



**City of Madison**  
**Meeting Minutes - Final**  
**PEDESTRIAN/BICYCLE/MOTOR**  
**VEHICLE COMMISSION**

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

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Tuesday, February 28, 2006

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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## CALL TO ORDER AND ROLL CALL

Ald. Compton arrived at 5:10 pm. Carl Kugler arrived at 5:15 pm. Michael Forster Rothbart arrived at 5:35 pm.

**Present:** Ald. Paul E. Skidmore, Mark N. Shahan, Matthew A. Logan, Cheryl E. Wittke, Susan M. De Vos and Charles W. Strawser III

**Absent:** Ald. Judy Compton, Michael Forster Rothbart and Carl R. Kugler

**Excused:** Ald. Robbie Webber and Mary P. Conroy

## A. PUBLIC COMMENT

J. Matzner, P.O. Box 45144, Madison, expressed a concern about the short length of time for peds to cross University Avenue on campus. She requested that Traffic Engineering staff:

- Look at the signal timing for all intersections crossing University Avenue from Lake Street to Randall. The crossing time is especially problematic in the winter, and the concern is even greater for those with mobility problems. People in wheelchairs or using walking aids must navigate snowbanks and patches of ice before they can even get to the street crossing
- Install count-down pedestrian lights and that consideration be given to the appropriate type of lights for visually impaired peds.
- Review the number of accidents at the campus intersections.

Ms. Matzner requested that a review of the signal timing be put on a future PBMVC agenda.

Skidmore referenced Ms. Matzner's comments about the winter conditions and suggested that the PBMVC get an update from Streets on their snow removal priorities for sidewalks and medians so that people can safely cross the street. Shahan noted that the Commission had an update about a year ago and agreed that the PBMVC could reexamine the priorities and see if there's a better way to address problems when they arise, including who to call. He noted that some of the problem areas mentioned by Ms. Matzner may be UW property and some may be City. Ms. Matzner stated that even clarifying the jurisdiction and responsibility would be helpful. It has taken her two years to get to the PBMVC meeting, that's how difficult the process is to figure out who's in charge of what. Shahan suggested that Ms. Matzner might want to bring this to the UW's ped/bike subcommittee. It was suggested that Ms. Matzner contact Renee Callaway at UW Transportation Services or Matthew Burczyk, the UW Ped/Bike Coordinator. Shahan indicated this will be put on a future PBMVC agenda and he will also bring it up at the Joint West Campus Area Committee. Ms. Matzner stated that the biggest issue is the timing of the traffic signals, which are controlled by the

City.

Laura Brown, 607 Piper Drive, Madison, provided a written statement in addition to her verbal comments. She expressed concern that some of the new traffic islands seem to encourage dangerous driving behavior and she requested that the PBMVC reconsider where islands are installed. She suggested they only be used when the island can be wide enough to aid those crossing the street and it provides a refuge for pedestrians. Ms. Brown referenced the two small islands on Tokay/Glen Drive and commented that bicycle travel on the street is now more dangerous. The street pavement is in bad shape and there are often deposits of sand/gravel so she does not want to ride to the far right. There is not enough room for a bicyclist and car to pass the island at the same time. Motorists will tailgate, honk and pass her in the left lane rather than wait for her to clear the island. Ms. Brown felt that small islands on narrow streets do not slow motor vehicles; instead, the bicyclists are forced to slow down the motor vehicles. She has seen a number of bicyclists use the sidewalk since the islands have been installed. Ms. Brown stated she now uses a different route to reach the Southwest Bike Path. She reiterated her request that the PBMVC discuss the proper use of traffic islands.

Skidmore suggested that Ms. Brown ask the Police Department TEST to come out to this location.

**Present:** Ald. Judy Compton, Ald. Paul E. Skidmore, Mark N. Shahan, Matthew A. Logan, Cheryl E. Wittke, Susan M. De Vos, Charles W. Strawser III and Carl R. Kugler

**Absent:** Michael Forster Rothbart

**Excused:** Ald. Robbie Webber and Mary P. Conroy

## **B. APPROVAL OF MINUTES - JANUARY 24, 2006**

A motion was made by Logan, seconded by Ald. Compton, to Approve the Minutes. The motion passed by acclamation.

