforcement, and will continue to do so.

Thanks!
Jeff



Jeff Pharo, Chief of Police
Shorewood Hills Police Department
810 Shorewood Blvd.
Madison WI 53705
(608)267-1110
jpharo@shorewood-hills.org
sh-pd.org

From: Bob Falk <falkconstructionmadison@gmail.com>
Sent: Thursday, April 25, 2024 10:49 AM
To: Jeff Pharo <jpharo@shorewood-hills.org>
Cc: Karl Frantz <karl.p.frantz@gmail.com>
Subject: Re: 3400 Lake Mendota Dr. Speeds

[Quoted text hidden]

Karl Frantz <karl.p.frantz@gmail.com>
To: rstankey@shorewood-hills.org

Fri, Apr 26, 2024 at 1:45 PM

[Quoted text hidden]

Robb Stankey <rstankey@shorewood-hills.org>
To: Karl Frantz <karl.p.frantz@gmail.com>

Fri, Apr 26, 2024 at 2:38 PM

Thanks, Karl. We will talk more ahead of our May 14th Public Works meeting, but this will need to be in the packet for that meeting.

Best,

Robb

Sent from my mobile

On Apr 26, 2024, at 1:46 PM, Karl Frantz <karl.p.frantz@gmail.com> wrote:

----- Forwarded message -----

From: **Jeff Pharo** <jpharo@shorewood-hills.org>

Date: Thu, Apr 25, 2024 at 10:31 AM

Subject: 3400 Lake Mendota Dr. Speeds

To: Bob Falk <falkconstructionmadison@gmail.com>, Karl Frantz <karl.p.frantz@gmail.com>

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As is typical, the perspective of speed is higher than the numbers show. Less than 1% of vehicles are 10 or more MPH over the limit.

Regards,
Jeff

<Outlook-xp4mez2k.jpeg>

[Quoted text hidden]



Karl Frantz <karl.p.frantz@gmail.com>

Fw: Draft email to village

1 message

John Imes <jimes@shorewood-hills.org>
To: "karl.p.frantz@gmail.com" <karl.p.frantz@gmail.com>
Cc: John Imes <jimesother@gmail.com>

Thu, Apr 25, 2024 at 12:01 PM

Hi, Karl – FYI...

From: Mark Staff <mkstaff@uwalumni.com>
Sent: Thursday, April 25, 2024 10:08 AM
To: John Imes <jimes@shorewood-hills.org>; Shabnam Lotfi <slotfi@shorewood-hills.org>; Dietmar Bassuner <dbassuner@shorewood-hills.org>; Mark Lederer <mlederer@shorewood-hills.org>; Carol Barford <cbarford@shorewood-hills.org>; Robb Stankey <rstankey@shorewood-hills.org>; Bob Falk <bfalk@shorewood-hills.org>
Cc: Yolanda Staff <ymstaff15@gmail.com>
Subject: Fwd: Draft email to village

Good Morning Trustees,

The increase in traffic volume, speeding and overall dangerous driving in the Village over the last few years has reached a point where I believe it is now time to take drastic steps to intervene.

Last night I went for a walk with my one year old daughter and three year old son. My son walked with me and my daughter was in a large, highly visible stroller. The sheer volume of traffic, the many cars who did not slow down or move over with speeds assuredly over 30 mph made me feel completely unsafe. We had to repeatedly stop walking and leave the pavement onto grass or dirt and wait quite a long time while car after car drove by not following the posted speed limit. I didn't feel safe enough to let go of my sons had which made the task of pushing a stroller one handed very difficult. Most cars had one thing in common, a university parking badge hanging from their rear view mirror. Until something is done I won't even feel comfortable doing something so simple as taking my kids for a walk on a nice day.

Later in the evening I needed to run an errand and drove through the Village. On my way home on Lake Mendota Drive I saw a family going for a walk with two small kids just like mine and of course I slowed down and moved over to give them room. The driver behind me decided he couldn't be bothered to slow down for a family and with what little room was left on the road, sped up and passed me on the left. Again, a university parking badge.

While I support speed bumps and other traffic calming measures, I understand that won't be a fix for many months or years until decision get made on location, number, size etc. I also support increased enforcement but understand that with police staffing levels, it's not possible to have enough enforcement to change behaviors.

While there are certainly bad driving behaviors by Village residents, the bulk of this issue is from individuals who have no business in the Village and are just using it to avoid traffic on University avenue to reach the hospital or university. I'm open to creative ideas that would address this issue immediately but the only one I could come up with was temporarily using construction road closed signs to prevent the traffic from cutting through the Village on certain streets and forcing cars back out to University Ave. I understand this would have some impact on Village residents and I'm sure some people would say it's a step too far but it is free, temporary and would give an opportunity for immediate feedback for potential changes or complete removal.

I don't know all of the traffic patterns for people who are cutting through but a few areas come to mind. The intersection of Oxford and University Bay Drive as well as U Bay as it enters the Village by parking lot 131. The far east end of Lake Mendota drive at the Village border.

