



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

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

Wednesday, February 23, 2005

5:00 PM

215 MLKJ BLVD RM 300 (MMB)
(After 6 pm, use Doty St. entrance.)

NOTE CHANGE OF LOCATION--MADISON MUNICIPAL BLDG ROOM 300.

A CALL TO ORDER AND ROLL CALL

Carl Kugler, recently appointed Alternate 2 member, was introduced.

Present: Ald. Judy Compton, Ald. Robbie Webber, Austin W. King, Mark N. Shahan, Mary P. Conroy, Cheryl E. Wittke, Susan M. De Vos, Charles W. Strawser III and Carl R. Kugler

Absent: Charles S. Thimmesch

Excused: Matthew A. Logan

Compton present until some time before 7 p.m.

B PUBLIC COMMENT - None

C APPROVAL OF MINUTES - JANUARY 25, 2005

A motion was made by Conroy, seconded by Ald. Compton, On page 20, DeVos questioned the wording accounted to Thimmesch; she believed that he had said something to the effect that he was not totally convinced that people's testimony was being heard. Webber and Shahan didn't believe a change was necessary and since Thimmesch was not present no change was made. On page 9 the motion indicated referral to Board of Public Works, rather than forwarding a recommendation to support sidewalk construction. It was explained that the motion wording was due to available templates under the Legistar reporting system. DeVos wondered also about item H2 and the notation that the motion was to refer to PBMVC; shouldn't it have been "re-refer"? Since it was a first referral to the next meeting, Shahan believed "refer" was correct. Minutes were approved as submitted. (Note: using this same definition, Item H3 should have read "refer" instead of "re-refer"; change has been made.)

The motion passed by acclamation.

D MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES

Bradley-Wilson referred to the report and summarized that the total number of citations issued in the 4th Quarter is lower than the previous quarter (5,177 vs. 6,592) and there had been a reduction in both hazardous and non-hazardous categories. Speeding violations represented the category with the largest decrease (643), followed by DL/Vehicle registrations. She did not have an explanation for the change and pointed out the TEST unit accounts for 25-30% of the overall citations written, and this was in spite of lower staffing levels due to worker injuries. She acknowledged that although the Community Policing Teams (CPT) did enforcement activities, other priorities could pull them away from these. She referred to TEST efforts and goal to work collaboratively with CPT on enforcement activities. She pointed out that in the hazardous violation categories, there had been an increase of citations for OMVWI, Reckless, Arterial, Deviating, Wrong Way, Inattentive and all other categories. For non-hazardous there had been an increase in 2004 in All Other and Hit-Run violation.

Bradley-Wilson referred to the efforts of MPD to produce a general traffic management plan and a component of it would be some evaluation measures. They were working on this within the department and in collaboration with Traffic Engineering.

Additionally, they had received a \$25,000 grant for alcohol enforcement and they expected to use \$20,000 for enforcement activities and \$5,000 to purchase equipment. They would expect this program to be up and running by April 1. Shift changes occurred in January so there was a new Sergeant and two new TEST officers.

In 2005 they would be acquiring two new motorcycles, which would be used in their enforcement activities since their experience with this type of enforcement had proved beneficial last year.

Compton asked about her earlier request for some evaluation measures to be used in comparing the success of traffic calming measures. Included in that she would like to see information on the effectiveness of all-way stop signs, including crash experience, since constituents often made requests for all-way stops as a preferred technique for addressing speed control. Dryer pointed out that experience had shown that all-way stops were not effective speed control measures and it was one of the reasons the agency focused on traffic-calming techniques. He noted areas in which such all-way stop control had been tried and after some experience the requests were made to find a better measure to control speeds. Compton emphasized she was looking for some tangible way to inform constituents of the effectiveness of these measures.

While not wanting to criticize anyone specifically, DeVos said she found the figures alarming and did not consider them acceptable. Bradley-Wilson acknowledged the comment and added that there were factors other than citations issued that needed to be taken into account when evaluating the enforcement activities of the agency.

Wittke asked about the management plan being developed by MPD and suggested that if they were looking at an area to "test" the effectiveness of measures being used, they might consider the Johnson/Gorham corridors since she knew TEST had given fairly regular attention to this corridor. Bradley-Wilson acknowledged that their evaluation measures had not been

strong and they needed to be buffed up and she believed that was something that would be addressed in their management plan.

Shahan referred to some prior activities to evaluate effectiveness of traffic calming measures and the cessation of that effort due to resource demands. He wondered if maybe they should again look at some before-and-after analysis and members seemed to agree that it was desirable. If funding were an issue, possibly they should consider setting aside some of the traffic-calming budgeted amount for this task. Compton addressed the value of not only enforcement but also education and engineering in efforts to address speeding problems, pointing out the immediate effectiveness of enforcement efforts but not long-lasting effects.

Webber asked about enforcement efforts in school zones; was it primarily a morning effort vs. afternoon? Bradley-Wilson acknowledged it was more a morning effort due primarily to officer-shift change considerations that made staffing an afternoon effort more difficult. Webber believed that since there is the likelihood that more students would be walking home in the afternoon vs. the morning period when they may have been given a ride to school, that attention in the afternoon was important and hoped the Police Dept. would be able to address this time period. Bradley-Wilson said it was something she had discussed with Capt. Housley and it would be something to be followed up on with the CPT.

