



# City of Madison

City of Madison  
Madison, WI 53703  
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## Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

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Wednesday, February 24, 2016

5:00 PM

215 Martin Luther King, Jr. Blvd.  
Room 260, Madison Municipal Building  
(After 6 pm, use Doty St. entrance.)

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### A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:04 PM.

**Present:** 9 - Ledell Zellers; Paul E. Skidmore; Rebecca Kemble; Michael W. Rewey; Grant A. Foster; Mark D. Bennett; Susan M. De Vos; Scott A. Kolar and Sarah (Sally) A. Lehner

**Excused:** 1 - Aaron S. P. Crandall

Please note: Ron Steinhofner was also excused from the meeting.

### B. APPROVAL OF MINUTES

A motion was made by De Vos, seconded by Foster, to Approve the Minutes of the January 26, 2016 meeting. The motion passed by voice vote/other.

### C. PUBLIC COMMENT - None.

### D. DISCLOSURES AND RECUSALS - None.

### E. MADISON POLICE DEPARTMENT REPORTS ON TRAFFIC-RELATED ISSUES

#### E.1. [41876](#) Madison Police Department Traffic Reports, Fourth Quarter 2015 - PBMVC 02.24.16

After reviewing the 4th Quarter Report, MPD Lt. Trevor Knight answered questions.

- MPD partnered with Dane County on a Speed Grant. Speeding citations were up. Officers used their own discretion as to how many mph above speed limit to ticket, but commonly it was between 10-12 mph.
- Licensing/registration violations were usually issued when people were pulled over for speeding or some other moving violation. MPD was moving towards issuing more warnings for license/registration violations to give people the chance to come into compliance.
- Increased pedestrian crashes might be due to not paying attention.

Members made the following comments.

- Speeding was the leading cause of preventable deaths. Perhaps T.E.S.T. should focus more on speeding than on license/registration/insurance violations.

- Pedestrian crashes were about a third higher in 2015 than 2014.
- More citations were issued for failure to yield to peds, which was appreciated; made an interesting correlation with crashes.
- It would be helpful to see % of injuries sorted by ped, bike, or motor vehicle, with at-fault info.
- Re: speeding enforcement, the 15-mph difference between 25 and 40 mph, could mean life or death for a ped or bike. Perhaps enforcement wasn't safe enough at that level.

## F. NEW BUSINESS ITEMS

### F.1. [41737](#)

Approving revised plans and specifications for East and West Mifflin Street, North Carroll Street and North Pinckney Street Assessment District - 2016.

Principal Engineer Chris Petykowski and Pedestrian/Bicycle Coordinator Arthur Ross discussed the plans, which called for pavement replacement. Work would start at the end of March/early April.

- The State Capitol and Executive Residence Board (SCERB) had voted against allowing a contraflow lane to be placed on state property on the south side of Mifflin. SCERB didn't think it necessary or safe; had concerns about parkers crossing the lane to park.
- The resolution would approve a revised design that would do everything originally planned, except to mark the contraflow lane. Perhaps as contraflow lanes become more common, SCERB would allow it.
- Mifflin would be widened by two feet, using some of the space between the planters and curb, to allow for a future contraflow lane. Jointing would be a little different; and two trees would be replaced by younger ones.

Members felt that a contraflow lane was needed here, and that further consideration should be given to a lane on the north side of Mifflin.

- The City would have complete control of a north lane vs. dealing with the vagaries of State control of a south lane.
- Street width allowed for a lane and two buffers on the south side, which would be room enough for a north lane also.
- Alternative lane designs could address issues related to bus accessibility. Pedestrians were being impacted as it was.
- The lane on the south side used an approach not generally accepted. Many cyclists were uncomfortable with it.

Staff had studied the idea of a contraflow lane on Mifflin for many years and from many angles. As part of this project, a lane on the north side of Mifflin presented serious challenges:

- The project entailed repaving not the sort of reconstruction required for a north side lane. Mifflin would have to be widened; and resources weren't available to do this. A lot of recent, expensive landscaping would have to be removed.
- Along with creating some operational issues, bus riders would have to cross the lane to board the bus. And being placed away from the curb, buses wouldn't be handicapped accessible. Pedestrians in the area would also be impacted.
- The project was timed tightly around dozens of events on the Square.

As a long-time biker, Rewey preferred the south side option because dealing with pedestrians would be far more difficult on a north side lane.

Skidmore was uncomfortable with their choices. The current plans didn't contain any contraflow lane; and if they approved the resolution, a lane might never be created. But if they didn't approve the resolution, the contract and construction could be delayed, causing other issues. BPW was the Lead, but PBMVC could make a recommendation.

A motion was made by Foster, seconded by Kemble, to Return to Lead with the Following Recommendation(s) to the BOARD OF PUBLIC WORKS: That staff do a formal analysis of the feasibility of creating a northside contraflow lane on Mifflin Street, to be provided to BPW at its March 2, 2016 meeting. A vote was taken and the motion passed by voice vote/other.

