



# City of Madison

City of Madison  
Madison, WI 53703  
www.cityofmadison.com

## Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

---

Tuesday, March 25, 2008

5:00 PM

Room LL110, Madison Municipal Building  
215 Martin Luther King, Jr. Blvd.  
(After 6 pm, use Doty St. entrance.)

---

### CALL TO ORDER / ROLL CALL

The meeting was called to order by Vice-Chair Wittke at 5:00 p.m.

**Present:** 8 -

Beth A. Whitaker; Aaron S. P. Crandall; Judy Compton; Paul E. Skidmore;  
Charles W. Strawser III; Mary P. Conroy; Cheryl E. Wittke and Susan M.  
De Vos

**Excused:** 2 -

Robbie Webber and Mark N. Shahan

Strawser and Skidmore arrived at 5:05 p.m. Compton arrived at 5:10 p.m.

[Items reported in the order listed on the agenda. Item C.6. (Platinum Biking report) was taken up after item C.2.]

### A. APPROVAL OF MINUTES

A motion was made by Conroy, seconded by Crandall, to Approve the Minutes .  
The motion passed by voice vote/other.

### B. PUBLIC COMMENT - None

### C. NEW BUSINESS

#### C.1. [08944](#) 2008 Neighborhood Traffic Management Program Priority List

Ross referenced the updated list that was handed out to members at the meeting. The list was revised from the earlier version to add Prairie Road (Williamsburg Way-Maple Grove Drive) and remove Erin Street from the recommended collector locations. Ross suggested that the PBMVC recommend six rather than five collector locations and add Erin back. He felt the NTMP budget will handle all six and noted that it's possible one of the other projects may not move forward in 2008 for some reason. Erin residents had seen the previous list which included Erin as a recommended location.

Crandall asked about the next step in the NTMP process. Ross explained that Traffic Engineering staff will work with neighborhood residents to develop plans and specifications for the type of traffic calming project appropriate for their street.

Conroy asked whether Keyes Street could be added to the recommended local locations since it is only two-tenths of a point behind Emerald Street. Ross noted that TE staff typically recommend the top five locations but made an exception for the collector locations because Prairie Road came in after the initial list had been developed and Erin residents had already seen that their street was in the top five. Conroy asked that Keyes Street be added to the recommended local streets with the understanding that it would be undertaken only if the budget allows.

Members then heard from the registrants.

Eldon Hoel, 3638 Tulane Avenue, opposed traffic calming on Tulane Avenue.

- Has lived on Tulane for 53 years.
- Opposed having obstructions in the street.
- He reviewed a copy of the petition that started the process and felt the petition is invalid because of problems with some signatures and the lack of a date as to when the signatures were obtained. Problems with the petition include signatures from people who no longer live on the street, one household had three people sign, a person who signed the petition indicated to Hoel that they were not in favor of traffic calming, another person indicated they now object to traffic calming, and several others also said that even though they signed the petition, they are not in favor of traffic calming.
- Adding speed humps to Tulane will make the street a roller coaster. He referenced the speed humps installed on Schenk Street, which he felt redirected many motorists to Walter Street. Now Walter Street is recommended for traffic calming (collector street).
- He felt the City should facilitate traffic flow, not obstruct it.

Motion by Skidmore/Compton to allow the speaker another minute, carried.

- He hears motorists hitting the undercarriage of their vehicles when driving on Schenk.
- Plowing around traffic islands is a real problem.
- Doesn't want to see his taxes dumped into the NTMP.
- A group of retired City employees, including a few public works employees, talked about NTMP and all objected to obstructions in the street.

Patrick Soukup, 3717 Dawes Street, opposed traffic calming on Tulane.

- He is the director of the Eastmorland Community Association.
- He supported the comments made by Hoel.
- He opposes the speed humps installed on Schenk Street.
- He also had concerns about the validity of the Tulane petition. It is undated so there's no way to tell when it was circulated. One of the signers has moved out of the city, one household had three signatures, and one person didn't understand what they were signing. He would like more information on the validity of the petition and would like to meet with City staff to resolve that issue. (He was advised to contact Mark Winter at Traffic Engineering.)
- Is there another way to solve the speeding problem?
- On Schenk Street, some motorists "fly" over the speed humps but those with lower profile vehicles suffer damage to their vehicle.
- Compton noted there is a school on Schenk Street and asked how Mr. Soukup would recommend controlling traffic speeds if not by humps. Soukup replied that

consistent enforcement, along with a hefty fine, would work.

