



City of Madison

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

Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

This meeting can be viewed LIVE on Madison City Channel at www.madisoncitychannel.tv

Tuesday, June 26, 2012

5:00 PM

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

CALL TO ORDER / ROLL CALL

Present: 5 -

Michael W. Rewey; Robbie Webber; Robert M. Holloway; Susan M. De Vos and Ronald B. Steinhofer

Absent: 1 -

Lanh X. Nguyen

Excused: 4 -

Lisa Subeck; Bridget R. Maniaci; Jill Johnson and Aaron S. P. Crandall

A. APPROVAL OF MINUTES - May 22, 2012

A motion was made by Rewey, seconded by De Vos, to Approve the Minutes.
The motion passed by voice vote/other.

B. PUBLIC COMMENT - None

C. DISCLOSURES AND RECUSALS

Members of the public are homeowners and could potentially be impacted by assessment policies to be discussed.

Crandall arrived at 5:01 p.m. Maniaci arrived at 5:05 p.m. after approval of minutes. A new roll call is shown to reflect this.

Present: 8 -

Lisa Subeck; Bridget R. Maniaci; Michael W. Rewey; Robbie Webber; Aaron S. P. Crandall; Robert M. Holloway; Susan M. De Vos and Ronald B. Steinhofer

Absent: 1 -

Lanh X. Nguyen

Excused: 1 -

Jill Johnson

Staff requested to move item E.1. after item C. Motion to take Item E.1. out of order passed by unanimous consent.

D. UNFINISHED BUSINESS

D.1. [26445](#) Discussion of revised draft Traffic Signal Assessment Policy

Brian Smith, Traffic Engineering, and Rob Phillips, City Engineering, presented the summary report and two new proposed options for an assessment policy. Dorn Vista, City Attorney's office, was also present.

Two additional proposals, #3 and #4, were presented to the Commission. Option #3 does not give trip discounts to anyone, which would put the city contributions to zero, but the city would look at paying a percentage of the total cost of the project. Option #4 exempts all residential properties, but gives no trip discounts to businesses.

Maniaci asked for staff's thoughts on the options. Phillips responded that proposal #3 has no discount to anyone and is a fair and defensible policy, but puts an administrative burden on staff and perhaps on elected officials. Phillips stated that option #4 exempts residential properties and would be hardest for staff to defend because it is rather arbitrary. Staff would likely receive a number of complaints with option #3 from people contacting staff to state that their household does not use the intersection or drive 10 trips per day, or does not want a signal, etc. The 2nd option would eliminate the vast majority of individuals and some apartment buildings from being assessed. McCormick added that assessments have to pass legal tests – reasonableness and benefitting properties. Assessments are based strictly on traffic generation per property use.

Holloway stated that option #3 seems to be the fairest and most defensible and that offering trip discounts seems to skew assessments.

Maniaci asked what the equitable level for the city to participate in would be? On average, how many signals are put in each year, what are the implications? Phillips responded that he does not know the percentage that the City would contribute tonight. A large commercial development should pay 100%. Other situations are different. Smith stated that the only purpose of the signal recently installed at Sam's Club was for Sam's Club. McCormick stated that new developments pay 100%, whether the development is residential or commercial.

Rewey stated that he likes concept #2 because it discounts the people who are not creating the need for the signal.

De Vos moved approval of concept 3, seconded by Maniaci for discussion. De Vos says she sees justification for the city covering the cost for some of the signal because there public use of it. Maniaci added a friendly amendment to the motion to include in the policy that the city consider participating at a standard rate or percentage in a project.

Alder Weier attended the discussion and stated that she does not like the current assessment policy that is in place.

Webber asked if there times when the city pays 100% of a signal. Smith stated that the City has covered 100% of the costs on a couple of projects.

Steinhofer stated that the residential portion is not the main cause of traffic generation and much of the traffic goes beyond that neighborhood. Steinhofer stated that he would not vote for concept 3, but would vote for concept 2.

Dorn stated that concept 4 cannot be supported. Dorn stated that the 10 trip discount comes from the single family home; this number is not arbitrary.

