



City of Madison

Meeting Minutes - Amended

PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

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

Tuesday, October 23, 2007

5:00 PM

Room GR-27 (Police Dept. conference room),
City-County Building, 210 Martin Luther King, Jr. Boulevard
(After 5 pm, use the Wilson Street entrance)

Items reported in the order listed on the agenda.

CALL TO ORDER / ROLL CALL

A quorum being present, Chair Shahan called the meeting to order at 5:13 p.m.

Ald. Skidmore arrived at 5:20 p.m.

Present: 5 - Compton, Webber, Shahan, De Vos and Crandall

Absent: 3 - Skidmore, Ohm and Strawser III

Excused: 3 - Conroy, Wittke and Ball

A. PUBLIC COMMENT

None

B. APPROVAL OF MINUTES - 9/25/07

**A motion was made by Webber, seconded by Compton, to Approve the Minutes.
The motion passed by voice vote/other.**

C. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES

No report

Another roll call is shown to reflect Ald. Skidmore's arrival at 5:20 p.m.

Present: 6 - Compton, Webber, Skidmore, Shahan, De Vos and Crandall

Absent: 2 - Ohm and Strawser III

Excused: 3 - Conroy, Wittke and Ball

D. 6:00 PM PUBLIC HEARING ON ANNUAL TRAFFIC SIGNAL PRIORITY LIST

D.1. [07807](#) Traffic Signal Priority List Public Hearing

Shahan opened the public hearing at 6:05 p.m. He reminded registrants they had 5 minutes to speak. Brian Smith, Traffic Signal Engineer, was present.

Lisa Subeck, 818 S. Gammon Road #4, Madison:

- Supported signals at Raymond-Whitney, McKenna-New Washburn, and Schroeder-Struck.
- She has been working with others on the Southwest Neighborhood Plan, and Plan recommendations include signals at these 3 locations.
- Raymond-Whitney: very busy intersection with a shopping mall. When the new Walgreens opens, there will be even more traffic. The intersection currently has a 4-way stop, with four lanes of traffic on each street. Drivers don't know whose turn it is because there are too many lanes. The intersection meets the signal warrants.
- Schroeder-Struck: Not on the 2006 list. The traffic volume is partly due to the west side Post Office. This is also is the primary route to the bike path. If biking, making a left turn from Schroeder onto Struck means crossing a lot of traffic.
- McKenna-New Washburn: This intersection has a major road (McKenna) crossed by a small road. It's nearly impossible to make a left turn from New Washburn onto Gammon, especially during peak hours. A traffic signal would create gaps. Also, a curve in the roadway makes it difficult to see oncoming traffic. The intersection narrowly missed meeting the signal warrants. .

Marsha Flannery, Legacy House Imports, 4221 Lien Road, representing the Mendota Neighborhood Association:

- Requested a signal at Thierer-Lien.
- The curve on Thierer is a big problem. In February, a vehicle missed the curve and ended up in the parking lot of her business. There are many incidents of drivers missing the curve.
- The neighborhood is in favor of finding a solution.
- The traffic volume on Lien is high because of the Target store.
- Although this intersection is not on the 2006 list, she felt it does meet the criteria because of the traffic volume and safety issues, including the ability to access driveways.

McCormick stated that this intersection will be put on the 2007 list and compared to other locations. Smith stated staff have done some counts at this location.

Ald. Mark Clear, District 19:

- Supported a signal at Gammon-Tree
- He was surprised its ranking is so low.
- Tree Lane is between Memorial High School and Jefferson Middle School. There are about 3,000 students in the area.
- Just started construction of a community center on the Jefferson grounds, which will add ped traffic.
- There is an adult school crossing guard but the children still run across the street.
- Numbers don't tell the whole story and he felt the intersection should be ranked higher than the raw numbers show. The lunch hour traffic, both motor vehicle and ped, needs to be taken into consideration.

Skidmore noted that he has complained about this intersection for many years. Both schools are in favor of a signal, and he felt even the students would support it.

There being no other registrants, Shahan closed the public hearing at 6:20 p.m.

