



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

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

Tuesday, April 26, 2005

5:00 PM

215 MLKJ BLVD RM 260 (MMB)
(After 6 pm, use Doty St. entrance.)

A. CALL TO ORDER AND ROLL CALL - 5:05 by Chair Shahan

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

Excused: Ald. Paul E. Skidmore and Mary P. Conroy

Compton Present at 5:15.

Staff Present: David Dryer, City Traffic Engineer and Executive Secretary; Arthur Ross, Traffic Engineering; Larry Nelson, City Engineer

B. PUBLIC COMMENT - None

C. APPROVAL OF MINUTES - March 22, 2005

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

D. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES

- D.1. First Quarter 2005 Activity Report
- D.2. Speeder's Hotline data (Carryover from March Meeting)
- D.3. MPD Follow up re. Selected Traffic Calming Enforcement

Lt. Bradley Wilson introduced Captain Housley and Lt. David Jugovich.

Bradley Wilson referred first to the Speeder's Hotline report that had been provided at the last meeting. In January they had received about 90 calls and when compared with some of the figures provided in 2004 it was low, but the number was increasing as the weather warmed.

Bradley Wilson referred to the First Quarter of 2005 activity report and the numbers were below 2004s but she hoped that the Commission would look at more than the numbers but also the other activities undertaken by the MPD, and particularly TEST. Officers had been involved in a lot of activities, the most recent being the Beltline initiative. Housley added that MPD was one of 7 agencies committed to the Beltline safety effort and noted their efforts to share resources to address the problems, both collectively and individually. He acknowledged the efforts of the State Patrol with the most recent activity and addressed those of MPD. He summarized that MPD was spending in the neighborhood of 80-100 officer hours each month on the Beltline.

Bradley Wilson identified some of the other activities between now and September: \$25,000 Alcohol Grant, of which \$5,000 would be used to purchase equipment; seat beltline enforcement monies including in May a national effort called Click it or Ticket; pedestrian-bike enforcement, initiative in cooperation with the Attorney's office to help young people who have had problems with their driving record to improve them, including teaching some classes in Spanish.

To a question Bradley Wilson explained the difference between OMVWI (A) and (B): A= at 0.08 or less and B= above 0.8.

Shahan asked about a previous request in which drivers might get a lesser fine or have the fine suspended if they attended an educational/training course. Bradley Wilson indicated the course she referenced was aimed at young people and they would be working with the Municipal Judge and City Attorney's office on the course matter. Shahan believed his idea was something that should be looked into.

Compton indicated support for the safety efforts of the MPD and offered whatever assistance she could provide.

Thimmesch referred to the statistics and the first quarter numbers for speeding citations over the past three years and the 20% declined from 2003 to 2004 and 10% from 2004-2005. Total hazardous citations were dropping by 10% per year rate. He referred to his observations in the field, such as people proceeding on a "red" signal and said the "stop and go" citation number was flat. He believe the public's perception was that violations are increasing, yet the numbers in the report seemed to suggest that MPD was finding less incidents of them.

Bradley Wilson commented that in prior years TEST had both an a.m. and p.m. unit and in 2004 the p.m. unit was eliminated with the officers being directed to the CPT (community policing teams). The CPT dealt with more than traffic safety enforcement and as a result there wasn't the same dedicated time to traffic enforcement. The Community Policing Teams were the Southwest policing team, Central team and Northeast team. Housley said he did not want to make excuses for the declining number, and that as an organization they recognized the need to

do enforcement effectively with the forces available. Therefore, it was their challenge to see what they could do organizationally to maximize their ability to do traffic enforcement. Thimmesch clarified that his intent was to document what he had noticed for some time and not to cast doubt on the professionalism of the Police department. He said the data supported the change from a dedicated p.m. TEST unit to CPTs. Housley understood and said the reality of a patrol officer was to deal with changing priorities based on what occurs and with personal safety being paramount, traffic enforcement often took on a lesser role.