## **C. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES**

### **C.1. Wisconsin Traffic Safety Law: Ped Safety Video**

Lt. Stephanie Bradley-Wilson was present. Members viewed the ped safety video produced in cooperation with WisDOT and the Safe Community Coalition. The video talked about modeling behavior that can be used for public or private companies to help with ped safety. Lt. Bradley-Wilson also provided a copy of the traffic safety quiz to go with the video. She advised that the video has been used in training for Metro bus drivers, and Ross stated that all Madison police officers have been trained with the law enforcement version of the video. In response to Skimore's question, Lt. Bradley-Wilson stated that the video could be provided to neighborhood associations. [Lt. Bradley-Wilson noted that the quiz was missing the last page. Ross asked her to send it to him and he will include in the next agenda packet.]

### **C.2. [03040](#) Madison Police Department Report - Fourth Quarter 2005**

Lt. Bradley-Wilson advised that the Police Chief and the captains are making traffic safety a priority, and the culture in the department is changing. She emphasized that the number of citations issued is not the only measure. Lt. Bradley-Wilson advised that the Police Department is trying to focus on enforcement and education and is concentrating on locations where traffic data shows there's a problem. They are doing a variety of things and in the next few months hope to come up with a better measuring tool to gauge the effectiveness. Lt. Bradley-Wilson noted that it will be difficult to compare previous years to what the MPD is now doing. Shahan asked whether the Speeders Hotline gets repeat offenders, but Lt. Bradley-Wilson was not sure if that is tracked. Shahan felt it would be interesting to see if the same people keep showing up.

Compton asked whether the MPD is called upon to provide advice and make recommendations on major street projects, such as the Stoughton Road project. Lt. Bradley-Wilson was unsure about Stoughton Road but MPD does participate in the East Washington reconstruction project.

Shahan wondered if Chief Wray's higher emphasis on traffic enforcement accounts for the increase in citations during the fourth quarter compared to the third quarter of 2005. Lt. Bradley-Wilson stated it plays a big role. She expects to see an increase in citations related to crashes based on Chief Wray's directive that citations should be written at crash scenes if there's probable cause. Also, MPD supervisors will more closely monitor the MVD-4000 (WisDOT) crash reports.

**Present:** Ald. Judy Compton, Ald. Paul E. Skidmore, Michael Forster Rothbart, Mark N. Shahan, Matthew A. Logan, Cheryl E. Wittke, Susan M. De Vos, Charles W. Strawser III and Carl R. Kugler

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## D. SPECIAL PRESENTATIONS

### D.1. Monona Drive project: presentation by Strand Associates

Tom Lynch of Strand & Associates gave a Power Point presentation. Highlights included:

- Project is in the MPO's 2008 budget. Five segments: (1) Broadway to Frostwoods (2008); (2) Frostwoods to Nichols (2008-2009); (3) Nichols to Dean; (4) Dean to Winnequah (3 & 4 in 2012); and (5) Winnequah to Cottage Grove Road (2010).
- Advisory committee consists of Monona alders, business owners along the corridor and staff representatives from Dane County and City of Madison. The advisory committee has focused on the roadway cross-section and footprint.
- Major considerations for the project included improving safety along the corridor (crash rate is three times the State average for an urban roadway); creating and enhancing a downtown identity between Frostwoods and Nichols, improving aesthetics throughout the corridor, preserving the traffic flow; minimizing the ROW impacts; maintaining access to businesses during construction; and improving business access after construction.

Forster-Rothbart wanted to know what would be done to make Frostwoods seem more like a downtown. Lynch stated they had considered bump-outs but that posed a problem because of the bike lane. Will probably be limited to using

special crosswalks and aesthetic measures to make it feel like a downtown area. Because the roadway is being widened to accommodate a bike lane, it will feel more open which in turn will tend to increase travel speeds. However, the median should help reduce travel speeds by providing a "curb" next to the left travel lane.

- Rear-end accidents account for 40% of the crashes, and angle accidents account for 35%. Many of the crashes are due to the numerous left turns into businesses. A two-way left turn lane would reduce crashes by about 20%, and a full median would reduce crashes of this type by 40-50%. A two-way left turn lane requires more room than a median, so the plan has focused on the median-type solution.

- Cross-section includes two travel lanes in each direction, but did study one travel lane in each direction ("road diet"). Strawser recalled reading that the crash reduction is far greater if there's only one travel lane in each direction because there's no lane changing, but Lynch noted that the number of driveways increases the number of crashes. Monona Drive has about 30 access points per kilometer.

