



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

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

Tuesday, October 24, 2006

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room 260 (Madison Municipal Building)
(After 6 pm, use Doty St. entrance.)

AS AMENDED AT THE 11/28/06 MEETING

CALL TO ORDER AND ROLL CALL

Present: Judy Compton, Robbie Webber, Paul E. Skidmore, Mark N. Shahan, Mary P. Conroy, Cheryl E. Wittke, Susan M. De Vos and Charles W. Strawser III

Excused: Michael Forster Rothbart and Matthew A. Logan

Wittke arrived at 5:10 p.m. and left at some point prior to the vote on the Monona Drive item. Conroy left at 6:30 p.m. Skidmore left at approximately 6:35 p.m.

Items reported in the order listed on the agenda, although item E.1. was taken up prior to item D.1.

A. PUBLIC COMMENT

None

B. Approval of Minutes - 9/26/06

Motion by Conroy/Skidmore to approve.

De Vos asked that the following comments be added to the traffic signal discussion on page 4:

The City is not putting in accessible signals automatically but rather the policy is to have it requested, but it doesn't say that it has to be requested by a visually impaired or blind person. It doesn't say that this is despite the fact that all the statistics say that they should go in automatically.

Also, question was asked about pedestrian-activated signals and the fact that there is no policy about that but that they do exist in Madison.

Motion to approve as amended carried unanimously.

C. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES - THIRD QUARTER REPORT

Lt. Stephanie Bradley-Wilson was present and distributed the third quarter activity report, enforcement report, and Speeders Hotline report.

ACTIVITY REPORT

- Reviewed activities funded through WisDOT grants as well as other enforcement/educational activities, as outlined on the activity report.
- Bike safety initiative offered the option of classes in lieu of paying citation.

- Have not had a lot of overtime enforcement on speeding
- Stop on red campaign is a national enforcement campaign
- OWI traffic safety summit was sponsored by WisDOT and MADD and focused on best practices to impact impaired driving
- School Zone Enforcement: adult school crossing guards were advised at orientation that all violations should be reported to the ASCG supervisor. Each ASCG received a notebook for recording the information necessary for the MPD to send a warning letter. Question was raised why warning letters are sent versus the driver receiving a citation. Lt. Bradley-Wilson indicated that it depends on the type of violation and whether enough information was provided. Suggestion was made for a volunteer program where PTO/PTA members could help out. This has not been explored in Madison but might be workable. The volunteers would need to be committed and consistent.
- Re: football Saturday enforcement, how many officers are assigned to this and how does it impact service on the periphery of the city?

ENFORCEMENT REPORT

- Crash-related citations consistent over the past couple of years
- Speeding accounts for over 39% of hazardous violations
- PBMVC requested annual report on number of traffic stops that don't result in a citation being issued. Also asked that definition of violations be added to the report (e.g., what is a stop & go violation versus an arterial violation)
- In the fourth quarter report, Lt. Bradley-Wilson anticipated having data re: specific high volume crash sites and criteria for measuring progress.

SPEEDERS HOTLINE

- There was a drop in the number of people calling in
- No action usually means not enough information was provided

D. SPECIAL PRESENTATIONS

- D.1. Hilldale Redevelopment Plan, review of ped/bike/motor vehicle accommodations

A motion was made by Compton, seconded by Webber, to Accept
Appearances:

Domenic Lanni, Joseph Freed & Associates
Matt Yentz, Strand Associates
Mike Sturm, Ken Saiki Design

Lanni presented an informational update on the project. Phase 1 is almost fully constructed and the SIP for Phases 2 & 3 will be before the Urban Design Commission next week. The Ped Accommodation drawing should be updated to show a second mid-block crossing on Sawyer (as shown on the Master Plan drawing).