· If speed humps are subsequently found to be ineffective, then need to tear up the street again.

Referencing the proposal to add Erin and have six collector locations, Ross explained that the Prairie Road petition came in after the initial list and ranked high. Prairie Road is scheduled for resurfacing this year so the traffic calming project should not cost that much, allowing Erin to be added as a sixth location.

Ross clarified that TE staff will work with the neighborhoods on the traffic calming project. Once a plan is developed, the residents are surveyed and the survey response determines whether the project proceeds.

Motion by Crandall/Strawser to recommend the top six collector locations and the top five local locations.

Friendly amendment by Conroy, accepted by Crandall, to include Keyes as a recommended local location if enough funds are available.

Ross reminded members that staff usually recommends proceeding with the top five locations. Compton felt that adding Keyes should not be controversial since it's contingent upon funds being available.

De Vos indicated she would oppose the motion. While she's not against traffic calming, she does not support the NTMP. She felt that the research material relied upon by TE staff comes from locations without snow. Staff should not rely on design guidelines that don't apply to Madison. De Vos remarked that in her neighborhood, traffic calming devices made it difficult for bicyclists. She stated she could not vote for the priority list without knowing the details as to what type of traffic calming is being recommended. Ross advised that once the locations are approved, TE staff will go back to the neighborhoods and work with the residents on developing the traffic calming plan. De Vos felt that TE will arrogantly impose what it wants. Crandall asked whether the traffic calming could be something other than speed humps and Ross replied yes, it could be humps, circles, islands, etc. Ross emphasized that all streets on the list are there because residents applied to participate in the NTMP and submitted a petition. He reiterated that TE staff will work with the neighborhoods to develop a traffic calming plan, including neighborhood meetings. A survey will then be sent to residents to determine whether the project should proceed.

Motion carried with De Vos voting no.

C.2. [04272](#)

THIRD SUBSTITUTE - Creating Section 12.792 entitled "Neighborhood Electric Vehicles Allowed" to permit and regulate the operation of such vehicles on Madison streets and amending Section 1.08(3)(a) of the Madison General Ordinances to establish a bail deposit amount for violations of the section.

A motion was made by Compton, seconded by Strawser III, to Return to Lead with the Recommendation for Approval to the PUBLIC SAFETY REVIEW BOARD.

Ross provided some background information. State statutes permit municipalities to allow neighborhood electric vehicles (NEVs) on local streets with a maximum posted speed limit of 35 mph. It's up to the local municipalities whether they wish to allow NEVs. The UW-Madison already uses NEVs on campus. Ross noted

that the Third Substitute before the PBMVC incorporates changes to reflect 2007 Wisconsin Act 33, which provides that WisDOT will register and license the NEVs, not the local municipalities.

Ald. Mark Clear, main sponsor of the ordinance, registered to speak. He commented that the ordinance is very simple and allows NEVs on streets with a posted speed limit of 35 mph or less. The ordinance is similar ones adopted in Janesville, LaCrosse, Green Bay, Stoughton and Milwaukee.

Compton expressed interest in being added as a sponsor. She wondered whether Clear would be willing to accept an amendment that NEVs must be able to reach a certain speed in order to be allowed on a 35 mph street. Ross noted that NEVs are legally restricted to a maximum speed of 25 mph. Compton expressed concern that some NEVs may not have enough power to reach 25 mph. She did not want to see accidents occur because motorists are trying to get around a NEV. For instance, if a NEV can only go 10 mph will it still be allowed on City streets? Compton wondered whether the ordinance should be amended to include a requirement that the NEV be able to achieve/maintain a speed of "x" miles per hour in order to be operated on the street.

Strawser wanted to know how the state statute defines a NEV. Ald. Clear indicated that the ordinance references the state statute. A NEV is smaller than the typical passenger car and usually looks similar to a motorized golf cart but has safety equipment like a car such as a windshield, headlights, seat belts, turn signals, etc. Federal law requires that they have a maximum speed of 25 mph. Clear did not think there was a problem with NEVs being unable to attain a speed of 25 mph but indicated some of the registrants might be better able to address this issue.

Jim Bogan, representing the UW-Madison Fleet, distributed photos of several NEVs used on campus. The UW uses an orange triangle on the back of each NEV to indicate a slow-moving vehicle. The UW uses the vehicles for various purposes, including patrolling grounds, shuttling between buildings, transporting relief workers to the parking ramps, etc. He indicated the vehicles work well for getting from one side of campus to another.