Rewey moved a substitute motion to approve concept number 2, seconded by Steinhofer. The substitute motion failed by the following vote:

Ayes: 2 - Michael W. Rewey and Ronald B. Steinhofer

Noes: 4 - Susan M. De Vos; Robert M. Holloway; Bridget R. Maniaci; and Aaron S. P. Crandall

Excused: 4 - Lanh X. Nguyen; Jill Johnson; Lisa Subeck; and Ron J. Prince

Non Voting: 1 - Robbie Webber

The motion to approve concept number 3 passed by the following vote:

Ayes: 4 - Susan M. De Vos; Robert M. Holloway; Bridget R. Maniaci; and Aaron S. P. Crandall

Noes: 2 - Michael W. Rewey and Ronald B. Steinhofer

Excused: 4 - Lanh X. Nguyen; Jill Johnson; Lisa Subeck; and Ron J. Prince

Non Voting: 1 - Robbie Webber

D.2. [26446](#)

Discussion of draft Interchange Assessment Policy

A motion was made by Holloway, seconded by Maniaci, to approve the assessment policy option #3 as approved for the Traffic Signal Assessment Policy (Agenda Item D.1.), with the City paying a percentage or portion of the total project cost . The motion passed by the following vote:

Absent: 1 -

Lanh X. Nguyen

Ayes: 4 -

Bridget R. Maniaci; Aaron S. P. Crandall; Robert M. Holloway and Susan M. De Vos

Noes: 2 -

Michael W. Rewey and Ronald B. Steinhofer

Excused: 3 -

Lisa Subeck; Jill Johnson and Ron J. Prince

Non Voting: 1 -

Robbie Webber

E. NEW BUSINESS

E.1. [26332](#)

A SUBSTITUTE accepting the Report of the Judge Doyle Square Staff Team dated March 20, 2012 and Directing Further Follow-up Actions.

David Trowbridge, City Planning, presented an overview of the project and information on the report of the Judge Doyle Square Staff Team. George Austin, project manager, arrived after the presentation and answered questions related to the project. Holloway asked if there is enough demand for the additional hotel room blocks planned for Monona Terrace. Austin stated that based on a study done by Hunden in 2008, that an additional 250 room blocks were needed for Monona Terrace, which would attract conventions to Madison.

De Vos stated that she is comfortable with the plan except for the parking plan. De Vos stated that there are too many parking spaces planned and opposes the amount of parking that is proposed.

A motion was made by Maniaci, seconded by Rewey, to Return to Lead with the Recommendation for Approval of the substitute (version 2) to the BOARD OF ESTIMATES. The motion passed by voice vote/other.

F. REPORTS

F.1. 15487 Reports of other Committees/Commissions (verbal reports for information only)

Plan Commission
Long Range Transportation Planning Committee
Joint West Campus Area Committee
Joint Southeast Campus Area Committee

Nothing was reported.

G. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

G.1. General announcements by Executive Secretary - None

G.2. General announcements by Chair

There may be a joint meeting between TPC, PBMVC, and the Downtown Coordinating Committee to discuss taxis on State Street.

G.3. Commission member items for future agendas

Maniaci will request that the State Street Design Oversight Committee refer the report regarding bike parking and the removal of benches on State Street to the PBMVC. Maniaci also requested an agenda item to discuss ways to make it easier to report abandoned bikes.

Rewey requested future agenda items on the discussion and review of a potential four-way stop at Baldwin and East Wilson and potential reversal of the stop signs at Dickinson; a report on the progress on the Dunning and Atwood intersection; and the report on the pedestrian/bicycle projects public hearing.

Maniaci requested an update on the City's appeal on railroad crossings on the isthmus and quiet zone implementation.

Crandall - discussion on how to improve unsignalized crosswalks, for example on University Ave by the Engineering building. Maniaci added that information on whether Hawk signals could be a viable option for the crosswalks be included in the discussion.

ADJOURNMENT

A motion was made by Rewey, seconded by Maniaci, to Adjourn. The motion passed by voice vote/other. The meeting adjourned at 6:58 p.m.