Compton pointed out the number one concern in districts was traffic. As an Alder on the periphery she noted the difference between her district and a more central City district. Currently they had four east-side officers and she knew this was inadequate in terms of covering the district. She asked if they had done a study/analysis on the need (e.g., number of officers) vs. the demand. Housley said he didn't have an answer at this time. To do so, they would need to compile some data, but he did know that Madison's ratio of officers to population is on the low side. This was a larger issue that the City Council would need to address. He said for example in the west area, they had the same number of officers that they had in 1987, yet the west area had grown exponentially. He reiterated that in prioritizing police activities, personal safety matters rose above traffic enforcement. Compton said that with data in hand, the commission could support the Police in its efforts to address staffing limitations as documented by the data.

Webber wondered if there were ongoing coordination efforts with State and UW police, primarily on corridors such as University Avenue or other areas in proximity to the jurisdiction of these enforcement agencies. Were their numbers reflected in the data, again for example their efforts along a corridor such as University Avenue? Bradley Wilson said there were limited opportunities with the Capitol Police and their dealings with the UW was primarily with bicycle enforcement. She added that with the alcohol grant, they would be doing some collaborative work. The statistics provided did not reflect anything outside those citations issues by the Madison Police Dept. Webber suggested that when you consider the large portion of the downtown that are covered by UW and Capitol Police, it would seem that there was an opportunity here and any efforts that they do could be reflected in the data. Housley said it was difficult to respond for another agency and generally speaking he did not believe that either saw a primary responsibility being enforcing traffic regulations in the jurisdiction of the City of Madison. Webber saw the University corridor as an opportunity for a collaborative effort.

Webber pointed out that with the loss of the p.m. TEST team, traffic enforcement during the period of time when children were out of school was lacking. This was a concern of hers-it was a dangerous period for children. Wittke added that when the p.m. TEST was eliminated, the intent had been for CPT to pick up this activity. She added that from what she knew of other communities there was a separate traffic unit. She saw it unfortunate that they hadn't had good evaluation data of this p.m. TEST unit before it was eliminated and she was glad to see the direction being taken by MPD to put in place an evaluation system to see what the impacts of the various efforts were. She was hopeful that there would be another look at the need for the p.m. TEST or dedicated traffic enforcement unit.

Shahan echoed comments about finding ways to work with other municipalities

and units such as the University who have vested interests in dealing with traffic enforcement issues. He suggested contact with UW to see what opportunities there were. Related to the p.m. TEST, he had been concerned that the downward trend would occur without TEST. He understood the reason for the change but the data showed that traffic enforcement was not getting the same amount of attention as it had before and there was a desire to have a higher level of it. Strawser said he too was concerned about the elimination of the p.m. TEST because of the lower level of enforcement he expected to see. It was critical that the City find a way to move traffic enforcement to a higher priority.

Capt. David Jugovich pointed out that when CPTs were first envisioned there was to have been one dedicated team per district, but because of staffing limitations they had combined districts to provide for the SW, NE and Central teams. Not having the same number of units as originally envisioned affects their ability to deal with traffic enforcement. He reassured members that traffic is a priority and CPTs give it as much attention as they can. CPTs were envisioned to meet the goals of the growing districts; they needed a mechanism to deal with the unique needs of each district. He pointed out that the statistics provided did not include traffic stops when no citation is issued; rather some stops are used as an opportunity to educate; that is, the officer may counsel and educate the driver without issuing a citation. Shahan wondered if they had flyers available or other handouts, which could be used in these circumstances. Jugovich said it was generally verbal counseling.

Wittke asked if all stops are cataloged in some way; and Bradley Wilson responded that a less formal report would be prepared. In the future, they expected to have the capability of electronically not only issuing citations but also capturing information on warnings.

Thimmesch asked about the timing for the CPT and Jugovich responded that the plan was presented in 2003 and implemented in 2004.