The following written (email) comments were received:

Lorry Bond, 1902 Aberg Avenue:

- Requested a signal at Aberg-Huxley.
- High traffic area for both vehicles and peds.
- Buses going to/from the North Transfer Point use this intersection, as well as peds going to/from the transfer point and motorists using the park & ride lot.
- Employees and delivery trucks going to/from Oscar Mayer use this intersection.
- Vehicles routinely exceed the 25 mph speed limit.
- Drivers pay little attention to the marked crosswalk and don't yield to peds.
- While there may not be a lot of documented crashes, there are many close calls.
- She uses a white can and a service dog and has come close to being hit by a motorist at least three times and no longer will try to cross Aberg at Huxley.
- She recalled that when the transit transfer point system was implemented, safe ped routes to/from the transfer points were supposed to be part of the deal.
- Islands are not a solution and would be useless.
- Long-time residents recall that speeding and other traffic problems were not an issue when on-street parking was allowed on Aberg. Congestion on Aberg worsened after Oscar Mayer moved main truck entrance from Commercial to Aberg.
- She would like to be able to safely travel in her neighborhood.

Ron Brown, 1705 Loftsgordon Avenue:

- Requested a signal at Aberg-Huxley.
- Has lived in the neighborhood for over 30 years and feels the volume of traffic makes the intersection hazardous.
- There are many pedestrians, especially school children.
- Is aware that one of the criteria is the number of crashes, but why wait for a fatality?
- Suggested having a police squad car in the parking lot of an Aberg business to cite speeders and those who don't yield to peds.
- Installing a signal is a matter of safety.

Jeff Burkhart, Emerson East resident:

- Did not support a signal at Packers Avenue-Sixth Street.
- A signal here would direct much more traffic through the neighborhood from Packers to East Washington. This traffic should be encouraged to use Aberg Avenue and First Street instead.
- Sixth Street is a residential street and should not be considered as a connection between two very high traffic areas.

Anita Temple, no address given:

- Agreed with comments from Jeff Burkhart.
- Signal at Packers-Sixth would probably be intended to slow down traffic on Packers but she would rather see speeding tickets given out to address the speeding.

Dorothy Wheeler, no address given:

- Supported a signal at Northport-School.

Connie Kilmark, 1802 Winnebago Street:

- Supported a signal at Northport-School to improve safety.
- Supported a signal at Fordem-Sherman. Turning left from Sherman onto Fordem at certain times of the day is very difficult and dangerous.
- Supported a signal at Packers-Sixth. Sixth is one of the only streets to allow traffic to go from north of East Washington to Packers.

Mary Macht-Brooks, 2513 N. Sherman Avenue:

- Requested the addition of as many signals as possible on North Sherman. It's becoming very dangerous to pull in/out of her driveway, and it's also difficult to get out of the North Towne Center parking lot.
- Signals on N. Sherman would encourage commuters to use Packers Avenue.

Robert Reuter, no address given:

- Supported a signal at Northport-School. The hill on Northport makes it hard to pull out. Also, a signal would make it safer for students crossing to/from Mendota Elementary School on School Road.
- Supported a signal at Sherman-TrailsWay. It would help ped crossings to/from Warner Park and would also help with traffic in/out of the shopping center.
- Supported a signal at Packers-Schlimgen to slow down traffic on Packers.
- Strongly opposed a two-way left-turn lane on Sherman Avenue. The north side is having enough trouble keeping small businesses and he did not want traffic chased off Sherman.

Mo Cleland, no address given:

- Supported a signal at Packers-Schlimgen. Turning left from Schlimgen to go to the airport can be difficult.

Molly Kramer, 1601 Porter Avenue, Madison

- Supported a signal at Sherman-TrailsWay. Very dangerous intersections for vehicles, peds and bicyclists.

Richard Murray, 1421 Wyldewood Drive:

- Supported at signal at Sherman-TrailsWay. There are times it's almost impossible to make a left from TrailsWay onto Sherman.

Steve Nelson, owner DuWayne's Salon, 2114 N. Sherman Avenue:

- Opposed a two-way left-turn lane on Sherman; it was tried in the past and was not well-received. Please research other ideas, such as an off-street bike path and a traffic signal system.

Vern Stenman, General Manager, Madison Mallards

- Felt it's imperative to at least study the exit from Warner Park onto Sherman. This was a recommendation of the Warner Park Baseball Task Force and was supposed to have been done this past summer.
- Mallards organization has been working with North Police District on the possibility of having off-duty police officers control the intersection after games. However, more options may exist to help improve safety.

Shahan asked members for their input on which intersections should receive further study and a report back by TE staff.

