



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

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

Tuesday, March 22, 2016

5:00 PM

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

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:00 PM.

Present: 6 - Ledell Zellers; Michael W. Rewey; Aaron S. P. Crandall; Mark D. Bennett;
Susan M. De Vos and Scott A. Kolar

Excused: 4 - Paul E. Skidmore; Rebecca Kemble; Grant A. Foster and Sarah (Sally) A.
Lehner

Please note: There is one Member vacancy on the Commission.

B. APPROVAL OF MINUTES

A motion was made by De Vos, seconded by Bennett, to Approve the Minutes of the February 24, 2016 meeting. The motion passed by voice vote/other.

C. PUBLIC COMMENT - None.

D. DISCLOSURES AND RECUSALS - None.

E. NEW BUSINESS ITEMS

- E.1. [42073](#) Approving the roadway geometry for the CTH PD - Meriter Way to Maple Grove Rd. (7th AD).

Principal Engineer Chris Petykowski and City Traffic Engineer David Dyer discussed the plans for CTH PD (McKee Road) between Meriter Way and Maple Grove Road west of Verona Road, and answered questions.

- A public info meeting about the project had been held; with mostly positive feedback. Now in the process of completing the environmental document and preliminary design, they hoped to move ahead with final plans and specs. With 50% federal STP funding, reconstruction was scheduled for spring to fall of 2017.

- The plan called for continuing the cross section on PD from Verona Road to Maple Grove, going west to Meriter Way, where County M will pick up the rest of the project on M.

- Cross section: Two 11-ft. travel lanes in each direction, a grassed and raised median, 5-ft. bike lanes and 2-ft. curb-gutter on either side, terrace and sidewalk on the north side, and a terrace and 10-ft. multi-use path for bikes or peds on the south side.

- Muir Field Road would be signalized. High Point Road was already signalized. The driveway to the Ice Age Trail would be realigned to line up with the intersection. (Otherwise, with a median, the current driveway would be only right in, right out.)
- The multi-use/bike path on the south side would bridge over PD to the north side, along with the Ice Age foot trail.
- The Design Team preferred not to have the multi-use path hug the driveway to the south because it would require extensive grading in the Dane County Park and would exceed 5%.
- The sidewalk would not continue on the south side of PD from the Ice Age driveway to Meriter Way, because this was Town of Verona land; this could potentially be done as the area developed.
- Another public meeting would be held in the fall, and another right before construction.
- White lines were now being planned at intersections rather than zebra crossings; but if needed, zebra crossings could be done later.
- Because of street width and low use, left turn lanes for bikes at intersections were not currently planned.
- The standard median width (for peds) was 8 feet. Sight distance for peds was not a problem at the intersections, except at High Point, which would be lowered 7-8 feet to improve the sight distance.
- PD was a county highway with a speed limit of 40 mph. Projected volume was 25-30K.

Member suggestions:

- Try to soften the right angle of the driveway to the Ice Age Trail, to allow the bike path to run along it on the south (vs. crossing the driveway twice).
- Smooth out the right angle intersection of the bike path from the bridge to the neighborhood to be more of a 3-legged intersection (more of an off-ramp).
- Smooth out the bike path intersection west of the bridge on the north side of PD, to make it friendlier.
- Bike way-finding would be helpful; as would signage alerting drivers making turns at intersections about both the bike path and on-street bike lane.
- Take a look at tightening turn radiuses for vehicles turning off PD at Muir Field Road and other intersections.
- For the future, consider left turn lanes for bikes at signalized intersections for them to stage, rather than mingling bikes with cars.
- Consider making the sidepath crossing PD at High Point 10 feet across.
- Consider curb cuts from roadway bike lanes on PD to access the path near the bridge.