Housley provided a copy of a "Traffic Problem Identification and Improvement Plan" form. He saw a need to take a more problem-oriented approach in traffic enforcement in the agency with a goal to maximize effectiveness. Rather than having a target number of citations, he saw the approach of identifying where the problems are, and what can be done about them. A natural outgrowth of this effort would be shown in the statistics. Housley reviewed the form content and pointed out that each district within the organization would work with the form by first identifying specific problems throughout the City that might be particularly problematic, followed by problem analysis and improvement plan, which might involve agencies outside of the Department, e.g., traffic engineering, neighborhood groups, alderpersons, etc. They would identify the desired result and designate a project duration. A specific team would be identified as being responsible for implementing the plan, and this team might be made up completely with Police personnel or it might include others, such as citizens, engineers, and so forth. Individual team member responsibilities would be identified. Specific progress evaluation dates would be identified and there would be a segment to deal with amendments to the plan. A final report would be prepared and included therein would be a post-project analysis including data that was collected and this would be used in defining the success. He believed the outcome of this effort would enable them to better articulate the situation to the public. He expected to be able to initiate this effort in the foreseeable future

and would share reports as appropriate.

Shahan noted his support for the approach and referred to past efforts by the State to follow up with an evaluation of programs. Unfortunately, monies weren't being allocated to do these evaluations. Wittke agreed and asked if there were people on staff who could do the analysis. Housley indicated that they had one analyst and they would hope to be able to retain more. Wittke said the design of the study was important and acknowledged how difficult it would be to expect to follow through with the improvement plan and preparation of the analysis by the same staff. She referred to possibly using some UW sources for help in developing the evaluation plan and they would then have an analyst execute it. Housley appreciated the recognition of this fact and said they had thought of contacting UW to see if they could help.

Compton suggested that officers in the field be advised that if they see an infraction, they deal with it at the time, regardless of whether or not they are on traffic safety duty. She pointed out the number of traffic calming devices being requested and thought that if more was done to support Police Enforcement activities, it might be a way to lessen some of the requests for traffic calming measure.

Bradley Wilson referred to and reviewed the material she had provided on "Selected Traffic Calming Enforcement Area" which included data related to Farley Avenue and Manitou Way for three time periods (1994-1996, 1997-year traffic calming installed, and post 1998). One could see a significant change for Manitou Way.

Webber asked about a prior request for follow-up studies on the effectiveness of traffic-calming measures. Would there be follow-up reports done to determine the effectiveness of traffic-calming measures, especially traffic islands? Dryer responded they did not have anything planned. With respect to islands, he acknowledged that they were not significant speed reduction devices. There were just one of the traffic-calming measures available and were used primarily on higher volume streets to facilitate pedestrian access. Many of the benefits of traffic islands were more qualitative than quantitative-it would be hard to quantify the effectiveness. Webber said constituent feedback to her indicated they were not working as speed control devices. Dryer added that islands provided some lateral shift from the centerline so there is some speed reduction, and a benefit had been that the high-end violators were reduced-in other words, the distribution is changed.

Compton found the traffic islands to be effective and she referred to the intersection of Cottontail and McLean as an example. Another was Buckeye Road where there was an improvement with the islands and designated bike lane, and another example was Lien Road. DeVos believed they had a positive effect. Dryer agreed that for pedestrians they made a street easier to cross.

Shahan asked about having crash data provided as a rate per so many vehicles so that comparisons could be made. Wittke pointed out that once a traffic-calming measure was installed, one might expect less enforcement activity and citations would decrease.

Compton wondered about using cameras as a means to collect some of the data.

Reference was made to the State not allowing the use of such devices but it was clarified that their use for enforcement was restricted, not as a monitoring tool.

Members thanked the Police for their reports.

