



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

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

Tuesday, April 24, 2007

5:00 PM

Meets the 4th Tuesday of the month;
215 Martin Luther King, Jr. Blvd.
Room 260 (Madison Municipal Building)
(After 6 pm, use Doty St. entrance.)

FINAL MINUTES AS AMENDED AT THE 5/22/07 MEETING

CALL TO ORDER AND ROLL CALL

Present: Judy Compton, Paul E. Skidmore, Mark N. Shahan, Mary P. Conroy, Cheryl E. Wittke, Susan M. De Vos and Aaron S. P. Crandall

Excused: Robbie Webber, Brian W. Ohm, Charles W. Strawser III and Patricia A. Ball

Crandall arrived at 5:05 p.m. Wittke arrived at 5:08 p.m. Skidmore arrived at 5:11 p.m. Compton arrived at 5:45 p.m.

A quorum being present, Chair Shahan called the meeting to order at 5:08 p.m.

A. PUBLIC COMMENT

None

B. APPROVAL OF MINUTES - 3/21/07

Motion by De Vos/Crandall to approve the minutes.

Shahan had a correction on page 8, item F.2., LRTPC report: the second sentence should say "transportation projects" rather than "ped/bike projects."

Motion to approve the minutes as amended carried unanimously.

C. NEW BUSINESS ITEMS

C.1. Approving the report of the Salt Use Subcommittee to the City's Commission on the Environment and adopting the recommendations of the report.

A motion was made by Conroy, seconded by Skidmore, to Return to Lead with the Following Recommendation(s) to the BOARD OF PUBLIC WORKS

The PBMVC recommended referral to the Dane County Lakes and Watershed Commission and that the fiscal impacts of both using alternatives to salt and having no change in salt use (such as the impact on water quality and costs to address that) be fully investigated.

The motion passed by acclamation.

DISCUSSION

Roger Bannerman, 614 Piper Drive, registered in support (served as chairperson of the Salt Use Subcommittee).

- In 1972, the Common Council directed the Streets Division to reduce road salt use by 50%, but this goal has never been met.
- Subcommittee's goal is a 20% reduction. Don't want to go much higher than that because don't know what the impact would be on safety.
- Reducing road salt use can be controversial because residents want clear roads and bike paths in the winter.
- The long-term solution is to find a substitute for road salt.
- The report does not address alternatives to road salt but recommends low-cost actions to reduce the amount of road salt being used. Many of the recommendations involve education of drivers and home owners.
- It is estimated that as much road salt is used on private parking lots as on City streets. Use is much higher than it needs to be and can be significantly reduced without a negative impact on safety. A major recommendation is to institute a voluntary educational program for private applicators. (Minneapolis/St. Paul MN found that they could cut in half the amount of salt used on private parking lots through education.)
- Report does not address use of salt on sidewalks by residents.
- There needs to be a countywide initiative in order to be successful. (Madison constitutes only 30% of the land mass drained by the Yahara River.)
- The report recommendations have been tried in other locations.
- Safety is important and subcommittee did not want to ask Streets to do something that is not safe. But environmental impacts are also important.
- PBMVC expressed concern about safety of peds and drivers.

Al Schumacher, City Streets Superintendent, and Larry Nelson, City Engineer, were present and responded to the report recommendations.

- City uses about 9,000-10,000 tons of road salt per year. The City has been attempting to reduce salt usage since 1973.
- After the last major snowstorm in 2007, Streets received hundreds and hundreds of complaints from residents about the condition of residential streets because no anti-icing or road salt was used on residential streets. Lack of anti- or de-icing agents caused a lot of hard pack.
- Other Dane County municipalities salt all streets.
- If Madison buys into a serious salt reduction program, the initiative needs to be countywide.
- Most recommendations are easily done and Streets already doing some of them.
- Streets is interested in trying anti-icing agents but they must be applied before it snows; what happens if forecast is wrong and it doesn't snow. Dane County has been experimenting with anti-icing agent on bridge decks but sometimes it caused more of an icy problem.
- Streets has tried some other de-icing agents but they are expensive and/or don't work as well as road salt. PBMVC felt there are competing interests of pavement safety versus water quality. The need to treat the drinking water is also a safety issue. There are also costs associated with the corrosive action of road salt and in treating water to remove the salt.
- There needs to be public input on the recommendation to reduce salt use from 150 lbs to 100 lbs per lane mile on arterial streets over a period of 5 years.
- Most of the salt in water treated at Madison Metropolitan Sewer District comes from water softeners.
- Want to address the rising levels of salt in the lakes but also concerned about public safety and complaints received by Streets.
- If reduce salt use on arterial streets, will need to educate the public about