Bradley-Wilson indicated the absence of the Speeder's Hotline data, which she said she would provide at the March meeting.

E PUBLIC HEARING - SCHEDULED FOR 6 P.M.

1. [00321](#) NTMP 2005 Traffic Calming Priority List
2. [00323](#) Report Relative to City's Speed Hump Policy

Shahan declared the public hearings on both the NTMP and Speed Hump Report open at 6 p.m.

Compton referred to the revised list and thought that Fairfax and Manassas should be in the "local" street listing vs. "collector". McCormick clarified that the revised list was the latest version and they would expect other changes before the Commission received an updated list at the March meeting when the Commission would be asked to recommend the program for 2005. McCormick noted some of the other changes included refining the school walk route factor and assigning points where they may not have been assigned. The revisions had resulted in a change in the top five ranked projects from the list previously provided: Collector from Hammersley-Winnebago-Glenway-Spooner-Manchester to Hammersley-Winnebago-Glenway-Thomson-Spooner and no changes in the Local street grouping. Manchester should also have 5 points reflected for school walk route, which then would move Manchester above Spooner in the point ranking. He mentioned the comment made at the January meeting about possibly moving Glenway into the arterial street area for funding, and if that were to occur it would likely move another collector street into the area for funding in 2005. He referred to the comment for West Lawn; that is, a condition of approval for the Monroe Commons development was to provide traffic calming on West Lawn and as a result that project would be funded outside the NTMP budget.

Webber asked if points were assigned to school area only if the school fronted on the street; McCormick responded yes. Asked to define school, McCormick stated public/private elementary, middle or high school. DeVos asked about Owen; McCormick clarified that the 10 points for pedestrian generating area should be revised to 5, and 5 points assigned to school area.

Wittke asked about notification of the public hearing; McCormick said a copy was sent to contact people for the top 10 projects in each category.

Testimony was taken and it is summarized by location/subject below.

East Pass:

Zach Brandon, (3526 Mammoth), representing the 7th Aldermanic District, spoke in support of a project for East Pass. He provided a copy of the Safe Walk Route in the area and identified the school, childcare center, shopping center and new urbanism development in relation to East Pass. He suggested the location merited an extra amount for pedestrian generation traffic. Although not designated as a bike route, he believed that it should and the only reason it hadn't was because it was a part of the newer area of the City and designation of routes had not caught up with the development. He suggested points could be added for bike routes. He referred to development that had been approved as additional arguments for moving forward on a project.

DeVos wondered why traffic calming wouldn't be a part of new development/construction. Dryer said there were times when traffic calming is funded by developers. Brandon said the newer developed areas would take traffic calming into account, but the area under consideration was developed some ten years ago.

Wittke asked where the information about how long a project was on a list was included; were points given to projects based on the number of years on the list?

Dryer remembered that it had been a factor, but may have been taken out; it would need to be clarified. Ross added the desire to have neighborhoods re-apply after a period of time to make sure the interest for the traffic calming measure still exists.

Cori Brandon (3526 Mammoth) registered for East Pass and considering it as a school walk/zone but did not speak.

Angie Hubbard (2709 Country Grove Drive), representing the Country Grove Neighborhood Association as its President, pointed out that when the initial study was done, East Pass was under construction, which prevented some of the through traffic which now exists. She noted that the newer Veridian development included traffic calming devices but the last four blocks where the soccer field and school-walking route did not have such devices. The housing in the area is primarily medium income single family and apartments and results in a significant number of young children and she pointed out the slow reaction time of children when making crossing maneuvers. She urged consideration sooner than later to prevent an accident from happening.

Letter from John and Kathryn Horton (5 Grove Circle) was provided in support of traffic calming on East Pass (copy filed with minutes).

Country Grove Drive

Dave Sieloff (3710 Country Grove), representing the Country Grove Drive Neighborhood Association, expressed concern about neighborhood traffic problems, which he had for years been trying to address. He recapped the petition results: 93% signed in support of traffic calming (or 67 out of 72 households). Two households did not want to take a position either way and they had been unable to reach the rest. The posted speed limit is 30 mph, which was considered too high for a neighborhood street. The neighborhood had used the speed board. Country Grove was used as an extension of Muir Field so more than neighborhood traffic was using the area streets. The speed limit on Muir Field had been reduced and he believed it had made a difference. He believed the layout of the street with its wider width and straight away appearance contributed to speeding. He pointed out with the size of garages in the area there was little on-street parking contributing to the wider street width appearance and this contributed to the speeds a motorist traveled. He cited the increase in traffic and speeds, specifically the section between Westbourne and Field Crest Way. He addressed the risks to children from even playing in their front yards. He described the topography with the straightaway, including a hill, blind spot and corner and pointed out problems he experienced with driving out his driveway. He urged consideration of this street for a 2005 project.

Manchester

Ald. Brandon supported Manchester and efforts to move it up in the listing. He referred to the change on the list handed out, i.e., went from #8 from #5 due to the changes mentioned earlier by McCormick.