E. PUBLIC HEARING OR SPECIAL PRESENTATION - None

F. OLD BUSINESS ITEMS

- F.1. [00599](#) SUBSTITUTE - Affirming the City's interest in cooperating with the Wisconsin Department of Natural Resources and the City of Fitchburg on development, operation and maintenance of a multi-use path and authorizing City staff to negotiate an agreement covering such development, operation and maintenance in connection with a rails-to-trails conversion of the Union Pacific Railroad line between County Highway PD (McKee Road) and USH 18/151 (Beltline Highway). (14 AD)

A motion was made by Ald. Compton, seconded by Strawser III, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS Larry Nelson reported that at the last meeting the resolution before the body was to authorize the City to enter into a rails-to-trails program for a potential bike path project along Fitchburg in an area south of the Beltline Highway and the Arbor Hills Neighborhood, Beltline, Seminole Highway, Todd Drive and existing rail tracks running south into Nine-Springs and out to CTH PD. At that time, they had hoped the WisDOT would be moving to acquire the property and it be abandoned. They subsequently learned that was not the case, but the State Department of Natural Resources (DNR) did have an interest and considered it a logical extension of the Military Ridge trail. A substitute resolution (version 2) was prepared and provided for the City to cooperate with WisDNR for the acquisition and construction and maintenance of the pathway. The timeline was estimated to be at least two years. DNR would negotiate with the railroad to acquire the trail and then the City and Fitchburg would participate with DNR for construction and maintenance of the trail. The trail presents an opportunity to link to the present Capital City Trail.

He noted that based on current priorities, staff was working on some projects on the east side. He added that this west side project could be constructed in phases. A logical one would to connect over to Leopold School. There was an opportunity to extend the Military Ridge Trail, and ultimately the ability to connect to Fish Hatchery Road if they had a crossing of the Beltline, and then it would connect into the bikeway system on the road and onto the Wingra Creek path. There are a lot of long-term transportation and recreational advantages for this system.

Compton asked the likelihood of having Wisconsin Southern abandon the Cottage Grove line into Madison and then be able to connect with the Glacial Drumlin Trail. Nelson said he had not heard any discussion about it.

Webber sought clarification on the difference between what was before the Commission at its last meeting and the resolution before it now; was it just the change from WisDOT to WisDNR. Nelson indicated that was correct and he would expect the DNR to call upon Madison and Fitchburg to assist them. Webber asked if there was a financial commitment attached to action being taken. Nelson responded no, and added that was subject to negotiation and the DNR had had good experience in this regard.

Kugler wondered if when considering where to put resources did they consider the proximity of other trails, specifically one that runs parallel? Nelson commented that if they could use this corridor adjacent to Dunn's Marsh and arboretum, they would not have to go through residential neighborhoods with a path. It would provide a natural environment for the users of the path. Presently there isn't a path connection much beyond the intersection of the Southwest path; and the opportunity would allow for a path to CTH PD and the original rail corridor. In terms of priorities within the City as to which projects proceed, he pointed out the missing link path contributed to the balance being lost between east and west projects. Because of the amount of work done on the west side, they were moving on to projects on the east side. Nelson emphasized that they would want to maintain this transportation corridor; if it weren't acquired, it would be lost as a transportation corridor. Strawser added that the Capital City Trail was under the Dane County Parks and it is not maintained in the winter even though it serves as a main east-west corridor. This other opportunity avoided

some of the extreme topography of the Capital City Trail and if there was a crossing of the Beltline, it would provide a further west connection to the central area.

Compton/Strawser moved approval.

Shahan added he was supportive of another pedestrian-bicycle crossing of the Beltline.

Motion carried unanimously.

[Emails received subsequent to the meeting in support of this bike path: 4/26/05 from Nan Fey, 4/28/05 from Ben Neff, 4/28/05 from Eileen Bruskewitz, and 4/29/05 from Walter Meanwell] The motion passed by acclamation.

F.2. Bicycle Parking on State Street

Arthur Ross provided two handouts: 1) State Street Bike Parking Needs for the 300-400 blocks (included number of dwelling units and square footage and number of bike parking spaces as a result) and 2) Results of a recent bike parking survey along State Street (on 3/31/05 and 4/25 3 p.m., and 4/26 at 12:30 pm).