taking more time to travel.

- Need to let citizens know why the streets are snow covered.
- Recommended that the PBMVC follow the actions of the BOE and Commission on the Environment and refer the report to the Dane County Lakes and Watershed Commission.

Conroy/Skidmore recommended referral to the Dane County Lakes and Watershed Commission, with a friendly amendment that the fiscal impacts of both road salt alternatives and having no change in road salt usage be fully investigated.

C.2.

Approving the geometric design for converting Winnebago Street to two-way traffic at Williamson Street to allow direct access into the Schenk Atwood business district, and a final determination of the geometric design for First Street between Winnebago Street and Eastwood Drive. (6th AD)

A motion was made by Skidmore, seconded by Crandall, to Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

Per a request from the neighborhood and the former alder of this area, item was referred to a future PBMVC meeting following a neighborhood meeting.

The motion passed by acclamation.

C.3.

Determining a Public Purpose and necessity and adopting a Relocation Order for the City of Madison to acquire necessary land interests required for the planned public bike path, stream bank improvements for the Starkweather Creek West Branch and Clyde Gallagher Avenue reconstruction improvements and authorizing the Mayor and City Clerk to sign all documents necessary to accomplish the acquisition of said land interests. (15th AD)

A motion was made by Skidmore, seconded by Compton, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS

Rob Phillips, City Engineering, displayed a map of the area under consideration.

- This project involves a bike path along Starkweather Creek from Milwaukee Street to Darbo Drive. It is being closely coordinated with the project to construct a path from Darbo Drive to the existing Starkweather Path north of Aberg Avenue that is being done as part of the E. Washington Avenue project.
- Held numerous neighborhood meetings.
- Four parcels for which the City needs to acquire right-of-way. Plan is to acquire them this summer and start construction in the fall. Have not heard from two of the property owners although they were invited to the neighborhood meetings.
- Once the Common Council approves the resolution, the City will have authority to acquire the properties. An appraisal will be done and then the City will make an offer. Parcel owners have the right to get their own appraisal (paid by the City. Negotiations then take place. If agreement can't be reached, the City can condemn the property.

Wittke left at 6 p.m., shortly before the motion/vote on this item.

The motion passed by acclamation.

C.4. Chip sealing streets and bicycle safety (City Engineering)

Rob Phillips, City Engineering, gave an informational PowerPoint presentation.