Cutting through the Village is a learned behavior and I don't believe that behavior will change once the construction on University ends. This could be a great free trial for permanent dead ends or changes to make some roads one way, as the University plans significant development just east of the Village. This problem is only going to get worse unless we intervene.

5/7/24, 3:49 PM

Gmail - Fw: Draft email to village

Thank you for your time and consideration.

Mark and Yolanda Staff

Karl Frantz

From: Karl Frantz
Sent: Monday, May 6, 2024 11:18 AM
Cc: Brian
Subject: Email to PW Committee

I was asked to provide the email below to the PW Committee.
Karl Frantz
Interim Administrator

Subject: Proposal for "No Right Turn on Red" at Rose Pl and Univ Ave.

Hi Robb,

My first e-mail to you (to your new Village e-mail address) as Chair of the Village Public Works Committee regarding a Village issue!

I strongly encourage the Village to work very closely with City of Madison Traffic Engineering regarding ped, vehicle, bus safety and efficiency at the intersection of Univ Ave and Midvale Blvd., especially around the SW and NW corners of that intersection (the two closest to the new BRT station island).

Please see the comment (screenshot below) that I made on City Traffic Engineer Jerry Schippa's LinkedIn post earlier today about traffic signaling sequences being implemented at that intersection: *"Thanks to you and City of Madison, WI Traffic Engineering for all your work making that busy intersection safe and efficient! 50K+ vehicles/day, major bus/BRT corridor, thousands of pedestrians crossing those busy streets daily. The City and the Village of Shorewood Hills need to watch that intersection very carefully as the ripple traffic impacts of BRT implementation play out and give strong consideration to "No Right Turn on Red" at the intersection to increase ped, vehicle and bus safety. The two key problematic unsafe corners (closest to the new BRT station island) being:*

- 1. NW corner (southbound vehicles on Rose Pl attempting to turn ROR to proceed westbound on Univ Ave); and*
- 2. SW corner (eastbound vehicles on Univ Ave attempting to turn ROR to proceed southbound on Midvale Blvd.).*



Jerry Schippa, PE • 1st

Traffic Engineer II

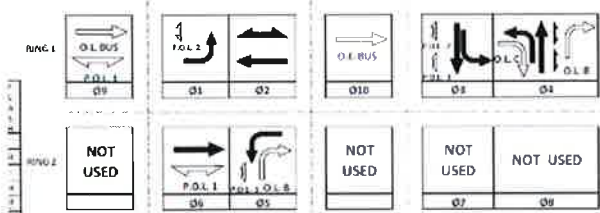
23m · 🌐

A big signal turn on today. University & Midvale is a large arterial-arterial intersection where Eastbound buses will NEED to use a queue jump to get through the intersection.

As a result of that, and longer cycles ranging from 90 to 120 seconds, delay can be quite high. So instead of one queue jump phase per cycle, why not two?

So buses are now no longer than about half a cycle length away from their next queue jump phase. If phase 10 is called (lagging queue jump), then ped phase 3 will also be called so people will automatically get the walk. If phase 9 is used, then ped 1 and 5 will be called to get people off the island quicker.

Being a regular bus rider helps reinforce why these types of signal timing operations matter for transit speed and transit rider comfort.



CC BY

2 comments

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David J. Benforado • You

3m · 🌐

Past President Village of Shorewood Hills, WI Senior Community Se...

Thanks to you and [City of Madison, WI Traffic Engineering](#) for all your work making that busy intersection safe and efficient! 50K+ vehicles/day, major bus/BRT corridor, thousands of pedestrians crossing those busy streets daily. The City and the [Village of Shorewood Hills](#) need to watch that intersection very carefully as the ripple traffic impacts of BRT implementation play out and give strong consideration to "No Turn on Red" at the intersection to increase ped, vehicle and bus safety. The two key problematic unsafe corners (closest to the new BRT station island) being:

1. NW corner (southbound vehicles on Rose Pl attempting to turn ROR to proceed westbound on Univ Ave); and
2. SW corner (eastbound vehicles on Univ Ave attempting to turn ROR to proceed southbound on Midvale Blvd).

I make my recommendation to make the two problem corners there "No Right Turn on Red" knowing there will be enormous pushback from drivers who believe that "Right on Red (ROR)" improves the clearing efficiency of an intersection and reduces traffic queues. But that intersection is simply TOO BUSY, too many moving variables, and too many drivers currently roll right through the intersection against a red stoplight while looking to their LEFT, completely missing pedestrians to their RIGHT, OR while looking to their RIGHT, completely missing approaching vehicles from their LEFT. The north/south ped experience between those two problem corners is just plain frightening. If you are crossing to the south, starting at the NW corner, you must cross **3 1/2 lanes** of traffic, get to the island refuge in the center, and then cross **6 1/2 lanes** to get to the SW corner, and by the time you reach that last lane to cross, many vehicles in that last lane have zipped through with a rolling right turn on red, very scary!

I would be happy to help with any Village efforts in this regard.

Could you please share my e-mail with the Public Works Committee, Village staff and Village Engineer T&C's Brian Berquist?

Many thanks.

Dave

David J. Benforado