Webber sought clarification of the material provided; one included count information on spaces not on State Street but in close proximity and the other addressed only the building uses facing State Street in determining the amount of parking that would be required. Ross said that was true. He added that there really wasn't any bike parking spaces off State Street except in a few locations; e.g., on Gorham by the Community Pharmacy. Spaces that exist in the parking ramps were included.

Referring to the needs survey, Ross referred to the primary uses (dwelling units, banks-offices-retail stores-services, galleries-museums-libraries, and restaurants-taverns). Based either on the number of dwelling units or square footage a number of bike parking space(s) associated with these uses was provided in the last column; e.g., for the dwelling units in the 300 block there was a need for 22 bike parking spaces, for retail 17 spaces and restaurants 15 spaces for a total of 54 spaces for the 300 block. Currently there are 27 spaces in the block. If one then looked at the utilization survey handout, there was a range of 22-25 spaces occupied.

Webber commented that she thought bike use noted in the Central Area/State Street is less than it would be with nicer weather and so this should be taken into consideration when looking at the numbers. Ross pointed out the data for the 500-600 blocks showed they were way over capacity with the number of bicycles parked vs. number of parking facilities. In fact, Ross said that bike parking needs had generally been met for the 100-300 blocks, the 400 block was kind of a transition block and the 500-600 blocks were deficient in parking racks.

Webber sought clarification; weren't the numbers associated with demand the minimum and Ross said it would be the guideline based on the City's ordinance for private development.

Asked if the item should be referred until September, Ross said part of the exercise was to look at the bicycle needs as it would relate to current efforts to redevelop State Street. They would like to avoid what occurred in the 200 block with no accommodations being provided for Overture.

Compton repeated an earlier request for an inventory of and maintenance costs associated with bicycle parking racks. She suggested that since the data was gathered, they should see the figures for both bicycle and auto parking as it related to City requirements. Ross explained that the inventory for bicycle facilities could be found in the handout provided. He pointed out there were no requirements for motor vehicle parking in the Central District, although there is a requirement for bicycle parking. Ross said the removal of the requirement was a policy decision made several years ago and it was then seen as a way to discourage automobile usage in favor of alternative modes.

Compton repeated a desire for an inventory of downtown parking and Dryer responded that although it might be desirable it was not scheduled. Compton said it would be hard to approve purchasing anything without knowing the

inventory and its maintenance costs. Compton said it appeared the recommendation was to provide more facilities but without an inventory, she said she wouldn't be able to approve proceeding. Ross clarified that there was no intent to seek a recommendation, rather staff was responding to the Commission's request for information. In terms of maintenance cost, it was primarily under the Mall-Maintenance agency and he didn't believe there was much maintenance done. Dryer said that maintenance costs were related primarily to removal of the racks in the winter or for special events. The bike rack itself did not represent a significant maintenance item. The problem had been with locating bicycle racks since storeowners often did not want them in front of their establishments and with the limited space on the street, it created problems.

Wittke commented that she thought the role of the commission was that of a policy body and she didn't expect the body to have to spend too much time on issues that staff handled well. She saw the issue before the body was is there enough bicycle parking on State Street, does it minimally meet the requirements of ordinances and over and above that is there enough?

Ross said that if one looked at the data for the 300 block, the numbers would indicate a guideline about twice the number that exists today. About 40% is to meet residential needs or long-term needs vs. the short-term needs associated with retail and restaurants. With this information in hand they could address how bicycle parking needs might be met; e.g., long-term parking demand satisfied through parking in close-by parking facilities, and encourage landlords to inform tenants of these facilities. Thus, they might be able to free-up spaces on the street for shorter term users.

Webber pointed out that the City does not provide any long-term residential parking for motor vehicles in City facilities. Today there wasn't residential bicycle parking; it was not provided through their rentals, and there was really no commuter parking other than the existing racks and thus these existing spaces could be used for long periods (8-12 hours). She thought they should look into providing longer-term bicycle parking, for example, secure bicycle lockers and charging for such facilities was a possibility.