- Monona Drive currently carries an average of 22,000-26,000 vehicles per day. Traffic volumes on Monona Drive will be impacted by how Stoughton Road is developed. If Stoughton Road retains some of its signalized intersections, some of the capacity is distributed to the side roads and Lynch expected an increase of 10,000-15,000 vehicles on Monona Drive. If Stoughton Road becomes a free flow roadway, traffic volumes on Monona Drive increase somewhat but Monona Drive would not be serving as a relief valve for Stoughton Road. The projection is that the Stoughton Road project will result in a 20% higher traffic volume on Monona Drive. Limited access on Stoughton Road would probably increase Monona traffic by 40%.

- Option of two lanes with two-way left turn lane was investigated but unable to implement this option because the existing traffic volumes are 25% too high and the projected future traffic volumes are 65% too high. For the segment from Frostwoods and Pflaum, modeling predicted an average travel speed of 6-8 mph versus 20 mph today. The queue got very long where the roadway narrowed from 4 to 2 lanes. Traffic started moving again once it got to one lane, but the merging process really slows down traffic.

- Over the last month, had quite a number of meetings with business owners and property owners; sent out numerous mailings. Will have a public information meeting on March 15.

- In the next month or two, would like to start the design. As of now, proposal is for medians in sections 1-3. Should significantly reduce crashes, make business access easier for left-turning vehicles, etc. Want to provide most businesses with access from both northbound and southbound traffic. Would like to serve more than one property with each median break.

- Section 1 is seen as the entrance to Monona from the Beltline. Have 120 feet of ROW and proposing 14-foot median with lots of landscaping and 8-foot terraces. There are 153 parking spaces in the existing ROW.

- Section 2, Frostwoods to Nichols: only own 66' of ROW but need 85 feet. Need to purchase 9.5' on each side, will be difficult.

[Compton left at 6 p.m.]

- Section 3, Nichols to Dean: Is an existing pedestrian path on the east side of the ROW by the golf course, only need to acquire 6' on each side.

- Section 4: no median, just intersection improvements, because some businesses are so close to the ROW that a full median would substantially reduce

or eliminate their parking. Over half of section 4 is made up of residential properties, which are low traffic generators. Most of the ROW will come from Monona Grove High School to accommodate turning vehicles. Will also need some ROW from properties in the City of Madison.

- Proposing a roundabout at the Monona Drive-Pflaum-Nichols intersection to help reduce off-peak travel speeds. Should improve traffic flow and reduce crashes. Seems like the support is there for a roundabout because it could be done without relocating existing properties.

- Section 4, Dean to Winnequah: Proposal includes a left-turn lane for the high school. Most of the ROW is coming from the high school and some from a few homes in Madison. Are some trees that will be difficult to preserve. This section does not have sidewalk and Madison property owners have expressed concern about assessments for installing sidewalk. Just putting in sidewalk would cause the trees to come out, and putting in the bike lane takes up even more of the cross-section. In this section, need to acquire 2' of ROW from each side.

- Section 5: Proposal is for 10' wide sidewalk on the west side of the roadway although part of the sidewalk will be needed for utilities, sign posts, and light poles. Would be a 5' sidewalk on the east side with 2' terrace. Will require purchasing 3' of ROW from each side.

[Forster-Rothbart left at 6:15 p.m.]

- A second roundabout is being considered at Buckeye-Monona but it would probably require the relocation of a couple of residences. Met with some residents and they did not seem wild about the idea. The advisory committee is not sure a roundabout is needed here. Strawser asked what would be done instead of a roundabout. Lynch replied they would go with what's there, with the addition of a bike lane. Shahan expressed concern about a multi-lane roundabout and how it would feel to peds and bicyclists. Some roundabout advocates think they are better for peds. Ross responded that single lane roundabouts are better for peds but multi-lane ones are a different animal. Lynch noted that roundabouts do not produce gaps but the advantage to a roundabout here is that it would slow down traffic. Lynch advised that the advisory committee did not feel strongly about this and felt it's Madison's call because the residences that would need to be relocated are in the City of Madison. He noted that the roundabout at Pflaum has generated more support. City Engineer Larry Nelson was present and stated he is on the advisory committee. He stated the committee did raise issues about this roundabout and felt that Strand needs to show a good reason to remove two houses.