PBMVC concerns/suggestions included:

- Why isn't the mid-block on Frey closer to the condos and grocery store? It was explained the crossing is located where it is to line up with the stair tower for the parking structure and to provide direct access to the green space. A mid-block crossing by the condos would be on a steep cross-section. PBMVC members were concerned about jaywalking and asked that the developer consider a crossing by the grocery store if it can meet ADA requirements. It was also noted that having more than one table top ped crossing works better to slow down traffic.
- Why does Sawyer need to be widened to 36' to become two-way? The suggestion to widen to 36' came from Traffic Engineering. The roadway will accommodate two-way motor vehicle travel, bicyclists, and parking on one side. On-street parking is being maintained because residents requested easy, accessible parking and didn't want to see street parking eliminated even with the addition of a parking structure. It was explained there would be bike accommodations but not necessarily marked lanes. The PBMVC expressed concern about a 36' wide roadway without markings and asked that the roadway be striped.
- What ped accommodations are provided to acknowledge the very high concentration of older residents in this area? Lanni indicated that the biggest concerns expressed by the seniors were amount of density, traffic and open space. The developer eliminated a 90-unit condo building, added green space and a ramp to access the back of the mall, added mid-block table crossings on Frey and Sawyer, maintained the medians on Segoe and added crossings on either side, and added roundabouts to improve ped safety along Segoe (safer than signals).
- A concern was expressed about condo traffic coming in/out on University Avenue. That is one of three routes, motorists can also enter the parking structure from Frey and from Mall Drive.
- Residential bike parking is one space per unit. The initial plan was to use the storage locker but concerns were expressed that it may not be easy to get a bike in/out on a daily basis if the locker is used for other storage. Lanni stated the plan now is to provide a channel lock in front of each motor vehicle parking space where a bike could be locked. It was described as a grab bar type device that will be imbedded in the wall. This bike parking does not replace the space in the storage locker. The PBMVC questioned whether there is enough space between car stalls to easily get a bike in/out. Ross indicated he would need to see a drawing to determine if it meets Zoning standards but thought it sounded reasonable. Webber noted some residential developments have one bike spot per bedroom. She urged consideration of bike racks in the garage. Webber emphasized that the issue is the convenience of parking the vehicle that you use; bike parking should be as easy and as accessible as car parking. Webber

suggested that the developer talk with Ross and Zoning staff about impending standards for bike parking.

[Conroy left at 6:30]

- Referencing the green space plan and the ADA ramps, Strawser suggested adding stairs on one end so that users who are able to use stairs could free up space on the ramps for wheelchair users, etc.
- Webber asked if there is a way to reduce the number of driveway crossings to get to the eastbound sidewalk along University Avenue (east of residential tower). Ross indicated the entryway could be re-done to provide for a westbound turn into the mall, which would provide the opportunity to reconstruct the driveway as a standard, not split, driveway.
- Roundabouts are supposedly safer for peds than signals, but is that true for multi-lane as well as single lane roundabouts? Tom Lynch, Strand Associates, replied yes. There are measures that can be implemented at roundabouts to provide notice of ped crossings, e.g., flashing warning lights that are ped-activated. There are two roundabouts proposed for Segoe, so it would be difficult for motorists to get up a good deal of speed. A question was raised whether there will be sufficient gaps for peds since roundabouts have continuous movement. Lynch stated that at the roundabouts themselves, the gaps for peds will be good but gaps may be poorer mid-block between the roundabouts. It depends on what happens with Segoe - if it becomes two lanes with bike lanes, it could have a one-stage crossing. A suggestion was made to have a roundabout at Frey instead of Sheboygan and then signalize the Sheboygan intersection to provide gaps. Lynch pointed out that Frey is very close to the signalized University-Segoe intersection, and they do not want to place roundabouts where the queue from an adjacent intersection might interfere. Lanni stated a Frey roundabout was studied in the traffic impact analysis but there were queue problems. Compton asked if there is a design for a ped roundabout, i.e., make it evident that the roundabout is there for peds. Ross indicated the strongest message to drivers is to see a large number of peds. It is very important to design land use to encourage ped activity. In response to a question, Ross stated there is a standard signing and marking plan for roundabouts that includes advance ped signs.
- A question was raised whether there's enough room to add a westbound University turn lane onto Segoe. Yentz stated the room would come from the north side.
- Shahan asked about the difference in projected traffic impact between this plan and the original one. Yentz stated they didn't compare the two plans. The condos that were removed would not have been a big traffic generator and in terms of overall commercial and retail space, not much is changed. Shahan felt it might be good to point out to the Plan Commission that despite this new density, the traffic generation is not much different than the previous plan because retail is driving the numbers.

[Skidmore left at approximately 6:35 p.m, before the vote.]

Motion by Compton/Webber to accept the report and provide the PBMVC comments (minutes) to the Plan Commission.

The motion passed by acclamation.

