



# City of Madison

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

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

*This meeting can be viewed LIVE on Madison City Channel at [www.madisoncitychannel.tv](http://www.madisoncitychannel.tv)*

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Tuesday, January 26, 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 5:03 PM.

**Present:** 10 - Ledell Zellers; Paul E. Skidmore; Rebecca Kemble; Michael W. Rewey;  
Grant A. Foster; Aaron S. P. Crandall; Mark D. Bennett; Susan M. De Vos;  
Scott A. Kolar and Sarah (Sally) A. Lehner

**Excused:** 1 - Ronald B. Steinhofner

Please note: Crandall arrived at 5:05 PM, at the start of Item E.1. Lehner arrived at 5:23 PM, during public comment on Item F.1.

### B. APPROVAL OF MINUTES

A motion was made by Foster, seconded by De Vos, to Approve the Minutes of the November 24, 2015 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. [41481](#) Madison Police Department Traffic Reports, Third Quarter 2015 - PBMVC 01.26.16

Madison Police Dept. Lt. Trevor Knight provided highlights and answered questions.

- Additional info had been included, per member suggestions.
- Compared to 3rd quarter 2014, traffic citations showed a slight decrease overall, but red signal violations had increased.
- Community teams administered the Bike Safety grant (=\$4K/yr); operated mostly downtown and on Campus. Bike citations were issued mainly for speeding and not stopping.
- Warnings were lower in the Central District because they were issued by Crossing Guards, who were out around neighborhood schools.
- Citizens could report traffic violations/speeding on the MPD and City websites; and a hotline was listed in the phone book.
- "Report a Problem" complaints were sent out to the districts and test team.
- A big issue over the year: Motorists weren't stopping for peds in crosswalks.

Members made the following suggestions and comments.

- More info about causes and conditions around collisions (esp. bike-ped) would be helpful.
- Perhaps the Bike grant could be used to find more ways to improve bike safety.
- It would be helpful to include traffic complaints sent through "Report a Problem" in these reports.
- Certain TE street designs as well as activated crossings were helping more pedestrians get safely across busy streets; and were probably more effective than enforcement.

## F. UNFINISHED BUSINESS ITEMS

- F.1. [41482](#) To approve 2015 Annual Traffic Signal Priority List - PBMVC 01.26.15

Traffic Engineer Brian Smith reviewed the five recommendations (shown in the Summary attached).

The recommendation for a signal at Mineral Point Road-Yellowstone Drive was considered first, starting with comments from people registered to speak on the item.

- Registrant Kathy Brinkman, employee of Burkhalter Travel located at the intersection, spoke in support of a change at the intersection. Burkhalter employees regularly witnessed accidents here, in which people were hurt and vehicles were damaged, some seriously. With four lanes of traffic and a hill, problems occurred when people tried to cross Mineral Point.
- Registrant John Sobotik, Pebble Beach Dr., 53705, spoke in opposition to the installation of a signal, which could cause rear-enders and T-bones, and could lead to more traffic on residential streets, esp. Yellowstone. He hadn't seen a comprehensive engineering review; and preferred that other options be explored, such as a traffic circle or closing the intersection to cross-traffic by extending the median. (See attached Comments.) [Please note: Lehner arrived at 5:23 PM, during Sobotik's remarks.]
- Registrant Peter Marion, N. Yellowstone, 53705, spoke in support of the recommendation, any way to make the intersection safer. He crossed the intersection as a ped and driver frequently, and found it really dangerous. Blocking off the intersection with a median would not help bikes or pedestrians to get across.
- Please also see the attached written comments submitted by email, inc. from some of the speakers.

Smith and City Traffic Engineer David Dryer made comments and answered questions.

- The written comments were mixed; but generally, more were in favor than against the recommendation.
- The location met the peak-hour warrant (#3). It served a large traffic shed; crashes were a problem here; ped distances would otherwise be long to other signals.
- Other options were discussed including closure, but access was needed to businesses in the area, so chances of this being successful were low. Options had been discussed with Alder Clear. He agreed with the recommendation.
- Timing would be part of a coordinated signal system; similar to Grand

Canyon and Island signals; distances between them would be typical.