Skidmore strongly supported a signal at Gammon-Tree and was grateful that Ald. Clear appeared to request a signal. Skidmore remarked that it was a mission of his to get a signal at Gammon-Tree, and he keeps getting questions as to what it will take to get a signal. Speeding is a big problem. The improvements that have been done so far are not enough. It's difficult to cross, and the Lussier community center that is being built will make the problem worse. Children will be crossing at all times to use the center. He felt the intersection meets the criteria.

Compton supported a signal at Gammon-Tree. This intersection has been brought up in previous years. There have been major traffic incidents at this intersection and it needs a signal. She felt that more than the warrants needs to be considered, such as considering the safety of children.

Motion by Compton/Skidmore that Gammon-Tree be studied further.

McCormick indicated that TE staff has been monitoring this intersection to see how it can move up the list and keep it consistent with other locations. Staff is aware of the Lussier center that is going in. De Vos mentioned that warrants can be "squishy" and cautioned against treating them as if they are more clear than they are. Shahan remarked that Gammon-Tree has come up numerous times. Changes have been made to the intersection that may have helped a little bit. The traffic numbers are high, and Skidmore has talked about the driving behavior of motorists on Gammon. Ald. Clear commented that Tree has become somewhat of a reliever for Mineral Point Road to get to the retail west on Mineral Point. Exiting from Tree onto Gammon is an issue.

Skidmore stated that the Police Department supports a signal at Gammon-Tree. The Memorial principal is in support, especially considering that Memorial has an open campus and students are crossing during the day. He urged consideration of the student ped traffic.

Smith advised that updated counts have been or will be done at Manchester-McKee, Commerce-Watts, Edgewood-Monroe, Nakoma-Seminole-Yuma, High Point-Star Grass, Cottage Grove-Thompson, Gammon-Tree, Lien-Thierer, Mid Town-Jeffy, Schroeder-Struck, Aberg-Huxley,

and Mineral Point-South Point (new church).

Referencing the request for a signal at Packers-Schlimgen, Compton asked if there's a way to judge whether the request is based on convenience of the requestor or a public issue. A traffic signal might make it a more attractive route and increase traffic. Does TE follow through as to where the request comes from? Smith said yes.

Webber referenced the McKee-Muirfield intersection, currently controlled by a 2-way stop. This location meets the warrants, and she wondered if more information is needed. Smith indicated that staff has not received much public input on the need for a signal here. McKee has not been fully developed yet, and so far there's no safety problem. McCormick stated that TE is waiting for full build-out but a signal could be moved up if conditions change.

A signal at Sixth-East Washington is on hold because the Union Corners development has been scaled back.

Compton supported further study for Gammon-Tree, Cottage Grove-Thompson, and Lien-Thierer.

Shahan requested study of the Nakoma-Seminole-Yuma intersection; it's in a school zone and he has seen problems there.

It was noted that Aberg-Huxley is a bus transfer point connection.

Skidmore noted that the Commerce-Watts intersection will become more active when the research park is developed. McCormick advised that it may occur sooner than that, given the hotel and elderly complex going in.

Colony-Gammon: if a signal goes in at Gammon-Tree, this intersection will be reevaluated.

Gammon-McKenna-New Washburn: is on a curve and is close to the traffic signal at Elver Park and Schroeder and thus might have progression issues.

Fordem-Sherman: has been looked at a number of times over the years; unique geometry.

Sherman-Trailsway: had the most requests. Was a ped fatality there this summer after a Mallards game.

Raymond-Whitney: McCormick indicated that staff may want to bring this back since it was a close vote last year. Would likely be a political decision, it already meets the minimum warrants.

Shahan commented that the ped warrant is very tough to meet. When peds find an intersection is difficult to cross, they will stop trying to cross there and thus the ped warrant will never be met. McCormick advised that these are national warrants. The PBMVC could recommend other standards, like meeting 70% of the warrant or establishing a completely different ped/bike warrant. The main issue is to be consistent when ranking intersections. Shahan noted that there are areas with a lot of ped traffic but they can't meet the ped warrant. Should the PBMVC

consider looking at a different ped/bike warrant? De Vos felt the warrants are biased towards motor vehicle traffic and more weight should be given to ped/bike traffic.

Compton commented on the need to stay ahead of the game and install signals on both sides of the city but recognized that some locations have a higher intensity of need and should move forward.

De Vos asked about accessible signals, especially for Aberg-Huxley. Smith stated he had talked to Lorry Bond about accessible signals.