Speed Hump Policy Review Option B

Elaine Gowacki, representing Regent Neighborhood Association Transportation and Streets Committee, registered as available to respond to questions. She also supported Option B in the Speed Hump Policy.

Erika Kluetmeier, representing the Regent Neighborhood Association Transportation Committee spoke in support of allowing speed humps on collector streets such as Allen Street. She addressed the numerous efforts undertaken by the neighborhood to slow traffic, including use of speed boards and neighborhood "slow down" signs. They sought flexibility in the policy so that a street such as theirs could qualify for speed hump installation because of their experience with high speeds, increasing traffic volumes, number of children in the neighborhood, etc. She referred to personal experience with accidents or near misses, including the concussion her husband experienced after being hit on the street. The more that could be done to make motorists aware of their need to change behavior and abide by the appropriate speed levels the better. She outlined their activities as a neighborhood group over the past four years, their meetings with staff, their research including contacts with UW personnel, contacts with the Safe Community Coalition, contacts with other municipalities in the country, use of the pedestrian crossing flag program, etc. She thanked city staff for the response to requests for information and the education they had given them. They sought a more permanent engineering solution, which they saw speed humps providing. She provided a copy of a memo giving background on the original request and specifically she referred to page 3 and the information provided; for example, as it related to emergency vehicles. She emphasized that ambulances did not use Allen Street as a primary route since it did not provide a direct link to UW hospital. She didn't believe fire trucks would use the route since Allen is a T-intersection at University so it wouldn't be the fastest or safest route for fire trucks to use. With cars parked on both side of the Allen Street it was difficult to navigate Allen Street quickly. They were concerned about limiting on-street parking considering the higher density housing near University. Speed humps were preferred as an option; snow removal was easier, would not impact parking supply, etc.

South Thompson Drive

Tom Snyder (5701 Bellow Circle), representing East Buckeye Neighborhood Association as a board member, declared that he was also a Captain of the Madison Police Department, formerly a patrol commander for the East District, and was not representing the Police Department, rather a resident. He provided some background on the intersection including a rollover accident, which occurred in the afternoon, followed three months later by another rollover accident. Each occurred due to speeding and although there hadn't been any recent reoccurrences, speeding continued to be a major concern. Because of the concerns a neighborhood meeting had been called with City staff in 2001/2 but then due to the neighborhood association disbanding, there was no leadership and nothing happened. The neighborhood had since reformed and the issue of speeding was the number one issue. All residents along S. Thompson had signed a petition. Speed studies done in October 2004 showed speeds on Thompson with a 25 mph limit at 34-37 mph for 45-50% of the motorists and 38-41 mph for 19-20% of the motorists. Thompson has become a shortcut for development north of Richmond Hills in Cottage Grove, Sprecher Road neighborhood and most recently completion of a bridge connecting Agriculture Drive to neighborhoods in McFarland. He referred to the 3E of traffic (Enforcement, Education and Engineering) and said the neighborhood understood it played a role and they would be using the speed boards and would try to bring about public awareness through their newsletters and meetings. Additionally, they planned to use neighborhood slow down signs. In terms of enforcement, the Police had monitored it and a number of citations issued, but

based on his experience citations did not have a lasting impact. For a district of some 40,000 people there were four officers and it was impractical to believe Police enforcement would make the difference. Therefore the neighborhood was looking to a traffic-calming project to assist in their efforts to slow traffic.

Shahan wondered how much of the speeding problem was related to the residents of the district itself and how effective their education efforts had been. Snyder said they hadn't done a good job in the past and they were working to change that. He acknowledged there was unintentional speeding, as occurred citywide, and from citations issued he believed it was more than a neighborhood problem-e.g., used as a shortcut route. Compton reinforced comments made by Snyder.

Strawser commented on the dichotomy of the position of Police/Fire as it related to street widths and the value of narrower streets in slowing traffic. He suggested roads needed to be designed to effect behavior, and yet the biggest obstacle appeared to be concerns about Police/Fire/service vehicle access with narrower street designs. Commenting that he had no expertise as a Traffic Engineer he believed that with the addition of bike lanes on East Buckeye Road (a wide street) speeds appeared to be lower.

South Owen Drive

Michael Bell (445 S Owen), representing the Westmorland Neighborhood Assn. as the Chair of its Safety Committee, addressed the point system and interpretation of factors for the project. He appreciated the change to include 5 points for the school but suggested that there should not be a change to reduce the "ped gen. factor" from 10 to 5. He referred to page 14 of the NTMP policy as it related to defining high pedestrian areas and he referred to the two pedestrian oriented facilities on the street-shopping area at one end and a large catholic church at the other end. He referred to the existence of a pedestrian cut-through which also was a pedestrian generator and believed these factors supported maintaining the ten points, thus bringing the total points up to 41.2 and putting Owen in the 5th ranked location. He questioned the location for taking the average weekday traffic volume and suggested the count should have been taken where the higher volume exists, which too would add to the total point count for the street.