Compton indicated support for NEVs but felt she was hearing that they are utilized like golf carts in a resort. She wanted to know if there's a problem with maintaining speed when the vehicle starts to lose power. Bogan replied that it depends on the terrain, vehicle load and weather. He stated that the ones purchased by the UW have a fairly high carrying capacity. The governing factor is the motor must spin fast enough to turn the wheels. He estimated that a NEV going up a steep hill would probably travel only 16 mph. Bogan felt the vehicles have great visibility, more so than a bicycle or moped.

Lucy Zweep and Juan Olveda, representing Ozee Cars, 516 E. Main Street, Stoughton, registered in support.

- Their company sells NEVs.
- The vehicles are designed for neighborhood use. They are safe and don't have emissions.
- The vehicles are limited to 25 mph. Customers are urged to maintain the battery and keep it charged. With a full charge, a NEV should get between 30-70 miles per charge. The outside temperature should not have an impact on the

battery.

- Shopping malls in some cities have charging stations for electric vehicles.
- NEVs are the wave of the future.

Compton commented that although the emphasis is on using the vehicles in neighborhoods, the ordinance talks about streets with a 35 mph limit, which means an arterial street. In communities where NEVs are already being used, how many times are they restricted from going on arterial streets? Zweep stated there have been no problems in Stoughton, even with 35 mph streets. In response to Conroy's question, Zweep advised that most NEVs cost between \$8,000-\$9,000 for a custom-built vehicle. She added that NEVs are very quiet when operated and do have a back-up beeper.

Matt Schaefer, 621 Vernon Avenue, Madison, registered in support.

- He has test-driven a NEV and will purchase one if the ordinance passes.
- He envisioned using a NEV to commute to work and for trips close to home. He wants to use a NEV to reduce the number of trips made by a gas-powered vehicle.
- He indicated that Federal standards specify that the vehicle must be capable of reaching a speed of at least 20 mph within a mile; if a vehicle can't do that, it would not be classified as a NEV. If a vehicle is going less than 20 mph, perhaps the driver could be cited for impeding traffic. Something like that might address Compton's concerns.
- He noted that other vehicles such as bicycles that don't go 20 mph.

Dane County Supervisor Kyle Richmond, 929 O'Sheridan Street, Madison, submitted a registration slip in support and urged that the ordinance be passed soon.

Motion by Compton/Strawser to recommend approval.

Strawser felt the ordinance should be consistent with the state statute in allowing NEVs on streets up to 35 mph. This would allow the NEVs access to the whole city since a driver would often need to cross a 35 mph street to reach a lower speed street. Compton clarified that her concern is about a loss of power. The human factor re: vehicle maintenance comes into play. Many motorists speed or drive recklessly to get past slow moving vehicles. She would like to see a minimum standard for speed. She did not have a problem with a NEV going 25 mph on a 25 mph street, but she was concerned about NEVs going slower than 25 mph. On narrow streets, a slow moving vehicle could cause safety problems. Crandall agreed with Strawser that the ordinance should reflect the state statute. People who purchase a NEV will learn which streets to travel on. He did have a concern that if a NEV is consistently being passed, the driver will move too far to the right and infringe on the bike lane.

Skidmore stated he wanted to be added as a sponsor. He requested a roll call vote on the motion.

Excused: 2 -

Robbie Webber and Mark N. Shahan

Ayes: 8 -

Beth A. Whitaker; Aaron S. P. Crandall; Judy Compton; Paul E. Skidmore; Charles W. Strawser III; Mary P. Conroy; Cheryl E. Wittke and Susan M. De Vos

A roll call is shown here to reflect that Beth Whitaker left at 6:25 p.m., following completion of item C.6. which was taken up following item C.2. After completion of C.6., members took up item C.3. and the remaining items as listed in the order shown on the agenda.

**Present:** 7 -

Aaron S. P. Crandall; Judy Compton; Paul E. Skidmore; Charles W. Strawser III; Mary P. Conroy; Cheryl E. Wittke and Susan M. De Vos

**Absent:** 1 -

Beth A. Whitaker

**Excused:** 2 -

Robbie Webber and Mark N. Shahan

- C.3.**     08820     Creating new Section 12.1335(4)(d), renumbering current Section 12.1335(4)(d) to Section 12.1335(4)(e), amending Section 12.1339, amending Section 12.141(2), creating new Section 12.141(3), renumbering current Sections 12.141(3)-(9) to Sections 12.141(4)-(10), and amending Section 1.08(3)(a) of the Madison General Ordinances to further deter snow parking violations and more efficiently allow for cleaning of the streets.