A motion was made by Crandall, seconded by Zellers, to recommend adoption of the resolution, with the member suggestions listed above. The motion passed as follows:

Ayes: 4 - Ledell Zellers; Mark D. Bennett; Scott A. Kolar and Aaron S. P. Crandall

Abstentions: 1 - Susan M. De Vos

Excused: 4 - Paul E. Skidmore; Rebecca Kemble; Grant A. Foster and Sarah (Sally) A. Lehner

Non Voting: 1 - Michael W. Rewey

F. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS

- F.1. [42186](#) Review of 2016 City Engineering Projects: City View Drive, Demetral Park Path, and Capital City Trail Segments 1 and 4 - Chris Petykowski, Engineering Department

Petykowski was joined by other City Engineering staff, Glen Yoerger, Chris Dawson and Christy Bachmann, to discuss the 2016 City projects and seek input. Please see attached diagrams for details.

1) City View (Yoerger)

Staff comments:

- Currently, City View Drive and Crossroads Drive terminated above the RR line. With a view to further development (inc. Autumn Lake), this project would extend both streets to join up and run south to Lien Road. They hoped to bid the project this year.
- Still needed: State approval for a railroad crossing; and acquisition of 80 feet of right-of-way (ROW) on west side of new City View Drive.
- For the interim, City View would narrow to 53 feet ROW, with 48-ft. street width, starting 150 feet north of Lien Road. The ultimate plan called for the same street width as Lien intersection.
- Railroad crossing: Road would narrow; 150-ft. medians were needed for RR crossing + signals, which changed the width of the typical section.
- The multi-use path ended at the RR; would join/"T" (on south of RR) with the proposed Goodman Path to Sun Prairie. Sidewalk would continue north of RR.
- North of RR: Street width would be 44-ft. to match current City View.
- The whole project was a transition. As future needs changed, lane assignments would change.

Member suggestions:

- City View at Lien: Make northbound lane 11 feet, and make left-turn lane wider to allow more room, cross-hatch out for bikes.
- Ultimate plan: Make bike lanes a consistent width (7 feet); at RR, perhaps take some width from terrace.
- Rather than use any extra width for vehicle lanes, narrow them to reduce speeds.
- Ultimate plan: Keep vehicle widths consistent; look at intersection radii. [Please note: Zellers left at this point in the meeting, at 5:42 PM.]

2) Demetral Park Bike Path (Dawson & Petykowski)

- The path would run from First Street to Commercial Avenue, to create a north-south connection through the Park, and connecting to side streets (4th, Upham and Hoard). Because of some real estate issues, the project had been split into two phases.
- Phase 1 would start just north of the PDQ in the Park, where a stretch of 10-ft path ran to Pennsylvania Avenue. Starting where the current Park path bent, the existing path would be widened from 8 to 10 feet. In some areas, the radii would be eased.
- The path at the connector streets would be a minimum of 10 feet, and if possible, made wider (esp. at 4th, for East High athletics; and at Hoard, for ADA accessibility).
- The path would cross 6th Street and run along the south side of the parking lot; using a row of parking and existing lighting.
- At the shelter, a sharp turn in the old path would be straightened out.

Another connection would be located at 7th, with light on the path leading to 8th Street.

- The path would run along the edge of the Park near the baseball diamond, dog park and parking lot, terminating at Commercial Avenue. An at-grade speed table would run across the driveway to the parking lot, to slow traffic.
- The Park connection paths (running through the baseball fields) would also be resurfaced.
- Though not part of this project, potentially a multi-use path could cross Johnson, to the north side of Johnson/Pennsylvania. There the third travel lane could be taken out and create a buffered bike lane all the way to First Street. East Johnson would be reconstructed in 2018 to include bike lanes, into which the buffered bike lane could flow.

Member suggestions:

- Look at an at-grade speed table at 6th Street. If that wasn't possible due to drainage, some marked hatching before the crossing would be good, to warn drivers that they were approaching a bike crossing. East Highschoolers used 6th to get to/from school.