- Strawser asked whether a roundabout is planned at Cottage Grove Road and Lynch replied no. Strawser felt the long straightway needs some type of traffic calming. Lynch stated they are mostly looking at roundabouts to slow speeds. At Cottage Grove Road, they are considering eliminating the free flow lane (currently traffic in this lane does not stop unless a ped is crossing). Ross mentioned that the condo driveways are a problem. Lynch indicated they need 3' ROW from the property owners.

- In order to start in 2008, need to have it platted by August or September and need environmental impact statement by June. Trying to build a base of support.

Shahan reiterated concern about the roundabout at Buckeye. DeVos supported sidewalks and bike lanes. Shahan requested that they pay special attention to ped and bike needs at the other roundabout.

## E. OLD BUSINESS

### E.1. [03041](#) Neighborhood Traffic Management Program 2006 Priority List

Bob Lunda, 2105 West Lawn Avenue, registered to speak and requested information on the West Lawn traffic calming project. He indicated that the neighborhood resident who submitted the petition went directly to the City. The project proposes to install speed humps in the 1900 and 2100 blocks. At a meeting on January 30, it was noted that traffic is down on West Lawn and the average speed was 22-26 mph. There doesn't seem to be a problem yet the City is moving ahead with the speed humps. Mr. Lunda felt that the neighborhood traffic committee was bypassed in the process. Ross advised that the ballots have not gone out yet.

Ross noted that West Lawn ranked the highest on the 2005 list. Current traffic data will be skewed because of the construction at the former Ken Kopp's site. Skidmore asked if West Lawn is on the 2006 list, but Shahan noted that it's on the 2005 list. Ross stated that the balloting on West Lawn should be done soon. Mr. Lunda wanted to know how this project got such a high ranking if there isn't a problem. Ross explained that the ranking is based on studies done in the fall of 2004 and spring of 2005 as part of the 2005 priority list. Mr. Lunda commented that if the speed humps are installed, traffic will be diverted off West Lawn to other streets like Prospect and Keyes. He felt the residents of these streets should be made aware of the project. Skidmore pointed out that this is a 2005 project and tonight's agenda lists only the 2006 priority list. He suggested that the West Lawn project be placed on the next PB MVC agenda as a discussion item. Shahan agreed and indicated he would look through the PB MVC minutes from last year to see what was done regarding West Lawn. He noted that some traffic calming projects come through routes other than the PB MVC's NTM process.

Ross then reviewed the 2006 priority list. Traffic Engineering staff is still collecting data on the more recent projects. He also noted that petitions are currently circulating in the Wyalusing and Schenk Street neighborhoods, and there is a ped enhancement project at Fair Oaks and Lexington. These are potential additional projects for 2006. Shahan asked whether they would be done in 2006 or 2007, and Ross indicated it depends on when the petitions come in. Shahan commented that normally items that come in a calendar year are looked at for next year's funding, especially since there already are a lot of projects for 2006.

Wittke asked whether people are still submitting petitions, and Ross replied that petitions can be submitted at any time. He mentioned the three projects above because they are already in the works. If other petitions come in during the data collection phase, they might be added to the 2006 list or they might wait until next year. Ross noted that Traffic Engineering had been short-staffed for a period of time and is now working as quickly as possible on the backlog of requests.

Skidmore noted that Longmeadow is ranked second on the collector locations and he wondered whether the neighborhood is aware of the project. Ross pointed out that the petitions come from the residents. However, residents a few blocks away from the proposed location of a traffic calming device might not be part of the ballot area. The ballot area is determined by the type of traffic calming

device and the criteria is set forth in the NTM policy adopted by the PBMVC and the Common Council. DeVos commented that the PBMVC can also take action to un-adopt a policy.

Ross advised that the Sommers Avenue (Dunning Street) project is moving forward. Gilbert and Allen are eligible for speed humps but need to be reviewed by Metro and the Fire Department; the projects will then come back to the PBMVC. Shahan emphasized that the concern is that these two projects not be "lost" and Ross confirmed they have not been forgotten.

The staff memo recommended proceeding with 3 collector streets (South Hill Dr., Longmeadow Dr. and N. Paterson) and 3 local streets (Manasas Trail, S. Owen Drive and Magnolia Lane). It also recommended that the PBMVC revisit the 2006 priority list be in the spring/summer after more data is available on the other projects.