**A motion was made by Strawser III, seconded by Compton, to Rerefer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION. The motion passed by voice vote/other.**

- C.4.**     09271     Creating Section 12.541(60) entitled "Controlled Intersections" of the Madison General Ordinances.

**A motion was made by Strawser III, seconded by Compton, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**

- C.5.**     08943     Back-in angle parking

**Ross advised that he goes by the back-in angle parking on Livingston Street quite frequently and feels there has been good compliance since the signs went up.**

**In response to De Vos' question, Ross stated that the City does not have jurisdiction over the type of parking provided at shopping malls. But the City is promoting back-in angle parking in the public right-of-way, such as a yet-to-be developed parking area in the Grandview neighborhood development, and is also promoting it in private developments.**

**Ross was pleased with how the Livingston back-in parking has worked out.**

**Ross indicated this item was placed on the agenda at the request of De Vos and was for discussion. The agenda materials included some information about back-in angle parking in other cities. It has been used quite successfully in a number of other communities.**

**Strawser requested that a future agenda include the possibility of making it a formal policy that whenever the City has jurisdiction over parking and angle parking is proposed, that it be back-in parking.**

- C.6.**     08798     Adopting the Platinum Biking City Planning Committee's report, "Making Madison the Best Place in the Country to Bicycle," and recommendations contained therein.

A motion was made by Compton, seconded by Skidmore, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.

**Registrants:**

**Ald. Mark Clear, District 19**

**Jay Ferm, 1201 Hickory, co-chair, Platinum Biking City Planning Committee**

**Mary Rouse, 1934 Rowley Avenue, co-chair, Platinum Biking City Planning Committee**

**Matt Logan, 1822 Jenifer Street**

**Susan Schmitz, 210 Marinette Trail, representing DMI**

**Darryl Jordan, 106 Sunnymeade Ln. #1**

**Written comments (emails) received from:**

**Carolyn Senty, 2230 Fox Avenue, Madison: Supported all proposals in the Report. Madison has so much to gain and can be an example of good planning and support for non-motorized transportation in urban areas.**

**Mary Bean, 404 Tompkins Drive, Madison: Identified herself as a recumbent bike rider. She felt the Report has an impressive list of recommendations that includes many of her concerns, such as keeping trees/vegetation trimmed along bike routes and providing bike parking at most destinations.**

**Doug Adler, UW-Madison Space Science & Engineering Center, supported the Platinum Biking initiative. He felt one of the more important points is the maintenance of existing bikeways, especially removal of snow and debris. He felt more priority needs to be given to bicycle routes on main arterials with heavy traffic and few alternates, both in facility upgrades and maintenance.**

**PBMVC member Ald. Webber was unable to attend tonight's meeting but distributed a memo outlining her suggested changes/additions.**

**DISCUSSION**

**Ferm advised that the committee has been working on the report for a year and a half and would like to see a successful conclusion. The PBMVC is the last committee before the Report goes to the Common Council. Rouse indicated she and Ferm have appeared before 8 other committees, all of which recommended adoption of the Report. An affirmative vote from the PBMVC, the lead referral, is key. Rouse noted that corporate sponsorship came from Trek, Pacific Cycle, Saris Cycling and Planet Bike.**

**Rouse described it as an ambitious report and indicated the committee selected 20 of the 100 recommendations for inclusion in the 2009 City budget. Committee members will be meeting with the Mayor and City department heads on April 14 to review the 20 recommendations. A high priority is a public relations/marketing campaign to create a "buzz" about bicycling to reach those who currently do not bike. Rouse emphasized that the committee is not against any other form of transportation, they are just trying to increase the number of bicyclists.**