Smith indicated that for those intersections selected for further study, staff will report back on new counts and recap the previous information.

Friendly amendment that in addition to Gammon-Tree, the following intersections be further studied: Nakoma-Seminole-Yuma, Sherman-Trailsway, Lien-Thierer, Aberg-Huxley, and Raymond-Whitney Way. Further, that Gammon-Tree be given the highest priority for further study.

Motion as amended carried unanimously.

Members also requested information about formalizing ped/bike criteria that is different than the national warrant.

E. NEW BUSINESS

- E.1. [07591](#) Vacation/Discontinuance of a portion of Shaw Street between Grim Street and Swanson Street and a portion of Swanson Street near the intersection of Shaw Street, being located in part of the Southeast 1/4 of the Southeast 1/4 of Section 30, Town 08 North, Range 10 East, City of Madison, Dane County, Wisconsin, and authorizing the Mayor and City Clerk to accept dedication of lands from Dane County as needed for the proposed improvements to Grim and Swanson Streets. (17th AD)

A motion was made by Compton, seconded by Skidmore, to Return to Lead with the Following Recommendation(s) to the BOARD OF PUBLIC WORKS. The motion passed by voice vote/other.

Shahan advised that City staff recommended adding language to provide a ped/bike easement. McCormick pointed out the proposed bike path on a map. The airport is trying to create a secure perimeter around their facilities. The airport would be more likely to support an easement south of the railroad corridor. North of Darwin, the airport doesn't want anything in the railroad corridor. McCormick emphasized that the City wants to be a good partner with the airport. The easement would leave open options for bike facilities to Darwin/Tennyson and a potential future bike path along the rail line to a future rail station.

Motion by Compton/Skidmore to approve the resolution, with the recommendation to add another Be It Resolved paragraph with the language suggested by staff as follows: That the Dane County Regional Airport provide a 15-20 foot wide pedestrian/bicycle easement skirting the Airport's western perimeter from Grim Street/Shaw Street north to Darwin Road and International Lane. Said easement would run along existing sewer and water easements and back portions of existing parking lots (developments under 99-year lease with the Airport).

Item E.2. was taken up following approval of the minutes.

E.2. [07830](#) Petition to remove traffic island at Rowley-Spooner

The Commission first heard from the registered speakers.

Chamond Liu, 202 N. Spooner Street:

- Handed out a written copy of his comments.
- Opposed removal of the island.
- Neighborhood worked within the framework of the NTMP for almost 5 years to get the traffic calming measures on North and South Spooner.
- Puntillo petition misrepresents the facts and at least two of the petition signers subsequently indicated they were misled by the petitioner.
- NTMP process was thoroughly followed.
- Removal of a NTMP device should have to follow as thorough a process as getting one installed.
- The petition is an inadequate device to remove the island.

Lydia Reitman, 1929 Rowley Avenue:

- Supported removal of the island.
- She drives through the subject intersection almost daily.
- As a driver, she has a lot of things to look out for - the lane narrows, need to watch for children on both sides of the car including children on the island, watch for traffic cresting the bridge. Many things to watch before moving forward.
- Has seen toys left on the island.
- Doesn't like children on both sides of her car.
- Island narrows the space. Can't tell if southbound traffic is going straight or turning.

Shahan asked Ms. Reitman whether she slows down because of the narrowing and the ped activity. Reitman replied that she is stopped because she's at a stop sign. Webber asked whether the children Reitman sees are trying to cross and using the island as a refuge, or are they just standing there? Reitman responded that it depends on the time of day. In the morning, parents often accompany the children. At other times of the day, children are playing on the island. She felt it's an added danger to have them playing on the island or leaving toys there. Compton asked Reitman what she thought the purpose of the island is, and Reitman said to help pedestrians cross the street in stages.

Steve Puntillo, 1911 Rowley:

- Supported removal of the island.
- Indicated that a number of residents who supported removal were unable to attend tonight's meeting.
- Did the petition as best he could and got 95% approval to remove the island.
- A number of residents voted to narrow the intersection, but it was narrowed plus had an island installed.
- He talked to City garbage truck drivers who don't like the island. He has photos of vehicles driving on the terrace.
- The island makes it more dangerous for children because vehicles going around the island are closer to the terrace, where children may be playing or standing.
- Found virtually no one in his 2½ block survey who wanted the island; found many people against the island. They never had an opportunity to discuss this particular island.
- Doesn't believe there should be both a narrowing of the road and an island.

