



City of Madison

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Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

Tuesday, December 18, 2007

5:00 PM Room 103A (City Clerk's office conference room),
City-County Building, 210 Martin Luther King, Jr. Boulevard

CALL TO ORDER / ROLL CALL

Present: 7 -

Beth A. Whitaker; Robbie Webber; Paul E. Skidmore; Mark N. Shahan;
Charles W. Strawser III; Susan M. De Vos and Aaron S. P. Crandall

Excused: 3 -

Judy Compton; Mary P. Conroy and Cheryl E. Wittke

The meeting was called to order by Chair Shahan at 5:05 p.m.

Skidmore arrived at 5:06 p.m. Strawser arrived at 5:10 p.m.

Shahan introduced new member Beth Whitaker, who is the Plan Commission representative.

A. APPROVAL OF MINUTES

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

B. PUBLIC COMMENT - None

C. NEW BUSINESS

- C.1. [08341](#) Determining a Public Purpose and Necessity and adopting Transportation Project Plat No. 5992-06-32-4.01 - Relocation Order USH 151 - East Washington Avenue City of Madison (Marquette Street-Carpenter Street) for the acquisition of Plat of Land Interests required for the East Washington Avenue - Segment 4 Reconstruction-Engineering Project No. 53B0204 and Authorizing the Mayor and City Clerk to execute an Agreement with the State of Wisconsin Department of Transportation to cooperatively acquire the necessary real estate interests to perform the improvements for East Washington Avenue Segment 4, WDOT Right-of-Way Transportation Project Plat No. 5992-06-32-4.01.

A motion was made by Webber, seconded by Strawser III, to Return to Lead with

the Recommendation for Approval. The motion passed by voice vote/other.

Rob Phillips of City Engineering reviewed this item. The relocation order is for Segment 4 (Marquette Street to Melvin Court), the fifth and final phase of the East Washington Avenue reconstruction project. He displayed a map that outlined the project area, basically from Highway 30 at McCormick Avenue to the railroad tracks east of Fair Oaks Avenue. The project is being designed in accordance with the East Washington Avenue project report prepared in October 1999, although Phillips noted there are some small changes in the ROW impacts from those shown in the report. In general, this phase of the project will provide three lanes of traffic in each direction on the bridge going over Highway 30 (currently, one lane in each direction exits/ends at the bridge and only two lanes in each direction go over). Phillips commented that the most significant change to East Washington as part of the reconstruction project is the addition of bike lanes throughout the project length.

At the East Washington-Highway 30 interchange, significant changes will take place. All turning movements will be possible, with traffic signals being installed where each ramp connects with East Washington. Phillips stated that a few years ago, the WisDOT installed new pavement on Highway 30 with the project ending at the railroad tracks. Once the East Washington project is done, Highway 30 will have fairly new pavement from the Interstate to East Washington. Pavement will also be replaced on some of the frontage roads and under the bridge on Fair Oaks Avenue.

McCormick will be terminated in a cul-de-sac. Staff worked with the neighborhood and more than half of the residents wanted the cul-de-sac rather than a connection to East Washington. Losing the McCormick connection to East Washington should not be a problem because all turning movements will be possible at the new interchange.

Referencing his earlier comment about the ROW impacts, Phillips stated that the 1999 report showed a greater impact in front of the Department of Corrections building. But that has been changed and the relocation order shows a very slight real estate impact in front of the DOC building. Instead of a big impact in one spot, there will be two smaller impacts on either side of the intersection; this change probably saved hundreds of thousands of dollars. The relocation order contains an estimate of \$40,000 to acquire the necessary real estate interests for the two parcels.

C.2. [08470](#)

2007 Traffic Signal Priority List, staff recommendations

Brian Smith of Traffic Engineering was present to answer questions. He noted one correction to the priority list: the Park-Hughes intersection (#40) is already signalized and should be removed from the list.

Smith displayed a small aerial map of the Aberg-Huxley area and pointed out the residential location of the citizen who had requested the signal. Huxley is located on Aberg Avenue about midway between the Packers Avenue off-ramp and the Sherman Avenue signalized intersections. The bus transfer point is on the south side of the Aberg-Huxley intersection, and there is a bus stop on the north side of Aberg that handles eight bus routes, all of which then go into the

transfer point. Dryer mentioned that Traffic Engineering staff is working with the area alder on traffic improvements for this intersection. De Vos expressed concern about a proposed traffic island for this location. She noted that the ped crosswalks on islands are often not cleared of snow, so an island may not necessarily help a ped with visual problems such as the citizen who requested the signal. Shahan asked whether TE was considering other treatments, such as were done at Gammon-Tree, in addition to an island with high intensity zebra striping. Dryer indicated warning flashers could be installed and indicated staff will go through options with the alder. De Vos emphasized that accessibility to a Metro transfer point is a major criteria for eligibility for paratransit, and it's in everybody's interest to provide this access.