Thimmesch referred to the inventory and the reference to 18 spaces being available for the Overture Center; it looked as if they were underutilized spaces based on the survey results. Ross commented that because of their location off State Street and away from businesses, there was not much demand since they were not as close to people's destinations. Those that are closer to State Street are utilized more than those further away. He emphasized that the demand for bicycle parking will always be closer to the immediate destination of the rider-visibility in terms of seeing the space was critical.

Thimmesch pointed out the retailers were not depending solely on bicycle customers but also those who come by car and it is realized that these customers have to park often some distance from their destination, but Ross countered that although the spaces were further away, there were spaces available, which is not always the case for bicyclists.

Compton said that although she understood the arguments as it related to the demand for bicycle parking, she was also receptive to the concerns of shop owners who had concerns about their placement on State Street. She supported

bicycle parking in parking facilities if payment were made. Dryer saw an outcome of this effort being a recommendation being forwarded to Engineering and Parks to ask that in the next phase of the State Street project they endeavor to site as many bicycle racks as possible.

Ross said that more important than bike maintenance issues was the outcome when there aren't sufficient bicycle parking facilities; bicyclists park against streetlight poles and trees and, as a result, maintenance costs associated with these latter facilities is greater. Therefore, whatever could be done to minimize these behaviors would be a good direction to take; and one way to address it would be to provide adequate bicycle parking spaces.

Shahan summarized how they might want to proceed. The data supported the need for more bicycle parking, especially in the 500-600 blocks. Referring to the previous month's minutes, he summarized: 1) Need for data on land uses to know the target number of bicycle parking spaces and that information had been provided for the 300-400 blocks; the 500-600 blocks was needed. 2) Needed an inventory of existing parking facilities and that had been provided. 3) Needed to address the issue of long term, residential uses so that spaces on State Street were not being used by the long-term bicycle parkers and this was still being discussed. 4) Need to provide bicycle parking in ramps and other locations and he considered this a next step. They needed to identify where the parking might be put with the focus on long-term and short-term uses.

Dryer pointed out that it is difficult to differentiate between a long-term and short-term bicycle parker since there was no easy way to make this determination. He suggested that even if there was long-term bicycle parking provided in a ramp, what was to prevent a resident bicycle parker from using a space on State Street that was closer to his/her residence? Ross thought that possibly having secure bicycle lockers might be one approach since it might be seen as a more desirable alternative for the long-term bicycle parker. Shahan said another element was whether parkers would pay for the facilities provided, e.g., bicycle lockers.

Logan asked the time line for the 300-400 blocks design; Susan Schmitz, DMI, said it was currently underway, with the 300 block being designed now.

Webber/Logan moved to send the information provided in the handouts and the discussion via the minutes to the State Street Design Oversight Committee and recommend that they figure out a way to provide adequate bicycle parking based on these numbers.

Logan was concerned that the usage figures represented in the data was on the conservative side and believed the numbers would increase in a couple of months. Webber said that would be reflected in the discussion in the minutes. Compton said this wouldn't be true as it related to dwelling units and the number associated with those dwelling units. Webber pointed out that the numbers reflected minimums and that in the Plan Commission review of PUDs, they would consider the uses and might suggest a higher number than the minimums based on characteristics associated with the dwelling units.

Compton wanted to amend the motion to ask that they look into long-term paid parking as well as the short term, recreational, retail uses and it be reported back

for PBMVC for approval. Webber didn't consider the amendment friendly, but said it was something that should be left to the discretion of the oversight committee and these interest would be included in the minutes so the oversight committee would be aware of it.

Strawser said the obvious location for the long-term parking would be one of the city's parking facilities, which he did not believe would be a part of the State Street redesign. Thimmesch understood that they were looking into the bicycle parking accommodations for the Mid-State Street parking ramp.