Motion by Skidmore/Strawser to approve the 2006 NTMP Priority List and the staff report.

DeVos stated she would not approve any NTMP project. She felt all NTMP projects are deceptive and people don't know what's going on. Skidmore disagreed and felt the projects are going in the right direction. He did have some concern about Mr. Lunda's experience with the process and acknowledged there is some misunderstanding about the program. DeVos stated she would not support NTMP projects until the projects actually enhance ped and bike travel.

Motion carried, with DeVos voting no.

E.2. [03043](#)

City of Madison Capitol Loop Traffic Needs Study - TE Staff Recommendations

Ross reminded members that the HNTB study looked only at traffic signals. However, staff will collect additional data that will give information for other types of improvements. The non-signalized intersections will be included on the annual Traffic Signal Priority List. As of now, the downtown alders don't seem to have an interest in signals, and Traffic Engineering staff does not plan to move ahead with signals at this time.

Motion by Logan/Skidmore to approve the staff recommendations.

Shahan noted that the staff recommendations cover the concerns raised by members at the last meeting, including the consideration of non-signal measures.

Motion carried unanimously.

## F. NEW BUSINESS ITEMS

F.1. [03014](#)

Authorizing the Mayor and City Clerk to enter into a grant contract with the Wisconsin Department of Transportation that requires the City's indemnification of the Wisconsin Department of Transportation.

A motion was made by Strawser III, seconded by Logan, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation.

## G. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY

- G.1. Plan Commission - None
- G.2. Long Range Transportation Planning Commission - Meeting was canceled due to snowstorm
- G.3. Joint West Campus Area Committee

Shahan reported that the committee met last week. The committee has 24 members and obtaining a quorum is often a problem so they are looking at reducing the number of voting members. The committee serves as an interface between the City and UW and is the venue where City members can give input on UW projects early in the process. Shahan felt the UW has really come around since its last Master Plan process and he felt the UW seems to be ahead of the City in some ways.

- G.4. Joint Southeast Campus Area Committee

Strawser stated the last meeting was canceled. He mentioned that the UW Transportation Committee has proposed raising the flex parking rates to the point where flex parking is more expensive than buying an annual parking permit. This is in conflict with goal #6 of the Master Plan and is a short-sighted strategy. Shahan stated he will bring it up at the next Joint West Campus Area Committee meeting.

## H. REPORTS OF OFFICERS AND/OR MEMBERS FOR INFORMATION/DISCUSSION

- H.1. Executive Secretary - None
- H.2. Announcements by Chair for information and/or referral

Shahan asked that a future agenda include the signing and marking plan for Seminole Highway. DeVos asked about traffic cameras, and Shahan noted that staff needs to draft a resolution for introduction and referral to the PBMVC. Other items for a future agenda include:

- Report from the last ped/bike public hearing;
- Update from Streets about its snow removal policy for medians and sidewalks;
- Additional bike parking, including the Downtown Coordinating Committee's letter to the Mayor that was included as an info item in the agenda packet;
- Status report on the West Lawn traffic calming project;
- Ped crossing time at University Avenue intersections (request from J. Matzner). Strawser asked that this item include the timing of the signals themselves and look at whether the timing encourages motorists to speed in order to get the green lights (such as on Johnson Street).

- H.3. Announcements by members for information and/or referral

Skidmore reported on a meeting with the Memorial High School principal re: traffic safety at Tree-Gammon, especially the number of students who walk to the mall during their lunch break. The meeting participants talked about a number of things, especially what could be done now such as increasing the WALK and



DONT WALK time and using ped count-down signals. A big ticket item like a fence on Gammon is not in the works right now. Skidmore mentioned that in talking with Lt. Bradley-Wilson, it appeared the School Traffic Safety Team was not made aware of the meeting. He indicated that the principal asked about a traffic signal at Gammon-Tree, and Shahan remarked that the City is running out of other options for this intersection. Skidmore stated he had reported a speeding problem in front of Memorial High School, and the TEST squad responded promptly. Shahan stated he has high hopes for the School Traffic Safety Team.

Wittke reported that a number of traffic safety campaigns are coming up. The Safe Community Coalition is also launching neighborhood association forums, and she encouraged PBMVC members to speak at the forums.

## ADJOURNMENT

Upon a motion by Logan/Strawser, the meeting adjourned at 7:25 p.m.