



**Meeting Minutes - Approved**  
**WORKGROUP TO ADDRESS BICYCLES**  
**ON SIDEWALKS**

*NOTICE: A POTENTIAL QUORUM OF THE  
PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION  
MAY BE PRESENT*

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Tuesday, October 22, 2012

5:00 PM

215 Martin Luther King, Jr. Blvd.  
Room 300 (Madison Municipal Building)

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**CALL TO ORDER / ROLL CALL**

The meeting was called to order at 5:00 p.m.

Present: 4 -

Aaron S. P. Crandall; Michael W. Rewey; Robbie Webber; and Ronald B. Steinhofer

**A. PUBLIC COMMENT –**

Doug Poland, representing Downtown Madison Inc. (DMI) stated that part of the problem is related to infrastructure. People cannot ride in street during events that block the street, eg Martin Luther King Jr., Blvd. during farmers market. Also, the bike racks are located on sidewalks. Education is another issue. Ken Golden suggested looking at signs on Monroe Street, these are at eye level. They are not conspicuous, but they are there. People see others on the sidewalk and think it is okay, and others model the behavior. Poland and DMI is happy to be a resource for education, infrastructure ideas, etc.

**B. DISCLOSURES AND RECUSALS – None**

**C. DISCUSSION ITEMS**

**C.1.** Discussion on how to educate people of laws related to where bicycles are allowed and where they are not allowed to be ridden on city sidewalks.

Lt. Jugovich stated that the Ambassadors address education. There are two civilians who go out to community events for outreach and education on applicable laws and best practices. They also go to special events, community/neighborhood events, meet & eat, work on the paths, etc. to get word out. They do not do enforcement, but they do collaborate with officers to do enforcement when appropriate. TEST does enforcement. PO Marks is the Central District officer for TEST. They have done 10-15 bike grants over the summer and see the issues and concerns. The worst day was when Trek had their show. PD spent one Saturday on Mifflin and State Street talking to people, and no one knew that it was illegal to ride on the sidewalk. Ideas for education would be helpful.

Lt. Jugovich has contacted Mark Winter in Traffic Engineering about signage. People ride up State Street to get to East Mifflin and ride on the sidewalk.

Steinhofer stated that it is confusing; in some areas people are encouraged to ride on the sidewalk, and it is illegal in other areas.

- C.2. Discussion on current enforcement of bicycles on sidewalks and how enforcement can be used to keep bicyclists off of sidewalks where they are not permitted.

See discussion under C.1.

- C.3. Discussion on signage and marking options related to bicycles on sidewalks.

Officer Dolsen stated that she has been the neighborhood officer downtown for two years. State Street signage would create clutter, but information is needed. She has never had a repeat offender when she has told someone about the ordinance; they would get off their bike and walk when on the sidewalk.

Robbie Weber added that Grand Junction, Colorado and Ft. Collins, Colorado have the same signs located at corner as you come onto sidewalk. The signs have clear, graphic information. Webber added that there are locations where she would be a repeat offender and rides slowly and with concern for pedestrians, but there are no options to get somewhere when the road travels in the opposite direction other than to ride around entire Capitol Square or walk the bike on the sidewalk. People ride on the sidewalk because they have no other choice to get where they are going by bike. Thus, a lot of the issue is an engineering problem.

Officer Marks said that State Street Mall is posted, but people still ride on the sidewalk there.

- C.4. Create draft proposal(s) to address the problem of bicycles riding on sidewalks where not permitted, to present to the Pedestrian/Bicycle/Motor Vehicle Commission for further discussion and action.

Mike Rewey stated that bicycles should follow the same rules on the road as motor vehicles and should go the long way around the square. State Street Mall and W Mifflin are under the prohibition of bicycling on the sidewalk. Rewey stated that when he says something to someone riding on the sidewalk, they usually blow him off. Someone threatened him when he said something to them.

Robbie said that one of the best ways to keep people off of the sidewalk is to give them a legal and logical way to get to where they want to go. It becomes even more of an issue if there is topography that bicyclists want to avoid.

Steinhofer stated that education would be the easy component of the solution and should incorporate signage, brochures, media, etc. Engineering solutions are longer term and more costly.

Rebecca Cnare commented that the city is dealing with a proliferation of clutter downtown, and worries about another set of signs being added. Can we set up a zone downtown for no-riding-on-sidewalk with signage at the entrance to the zone / downtown district? This might be easier to educate people on as well.

Part of the issue that adds to the confusion is that some blocks have buildings that abut the sidewalk but others do not, eg parts of Monroe St., Williamson St.

Rewey added that ongoing education does not get to all people, especially new users, and a downtown district is a good idea.

The Central Police Team just ordered 5,000 pamphlets. 1,000 of these will include bike, pedestrian, and driving information as a way to educate people in the area.

Officer Marks stated that the educational component needs to reach out to the University students coming into Madison from small towns. There should be brochures to give to them about rules in Madison. What about having temporary/short-term signs in the spring?

Rewey dislikes the green circle sign because it does not clearly tell people what is prohibited.

Steinhofer asked if police could contact people they see and hand them a brochure and if they have the time to do so. Is there a list of resources that can be given to bike shops to hand out when they sell a bike? What about having campaigns in the fall when students come in to town?

Officer Marks stated that TEST is starting to do a traffic tip of the month with Channel 15. This month it's on restricted lanes for bicyclists. They could do one on sidewalks in the spring, and can set aside some time for central district officers to hand out brochures in downtown area. They typically do bike enforcement from June through September.

Do we have any statistics on pedestrian vs. bike injuries resulting from crashes on the sidewalk?

How many signs are we considering adding in the main areas? Would signs on the bike racks help?

What about placing signs on the paths as you are approaching the downtown area?

The no bicycling on sidewalks zone(s) could be displayed on the kiosk maps.

In addition to working with UW, Madison College, and Edgewood should be included.

#### ADJOURNMENT –

The meeting adjourned at 6:10 p.m.