Webber encouraged all City agencies and committees to think creatively about finding places to meet the bicycle parking needs, e.g., convert some car parking into bicycle parking, paid bicycle parking, seek cooperation with private enterprise, etc. She urged the State Street Design Committee, Traffic Engineering, Planning, Engineering, Public Works, and PBMVC to think creatively on this issue. As an example, she pointed out years ago the City decided to provide car parking and the Parking Utility was formed. With more people choosing to use bicycles as a mode of transportation, these users needed to have a parking place and this needed to be addressed.

Compton said she would like to see small lockers provided.

Shahan summarized the motion and Logan asked for an amendment to include a follow-up report to PBMVC in October as to what had been accomplished. This was accepted as a friendly amendment.

Compton asked if a referral to agencies involved in the City's parking structure was appropriate. Dryer asked if the recommendation was to ask the Parking Utility to buy lockers, he didn't believe the number of users would justify the expense. He was unclear of what was being requested. Compton believed their position was to look into providing bicycle parking in lockers in the ramp and she felt it would be appropriate for this to be forwarded to the body overseeing that function-Transit and Parking Commission.

Ross said an issue related to parking in ramps was with signage, that is, guiding bicyclists to the availability of this parking. Shahan also mentioned the need to communicate with landlords and employers once such off-State Street parking was available.

Compton believed another element would be enforcement of illegal bicycle parking - that is, just as illegally parked vehicles are ticketed so should illegal bicycle parking. She wondered about the value of signage and whether it was money wisely spent or should it be spent in providing even more bicycle parking. DeVos pointed out that since bicycle ramp parking wasn't a well-known commodity, it would be something they would need to be addressed before penalizing illegal bicycle parking.

Susan Schmitz, DMI, pointed out the Downtown Map they provided was being updated and would be distributed in the Fall and they might use this medium to identify some of the bicycle parking facility sites. Members agreed and felt it would be a good way to get the information out.

Motion to send the data provided by staff and minutes to the State Street

Oversight Committee and to request a report in six months on what was being done; motion carried unanimously.

F.3. Pending List Review/Update

Discussion and revisions which resulted:

1- Division Work Plan-

Rather than presenting a work plan, possibly present an annual report outlining where staff hours in the division have been devoted; this would give members a better picture of the agencies work activities. For example, some of the activities of interest to the body could be identified in the list, e.g., NTMP, traffic signals, planning and development activities, pedestrian and bicycle interests. The Commission might want to tie this into the Budget process. Shahan believed it would be a good educational tool; it could serve to inform the Commission as well as the public as to the agency's activities. DeVos saw value in having a yearly assessment of issues dealt with. Shahan agreed and said he would try to be more diligent with following up. Wittke agreed and felt the Commission could use the information to communicate to the broader public the resources being used. The item was to be revised to reflect the change and then left on the list.

2- Detour Signage Street Reconstruction-

Item could be deleted since members could bring up issues at the time when they get the street reconstruction list.

6- Snow removal -

A follow up report from Engineering on their program using GPS was expected and so after that update in Fall , this item could be taken off list.

7- STP Urban Priority Project and TIP Reviews-

Webber asked about the element of the report summarizing the current status of sidewalk and pedestrian connector network. Shahan said it had been included on the agenda and it remained as pending project for staff (Arthur Ross). Shahan remembered that something was reported to the Commission some years ago based on the efforts of an intern. Dryer commented that staff was not spending a lot of time on it because of the realities associated with retrofitting areas with sidewalks - without support of the Alders and neighborhoods, it is unlikely that a project would be implemented. Webber commented that there was a fairly good plan on where multi-use trails should be placed but there were no recommendations on where pedestrians connections needed to be built and she thought this might head off some of the objections when a sidewalk retrofit project was presented. Dryer doubted this would be effective in stemming objections. Webber thought it could be provided to Alders so they could check ones in their district to see if they wanted to move on them. Shahan indicated a related issue would be the funding issue.