- Yellowstone was a collector street, and there was a potential for traffic to increase.
- Staff would look at the effect of lowering the speed limit.

District 19 Alder Mark Clear, in whose district the intersection was located, commented.

- He used the intersection a lot. Traffic volumes probably wouldn't change much. No other street really paralleled Yellowstone.
- Re: the bike fatality that occurred there in 2013, he wasn't sure if a signal would have prevented the accident, but anything that could make it safer, should be considered.
- He thanked the Burkhalter employees who sent him a petition with 25 signers, which refocused him on this.

Members commented.

- (Foster) As a biker, he often used this route. It was the only connection from the south to the west side of town. Mineral Point was wide, making it tricky to get across. This proposal made a lot of sense. Re: the potential for rear-ends, he wondered if reducing the speed limit would help. Lehner wondered about this also, esp. with Memorial HS and Garner Park located nearby.
- (Bennett) It should be no shock that this intersection was dangerous. The location was car-focused, and needed to be rebalanced to make it safer for bikes/peds, esp. with bus stops nearby.
- (Skidmore) This intersection was dangerous. A signal would help. He liked the idea of looking at the speed limit, but he didn't think drivers were likely to slow down. This was a main pathway into Madison, with lots of traffic.

Skidmore/Foster made a motion to approve the recommendation to install a traffic signal at Mineral Point Road/Yellowstone Drive. The motion passed by voice vote/other.

Staff discussed the American Parkway/Tancho Drive recommendation not to signalize.

- Speakers at previous meetings had wanted a signal installed.
- The intersection fell well below the minimum criteria, i.e., 60% below the warrant. Even accounting for increased volumes from a new development the criteria still fell 38% below the warrant.
- The intersection had no crash problem; and good alternate routes and signalized intersections were available to neighbors.

Foster/Skidmore made a motion to approve the recommendation to maintain current stop sign control at American Parkway/Tancho Drive. The motion passed by voice vote/other.

Staff and members discussed the Packers Avenue/Schlimgen Avenue recommendation.

- (Staff) The intersection fell 70% below minimum criteria. Sherman Avenue was a good alternative to get to Northport. With a bus stop across Packers, peds had a median to help make a two-stage crossing. A ped-activated flasher could be considered.
- (Rewey) As a resident of the area, he didn't see a need for a signal there. The intersection had low traffic volumes.

- (Kemble) With two buses stopping here that served the whole neighborhood, she recommended that a ped-activated flasher be considered. Rewey agreed.
- (De Vos) She hoped a pathway could be created through the median, wide enough for people in wheelchairs and for snow removal.

Zellers/Skidmore made a motion to approve the recommendation to maintain current stop sign control at Packers Avenue/Schlimgen Avenue, and to encourage staff to look at a pedestrian signal there. The motion passed by voice vote/other.

Staff and members discussed the Bassett/W. Gorham/University Avenue recommendation.

- (Staff) The signal would be unique. Pedestrian traffic was heavy here, and with a new (Hub II) development on the north side of the intersection, demand would increase. Only University Avenue traffic would be stopped; allowing ped movement across W. Gorham.
- (Staff) A 50-ft. mono-tube signal would be placed on the ped island, with traffic signals on both sides of Gorham on each side of the ped crosswalk. They would move more closely at the Bassett crosswalk. This was an initial draft. Alder Verveer supported the recommendation.
- (Skidmore) When driving or on foot patrol for his work, he dreaded crossing here. He strongly supported the recommendation.
- (Foster/Skidmore) With ped traffic to the Embassy, a marked crosswalk across Bassett to the island would be good.
- (Rewey) Perhaps installation should wait, to avoid Hub II construction. The ped crossing at Bassett could use more attention.
- (Kemble) A big part of the problem with the intersection was the fast, left turn/no stop westbound traffic from Broom Street, combined with the left turn/no stop eastbound traffic onto Bassett (esp. when peds were crossing on Bassett). She hoped staff would look at this flow from Broom to Bassett.
- (Rewey) He supported the signal because of this free flow with no stop in traffic.