- All City streets are rated every two years on a scale of 1-10. The City's 758 street miles have an average rating of 6.84.
- Typical treatments:
 - Crack sealing: rating of 7 or higher
 - Chip sealing: 7 rating
 - Resurfacing: 4 to 6 rating
 - Reconstruction: 3-5 rating
- Chip sealing involves applying a layer of asphalt and water and then putting down chips. The chips are then rolled in. Within 24 hours, the street is swept to clear loose chips.
- About 12-20 miles are chip sealed per year.
- Without chip sealing, streets typically last about 25-30 years. If chip sealing is done every 5 years or so, they should last about 40 years.
- Streets are typically crack sealed every 5-10 years and then chip sealed every 5 years after the second crack sealing.
- Resurfacing is much more expensive, and about 8.3 miles are done per year.
- Disadvantages of chip sealing include poor public acceptance, loose gravel on the street until it's swept, temporary closure of driveways, potential for run-off, loose material in the gutter after sweeping.
- Advantages include waterproofing properties, protection from sun damage, seals small cracks, and it's economic
- Measures to make the program more acceptable to residents include sending a letter before the project starts, media interviews, second notice to residents with the start work date, reducing aggregate size, signing to warn of loose gravel, inlet protection, and a second sweep by a City crew one week after the initial sweep.
- Mayoral goals/2006 actuals for a street rating at or below 5: arterial = 10% goal, 21.7% actual; collector = 25% goal, 25.8% actual; local = 30% goal, 31.2% actual.
- Need to significantly increase the number of miles done each year with chip sealing.
- Not sure what happens to swept up gravel since it is mixed with the asphalt.
- Would proceed cautiously with chip sealing a heavily used bike route street and would need to ensure that aggregate is cleared out of the gutter. Chip sealed pavement is rougher than new pavement but should not be a hazard for bicyclists.
- In response to a concern about children riding on streets with gravel, Phillips indicated the 2006 chip sealing went very well, there was very little gravel on the streets, and the streets appear to be maintaining well.
- In a nutshell, the City can't afford to not do chip sealing.

Members thanked Phillips for his presentation.

Compton left at 6:40 p.m.

D. OLD BUSINESS

D.1. Traffic Engineering Division operations presentation

Shahan had requested this item to help members become familiar with what TE does and the impact on budget issues. He wanted members to see that the vast

majority of employee time is spent on maintaining existing facilities. When the PBMVC talks about new initiatives that impact TE resources, they need to realize all the other work that TE does.

David Dryer, City Traffic Engineer & Parking Manager, gave an informational PowerPoint presentation.

- TE provides a direct service to the public and other City agencies.
- 60.5 FT employees, 19.5 technical and engineering and 41 field & maintenance. TE employees comprise 2% of the City workforce.
- Five sections and percentage of FT employees: Communications (19%), Electrical (8%), Planning & Design (8%), Operations & Safety (9%), Field Operations & Maintenance (50%).
- Overall, 25% of employees in design and 75% in maintenance/other.
- TE's 2006 budget operating expenditures = \$7.2 million but TE bills for many services.
- Responsibilities include traffic signals, bicycle operations, street and neighborhood design, fiber optics, Dane County communications towers, streetlights, commercial driveways, traffic calming, street signing and marking, plus numerous other tasks.

D.2. Pedestrian/Bicycle Small Capital Projects 2007

Motion by Conroy/Skidmore to re-refer until Ross and more members are present, carried unanimously.

E. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY

E.1. Plan Commission

No representative was present to give the report.

E.2. Long Range Transportation Planning Commission

Meeting was canceled.

E.3. Joint West Campus Area Committee

No meeting until June 1.

E.4. Joint Southeast Campus Area Committee

No representative present to give a report.

E.5. School Traffic Safety Committee

No representative present to give a report.

E.6. Platinum Biking City Planning Committee

No representative present to give a report.

F. REPORTS OF OFFICERS AND MEMBERS FOR INFORMATION/DISCUSSION

F.1. Executive Secretary Report

Members agreed to hold the annual public hearing on proposed ped/bike projects as part of the May meeting.

F.2. Items by Chair

Shahan stated he has received complaints about delivery trucks parking in the contraflow bike lane between Frances and Broom. He will bring it up when a MPD representative is at the PBMVC meeting.

F.3. Items for referral and/or announcements

De Vos referenced the informational enclosure re: a request for a temporary bike lane on the State Street Mall. Shahan felt the PBMVC should take a look at it especially with the reconstruction of the Library Mall. It will be on a future agenda and the PBMVC's comments should be forwarded to the State Street Design Committee.

Shahan indicated the next agenda will include discussion of a letter he received from the Italian Workmen's Club regarding a parking/loading problem on Regent Street.

Skidmore noted that all three alders were reappointed to the PBMVC.

ADJOURNMENT

Upon a motion by Conroy/Skidmore, the meeting adjourned at 7:05 p.m.