3) Capital City Path - Segment 1 and Segments 4-6 (Dawson & Bachmann)

- Segment 1 (Buckeye to Dondee): The path would come from the existing Acewood path, cross at a median in Buckeye Road, and extend along the RR corridor to Dondee and a short on-road passage to Leona Court/Segment 2.
- The path turned toward Dondee following a utility path that split a stormwater outlot in the area.
- It was not feasible to continue the path along the north side of RR because a home would have to be purchased.
- Ideally, the path would travel on the south side of the rail corridor to Vondron (Segment 3), but so far the City hadn't been successful with the railroad. The current plan worked okay for the interim.
- The project was partially funded by the Park & Ride Trail Grant, inc. cost-sharing with the County. Way-finding was required by the grant.
- Segments 4-6 (Vondron to east of I-39 on the south side of RR tracks, to meet with Glacial Drumlin Trail): Medians would be placed on Vondron to help cross the tracks and separate bikes from traffic, and once over the tracks, to ease the turn onto the path.
- The crossing at Vondron was planned as 2-stage, with bikes pulling to right, and then crossing like a ped.
- The project would include a bridge to cross a stream.
- The path would terminate at Wagon Trail, by crossing the RR. Or alternately, it could end just east of I-39, if access to this section could be reduced until Glacial Drumlin was built.

Member suggestions:

- With the sharp radius and downhill run at the turn to Dondee, consider signage for safety.
- Way-finding signage along the entire trail would be good, esp. for first-time users.
- Consider adding the option of a left turn lane (pocket) for bikes on Vondron to turn directly onto the path going east.

F.2. [42187](#)

Pedestrian/Bicycle Safety Education Program - Safety Educator Steve Meiers and Pedestrian/Bicycle Coordinator Arthur Ross - PBMVC 03.22.16

Safety Educator for 25 years, Steve Meiers of Traffic Engineering reviewed the Report of his program activities (attached), including Adapted Cycling for people with physical limitations, Learn to Ride for elementary school kids, Ped Safety with youngsters, School-based Bike programs, Bike Clubs for after-school and summer camps, and Neighborhood Bike Repair.

Budget Bicycles had been helpful at various times, and organized seasonal bike repair events. His efforts were aimed at establishing regular monthly events in the neighborhoods. Meiers had just completed an investigation into why people of color were not using the many bike facilities available in the city. If members were interested, he would come back with his findings on the issue. Crandall mentioned how much he had appreciated Meiers' help organizing Bike Rodeos with him over the years.

F.3. [42189](#)

Review of Neighborhood Traffic Management Program (NTMP) and Low-Income Neighborhoods - PBMVC 03.22.16

Dryer, Ped/Bike Coordinator Arthur Ross, and Metro Transit Planning & Scheduler Manager Drew Beck pointed out the newest map of low income-zero car households (attached), discussed the NTMP program and answered questions.

- The program had been operating for 19 years, encompassed the entire city, and had been revised a couple of times.
- Staff walked interested neighbors through the manual. The process called for a petition, but if neighborhoods were struggling, staff would work with the alder, who could okay skipping that step.
- Prior to this program, a single neighbor could initiate a request for traffic calming; only to learn after collecting data that other residents didn't want the calming. The petition helped show a modicum of support upfront.
- Alders could bring projects to staff on behalf of challenged neighborhoods. TE worked with Neighborhood Resource Teams (NRT's) to deliver projects.
- Re: the mail-back survey, 60% of those returned had to be in favor of project. Unlike a petition, surveys allowed people to remain anonymous. Having a majority also gave the alder support if some neighbors objected.
- For diversion projects, 50% of surveys had to be returned because the process required folks to work with neighbors on nearby streets. Diversion projects were virtually non-existent, because people realized they didn't want to shift a problem on their street to a neighboring street. Instead if speeds could be reduced, they usually opted for that. TE would try to divert traffic to arterials where it belonged.
- The last time they had reviewed the process was 2007. Some parts had become passé.