- F.2. [41882](#) Discussion about the Bike Maintenance Workgroup: Its scope and length - PBMVC 02.24.16

Referring to the Committee template (attached), Ross mentioned a trend in the City to place timeframes on ad hoc committees, and suggested that the Work Group consider setting an expiration date for their group. Foster/Kemble made a motion to set an end date of 04/30/17. The motion passed by voice vote/other. [Please note: Kemble and Skidmore left at this point in the meeting, at 6 PM.]

G. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS

- G.1. [41878](#) Review of Traffic Calming Projects and Disadvantaged Neighborhoods - PBMVC 02.24.16

Ross referred members to the two maps that showed low income and minority neighborhoods overlaid with traffic calming information (attached). An additional map was requested that showed low-income and zero-car households overlaid with traffic calming info.

Noting reports of racial disparities locally, and national data that showed people of color and low income neighborhoods had much higher rates of pedestrian deaths, members discussed different areas of the Neighborhood Traffic Management Program (NTMP) that might be explored, including: Ways to better communicate and engage with low-income and minority populations about NTMP; and different approaches to the NTMP process and administration. Staff talked about Neighborhood Resource Teams (NRTs) and their work with neighborhoods and alders on traffic calming.

Staff was asked to bring more information about NRTs, and their ideas about how to better engage these neighborhoods. It was suggested that as an all-white body, they not swoop in assuming there were problems, to help people who were not in the conversation. It was also pointed out that some neighborhoods didn't have traffic calming because they had no local streets to be calmed. Keeping these points as well as fairness in mind, they would continue looking at the issue. [Please note: Lehner left at this point in the meeting, at 6:18 PM.]

- G.2. [41879](#) Discussion about Types of Traffic Calming Devices - PBMVC 02.24.16

Members and staff discussed the information (attached), citing various examples of the devices and their effectiveness in traffic calming.

- While some devices were helpful to pedestrians, they sometimes made things worse for bikes (Ex. islands on Walter). It would be good to make this distinction when assessing the benefit of each device and when installing certain devices.
- In reducing speeds, it wasn't so much about lowering average speeds; it was about eliminating the speeds in the highest range (outliers).
- Speed humps were designed for cars, which could transition them smoothly. Longer vehicles like buses and emergency services ended up straddling the humps, and hitting the bump twice in quick succession. Large vehicles had to slow down a lot to avoid hurting passengers and avoid damaging the vehicles. Metro had also raised the issue of time and schedules, with regard to speed humps on certain routes.
- Though not shown on the list, some street designs (such as installing bike lanes and narrowing vehicle lanes) helped slow traffic.

Staff would invite Metro to PBMVC to discuss speed humps. Staff would also investigate whether any new traffic calming devices had been developed.

G.3. [41880](#)

Smart City Application - PBMVC 02.24.16

Members and staff discussed the application (attached), which was put together by a coalition of org's; 78 applications were filed; five semi-finalists would be announced in March, with one finalist announced in June. It was noted that while technology could improve certain aspects of transportation systems, walking and biking were green and low-cost active transportation.

G.4. [41885](#)

Information about Referral of Public Works Projects to PBMVC - PBMVC 02.24.16

Rewey reviewed the memo (attached), and commented that #4 had been expanded to include major bike path projects "and any component of an arterial or collector bike path or planned bike path system." Members appreciated this new process.

H. **REPORTS OF OTHER GROUPS (for information only; not for discussion)**

H.1. **Bicycle Facility Maintenance Workgroup update**

Foster: The Workgroup and agencies were coming to consensus on several issues. A winter cycling survey and pix of bike facilities in the winter had been shared. A document prepared previously by Public Works agencies contained info on non-winter elements that would help in developing a report and recommendations. Zellers felt a good public info component was essential.

H.2. **15487**

Reports of other Committees/Commissions (verbal updates may be given as available)

Plan Commission  
Long Range Transportation Planning Committee  
Joint West Campus Area Committee  
Joint Southeast Campus Area Committee  
Sustainable Madison Transportation Master Plan Oversight Committee

L RTPC: Would be looking at the 2050 Regional Transportation Plan.  
Jt. West Campus: Rewey nominated De Vos, but this hadn't gone forward.  
Jt. SE Campus: Last meeting was cancelled.  
Madison in Motion (MIM): Would be reviewing the 100-page summary. The  
Bike-Ped element had been updated.

**I. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS**

**I.1. General Announcements by Executive Secretary - None.**

**I.2. General Announcements by Chair - None.**

**I.3. Commission member items for future agendas**

Members mentioned the following items: Traffic calming follow-up, MIM update, Metro report on traffic calming impacts, sidewalk closures, annual work plan discussion (inc. annual calendar), a standard agenda item re: tentative items for future agendas, updates on the new alder committee to review the transportation ordinance.

**ADJOURNMENT**

A motion was made by Foster, seconded by Zellers, to Adjourn at 7:07 PM. The motion passed by voice vote/other.