Glenway Street

Michael Bell (445 S Owen), representing the Westmorland Neighborhood Assn as the Chair of its Safety Committee, suggested that for the Glenway the project length should be extended to the intersection of the SW bike path, an area of concern due to the conflicts between motorists, pedestrians and bicyclists crossing from the SW path. Kugler concurred.

Sommers Avenue

Chris Lukas (2138 Sommers) registered in support of the project on Sommers Avenue. He referred to the pedestrian activity in the area, including the Barrymore Theater traffic. Additionally he referred to the high crash experience in comparison with other local streets and believed most occurred at the intersection of Dunning and Sommers. He cited the number of children (13) under the age of 8. He suggested points should be given for school walk route. He pointed out Dunning Street was scheduled for reconstruction in 2006 and if traffic calming could be incorporated in that project and it was likely to occur in 2006, he could see carrying the project over; however, if that was not likely, he

urged moving forward on an improvement with Sommers. Webber pointed out that points for school walk routes were assigned only as it related to elementary schools; and Strawser commented that he didn't understand why Middle and High Schools weren't considered. It was suggested that this might be an item of discussion for a future agenda.

Dryer cautioned that in regard to efforts to expand the points for such factors as school walk routes, one had to remember that when thinking about asking for more points most streets on lists would likely qualify for these additional points so it just raised the total point levels and it didn't necessarily raise one project over another.

Strawser asked if a project were done under a street reconstruction project, did it need to be on the list? Dryer said it should be; if a street were scheduled for reconstruction and there had been no interest by the neighborhood for traffic calming, the project would move forward without any traffic calming measure. Funding for these traffic-calming measures had sometimes been a part of the overall reconstruction costs and other times, it came out of the NTMP budget.

Mark Bergum (610 Division) spoke in support of traffic calming in the redesign of the Dunning and Sommers street project.

Hammersley Road

Susan Deane (5900 Hammersley) appeared in support of the Hammersley project. She reported there was unanimous support for the project. Hammersley was a dangerous section of roadway, with no sidewalks. Speeding was rampant and because of the topography and space in the street there were few options for getting out of the way of speeding traffic. She cited a number of accidents that had occurred in the vicinity of her house. Because of the dangers, children in the neighborhood received bus transportation so they were not required to walk in the roadway.

Cynthia Moore and Geoffrey Wallace (5905 Hammersley) registered in support of the Hammersley project and Cynthia spoke. She reiterate comments about the dangers of the road and pointed out the restrictions she placed on her children to not even use the end of the driveway or walk in the street; in fact if they wanted to go to the close by park, she would drive to them. Shahan asked if there were sidewalks; she indicated there weren't.

Tina Hutchison (5909 Hammersley) registered in support of the Hammersley project and she too echoed prior comments on the hazards of the street. She has invited Police Officers to park in her driveway for enforcement activities and they had found speeds as high as 68 mph. Her children couldn't play in the front yard nor were they allowed anywhere on the street.

Betsy Fleury (5901 Hammersley) registered in support of the Hammersley project and noted that as a 33 year resident she had seen the problems with speed accelerate. She was at the base of the hill and cited the experience with speeding traffic coming up over the hill and down the street as well as accidents, which occurred on private property.

Julie Houck (5912 Hammersley) registered in support of the program and

addressed the worsening conditions due to accidents caused primarily by speed. She questioned the 30 mph limit since it is a residential street with no commercial and asked that the speed limit be reduced to 25 mph. She referred to the number of children on the block and said she too would not allow her children to play in the front yard due to concerns for their safety. She cited personal experience with speeding and urged action.

Asked about sidewalks, Houck indicated that it had been talked about but because of the number of trees which would have to be cut down and the impact it would have, they did not believe speeds would be slowed and some of the buffer that the properties enjoyed with having the trees would not be there-in other words, instead of a motorist hitting a tree, they would hit someone's house.

Jan Garske (5810 Hammersley) registered and wrote: "I have had a long standing concern about the traffic from Whitney Way to West on Hammersley Road-the area with the most points on list of 2005 NTMP Candidate locations. I have lived in my home for almost 30 years-and this area has deteriorated greatly in the last 20 years. Speeding-noise-lack of attention to these problems. The pounding stereos at all hours of the day and night in addition to the fast traffic have made my neighborhood less than inviting. I am concerned about property values because of these problems. Much greater enforcement is needed in this neighborhood in order to turn this trend around. I have tried to take down license plates to report violators but the vehicles are going so fast, it is impossible to record the numbers. The loud vehicles are almost always speeders. I want to make sure that our #1 position on this list is dealt with. Traffic calming is needed-speed bumps, tickets, continuing enforcement until the offenders change their behavior."

Winnebago

Mark Bergum (610 Division St), representing Schenk's Corner PMT, registered in support of the Winnebago project. He referred to the master planning process they were involved in 2000 and the PMT group is focused on making that plan a reality. A part of that effort is to allow two-way traffic from Williamson to Winnebago and their concern is that while the business district might be helped it could lead to Winnebago becoming a thoroughfare, thus the desire for a traffic-calming project.

