



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

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

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Tuesday, June 28, 2005

5:00 PM

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

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**A. CALL TO ORDER AND ROLL CALL**

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

**Excused:** Charles S. Thimmesch, Matthew A. Logan and Carl R. Kugler

**One Vacancy - Plan Commission Member (Thimmesch no longer member of Plan Commission)**

Compton arrive 5:10 and Wittke at 5:20.

**Staff Present:**

David C. Dryer, Executive Secretary

Arthur Ross, Traffic Engineering; Archie Nicolette and Jule Stroick, Planning and Development

**B. PUBLIC COMMENT - None**

**C. APPROVAL OF MINUTES - May 24, 2005**

*Minutes were approved with changes being made to correct acronym references to Safe Community Coalition (SCC).*

A motion was made by Conroy, seconded by Ald. Skidmore, to Approve the Minutes. The motion passed by acclamation.

**D. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES - None**

**E. OLD BUSINESS ITEMS**

**E.1 Status of NTMP Projects, including Glenway Street Pedestrian Arterial Enhancement Project and Hammersley Road**

Dryer reported that in the way of a status report, they were receiving more requests for stop signs, bicycle lanes, and restricted parking as a part of the traffic-calming project development and there may be some fall-out as a result in the future. He just wanted the Commission to be aware of this.

Webber asked the status of the Highland islands; she remembered that there had been some concern with the wording of the ballot but there hadn't been any follow up since last summer. Dryer indicated he would follow up on this request.

## F. NEW BUSINESS ITEMS

F.1 Annual Review of STP Urban Priority and TIP Projects (Engineering)

*Item referred to next meeting on motion by Webber/Skidmore.*

F.2 [01363](#)

Adoption of the Wingra Creek Market Study and Redevelopment Plan as a supplement of the South Madison Neighborhood Plan.

*Motion to approve based on staff recommendation indicating the approval is subject to the understanding that the transportation recommendations would not occur until major redevelopment occurs.*

A motion was made by Ald. Webber, seconded by Ald. Compton, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION

Present from Planning on this item: Jule Stroick and Archie Nicolette. Stroick began by explaining that Planning had undertaken an effort a year ago with the Greater South Madison Neighborhood to develop a mid-range plan and within that plan two strategic sites were identified for future redevelopment-one, being the Villager Mall and the other the mid-corridor of South Park Street called the Wingra Creek site. Through a Dane County BUILD program an economic development study was undertaken and it basically confirmed the land uses proposed in the neighborhood plan. The consulting firm of Stockham Associates had been hired to do the marketing study.

Nicolette pointed out the 64 acre site was situated in a key area between the University and the Beltline with two major traffic routes (Park Street and Fish Hatchery Road). The basic concept for the area was illustrated on a map he provided and basically Park Street was to remain a commercial area and Fish Hatchery more as a housing and institutional street. At the time the report was prepared, they were unaware that the Morningstar Dairy site would become vacant. In terms of the street system, Nicolette referred to a map and pointed out that the street system: 1) Helped to frame development, 2) created more options for pedestrians and vehicular movement through the area, and 3) created a safer environment for all involved. He reviewed the street system as visualized conceptually on the map.

Nicolette reported that Dean Care was in the process of developing a master plan for its facility in this area and it was somewhat dependent on St. Marys.

To accommodate the vehicular traffic expected to serve the area, two parking facilities were visualized. In addition, they wanted to have enough density for transit. In the Morningstar Dairy site area, they were looking at a possible multi-level (3 stories) hotel use, or some combination retail and housing. St. Marys had indicated interest in having a hotel in proximity to their facility.

Webber referred to the drawing for Beld Street; was it being suggested it be cul-de-sac and if so, she asked if there would be some connection through it. Nicolette pointed out it was a concept plan and further thought needed to be given to it, for example, another idea might be to have it become a one-way in corridor. Webber urged there be pedestrian-bicycle connections in this area for both directions; Beld needed a connection to the grid street system without having to use Park Street. Shahan agreed that Beld should not be cul-de-saced, rather it be one-way in or out and suggested a model for it would be the treatment at Regent-Harrison-Prospect. He believed Beld Street would be the more pedestrian-bicycle friendly street to reach developments such as the grocery store. Nicolette acknowledged that it was something that needed to be looked at as a part of any redevelopment.

Although acknowledging the plans were abstract, Webber asked if they knew if the parking ramps would be privately operated or public and would they provide short-term or long-term parking. Nicolette said they were leaning toward private operation. For example, Dean Care had a lot of off-site parking to accommodate current needs; if they expand, more parking would be needed. They also saw parking needs for the hospitals along the corridor. Webber said her desire was for the parking to be flexible; for example, they could include some park-and-ride,

or park-and-shop and some long term and some short-term parking. Nicolette suggested that as redevelopment unfolds, these kinds of issues would become clearer. Stroick said that the 650-parking site had been identified as a shared site for commercial area. Nicolette added that they visualized a mini-main street with on-street parking. Also, he identified the area where more dense residential was desired, e.g., on the vacant St. Marys site they might possibly be able to locate assisted housing. He identified the existing underutilized sites-Post Office, Labor Temple, and vacant lot area so there was considerable potential for redevelopment.