Compton questioned Puntillo whether he felt children would be safer with parked cars than with the island, and Puntillo replied that parked cars would block moving vehicles from jumping the curb and going onto the terrace.

In response to a question from Crandall, Puntillo estimated that motor vehicles need to slow to about 6 mph to go around the island. He remarked that all the curbs are marked with black rubber from cars hitting the curbs.

Marcel Maul, 1802 Rowley:

- Opposed removal of the island.
- Has advocated for the traffic island for a number of years.
- Lives on the corner of Rowley-Spooner and sees the positive effects of having the island. It definitely slows down the traffic.
- Saw a Fire Dept. ladder truck turn the corner without mounting the island.
- After Puntillo's petition, she petitioned the 1800 block of Rowley re: keeping

the island, and some residents who had signed the removal petition felt they were misled about the removal petition.

- Maul stated that most of the signers on Puntillo's petition live two blocks away, two who signed are not residents of the neighborhood, and several signed twice. She felt some of the statements made on the petition were false.
- She talked with residents in the original NTMP petition area and they want the island, feel it does its job.

In response to a question by Compton, Maul stated she believes the children are safer with the island than with parked cars. The island forces cars to slow down.

Maul stated she has never seen any toys left on the island.

George Hall, 2724 Regent Street, representing the Regent Neighborhood Association:

- He worked with TE on starting the NTMP.
- Felt Spooner residents did a good job and followed the process.
- Believed there is sufficient evidence to table the petition.
- There is a policy gap, however, and he suggested having a policy to address removal of a traffic calming device.
- Money for removal would need to be found.
- If a removal policy is implemented, then Puntillo should start over, following the new procedure.
- The intent of the NTMP is to slow down traffic. Neighborhoods need to balance the inconvenience of driving slow and yielding (as required) versus an emergency vehicle needing to navigate the device.

Ald. Brian Solomon, District 10:

- While he has been an alder for just a short while, he has been involved with NTMP for about 8 years through his work with the Dudgeon-Monroe Neighborhood Association.
- Has found that traffic islands garner a stronger reaction than other traffic calming measures. There are concerns about narrowness and large vehicle navigation, but this needs to be balanced with the fact that islands do get drivers to slow down.
- The Spooner neighborhood followed the correct process.
- Appreciated the comments about perhaps implementing a process to gauge a device's effectiveness and whether it causes more problems than anticipated and come up with some process for removal.
- Majority of the surveyed residents supported the island prior to installation and most are still in favor of keeping it. A number of residents expressed concern about the Puntillo petition.

Motion by Compton/Skidmore to place the petition on file.

Compton commented that everything she's heard tonight tells her that this island does its job of slowing traffic and getting drivers to pay attention. The narrowness makes drivers pay attention. She understood that the frustration of those who want the island removed and that children may be abusing the island. But the island will cause the majority of drivers using this street to slow down the way they should. As to the process for removing a traffic calming device, she found this to be a scary idea. TE has done research to ensure the measures are placed correctly; just because some drivers are inconvenienced is not a reason

for removal. She felt the PBMVC needs to proceed very cautiously with any procedure to remove traffic calming.

Skidmore agreed with Compton. He has been involved with traffic calming for many years. Traffic calming can be a very contentious neighborhood issue. Some motorists become angry about having to slow down. But that's what traffic calming is intended to do. He did not support a process to appeal traffic calming installations. Traffic calming does work, he fully supports it, and the neighborhood has to go through a process to get it installed.

Webber also agreed. Her district has more traffic calming than any other district and she has been through the process many times. She has observed that the farther away from the installation that residents live, the less they support it. That's why the process gives weight to those who live the closest and they are the ones who are surveyed. She has gone through the Rowley-Spooner intersection as a driver, ped and bicyclist and had no problem negotiating it. Webber pointed out that this section of Spooner has a 15 mph speed limit because of the bridge and turn. Rowley has a 25 mph speed limit. She has heard overwhelmingly from people in the area that they are in favor of the island. She noted that City TE makes sure a device is appropriate before installing it. The MFD is involved. If a fire truck can get through, so can other vehicles including garbage trucks. If the PBMVC decides a procedure for removal is needed, she would put most of the responsibility in the hands of City staff because they can assess whether there are unanticipated problems with the device that warrant removal, and she did want City staff to have leeway to bring forward problems.