Present: Judy Compton, Robbie Webber, Mark N. Shahan, Cheryl E. Wittke, Susan M. De Vos and Charles W. Strawser III

Excused: Paul E. Skidmore, Michael Forster Rothbart, Matthew A. Logan and Mary P. Conroy

E. NEW BUSINESS ITEMS

E.1. Adopting the Hiestand Neighborhood Plan and recommendations contained in the plan. 3rd Ald. Dist.

A motion was made by Wittke, seconded by Compton, to Return to Lead with the Following Recommendation(s) to the PLAN COMMISSION

The Pedestrian/Bicycle/Motor Vehicle Commission supported the pedestrian and bicycle recommendations in the Hiestand Neighborhood Plan with the following amendments: (1) an adequate pedestrian and bicycle facility is needed between Swanton Road and Walbridge; (2) bike paths should be a minimum of eight (8) feet wide; (3) the Transportation Recommendation and the Implementation Strategy to "Work with Traffic Engineering to determine strategies to deter cut-through traffic from Milwaukee Street onto Kurt Drive" should be changed to "Work with Traffic Engineering to apply for the Neighborhood Traffic Management Program on Kurt Drive"; and (4) the Pedestrian/Bicycle/Motor Vehicle Commission strongly supports the restriping of Milwaukee Street and other amenities as the top priority.

The motion passed by acclamation.

Present: Judy Compton, Robbie Webber, Paul E. Skidmore, Mark N. Shahan, Mary P. Conroy, Cheryl E. Wittke, Susan M. De Vos and Charles W. Strawser III

Excused: Michael Forster Rothbart and Matthew A. Logan

Appearances:

Margaret Parks, 5 Kurt Drive, representing Hiestand Neighborhood Steering Committee, in support

Jeanne Marshall, 4522 Hamlet Place, representing Hiestand Neighborhood Association, in support

Jule Stroick, City Planning Department

Written comments:

Ald. Lauren Cnare, District 3, urged support for the Plan.

PBMVC member Michael Forster Rothbart, who was unable to attend the meeting, suggested that the PBMVC recommend the mapping of a future east-west bike path through the neighborhood parallel to Highway 30, connecting from Thompson Drive to Stoughton Road. It's important to have this mapped before any possible redevelopment on the American Family parcel.

- **The neighborhood's highest priority is the request that Traffic Engineering improve the Milwaukee Street corridor to accommodate islands, parking and bike lanes and improved markings, especially where four lanes merge to two lanes.**
- **Neighborhood representatives have heard that nothing will be done until Milwaukee Street is considered for reconstruction. Ross stated that Traffic Engineering staff is in the process of designing Milwaukee Street (design is similar to what was done on Odana Road). Implementation will occur in 2007 or 2008, depending on funding.**
- **Referencing Forster Rothbart's suggestion, Stroick indicated that the recommendations include a proposed bike/ped path along the drainage-way system from Hiestand Park to Honeysuckle Park. There is another proposal for a**

path through Hiestand to Milwaukee Street and hook up with the existing bike route. Page 16 depicts new ped/bike paths and an overpass, but this is an expensive proposal. Traffic Engineering has looked at potential sites for an overpass. If an overpass doesn't go in, it may still be possible to connect to the north side of Highway 30.

- The Milwaukee St. bridge over the Interstate will be four lanes and likely will be able to accommodate bikes.
- The drainage-way path is proposed to be 6-8 feet wide and is intended for both peds and bicyclists, although members noted that an 8-foot width is minimum for a bike path.
- Referencing the priority element to determine strategies to deter cut-through traffic from Milwaukee St. onto Kurt, it was suggested the neighborhood apply for the NTMP instead.

Motion by Wittke/Compton to support the ped/bike recommendations in the Plan.

Amendment by Webber/Strawser to add "An adequate pedestrian and bicycle facility is needed between Swanton Road and Walbridge Avenue that would accommodate both uses at the same time." Carried unanimously.

Amendment by Skidmore/Compton that element #5 of the top Traffic Engineering priority be changed to "Work with Traffic Engineering to apply the NTMP on Kurt Drive." Carried unanimously.

Amendment by Strawser/Webber that bike paths should be a minimum of eight feet wide. Webber stated that was the intent of her earlier amendment. Carried unanimously.

Ross reiterated that the restriping of Milwaukee Street is a top priority for Traffic Engineering and is planned for 2007 or 2008.