**Clear asked whether the PBMVC can take on the long-term responsibility to oversee implementation or whether a new committee needs to be formed, such as a continuation of the Platinum Committee. Skidmore felt it should be the purview of the PBMVC, and the PBMVC could determine whether an ad hoc**

committee or subcommittee is necessary. Compton agreed it should be the PBMVC but in conjunction with the Platinum Biking Committee since they developed the Report and know what needs to happen. Ross pointed out that the Platinum Biking Committee is an ad hoc committee that will end once the report is adopted. Compton felt the Platinum Biking Committee should continue in some way. De Vos noted that the Transit & Parking Commission has a subcommittee that includes members from outside the parent commission, and she felt it would be appropriate to have such a subcommittee for implementation of the report. Strawser felt the PBMVC is the best place for the oversight but if members are looking to put it some place else, the long-term management of the report might be served by the Long-Range Transportation Planning Commission. Ferm directed attention to page 66 of the report and the recommendation to have an annual report card that monitors progress to be presented to the PBMVC. The Platinum Committee felt the PBMVC should take ownership of the oversight but perhaps a subcommittee could be created that includes members of the Platinum Committee. Looked at PBMVC as the long-term caretaker. The annual report card would provide for accountability from the various City departments. It will be easy to see if the report is just gathering dust on a shelf or is being implemented.

De Vos noted that the City already has a Bicycle Plan. Ferm advised that the Bicycle Plan 2000 is referenced in one of the recommendations. It's an excellent plan, and one of the reasons the Mayor formed the Platinum Committee was to investigate why the Bicycle Plan is not being implemented. A lot of the Report recommendations address impediment to implementing the Bicycle Plan, including the inter-departmental and inter-governmental cooperation that's needed.

Crandall asked if there's any mention of reaching out to minority communities to promote bicycling in general. Rouse replied yes. This issue was especially important to former committee member Ald. Benford and the committee spent quite some time discussing how to reach out to minority communities. Ferm indicated the committee would like to do a scientific survey over time to get a better understanding of why some communities do very little biking. Rouse commented that children used to bike much more often than now, and the committee wants to work with families of all color to encourage biking.

Conroy felt it was an excellent report but was struck by the amount of resources that would be needed to implement the recommendations, and she was pleased the committee had prioritized their top 20 recommendations. Conroy favored the PBMVC having some responsibility for follow up because in some of the recommendations she saw a hint of possible competition between ped needs and motor vehicle needs, and the PBMVC would be able to address those issues. She also wanted to know when the public will have the opportunity for input.

Rouse stated there needs to be a public/private partnership. Isthmus is sponsoring Green Day on April 26 and the Platinum Committee will have a booth there. Isthmus and the biking community are doing numerous things to support the committee's work. Rouse stated the committee is hoping to get the public relations effort done by June or July, including a lot of outreach.

Rouse emphasized that all modes of transportation are connected, e.g., bike racks on buses, and reiterated that the committee is not "anti" any other form of



transportation.

Compton indicated she was hearing two views about who should have oversight and asked Rouse, Ferm and Clear where they felt oversight of the Report should land. Rouse stated her first priority is that the Report not end up on a dusty shelf. She felt the PBMVC is the best place because it's an ongoing committee and supported the idea of a PBMVC subcommittee that included Platinum members. Clear emphasized the importance of bike planning being an integral part of transportation planning. This has not been the case to the degree the Platinum Committee would like to see. The LRTPC should be considering these things but he felt the PBMVC should be the lead. Ferm agreed and felt the PBMVC, the Mayor's office and the Madison bicycling community all need to take ownership. The PBMVC is the ideal "long-term home" since it's a standing committee and already has the structure in place to do some of the things that need to be done. The Mayor strongly supports the report and will work with department heads to institutionalize it, which will be an ongoing process. The bicycling community knows it needs to step up and do its part to ensure the report does not gather dust. The bicycling community could be a source for subcommittee members. The annual report card is a document the bicycling community can use to know where things stand.

Responding to Conroy's question re: public input, Ross advised that the public participated in the Platinum Committee meetings, a website (advertised in Isthmus) was provided for input on the draft Report, and the public could comment at any of the City committee meetings at which the Report was on the agenda.

Crandall felt a subcommittee would be useful in keeping the recommendations in the forefront. Members questioned the distinction between a subcommittee and an ad hoc committee. Ross advised that an ad hoc committee is appointed by the mayor for a limited period of time to focus on a particular issue. A subcommittee is appointed by the parent body and includes only members of the parent body. De Vos pointed out that the ADA Transit Subcommittee of the TPC includes members who are not members of the parent body.