12- Traffic Signal Priority-

Webber referred to the crossings of Langdon and Henry and Langdon and Frances and Webber reported Ald. King's desire was for all-way stop review of these locations. The item could be moved to item 4-all-way stop warrant ranking.

15- Referral of PC items -

Brad Murphy, City Planning, was working on something so it was suggested the item be left on the list.

17-West Side Neighborhood (Pioneer)-

It was suggested the item be left on the list because of the varying stages of development in the area, particularly the impacts related to the intersection of

Mineral Point and Junction Road. The item should be renamed to infrastructure modifications for Mineral Point-Junction Road intersection.

20- Limited use lane on Capitol Square-

Item can be deleted since the restoration of parking on the Capitol Square and the lane configuration related to that makes this item moot. Dryer provided an update on marking of lanes and signage and meter installation in advance of the May 9th date when parking would be restored to the Capitol Square.

21- SW bike trail - Shahan said the item could be deleted since the trail is plowed during the winter.

28- In-street yield to pedestrian signing -

Since the policy had been approved, the item can be deleted. Dryer indicated he would respond to Golden's memo as it related to this item. Webber asked if the Council similarly approved the policy; Dryer said he would have to see; it may have been dealt with only at the Commission level.

29 - One call for Sidewalks-

Strawser expressed interest in having a one-call site. [Following the meeting, Dryer learned calls related to sidewalks could be made to 266-4681. Also the Streets web site was to be upgraded and would provide additional links.]

33 -Outer ring study - Since this study was underway, the item could be deleted

36 - Speed hump - Since a policy change was recently approved, the item could be deleted.

37-Flashers at Yuma and Midvale -

Webber asked if flashers had been considered; Dryer responded the location was operating well as is without flashers. The intersection was also included under item 12-Traffic Signal Priority List.

G. NEW BUSINESS ITEMS - None

H. REPORTS OF OTHER COMMITTEES -- SUMMARY OF ACTIVITY

H.1. Plan Commission

Thimmesch referred to two major annexations in District 1 and 16.

H.2. Long Range Transportation Planning Commission 4/21/05

Shahan reported on discussions related to UW Master Plan and finalization of rules for the Commission.

H.3. Joint West Area Campus Committee

The major issue was the review of UW master plan.

H.4. Joint SE Campus Area Committee - March 28 and April 25 Meetings

Basically there was a review of UW master plan. Strawser pointed out the plans of UW for some tabletops for pedestrian crossings and plans to formalize Lathrop Drive as an alternative east-west connector for pedestrians and bicyclists.

I. REPORTS OF OFFICERS AND/OR MEMBERS FOR INFORMATION/DISCUSSION

I.1. Executive Secretary Report

Dryer reminded members of the organizational Meeting in May and the annual public hearing on Ped-Bike Projects.

I.2. Items by Chair

Shahan said he had nothing other than to highlight the information provided on conflicts of interest.

I.3. Items for Referral and/or Announcements

Webber reported she is serving as a liaison with school safety team, made up of representatives of the Police, school district, public health and Safe Community Coalition and they had been mostly working on safe walking routes for children. She noted a pilot grant for defining safe walk to school routes for Randall School and she expected a report to be made to PBMVC at some time down line.

Wittke indicated the Safe Community Coalition had received a grant to coordinate some pedestrian safety and access activities and they were ready to report on it. She asked if it could be put on the next meeting. Compton thanked Wittke for the efforts of the Safe Community Coalition and Wittke.

Thimmesch asked about status of earlier request for a crosswalk from the West Transfer point to Copps across Tokay; Dryer indicated he would follow up.

DeVos referred to recent Hammersley Road media coverage and Dryer clarified the area was not no. 1 on crash report as reported in the media. There apparently was confusion over the correct segment of Hammersley-the segment on the NTMP list was not in the area where the crash occurred.

J. ADJOURNMENT on motion by Compton/Logan at 7:40 p.m.

Informational Enclosures - 3/31/05 Memo From City Attorney re. Conflicts of Interests+

Ev Fahrbach, Recording Secretary