Webber referred to the desire for ground floor retail in the Morningstar Dairy area and she thought this could be more strongly stated since she believed ground-floor retail should be the ultimate land use-not some professional offices.

Compton said that she hoped any parking lots be very Wingra Creek friendly in terms of drainage and water run off considerations. Nicolette emphasized that this effort was basically delineating the basic structure and concepts desired by the neighborhood and issues such as the one being raised by Compton would be a part of follow-up development. Compton said her intent was merely to weigh-in at this stage of the process. Nicolette said they could add something in the report along the lines of "wanting to be as green friendly as possible in terms of both building structure and run-off and retention." Stroick referred to the three acre green area.

DeVos asked that they keep in mind that the buses currently serving the area did not go all the way down the corridor; one traveled down Fish Hatchery toward the South Transfer Center and the other used Olin Avenue and did not travel down Park Street.

Conroy asked if traffic signals were envisioned at Park and Cedar Streets; and Nicolette said it was an issue yet to be addressed but they recognized that a signalized intersection would aid both vehicles and provides some predictability for crossing activities. Cedar was envisioned as being extended and connecting to Fish Hatchery and would improve the grid street system.

Shahan supported Webber's comments about the retail uses for the Morningstar Dairy building and wasn't sure that residential would a good option. Referring to the Dean Care site, he asked if consideration was being given by them to build up vs. out, and Nicolette referred to the various additions to the site already, one which was multi-level and he understood a current thought was to build above one of the sections to match this multi-level section. Shahan hoped Dean Care would keep its presence in this area vs. developing at a peripheral site. Nicolette repeated that some of Dean Care plans were dependent on their relationship with St. Marys and noted the neighborhood concerns that the facility not become too dominant in this residential area.

Shahan supported the two road connections and asked if the neighbors on Midland were worried about cut-through traffic; and if so, should consideration be given to some traffic calming features. He liked the connection.

Shahan asked if any transit stops or places for such stops had been reserved as a part of the effort; Nicolette said they had not gotten into that level of detail. However, they thought the area was a good place for transit, including trolleys in the future. Shahan suggested these considerations be undertaken as

redevelopment occurs.

Compton suggested that any traffic calming for the Midland/Olin area be on the north-south and east-west connectors, through the middle. Possibly a traffic circle could be considered at Cedar and South Street. Nicolette added that these types of features would be a result of some follow-up traffic reviews.

The motion passed by acclamation.

- F.3 [01373](#) Authorizing the City to enter into an agreement to accept funds from Dane County to continue the Pedestrian-Bicycle Coordinator Program in the Traffic Engineering Division.

**A motion was made by Conroy, seconded by Ald. Skidmore, to Return to Lead with the Recommendation for Approval to the BOARD OF ESTIMATES. The motion passed by acclamation.**

- F.4 [01428](#) Vacate/Discontinue a portion of West Lawn Avenue and South Spooner Street in the City of Madison. (10th AD)

**A motion was made by Ald. Compton, seconded by Conroy, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS**

Dryer indicated that the property was a remnant left over from the Spooner Street extension to Monroe Street. The property would be vacated to the Monroe Commons project and he thought it was part of a public plaza area on the Monroe Commons plan. The City would retain space needed for traffic controller components, etc.

Webber wondered about assurances for public use, were there any? Dryer suggested this was something that would need to be verified by City Real Estate.

Strawser said the only purpose he could see for the property were if there was a desire to connect Spooner to Monroe and Dryer indicated there was no need for the property for transportation purposes.

The issue related to maintaining public use was one to be dealt with through City Real Estate and at the Council level.

The motion passed by acclamation.

- F.5 [01466](#) Vacate/discontinue a portion of Regent Street at its intersection with Owen Parkway in Hoyt Park, in the City of Madison, Wisconsin. (11th AD)

**A motion was made by Conroy, seconded by Ald. Compton, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS**

Dryer reported that this was a housekeeping item.

The motion passed by acclamation.

- F.6 Request of Mark Herman -- Request for consideration of safety Improvements for pedestrian crossings at Raymond-Leland-Whitney Way

Mark Herman (6706 Piedmont) appeared and indicated that since the last meeting he had gone around the neighborhood and gotten 50 signatures from residents concerned about the safety of pedestrian crossings in the Raymond and Whitney and Raymond and Leland areas. They were asking for consideration of a pedestrian crossing signal. Compton suggested that rather than submit the original petition to the Commission, Herman should go through his Alderperson and have the petition formally presented and referred by the Council.