Mifflin Street

David Waugh (1213 East Mifflin) spoke in support of the project and noted its ranking in the top five for local streets. The location for the improvement was between Baldwin and Few and he cited the heavy traffic volumes on the street and along East Washington. Although Baldwin served as a major collector, Mifflin had a lot of through traffic with not only volume but speeds of concern. He pointed to the proximity of Lapham School and Tenney Nursery and Parent Center in the 1300 block. He cited the heavy pedestrian activity and with the higher densities the likelihood of the street being parked on both sides. As a bicycle commuter he said he lived on the bike route and spoke to the need to preserve and promote biking. He suggested this section of the bike route was one of the busiest.

Wittke reported she was President of the Tenney-Lapham Neighborhood Association and she too supported this as an important project.

West Lawn

Ann Clark (2525 Gregory), representing the Dudgeon-Monroe Neighborhood Association as its Transportation Committee Chair, registered in support of the West Lawn project and wrote on her registration: "I am representing my neighborhood association in support of our application for traffic calming measures for West Lawn adjacent to the proposed Monroe Commons development. A residential street will have to accommodate semis supplying the grocery store and there are concerns about increased traffic and overflow parking. The neighborhood association is prepared to help City staff in any way possible should this be funded."

There being no other registrants, Shahan declared the public hearing closed at 7:10 p.m. and he asked members if there were additional items members wanted staff to address for the next meeting.

Webber pointed out there were additional letters to be incorporated into the record of the public hearing:

2/22/05 email from Dave & Joy Drummond, 208 Lathrop, in support of Spooner Street project.

2/23/05 email from Chamond Liu, 202 Spooner Street, in support of Spooner Street project.

2/23/05 email from Betsy Haimson, 209 N Spooner Street, in support of Spooner Street project.

2/22/05 Memo from Allen Street Residents and Regent Neighborhood Assn Streets and Transportation Committee, re. Speed hump policy on collector streets with North Allen Street example

Webber sought clarification of the Spooner projects (one block segment listed under Collector and the other under Local). Webber asked how segments were decided; was it the request by neighborhoods. McCormick said generally that was true. Webber thought the one short segment seemed strange and McCormick said he had a note to look into combining the two segments into one.

Wittke asked about the length of time a location was on the list since that information wasn't available on the list, and noted the impact it had on a neighborhood in terms of keeping interest up in the neighborhood. McCormick acknowledged that some had been on the list for up to seven years before getting funding and he summarized the time for some of the locations. He said this information was something they could bring back. No points were assigned for this factor on the list before the body. McCormick added that it was an issue the Commission could address; recent past practice had been to split the available NTMP funding between collector and local streets and there was nothing holding the commission to this practice. Wittke wondered if a position should be taken on some of the locations; that is, to acknowledge the unlikelihood that a specific project would move to the top ranking for funding based on current practices and funding levels-would it not be more humane to the neighborhood rather than raise expectations? Shahan recounted his discussions with his neighborhood about this; basically a local street needed 40 points and a collector at least 10 more points.

DeVos followed up on South Owen project and whether the church traffic generation had been factored in; McCormick responded they had factored in the

school and acknowledged the church although the traffic generation characteristics were somewhat confined to a weekly event vs. a peak period each day of the week. DeVos asked about the traffic count location for this project; McCormick responded that traffic counts were taken mid-block to be more representative of the street corridor traffic vs. the movements which would occur close to the intersection of Mineral Point and towards Mineral Point. He emphasized they tried to conduct their traffic counts using the same procedures so that projects would be scored consistently and thereby maintain the integrity of the rankings.

Wittke referred to the pedestrian improvement program for arterial streets and wondered if any of the projects would qualify for that funding program. McCormick suggested Glenway Street might be one although it could be funded under NTMP. He added that this funding source was generally used for larger projects, e.g., Seminole Highway, and there is no identified priority system for that funding program. They were checking with City Engineering about the status of the funding program for 2005. He emphasized that this program was for arterial and then collector streets, while NTMP is for local and collector streets. To include arterial streets in the NTMP would basically circumvent the purpose of the program; that is to deal with local, lower volume street problems. Shahan added, however, that they wouldn't want to circumvent the NTMP process/ranking for collector streets by using this other program without regard to other projects in the NTMP listing that might qualify. Possibly a traffic volume level might be identified; e.g., above 5000 vpd the project would be considered under the arterial program and anything below that would come under NTMP.

Wittke believed that if the goal was to get as many projects as possible done and funding sources outside NTMP became available, they should take advantage of any and all funding opportunities. McCormick pointed out Winnebago might be one of the streets; that it might be done as a part of the Union Corners development project and it could use TIF funding.

Strawser asked the width of Hammersley; McCormick guessed between 32-36 ft., two travel lanes and parking on one side. The street was fairly narrow and there were no bike lanes. Traffic islands might be the appropriate traffic-calming measure. He noted that there were sidewalks east of Whitney Way but not west of Whitney Way. Strawser asked about sidewalks. McCormick pointed out the number of nice oak trees with a lot on the hilly portions. Considering the character of the street and topography, he was not sure sidewalks were the answer and it would result in the sidewalks being right up to the houses.