Shahan commented on the recommendation to install a signal at Raymond-Whitney Way. This intersection has come up a number of times before, but now staff is recommending a signal. Dryer indicated that there is increased commercial activity and some peak hour congestion, although the four-way stop works well the rest of the day. Since the intersection does meet the warrants, staff is recommending a signal. Shahan asked how much traffic is expected to increase due to the new SuperTarget store. Dryer was not aware that it has caused a significant increase. Shahan noted that when a signal was installed at McKenna, there was a big spike in crashes. Dryer acknowledged that rear-end crashes can be a problem after a signal is installed. Smith advised that at McKenna, there was a big increase in crashes the first year but then they dropped back down, although crashes are still higher than before the signal went in. Shahan asked whether the Raymond-Whitney signal could be on flash during off-peak times. Dryer indicated the signal could be in flash mode during the early morning or evening, but the signal would be operational during the day. Smith stated that the signal could start out with an early evening flash mode, but staff typically receives negative feedback about signalized locations with an earlier flash mode.

Motion by Webber/Skidmore to approve the staff recommendations; carried unanimously.

D. REPORTS

- D.1. [07831](#) REPORTS OF OTHER COMMITTEES/COMMISSIONS (verbal reports for information only)
Plan Commission
Long Range Transportation Planning Commission
Joint West Campus Area Committee
Joint Southeast Campus Area Committee
School Traffic Safety Committee
Platinum Biking City Planning Committee

Plan Commission: Whitaker did not have anything to report.

Long Range Transportation Planning Commission: Shahan reported the commission did not meet due to lack of a quorum (meeting was same night as Common Council budget meeting). The December 20 meeting will include discussion of the Pumpkin Hollow Neighborhood Development Plan.

Joint West Campus Area Committee: Shahan reported the committee had an overview of the UW's development process. De Vos asked about the timeline for finishing the bike path. Shahan indicated it was supposed to have been completed in the fall but was delayed due to rainy weather, and Webber added that there were problems with getting the bridge delivered. The path will be open in the spring as soon as it is paved.

Webber advised that they discussed the Wisconsin Institute of Discovery project, which will close the spur of Johnson Street. Also brought up were concerns about the volume of traffic that might be diverted to Dayton Street during the Union South project. Shahan noted construction of the Institute of Discovery will impact the contraflow bike lane and suggested the PBMVC might want to have a presentation by the UW.

Joint Southeast Campus Area Committee: Strawser did not have a report.

School Traffic Safety Committee: Webber reported the committee met at Chavez Elementary School. The school is looking at putting in a bridge over the drainage way to improve ped access from the residential area. The committee may be ready to submit a proposal for a more extensive planning grant for Safe Routes to School. The program would not start until 2009.

Platinum Biking City Planning Committee: Shahan advised the committee is meeting tonight and is getting ready to transmit the report to the Mayor and Common Council for referral to committees.

E. REPORTS OF OFFICERS AND MEMBERS (these are information-only reports and/or announcements unless an item is specifically identified on the agenda for discussion)

E.1. Executive Secretary Report

Dryer indicated that staff is working on the 2008 traffic calming list and plans to present it along with staff recommendations at the January meeting.

E.2. Items by Chair

Shahan advised that he has contacted Building Inspection about sidewalks that have not been adequately cleared of snow, noting that there is a three-foot minimum width requirement. He encouraged members to report problem areas, either by calling BI or using the City's Report a Problem website.

E.3. Items for referral and/or announcements

De Vos pointed out that some traffic islands have the crosswalk outside the island that gets plowed, while others have a crosswalk through the island itself that does not cleared of snow. Dryer advised that some older islands don't have a good plowable nose. The island design has been modified to let the plow go over the nose to the crosswalk and push back the snow.

Strawser advised that the UW made a presentation on the Wisconsin Institute of

Discovery project that included some good ideas about moving peds across Campus Drive. He noted that ped access should be looked at in addition to the contraflow bike lane and asked that the UW presentation to the PBMVC include this. Shahan agreed, noting the finished project will take up two full blocks. He will ask the UW to give a presentation at the January PBMVC meeting.

Webber requested that the January agenda include snow removal in the contraflow bike lane.

De Vos reiterated her request made at the November meeting that the agenda include discussion of backing into angle parking stalls. Dryer noted angle parking has recently been installed on Livingston Street and stated that diagonal parking will be on the January agenda.

Strawser asked that the proposal to install multi-space meters be brought to the PBMVC since removal of meter poles will affect bike parking.

ADJOURNMENT

A motion was made by Webber, seconded by Strawser III, to Adjourn . The motion passed by voice vote/other.

The meeting adjourned at 5:40 p.m.