

**CITY OF MONONA**  
**Ad Hoc Pedestrian & Bicycle Committee**  
**Wednesday, June 27, 2018**  
**MINUTES**

1. **Call To Order:** 6:38 PM by committee chair, Doug Wood.

2. **Roll Call:**

Members Present: Chair Doug Wood, Alderperson Chad Speight, Julie Byrnes, Larry Reed, Leslie Busse  
Members Absent: Angie Fassl, Mary Possin  
City Staff Present: Brad Bruun, Curt Wiegel, Jeff Johnson  
Professional Guests: Jeff Held of Strand Engineers Inc.

3. **Approval of Minutes:** Approved 5.23.2018 Minutes; First – Leslie Busse, Second – Julie Byrnes

4. **Appearances:** None

5. **Unfinished Business:** None

6. **New Items:**

**A. Refined Typical Sections; B. Traffic Volumes, Speeds and Crashes on Bike and Pedestrian Corridors; C. Refine Corridor Priority List; D. Create Draft Projects List**

Jeff Held with Strand summarized how the street corridors were ordered/categorized for presenting to the committee. The temporary no parking ban was referenced. The no parking ban is meant to test resident's feelings toward what could be a more permanent solution if it proves to work well for the South Winnequah Rd. corridor. Noted was that without parking to skinny the roadway, speeds might go up. Also noted was conditions now without parking would be different than when the bumpouts are removed. The committee suggested that Monona Police increase enforcement and utilize the City's speed board. Doug asked about the No Parking signs for Winnequah. Jeff Johnson replied that they are on order. Also referenced was the current status of the speed signs recommended for Winnequah Rd. They are also on order.

Strand reviewed what typical sections would look like on streets with less than 750 vehicles per day. Parking on these streets typically allowed on at least one side. On street pedestrians are typical as well as sharrows for shared motor vehicle and bike lanes. Typical sections of roadways with greater than 750 vehicles per day and less than 1,500 vehicles per day can be considered for bike boulevards. These bike boulevards typically do not include parking but could include an on street walkway delineated by a painted line in the roadway.

Discussion ensued on the Winnequah Rd. corridor. Leslie asked if Winnequah Rd. was redesigned to be a bike boulevard, would it potentially reduce traffic counts? Staff proposed that traffic volumes are high on Winnequah Rd. due to the ease of travel on that roadway. There are very little impediments to movement such as speed humps or tables, stop signs, or parking. In order to lessen traffic and slow vehicles traveling along the corridor these impediments to the ease of movement throughout should be considered. It was mentioned that the long term goal for the Winnequah Rd. corridor would be to add sidewalks to allow for safer pedestrian movement through the corridor. Larry asked if residents knew the size of the right-of-way along the South Winnequah corridor? Staff stated that if residents living there now owned their homes in 2008, then they should know where their property ends and the right-of-way begins. Staff raised concerns about the proposal of a shared use path being planned for the West side of the South Winnequah corridor. Avid bikers and bikers using the corridor to commute are not usually fans of a shared use path due to conflicts with pedestrians, driveways, and other slower bikers. They would prefer to ride along on street bike lanes where they are not affected by those things. Julie raised concern of the proposal which did not include a sidewalk on the East side of the roadway, making everyone have to cross the street to access any side streets along the corridor. Julie also referenced that there would be no place for children to stand and wait for the bus along that side of the street.

Jeff Held with Strand presented a typical section for a collector street which has average daily traffic volumes over 1,500 vehicles. Typically, these roadways have on-street designated bike lanes, may have parking, and separated off street sidewalks for pedestrians.

The Committee continued to discuss S. Winnequah Rd. treatments. Staff asked if the crown would need to be moved from its current location if bump outs were removed and the lanes were repainted to include pedestrian-bike shared use lanes on either side with the potential to add a shared use path along the West side of the roadway? Jeff Held would look into it for the next meeting. Chad stated that the shared use path seems to solve current issues of lack of parking, lack of safe travel area for bikers and pedestrians, however, the committee and City would need to be prudent on costs. Committee discussed the potential for adding speed tables at intersections along S. Winnequah Rd. Issues were raised concerning emergency response vehicles riding over these tables during life-saving operations. Jeff Held stated that the speed humps are very gradual and are meant to slow traffic without being obstructive to driving. Chad stated that there are speed tables in Madison in many locations, so it would seem not to cause a negative effect on normal EMS and Fire operations.

Jeff Held introduced a chart for scoring roadways in prioritized corridors. Doug suggested adding criteria to include regional and local connections = 1 point. Staff to include bike and pedestrian counts.

Calming options were discussed. This included closing in intersections using bump-outs to tighten pedestrian crossings, traffic circles, etc. A review of potential future projects that have proposed budgets. Graphical examples for those projects were shown. The committee discussed issues at Winnequah Rd. and Monona Dr. intersection. Staff commented on the need for better wayfinding signs to send riders up and down Coldspring as opposed to riding to the intersection at Winnequah Rd. and Monona Dr. A discussion of the possibility to add a rapid flashing beacon at Sylvan and Falcon Cir., as well as the potential to add new pedestrian and bike accommodations in that area.

In reference to the suggested solutions presented in the meeting, Chad stated that the short-term solutions are fine, however, there needs to be a new template for road reconstruction in Monona.

Discussion on when the next meeting ensued. Chad and Doug agreed that all the facts would need to be present and a review of responses to possible questions from a group meeting of the Public Works and Public Safety Committees would need to be well thought out. Chad suggested sharing the Edina, MN Ped and Bike Plan example with those committees. Chad also suggested that planned treatments should be proposed for entire routes as opposed to singular sets of blocks. For instance, a corridor might be Bridge to Maywood, Maywood to Greenway, McKenna to Dean, and Waterman to Winnequah. All improvement suggested for those stretches of roadway could be considered in an overall plan for that corridor.

Doug suggested that this committee meets one more time prior to a group meeting with the Public Safety and Public Works committees.

7. **Next Meeting:** July 25 at 6:30 PM, Monona Public Library Municipal Room
8. **Adjournment:** Meeting adjourned at 8:50 PM. Motion – Larry, Second – Leslie

Prepared By:  
Brad Bruun

Please contact Brad Bruun, [bbruun@ci.monona.wi.us](mailto:bbruun@ci.monona.wi.us), (608) 222-2525 with any questions about the minutes or meeting agendas – thank you.