Registrant Matt Logan supported the report. One of his priorities as a bike advocate is to push the City to stay with the report. Logan suggested the recommendation re: expanding minority ridership should be expanded to include low income. He felt the recommendation "Create a Safe Routes to School plan" should be checked as a top priority. A Safe Routes to School plan would provide an environment for children to learn how to use their bike on a daily basis and could encourage children to use their bike at an earlier age. The City needs to create the environment that will start children riding. The best place to start to increase bike riding is with children. Logan referenced the handout from Ald. Webber and especially supported her proposed changes on page 49, page 62 and page 66.

Motion by Compton/Skidmore to recommend adoption of the report with the recommendation that oversight of the report be the responsibility of the PBMVC, with a further recommendation that the Mayor look into providing a committee with the purpose of report oversight, said committee to report to the PBMVC.

Ross recommended that the motion be separated out; have one motion

recommending adoption of the report and then a second motion recommending the creation of an oversight committee. He felt this would be much "cleaner" in reporting back to the Common Council.

Friendly amendment by Crandall to separate out the two parts of the motion, accepted by Compton and Skidmore.

Strawser felt some of Webber's written comments have merit but he did not have time to thoroughly review them. Ross indicated the Commission could take a few minutes to review Webber's memo, but Compton and Skidmore suggested adopting the report as proposed, noting that Webber can add her comments from the Council floor.

Ross pointed out that the TPC had recommended four changes as outlined in the History section of the legislative file, and it was up to the PBMVC as lead whether to incorporate them into the report. PBMVC members did not discuss the TPC's recommendations.

Motion to adopt the Report carried unanimously.

Motion by Compton/Conroy that oversight for implementation of the Report recommendations be with the PBMVC, with a recommendation to the Mayor that a committee (ad hoc, subcommittee or other) be formed from the current Platinum Biking Committee to oversee the report and report back to the PBMVC.

Members asked staff to check with the City Attorney whether this should be an ad hoc committee or a subcommittee. Strawser felt that the PBMVC or a subcommittee of the PBMVC should oversee the long-term management of the report. Skidmore clarified that the PBMVC would be the lead agency, however, the Mayor could appoint a subcommittee to report to the PBMVC with technical information. The PBMVC would have the final say, but the new committee would make recommendations as to what is appropriate.

Motion carried unanimously.

[Whitaker left at 6:25 p.m. following completion of item C.6., which was taken up after item C.2. Upon completion of item C.6., members took up item C.3. and the remaining items in the order listed on the agenda.]

#### **D. UNFINISHED BUSINESS**

- D.1. [08224](#) Pedestrian/bicycle capital projects ranking

Motion by Skidmore/Conroy to refer until Shahan is present; carried unanimously.

#### **E. REPORTS**

- E.1. [07831](#) REPORTS OF OTHER COMMITTEES/COMMISSIONS (verbal reports for information only)  
Plan Commission  
Long Range Transportation Planning Commission  
Joint West Campus Area Committee

Joint Southeast Campus Area Committee  
School Traffic Safety Committee  
Platinum Biking City Planning Committee

Plan Commission: No report (Whitaker left before item came up)

Long Range Transportation Planning Commission: No report, both Shahan and Webber were absent.

Joint West Campus Area Committee: No report, Shahan was absent.

Joint Southeast Campus Area Committee: Did not meet.

School Traffic Safety Committee: Ross reported that the committee has been working with three elementary schools this year: Sandburg, Thoreau and Chavez. Things are moving along at all three schools.

**F. REPORTS OF OFFICERS AND MEMBERS FOR INFORMATION/DISCUSSION**

F.1. Executive Secretary Report (verbal report)

Ross mentioned the email from Streets Superintendent Al Schumacher to Ald. Webber regarding snow removal in the University Avenue contraflow bike lane.

F.2. Items by Chair (verbal report and/or announcements)

Wittke announced that Strawser was being recommended for reappointment as the PBMVC representative to the Joint Southeast Campus Area Committee. Strawser mentioned that his term on the PBMVC expires 4/30/08 and staff will confirm that he is being reappointed.

F.3. Member requests for future agenda items and/or announcements

Skidmore commented that at the last Common Council meeting, Ald. Rummel brought up the possibility of vacating Eastwood Boulevard and turning it into a park. He anticipated the PBMVC being the lead referral if a proposal is brought forward. Strawser noted that Eastwood is scheduled for resurfacing so it would be prudent to discuss this proposal before money is wasted resurfacing a street that is going to be removed.

**ADJOURNMENT**

A motion was made by Skidmore, seconded by Strawser III, to Adjourn . The motion passed by voice vote/other. The meeting adjourned at 6:35 p.m.