Amendment by Compton/Skidmore that the PBMVC strongly supports the restriping of Milwaukee Street and other amenities as the top priority. Carried unanimously.

Motion as amended carried unanimously.

E.2.

SECOND SUBSTITUTE - Approving Geometrics for Monona Drive from W. Broadway to Station 59+00, a point approximately 250 feet south of through the Pflaum Road/Nichols Road intersection. (includes roundabout at Pflaum/Nichols intersection). (16th AD / City of Monona)

The Pedestrian/Bicycle/Motor Vehicle Commission recommended approval of a Second Substitute

A motion was made by Compton, seconded by Webber, to RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER for November 7, 2006

The Pedestrian/Bicycle/Motor Vehicle Commission recommended approval of a Second Substitute to include the following:

BE IT FURTHER RESOLVED that (1) an effective wider bike lane area be provided by pouring the curb and gutter integral with the next sixteen (16) feet of roadway, such that there is no joint line; (2) the sewer grates be recessed into the curb such that the grates do not extend more than one foot into the gutter (i.e., the grates are flush with the gutter section); (3) a roundabout design at the intersection of Monona Drive and Pflaum Road be reviewed and considered in the future; and (4) the issue of private encroachments into the public right-of-way along Monona Drive be addressed and that whatever roadway design and right-of-way arrangement is adopted be capable of serving as a precedent for future projects by including any necessary agreements, such as leases for private use of the right-of-way, to avoid a bad precedent.

PRESENTATION & DISCUSSION

Tom Lynch, Strand & Associates, provided a slide presentation (a copy is available upon request). He then reviewed the cross-section for each project section, as outlined in the Monona Drive Reconstruction Description Sheet.

- The bike lane is shown as 4'. The LRTPC recommended taking space from the sidewalk to widen the bike lane.
- Many businesses have parking on the existing ROW. Sixty-three spaces will be taken out in section 1. These parking spaces are coming from businesses that are already underparked (according to the Zoning code and utilization).
- The plan closes off 50% of the driveways on Monona Drive.
- Many properties not up to landscaping standards.
- Monona Drive cannot accommodate light rail, would need about 60' of ROW.
- Section 2: have not acquired all of the ROW, need to purchase 9.5' from each side and 1.5' easement.
- Section 3: because golf course side already has sidewalk, only need to acquire 6' of ROW.
- Section 4: commercial area so 70' cross-section, will purchase 2' for terrace, which is the existing terrace width. Strawser asked whether it will be built to current standards for bikes at signals, and Lynch replied probably.
- Section 5: Very tight, largely because of condos, purchasing 3' of ROW from each side. There will be a 10' sidewalk on the west side and no terrace so utilities and signs will be located in the two feet closest to the road.
- Will eliminate free flow lane at Cottage Grove intersection, realign Cottage Grove Road and Ferchland Place and put in left-turn lane onto Cottage Grove Road. There has been a problem with delivery trucks and garbage trucks backing up over the "hot" lane, and the hot lane makes it difficult for peds and bicyclists. Want to eliminate the hot lane and realign the roadway to make it a more conventional intersection and to accommodate future development.
- Went over possible aesthetic treatments.
- Other alternatives: Too much traffic for a two lane road diet. For a 2-lane roadway, the suggested maximum Vehicles Per Day is 20,000 to 25,000 or even higher, depending on who you ask. Monona Drive is already at 26,000 and projected to go to 33,000. They did modeling and it showed massive congestion where two lanes merged into one (once into the single lane, traffic moved fairly well).

- Alternative cross-sections considered included 4-lane undivided with bike lanes; 4-lane divided with bike lanes; 4-lane with two-way left-turn lane and bike lanes.

Motion by Compton/Webber to approve with a recommendation to consider a 4' sidewalk, 5' bike lane and 10' travel lane.

Lynch stated they had already looked at a 10' travel lane but he was advised it would not be approved for Federal funding. De Vos and Webber felt a 10' travel lane is adequate for a 30 mph. roadway. Lynch mentioned he brought up the idea of a 10' wide travel lane to the Advisory Committee and some members were willing to consider it if a 2' gutter pan was added on the median side. Shahan noted that the LRTPC talked about taking space from the median to increase the bike lane. Lynch noted that a 1' curb & gutter integral with 4' bike lane meets the standards. He emphasized that they are trying to finalize the plan. The MPO funding is available in 2008 and he is trying to do what he can to finalize the plan so construction can occur in 2008. They should be purchasing ROW but can't proceed because they don't yet have the environmental document. His suggestion for a 10' travel lane has already been turned down and he was concerned about spending more time on it.