Strawser commented on the experience they have in this annual review with people coming in to try to gain more points to qualify and the need to be very conscientious in designing streets initially so this step doesn't need to occur in the future. For example, if over 81% of the motorists are speeding, it appeared there was a street design flaw. Dryer pointed out the street was 50 years old and the efforts today were to incorporate traffic calming features into neighborhood streets. Strawser added that he would like to have dialog with the Fire Dept. since it seems street narrowing to naturally bring about slower speeds in an area hits a roadblock because of concerns about emergency vehicle access as streets are narrowed. Staff pointed out, however, that some of the streets on the list were only 28 ft. wide so street width was not the only factor. Ross added that another factor to be considered was the lack of grid street systems in many

neighborhoods.

McCormick pointed out that for a street like Hammersley, the neighborhood might still be disappointed, because the traffic calming measure most probable would be traffic islands and not speed humps. Traffic calming measures were not the sole answer to speeding on streets such as Hammersley; they were one factor, but there needed to be enforcement to effect a change in driver behavior. Whether there would be a change in speeds if the speed limit were changed was questionable.

Wittke thought Thompson Street was an example of another new street, but staff pointed out the section under consideration was 20/30 years old and this was constructed during a period of providing for wider cross sections.

McCormick said that with East Pass, they had taken into consideration parking on the street, which did not occur consistently. Dryer said that as a person living in the neighborhood, East Pass was parked in the area of the park when it is in use and in the location of the apartments. Traffic islands would be appropriate for East Pass because of the crossing needs. There were sections where parking was less prevalent due to three-car garages and the families generally had younger children. DeVos noted the comment about bike routes and Ross commented they had addressed some of the bike routes designations in the peripheral areas and East Pass would appear to be a reasonable one to designate.

Strawser indicated he lived close to the area and believed something should be done on Winnebago but wondered about when the reconstruction was scheduled. McCormick said it was unknown; it was dependent on capital budget funding and status of the TIF funding. Strawser believed that if something was not to move forward in a relatively short time (5 years), they should proceed with the traffic calming project but if it was likely that a reconstruction project would be undertaken, possibly the NTMP funded project should be held and he referred to some of the ideas for the area in the development proposal that were being suggested. McCormick said the approach might be appropriate and it would be a decision to be made by the Commission on how it wanted to use the available NTMP budget.

Strawser asked about the Monroe Commons project and the timing on knowing if West Lawn would be funded through developer monies. McCormick thought it would be before the Council in a couple of weeks. Strawser suggested that this project be approved with the condition that if Monroe Commons moves forward, the project not be funded from the NTMP program and the monies be used for the next project on the list.

Webber suggested combining the Spooner project into one under local.

Strawser supported extending the Glenway project to incorporate the intersection of the SW bike path and Shahan commented that traffic calming had been discussed in the past when the path was being established. McCormick felt adding that segment was possible although he felt the neighborhood should have input. Strawser suggested that the path-street crossing was another reason to consider Glenway as a higher order street and funded from another program. Kugler agreed and commented on the amount of pedestrian and bicycle traffic

using the path to access local schools, etc. and he saw an advantage in having an island located to provide a refuge location. Shahan commented his only concern would be that there be adequate space for a car and bike to travel through side by side. Webber pointed out that because of the speeds one attains as a bicyclist on Glenway, there were sections where bike lanes weren't needed because a bicyclist would be traveling the speed limit and could take the lane.

Webber noted the materials provided on the Fire incident calls for Allen Street, the materials provided by the neighborhood association and Bike Federation memo.

No further discussion or requests.

F OLD BUSINESS

3. [00184](#) Communication dated November 14, 2004 from T. Simmons, 3126 Gregory St. re: hazards of commuting to work by bicycle.
Motion was made to recommend an improvement to the intersection of John Nolen and North Shore, such as an elevated crosswalk, and that this be considered concurrently with the "missing link" bike path project.

A motion was made by Strawser III, seconded by Ald. Compton, to RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER for March 1, 2005 Ross referred to the initial email request from Simmons and the materials provided.

Webber asked if some additional pavement marking of the crosswalk might improve conditions. Strawser wondered about just eliminating the "flying right turn" lane in favor of a more traditional intersection approach and one that would bring the motorist lane up against the bicycle path. Members commented they had had similar experiences when riding through this intersection-motorists did not look for a bicyclist before making the turn. Webber wondered about making the island bigger so as to reduce the crossing distance for pedestrians, but Strawser contended that would not address the issue of motorists just not looking for pedestrians or bicyclists.

Shahan noted this issue has arisen from time to time and believed that unless a reconstruction project were undertaken there probably was little that could be done to bring about more motorists' awareness. Dryer agreed that if the location were up for reconstruction, they would look to see what they could do to improve the operation, keeping in mind that the design needed to accommodate truck turning movements as well as motor vehicle. Enforcement efforts had been undertaken but they did not appear to have any lasting effect.

Compton wondered about using photo/camera technologies, but Shahan noted under existing State Law such technologies were not legal. Members talked about resurrecting efforts to gain photo radar use and it was suggested that this should be an item for a future agenda. Wittke noted that the Dane County Traffic Safety Task Force had recommended approaching the State Legislature to see if there was support for a pilot project.