While he felt the process was pretty good, Rewey thought it would be good to look at it to see if it could be improved. He asked members to review the Manual and the process, and to send their suggestions to Dryer. Dryer said he would send out an email to all members to solicit their comments.

Members and staff discussed the document, map and traffic calming further.

- (Rewey) Bike lanes worked as traffic calming devices. Some neighborhoods that might benefit were surrounded by arterials and collectors with bike lanes.
- (Dryer) Some larger areas identified as low-income were outside the jurisdiction of the City and its traffic calming program.
- (Ross) In his research, he did not find any new traffic calming devices.

- (Dryer) Generally, speed humps worked well as traffic calming devices. If they could be installed without impacts to Fire and Metro, they would be. Most neighborhoods seemed satisfied with them. They were designed for cars traveling at 25 mph. But if buses traversed them at full speed, their suspension would compress 100%, their frame would bottom out, and passengers would lose their feet.
- (Beck) Metro didn't want people to speed, inc. their drivers, and so were not opposed to traffic calming. If they received complaints about speeding on a particular street, a road supervisor will be assigned to monitor it.
- (Beck) While cars had 8-9-foot wheel bases, buses had 20-22-foot wheel bases, which had a correspondingly higher impact when they traveled over humps. A driver would only need to drive too fast over a hump once, to know not to do it again. If the engine pan at the back of the bus hit a hump, it would cost \$5K to replace it.
- (Dryer) If humps were made longer for buses, they wouldn't slow cars down. Occasionally, longer tables had been done in intersections as part of reconstructions, but were very expensive. Retrofits were too expensive for available funding.
- (Dryer) If Metro were to object to speed humps in a certain location, TE would look at other treatments, inc. islands. Islands were not pure traffic calming devices; they didn't slow traffic much, but they alerted drivers that something was different about the intersection. Catch-22: Metro didn't like traffic calming in the vertical plane, but Streets could accept them. Streets didn't like traffic calming in the horizontal plane, but Metro could accept them.
- (Beck) Metro's issue wasn't just mechanical. Devices also reduced travel time. Drivers have said they sweat(ed) seconds. They didn't want to pull into a transfer point late after other buses have left, forcing riders to wait a half hour or an hour. It put drivers in a difficult situation with angry riders, and tempted them to speed.

G. REPORTS OF OTHER GROUPS (for information only; not for discussion)

G.1. Bicycle Facility Maintenance Workgroup update - None.

G.2. 15487 Reports of other Committees/Commissions (verbal updates may be given as available)

Plan Commission
Long Range Transportation Planning Committee
Joint West Campus Area Committee
Joint Southeast Campus Area Committee
Sustainable Madison Transportation Master Plan Oversight Committee

- (Rewey) Plan Commission: Discussed Marling redevelopment; inc. continuous bike-ped path along the Yahara River.
- (DeVos) LRTPC: Reviewed MPO's values survey related to the community's vision and plan for transportation in the city in 25 years. Group discussion focused on ped, bike, buses; focus on motor vehicles/parking was also needed.
- (Dryer) Madison in Motion: David Trowbridge would be updating PBMVC.

H. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

H.1. General Announcements by Executive Secretary

Ron Steinhofer had resigned. His vacancy would need to be filled.

H.2. General Announcements by Chair

B-Cycle: Contract was renewed last fall for another five years.

H.3. Commission member items for future agendas

Rewey: Update from B-Cycle (Martha Laugen) inc. winter stats; plus items on list of potential meeting topics.

DeVos: Discussion of segregated section for pedestrians on Library Mall.

H.4. [42190](#) Potential Future Meeting Topics - PBMVC

- * School Zone Safety Standards & Review of MUTCD Requirements
- * B-Cycle Update
- * NTMP Revisions
- * Madison in Motion Update
- * Bike Equity Report

ADJOURNMENT

A motion was made by Crandall, seconded by Kolar, to Adjourn at 6:58 PM.
The motion passed by voice vote/other.