Shahan said he sometimes has problems with islands because they can make it tight for bicyclists and motorists to travel at the same time. The Spooner island has a 13' lane in each direction, which is sufficiently wide for City trucks. Shahan felt the PBMVC should consider a process for removal. The request for removal would need to come from the petition area, which would be an indication that the device is not doing what it should. There are situations where you might want to consider removing a traffic calming measure. If a device isn't working, it should be removed so it doesn't reflect poorly on the entire NTMP. Shahan didn't want to see NTMP diminished because the City can't correct a mistake.

Compton remarked that the Fire Department has made it clear that speed humps can be a problem but islands are not because of their design. Islands are tested with fire and refuse trucks. Her concern is that the City does more speed humps than islands. Humps still leave a wide open visual so motorists don't slow down as much, whereas islands have a bigger impact on slowing traffic. She urged staff to keep this in mind when they approve other NTMP projects.

Referencing the possibility of removing traffic calming devices, Skidmore noted that the residents who petition for a device are those who would most be impacted by it. They stand to lose the most if it is taken out. Most comments he gets against traffic calming are from people who don't live near it but are slowed down when they drive through the area. He was very leery about removing something that is doing what it is supposed to do.

Shahan felt that any request to remove a traffic calming measure should be prompted by the device not working as it should, and the request should come

from either TE staff or the original petition area. He did not see it happening frequently.

Solomon agreed with moving slow on any process to remove traffic calming. However, one advantage of having a process, even if it's used infrequently, is that residents who object would know what they need to do to request removal.

Motion to place on file carried unanimously.

F. OLD BUSINESS

- F.1. [07593](#) Pedestrian-bicycle public hearing comments compilation 2007

G. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY (INFO ONLY)

- [07831](#) REPORTS OF OTHER COMMITTEES/COMMISSIONS
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 since Ohm was absent.

LRTPC - Meeting was canceled since it was not posted properly.

Joint West Campus Area - Shahan reported they discussed the Institute of Discovery, including transportation issues and concerns about the impact on the contraflow bike lane. Crandall stated he had attended a public hearing on the project, and the pedestrian traffic was a concern. Shahan indicated one idea is to use the vacated right-of-way for Orchard Street as a pedestrian way to get to Union South. Webber advised that this was brought up at the South Campus-Regent Street Plan meeting. The plan is to make Orchard a major pedestrian/bicycle way to tie in with the transit stop at Orchard and the railroad tracks. The ped way would go through to Johnson Street. Shahan referenced the future utility project on Randall which will hopefully incorporate bike lanes on Randall to connect to the ones south of Monroe Street. McCormick stated the plan is for bike lanes on Randall all the way to University Avenue. He stated there will be a ped traffic signal on Johnson at Orchard. Shahan commented that the plan is to get north-south ped corridors across the major arterials on campus.

Joint Southeast Campus Area - no report since Strawser was absent.

School Traffic Safety - Webber reported that the next meeting is November 7 at Leopold. The committee has been meeting at different schools so they can see the conditions. McCormick asked if there was a candidate location for next year's Safe Routes to School funding. This year the City received money for the Queen of Peace crossing at Mineral Point Road and Owen. Webber responded that the committee would like to see a more comprehensive and systematic project throughout the entire city that includes education, encouragement, mapping of walk routes, and identification of barriers. She noted that the walk route maps need to be updated (she had requested this four years ago). Compton mentioned school safety issues at LaFollette High School that perhaps could be brought to the School Traffic Safety Committee, but Webber indicated the committee's focus is elementary schools and then middle schools.

Platinum Biking - Committee is meeting this evening.

H. REPORTS OF OFFICERS & MEMBERS FOR INFORMATION/DISCUSSION

H.1. Executive Secretary Report

None

H.2. Items by Chair

a. Schedule Dec. 2007 and Feb. & Oct. 2008 PBMVC meetings

Members selected the following meeting dates:
Tuesday, Dec. 18, 2007 (if a meeting is necessary)
Wednesday, February 27
Wednesday, October 29

H.3. Items for referral and/or announcements

De Vos wanted to know which agency deals with how cars are parked on the street. She was at a conference where she heard a strong argument in favor of backing in. The motorist then has a better view of peds and bicyclists when leaving the parking stall. McCormick said he would check on this.

ADJOURNMENT

A motion was made by Compton, seconded by Webber, to Adjourn . The motion passed by voice vote/other. The meeting adjourned at 7:35 p.m.