Conroy wondered about better marking of the bike lane. DeVos urged keeping in mind the impacts on a roadway's accessibility under winter snow/ice conditions as lanes are narrowed and difficulties arose with maintenance efforts.

Wittke reported on an effort the Safe Community Coalition was looking into in relation to their "stop on red" program. It was an idea that had come out of Belgium -use of a banana peel on the pavement along with an increased enforcement and media campaign. She suggested SCC might use this intersection in this campaign.

Strawser suggested the situation would only get worse with the completion of the Missing Link bike path project and suggested tying an improvement with this construction project. If there was a reconstruction project for the intersection undertaken, Strawser wondered about the funding source. Dryer said he didn't know other than it would be under the City Engineer's budget and would have to be prioritized with other street reconstruction projects.

Motion by Strawser/Compton to recommend an improvement to the intersection of John Nolen and North Shore, such as an elevated crosswalk and that this be considered concurrently with the "Missing Link" bike path project carried unanimously. The motion passed by acclamation.

4. [00337](#)

Adopting the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan. 10th Ald. Dist.

Motion to approve as revised to recommend the inclusion of the additional bike path along the rail bed, inclusion of reference to accessibility as it relates to traffic island design (especially for wheelchair access related to winter/snow conditions), and inclusion of LRTPC recommendation relative to desirability of a future pedestrian facility connecting the commercial area with Thurston Lane and Crawford Drive carried unanimously.

A motion was made by Ald. Compton, seconded by Strawser III, to Return to Lead with the Recommendation to Approve as Substituted to the PLAN COMMISSION. The motion passed by acclamation.

Brad Murphy, City Planning Unit Director, summarized some of the physical improvements included in the plan, many of which had been pointed out when the Verona Road EIS had been before the Commission. This plan was the result of a joint effort with the City of Fitchburg, WisDOT and Madison and a lot of the recommendations were in reaction to the alternatives presented in this EIS. Some of the recommendations of more significance included Raymond Road extended, Britta Parkway frontage road, gateway enhancements at Summit, traffic calming along Allied Drive, sidewalk installation, development of vacant parcels south of Belmar park, and recognition of a new neighborhood center in Belmar park area and in part replaced with park land and single-family owner occupied housing. Much of the sidewalk improvements were in the City of Fitchburg. He described some of the difficulties associated with some of the connections shown.

Murphy referred to an opportunity that had recently surfaced and suggested the Commission might want to include it in their recommendation; that is, possibility of integrating a new bike trail along the rail corridor north of Dunn's Marsh as part of the rails to trails program.

This plan had been reviewed by TPC, LRTPC, and BPW and would be before Plan Commission on 3/7/05.

DeVos referred to figure 5 on page 20 and commented on her concerns with traffic islands as it related to wheelchair accessibility under winter snow/ice conditions due to the type of maintenance these features received. She often found it impossible to use the pedestrian crossing portion of a traffic island because of inadequate street cleaning and she thought this needed to be addressed/identified.

Because of the multi-jurisdictions involved in the plan, Webber asked about the likelihood of realizing some of the connections identified. Murphy responded that realistically it would be difficult and he pointed out some locations where this was particularly so. Understanding the issues, Webber commented on the importance these connections were to the neighborhood and urged support of such connections.

Motion was made by Compton/Strawser to approve with recommendation of staff for the inclusion of an additional bike/ped path along the rail bed corridor. Shahan referred to the recommendation made by LRPTC as it related to pedestrian access from the "supersaver" commercial area to Thurston and Crawford and asked if including it was considered friendly the motion; it was. DeVos asked if her remarks related to wheelchair accessibility of traffic islands, particularly under winter snow/ice conditions was considered as friendly. Murphy clarified that if inclusion of a statement to the effect that part of the evaluation and design of traffic islands needed to consider the ability of all modes to use a crossing would be appropriate and could be incorporated in the section found on page 22 of the report. This was also considered friendly to the motion. Motion carried unanimously.

5. [00364](#) Accepting the Vision Document for the Allied Community as presented by the Mayor.

A motion was made by Conroy, seconded by Ald. Compton, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION DeVos wondered why the resolution was before the commission. It was basically a companion document to the resolution ID 37326 and the most relevant section could be found on page 8 under "Accessibility". Webber noted the characteristics of the neighborhood, which included a significant amount of low-income residents; accordingly mobility beyond a personal vehicle was critical.

Motion was made by Conroy/Compton to approve the resolution.

Compton referred to the comments about income levels and tying it to mobility issues and she suggested that Madison's vision was to move away from a heavy reliance on personal vehicles regardless of income level.

Motion carried unanimously.
The motion passed by acclamation.

6. [00218](#) SUBSTITUTE - Authorizing the Mayor and City Clerk to execute an agreement between the City of Madison and HNTB Corporation for an Outer Capitol Loop Traffic Needs Study.

Version 2 of Resoluton includes revision to change "Outer Loop" to "Capitol Loop"

A motion was made by Conroy, seconded by Ald. Compton, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER for March 1, 2005 Shahan noted that based on the comments from TPC there appeared to be some confusion as to the origin of this study and he clarified that it had its origins in PBMVC. A study of traffic characteristics of the Capitol loop had surfaced-largely as it related to pedestrian safety concerns. Since they had been unable to commit staff resources to the effort, the outside study had been recommended.