Kemble/Skidmore made a motion to approve the recommendation to install a traffic signal, and requested further study of the Broom/Bassett situation, before the final design. The motion passed by voice vote/other.

Staff and members discussed the Blackhawk Road/Pleasant View Road recommendation.

- (Staff) A development was planned for the northwest corner of the intersection (in Middleton). The temporary signal would be installed in partnership with Middleton. The signal would be replaced when Pleasant View was rebuilt in a few years.
- (Skidmore) The City and Middleton were cooperating. The new development would generate a lot of traffic. Middleton had already provided their portion of the money. Reconstruction of Pleasant View was awaiting federal funding.
- (Bennett/Staff) TE would work with Engineering to look at installing some sidewalk.

Skidmore/Crandall made a motion to approve installation of a temporary signal at Blackhawk/Pleasant View Roads. The motion passed by voice vote/other. Dryer said staff would be looking at bike crossings. Please note: A Roll Call is shown here to reflect that Skidmore left at this point in the meeting, at 6:05 PM.

- Present:** 9 - Ledell Zellers; Rebecca Kemble; Michael W. Rewey; Grant A. Foster; Aaron S. P. Crandall; Mark D. Bennett; Susan M. De Vos; Scott A. Kolar and Sarah (Sally) A. Lehner
- Excused:** 2 - Paul E. Skidmore and Ronald B. Steinhofer

## G. NEW BUSINESS ITEMS

### G.1. [41483](#) To approve NTMP List for 2016 Projects - PBMVC 01.26.16

Dryer noted that the list of Neighborhood Traffic Management Program (NTMP) projects were ranked by the extent of their problem looking at traffic volume, crash rates, % over posted speeds, pedestrian connection, bicycle routes. These were streets that had cleared the 30-point benchmark, and were prioritized based on their point ranking. TE would proceed with each project, as money allowed. The projects were brought to TE from citizens or their alders.

Lehner had read how marginalized communities had higher traffic fatalities for pedestrians. She wondered if there would be some way to provide a breakdown similar to what was in the master bike plan, to show where NTMPs had been done, and the demographics of the areas.

Dryer said that staff had done projects all over the city, including in challenged neighborhoods; and had made special arrangements with alders in areas where neighbor support/ involvement was low. Staff would bring a map showing NTMP projects overlaid with demographic information. The near west side had had more projects because residents there had requested them. Staff did not force projects on areas.

Rewey remarked that squeaky wheels often got the projects, and perhaps challenged neighborhoods didn't squeak enough. Dryer said staff depended on alders to bring them projects, and would look at any street brought to them by an alder. Crandall suggested that the Planning Councils on each side of town might be helpful in this regard.

Members and staff discussed the benefits and disadvantages of islands and speed humps.

- (Foster) Islands created pinch points for bikers. This was a safety issue.
- (Rewey) Every collector street should be considered a bike route. Islands that could accommodate bikes would be good. Street widths played a part in this.
- (Staff) The Fire Dept. and Metro Transit preferred islands. Speed humps were dangerous for passengers and damaging for large vehicles, even traveling at 25 mph; though speed humps had been installed on a few routes, where buses could travel at lower speeds.
- (De Vos/Staff) Lowering speed limits wasn't as effective as traffic calming measures to reduce speeds.
- (Lehner) She hoped bike concerns didn't push out measures to protect pedestrians. She cared about bike safety, but didn't want the motion to appear to favor bike safety over ped safety.
- (Staff) For these projects, pedestrians were the first priority, then bikes, then motor vehicles. If they ran into a project where there might be a potential conflict between bikes and peds, staff would bring it back to the group.

Crandall/Foster made a motion to approve the NTMP list, with a request that as much as possible, bikes be accommodated on collector streets; and that staff would bring the Commission any situations where conflicts between bikes and peds might arise, for the Commission to decide. The motion passed by voice vote/other.

G.2. [41160](#)

Authorizing the Traffic Engineering Division to accept a grant for \$141,600 from the Wisconsin Department of Transportation to maintain and expand a pedestrian-bicycle safety education program and authorizing the Mayor and City Clerk to enter into the grant contract.

