

MINUTES FOR THE VILLAGE OF SHOREWOOD HILLS
Public Works Committee December 11, 2017

Call to Order: The meeting was called to order at 7:00 p.m. by Chairperson Lederer

Roll Call: On call of the roll, members present were Chair Mark Lederer, Chris Petykowski, Cara Coburn-Faris, and Tracy Bailey. Yang Tao and Rick Chappell were excused. Others present included, Village Engineer Brian Berquist, Crew Chief John Mitmoen, and Village Administrator Karl Frantz. Jeff Held Traffic Engineer from Strand and Tu Le, prospective committee member.

Tracy Bailey was welcomed as a new member and Tu Le introduced.

Note compliance with open meeting law: Compliance with the open meeting law was noted.

Consider approval of previous meeting minutes: Mark Lederer seconded by Chris Petykowski moved to approve the November 9, 2017 minutes. After some discussion about when the quorum was lost, the motion was approved 3-0-1. Tracy Bailey abstained.

Discussion and any recommendations on traffic calming policies - Mark Lederer described the current policy the Committee has been using, provided historical context and that this is a good time for the Committee to consider either updating the policy, starting fresh and/or looking at other policies for ideas such as Middleton's or the City of Madison. Karl noted that the policy in place was completed at a point in time when the Committee did not want to consider additional traffic calming in the form of humps and bump outs to any great degree. The highest traffic volume and speeds streets are University Bay Drive, Lake Mendota Drive and Edgehill Drive. Traffic volumes on these streets exceeds 1,000 per day and the 85th percentile speed had historically been at about 27 mph, but lately some speeds at on UBD and Edgehill had shown 85% speeds as high as 32 mph. After the street was restriped with parking and walk lanes, 85% speeds returned to 27 mph. Tracy Bailey noted the seasonality of traffic on streets that access the Country Club like Blackhawk and Topping Road and that information on Village speed limits and traffic laws may not be getting to the drivers because it is people who do not live in the Village. Jeff Held, a Traffic Engineer from Strand was introduced. Jeff had agreed to attend to help provide preliminary thoughts and guidance he might have. Jeff said that having good data was very important to start with and having a policy can be very helpful. He had helped put the Middleton policy together. The Village twenty mile per hour limit is slower than most places where residential speeds are posted at 25 mph so practices designed to slow vehicles to drive below thirty may not work that well, if the goal is 20 mph. Cara stated that a comprehensive policy that responds to resident concerns is important and a process that is inclusive and transparent. She noted that it should not be vehicle centric, walkers and bikers need to be included. She suggested walking counts and walk ability scores could be helpful. Cara also noted that a community wide survey could be very helpful

There was brief discussion about the Village Safer Walkable Community policy that was now also aging and past sidewalk controversies and installations. Chris Petykowski noted the

Committee had several times recommended the installation of sidewalks as part of street projects but once matters got to the Board they were removed on some occasions due to strong pushback.

The Police Chief will be asked to attend the next meeting to discuss traffic law enforcement and the role of the police department. Jeff Held will see if he can find some sample policies and surveys the committee could work from.

The Committee also discussed the need to develop a systematic methodology to collect data on traffic volumes and speeds on Village streets.

Discussion and possible recommendation on stop sign installation at street intersection behind and adjacent to Arbor Crossing and 800 UBD – This item was deferred until Yang Tao could lend his advice using his expertise as a traffic engineer.

Discussion and possible recommendations on left turn lane northbound Shorewood Boulevard to Locust – The Committee discussed the short left turn lane from northbound Shorewood Boulevard to access Locust. A resident had raised a concern about the lane forcing southbound traffic to shift westerly to avoid a head on. Brian will work on some options for spring.

The meeting was adjourned at about 9:00 p.m.

Respectfully submitted,

Karl Frantz