Friendly amendment by Webber to take space from the median rather than the sidewalk.

The PBMVC felt it was desirable to have a 5' bike lane given the volume and speed of traffic. Ross suggested pouring the roadway such that there's a joint at the 1' gutter and then pour the next 16 feet for a combined bike and travel lane with the option in the future to stripe. This would retain the 5' sidewalk, which PBMVC members felt was important. Lynch indicated this is probably doable. Strawser recommended that the sewer grates be in the gutter section, not in the bike lane. The grates should be recessed into the terrace. Lynch stated the sewer grates will be a challenge and pointed out that the project will be increasing the amount of impervious surface.

[Wittke left at some point prior to the vote on the motion.]

Motion as amended: (1) Recommend an effective wider bike lane area by pouring the curb and gutter integral with the next 16' of roadway, with no joint line; (2) recess the sewer grates into the curb such that the grate doesn't extend more than one foot into the gutter (i.e., grates are flush with the gutter section); (3) a roundabout design at the intersection of Monona Drive and Pflaum Road be reviewed and considered in the future; and (4) the issue of private encroachments into the public right-of-way along Monona Drive be addressed and that whatever roadway design and right-of-way arrangement is adopted be capable of serving as a precedent for future projects by including any necessary agreements, such as leases for private use of the right-of-way, to avoid a bad precedent.

Lynch reiterated that the grates will be a problem.

The motion passed by acclamation.

Present: Judy Compton, Robbie Webber, Mark N. Shahan, Susan M. De Vos and Charles W. Strawser III

Excused: Paul E. Skidmore, Michael Forster Rothbart, Matthew A. Logan, Mary P. Conroy and Cheryl E. Wittke

F. OLD BUSINESS

- F.1. Overview of Traffic Engineering Division functions, staff time devoted to those functions and implications for the Traffic Engineering Division budget (referred from 9/26/06)**

Motion by Webber/Compton to refer, carried unanimously.

G. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY

- G.1. Plan Commission**

No report (Forster Rothbart absent)

- G.2. LRTPC - 9/21/06 minutes**

Shahan reported the LRTPC discussed the Monona Drive geometrics and the Buckeye amendment to the Cottage Grove Neighborhood Development Plan and referred the TIP to a future meeting.

- G.3. Joint West Campus Area Committee**

No report (committee will be meeting tomorrow).

- G.4. Joint Southeast Campus Area Committee**

Strawser reported the committee talked about the Discovery Center and the plan to vacate a portion of Johnson Street where it runs into Randall.

- G.5. School Traffic Safety Committee**

Ross advised the committee is continuing to work on the process for schools to do a self-evaluation of what they have and what direction they need to move in. Webber attended the City-Board of Education Liaison Committee meeting and explained the concept of safe routes to school and this item is on the agenda in December to give a full presentation.

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

- H.1. Executive Secretary Report**

Mayor made announcement at Pro Walk/Pro Bike conference that he was establishing a committee to make Madison the best cycling city. Ross advised that the first meeting of the Platinum Biking City Planning Committee will be November 2.

Members decided to wait until the November meeting to see whether it's necessary to schedule a December meeting.

Shahan will send an email with possible alternate meeting dates for rescheduled February and March 2007 PBMVC meetings (the Common Council is meeting on the fourth Tuesday).

H.2. Items by Chair

Shahan announced that Carl Kugler has resigned as second alternate and Patricia Ball has been named as his replacement (confirmation will be at the 11/7 Council meeting). He also noted that Matt Logan has resigned, and this opens up the Vice-Chair position as well as a PBMVC rep to the LRTPC. He asked for volunteers.

At the August meeting, the PBMVC moved to have staff draft a letter to the appropriate agencies re: capital budget items and Shahan asked about the status of this.

H.3. Items for referral and/or announcements

Shahan had three items for a future agenda: (1) chip sealing of roads; (2) small capital projects; and (3) an update on traffic calming projects, especially the Glenway islands.

ADJOURNMENT

Upon a motion by Strawser/Compton, the meeting adjourned at 8:05 p.m.