Pedestrian-Bicycle Coordinator Arthur Ross said this was a routine item. The City had received the grant for 20 years. It was used for the ped-bike safety program, primarily to fund the Bike Safety Asst. position. A motion was made by Crandall, seconded by Zellers, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

H. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS (for information only)

H.1. [41484](#)

Post Fatal Crash Actions by Staff - PBMVC 01.26.16

Dryer reviewed the flowchart, and talked about the modifications that were made following the crash at Ridge and University. (Please see the attached documents.) Similar analyses had been done for other crashes. TE typically made some changes to try to improve safety at these locations.

Rewey said that TE staff took all crashes seriously, and worked on safety improvements all the the time. He cited an example of a crash hot spot, where TE placed a bump out. In one year, the location was taken off the crash list.

Dryer said TE used Police and witness reports to analyze crashes and what might have caused them. Unless the crash happened to be on video, it was hard to get all the facts in some cases. Sometimes basic rules of operation weren't followed. It was hard to design for this.

Members commented.

- (Rewey) TE designed for below-average drivers. But even with that, we couldn't control a particular person's behavior. At Ridge, TE had replaced the nearside signal on the median with a larger head, to help ensure that people were looking here, not at the far signal.
- (De Vos) University/Midvale had a two-stage crossing also, which though confusing at first, she had learned to navigate.
- (Foster) The report was really well done. It was great to see the process. He hoped they could receive reports for each fatal crash; not to test the process, but to be informational for the Commission, whose focus was on safety. He hoped this could be part of the process (flow). Zellers and Kolar agreed.

Dryer said the report had been done for alders. Staff could share such info with PBMVC. Many crashes were cut and dried; no report was done. In many cases, litigation was pending that could take years to settle. Many more crashes involved motor vehicles than ped or bike incidents. Rewey wanted PBMVC to be better informed than the public, esp. to know what staff was doing.

**I. REPORTS OF OTHER GROUPS (for information only)**

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

Foster reported that the group was currently working on a winter maintenance policy. At their last meeting on Jan. 6th, they had met with new staff in Streets, Engineering and Parks. Their next meeting would be Feb. 11th.

**I.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

- **Zellers: The Plan Commission had reviewed an item related to bike storage in new residential units. At a future meeting, they would discuss the impact of the bike connection on the tiny houses, and try to develop a plan amenable to all parties.**
- **Foster: At the last LRTPC meeting, MPO staff shared the results of the Metro on-board survey. De Vos observed that one purpose of the survey was to solicit info for Title VI planning related to low-income and minority populations. However, because the survey was done during regular commute hours, transit-dependent riders and third shift workers would be under-counted; and info from the survey would not be as applicable as ideally it would be.**

**J. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS**

**J.1. General Announcements by Executive Secretary**

Dryer pointed out the Mayor's Blog about Platinum resolution from the State (attached). He also announced:

- **Asst. City Traffic Engineer Scott Langer would be leaving the City to take another job. An Interim Asst. CTE had been appointed. TE was still short-staffed.**
- **A Smart Cities application was being prepared to try to secure funding for future ITS projects.**
- **Using a small grant, Ross developed a Ped Safety ad campaign on buses.**

[41485](#)

Mayor Soglin's Blog: Assembly resolution congratulates City for achieving Platinum Status - PBMVC 01.26.16

**J.2. General Announcements by Chair**

Rewey mentioned the Statement of Interest reminder; and asked for future agenda items.

- **Foster asked for info/current thinking about traffic calming options and their impacts on bikes and peds.**
- **Per a previous request, an update about Madison in Motion was planned.**
- **Foster also asked for info about the Bike Safety Program.**

- Lehner wanted to do a review of school zone safety areas, potentially to make recommendations to the Council.

[41486](#)

Message from Clerk re: 2016 Statement of Interest - PBMVC 01.26.16

#### ADJOURNMENT

A motion was made by Crandall, seconded by De Vos, to Adjourn at 7:03 PM.  
The motion passed by voice vote/other.