Webber referred to changes that should be made as it related to updating the dates of the study; e.g., "study to be undertaken in September and October 2004". Webber asked who the "stakeholders" were as indicated under "Project Initiation". Dryer responded that it would largely be the city representing some of the public interests and the political bodies and businesses along the Capitol Loop. Webber asked if the study was to be held until fall; Dryer said data collection would occur in the spring. Dates, etc. would be changed in the contract to be entered into with HNTB.

To a question from Webber, Dryer provided an explanation of phasing, splits and offsets. Webber asked that offset be set at speed limits or below.

Motion carried unanimously. The motion passed by acclamation.

G NEW BUSINESS ITEMS

H REPORTS OF OTHER COMMITTEES--SUMMARY OF ACTIVITY

7 Plan Commission - None

8 LRTPC - December, January & February Meetings

Shahan reported they had received a preview of the transportation improvement plan and had discussed the Stoughton Road Alternatives Analysis.

9 Joint West Area Campus Committee

They had reviewed the proposals for the Regent-Monroe intersection redesign including its impact on the southwest bike path access. Also, they had looked at some more of the UW Master plan; there were ongoing meetings scheduled for this which members were welcome to attend. Information about them could be found on the UW's web site.

Kugler asked if the Regent-Monroe redesign is where the "missing link" bike path would join and wondered about the impact on access to this path. Shahan referred to the alternatives that kept the slip lane in and others that did not. Webber offered to bring Kugler up to date on the options after the meeting.

10 Joint SE Campus Area Committee - No meeting held.

**I REPORTS OF OFFICERS AND/OR MEMBER
REFERRALS/ANNOUNCEMENTS**

11 Executive Secretary - None

12 Items by Chair

Memo to LRTPC re. LRTPC and PBMVC Referrals

Shahan referred to the memo he had written to LRTPC about referrals to LRTPC and PBMVC and said he had authored this to try to clarify the distinction between what the two bodies consider; it came about when the Broom Street setback issue was being considered. He noted the desire for transportation issues to be regularly referred to PBMVC. He had tried to find a balance so as not to overwhelm the Commission since it improved the process/time if an item PBMVC considered a referral initially rather than going first to Plan Commission and then being referred. After discussing it with city staff, he wondered about using some kind of measure such as the number of trips generated by a development, e.g., 100 homes or 1,000 trips per day as a guide. It was one thought and he was looking for feedback.

13 Items for referral and/or announcements

Webber wondered if analysis of need and usage of State Street bike parking as requested at a prior meeting was scheduled for the March meeting. She noted that the 200 block plans were forthcoming and the plans currently provide no accommodations for bicycles in the development of the Overture Center. She contended this violated City building codes and believed some accommodations needed to be made. She intended to introduce a resolution related to this and would have it referred to PBMVC. McCormick said he would have to check with Ross to see where that request is.

Wittke asked if the Commission was required to accept/schedule referrals, e.g., the Capital Avenue sidewalk issue. She thought the Commission had been "used and setup" and that it had been unfair to the property owners. She suggested the commission's time could have been better used since the mission of the commission was to deal with pedestrian facilities; the outcome in the example seemed to be a foregone conclusion and in fact PBMVC was not the recommending/decision body anyway-Board of Public Works was. Shahan explained that Council referrals would come before the body although the Council could act without receiving a report from the PBMVC if it did not schedule and act on an item in a timely fashion. A role of the body was to listen to constituency arguments and to use its forum as a means to educate constituencies on plans and policies under which the city operates (e.g., Pedestrian Plan) and whether the policy was being appropriately applied in that instance. Webber contended that in the situation cited the Commission could have recommended differently after listening to the arguments presented.

Webber said it was important for PBMVC to look at development plans, particularly those involving a relatively large area, to see that appropriate connections are available, rather than relying on the Plan Commission to do this. Wittke agreed that this was a valuable use of Commission time.

Wittke asked if a public hearing had to be held; and Shahan pointed out that in the example cited it was not a public hearing-had it been, speakers would have been given 5 minutes rather than 3 minutes.

Further discussion resulted about the specific example as to the role of PBMVC in that process, including the contentious nature of any retrofitted sidewalk project.

Dryer referred to the role the PBMVC served as a sounding board for issues within a neighborhood. Shahan also referred to the memo he had provided on referrals and noted that it included the charge for the different commissions with PBMVC being involved in the more day-to-day transportation issues and LRTPC being the long-range matters and acknowledged there still would be overlap.

ADJOURNMENT at 8 p.m.

A motion was made by Ald. Webber, seconded by Strawser III. The motion passed by acclamation.

Informational Enclosures

ü12/28/04 Memo re. Standard Board, Commission and Committee Meeting Procedures
ü(Handout) 1/24/05 Regional Transportation Plan 20030 Notice
ü1/18/05 News Release re Pedestrian Countdown Signals on East Washington
üDCRPC Annual Report 2004

Evelyn Fahrbach, Recording Secretary