Herman reported that he had been interviewed for the evening news on Channel 3 as it related to his concerns.

Shahan noted that this intersection had been a part of past annual traffic signal reviews, the last occurring a couple of years ago so it might be prudent for it to be again looked at more closely.

Dryer reported that Raymond and Whitney was an all-way stop controlled intersection and although it met the criteria for a traffic signal, one had not been pursued since the operation of the intersection with the all-way stop appeared to be working satisfactorily with a remarkably good safety record. The predominant movements were with turning traffic and conflicts for pedestrians would continue with signals. There was a school crossing guard placed along Raymond Road, and the crossing guard would assist in pedestrian/student crossings. The intersection could be identified by the Commission as one for more detailed study when the annual signal priority list was reviewed in a couple of months.

Dryer said that he understood one of the issues was the crossing of children ages 5-6 at the median and commented there was nothing that could be done engineering-wise to provide a safe crossing for this age group.

Compton noted that one of the concerns was the effect the sun had at the intersection and wondered if a blinking light would assist motorists under these sun-blinding conditions. Dryer indicated that the same visibility problems would apply to a blinking light as it related to sun blindness.

It was suggested that this location be one that the PBMVC consider for more detailed study when the annual traffic signal priority list is considered.

## **G. REPORTS OF OTHER COMMITTEES -- SUMMARY OF ACTIVITY**

G.1 Plan Commission - None

G.2 Long Range Transportation Planning Commission (6/16/05)

Shahan highlighted the number of members from PBMVC who had attended the joint meeting with LRTPC on the Comprehensive Plan.

G.3 Joint West Area Campus Committee

Members of Joint West were asked to prepare comments by 6/22 as it related to the UW Master Plan and they would be discussed at the June meeting.

G.4 Joint SE Campus Area Committee - The meeting had been canceled.

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

### H.1 Executive Secretary

Dryer provided an update on the changes back to a multi-use lane (buses, bikes and right turning vehicles) on the Capitol Square.

DeVos asked about the diamond lane and Dryer reported that based on revised Federal guidelines the diamond marking was to be used to designate HOV (high occupancy vehicle) lanes, rather than the multi-use lane.

Webber asked if staff had checked with Federal transit to see if the Capitol Square was identified as one of the fixed guide ways or were they losing money by it not being so identified; Dryer said it would be something he would have to check into. Webber asked if there was enforcement of the restricted use lane, and Dryer said Police would have to respond to that question.

Strawser asked about any plans to reconstruct or resurface the street. If so, he wanted staff to consider ways to distinguish the restricted use lane-e.g., different colored pavement markings or colored cement. Dryer understood that Engineering had wanted to do a joint repair project but that had been deferred and he wasn't sure if anything further was anticipated. Strawser added that because of the amount of foreign traffic on the Square, whatever could be done to make the restricted lane usage clear would be appropriate. He did not believe the overhead signs did the job, and suggested at a minimum that pavement markings be used to identify the modes of traffic to be using the lane.

### H.2 Items by Chair - None

### H.3 Items for Referral and/or Announcements

Compton asked about Dempsey, Cottage Grove Road and bike path and she referred to a terrible injury that had occurred on the bike path at Cottage Grove and Dempsey. Dryer said staff had met with WisDOT to see about getting space for the bike lane underneath Highway 51. He thought the State had been reluctant to do this, but he would have to check this out. Ross interjected the injury referred to would not be impacted by any improvement to the bike path since the bicyclists was northbound on Dempsey crossing Cottage Grove Road. Dryer said he would get an update from Engineering relative to the bike path issue.

Wittke asked the status of the Outer Loop study; Dryer responded it was underway and data collection was being done. A report was expected sometime into the Fall.

Wittke reported the SCC's videos about yielding to pedestrians had received a Police agency grant. SCC had met with Police Chief Noble Wray and he had assured them that the videos would be a part of the police in-service training in September. She asked if members wanted to view the video and Shahan indicated they would.

Wittke referred to some recent grant announcements and explained SCC was preparing grant applications in partnership with community organizations, Police, Traffic Engineering, Dane County and other non-profit groups. She wondered if PBMVC would like to be more formally included on the application; for example, include a letter of support or identify the Commission's role as it would relate to the grant for these applications. It could be in the form of a letter signed by the Chair. Shahan supported the suggestion since it could result in dollars for some initiatives that wouldn't otherwise occur due to funding considerations. Wittke explained there was one on motorcycle safety in which they planned to collaborate with two other counties, another on increased safety belt use among middle-school children, and another related to pedestrian safety for older adults. Compton suggested that a letter be prepared and presented formally to the Commission. Wittke indicated that the only issue she would see with this suggestion is often there isn't that much time provided between when they learn of an application opportunity and when the application for a grant needs to be submitted. Members thought a special meeting could be scheduled if need be. Wittke noted the due date for the grants she had referred to was July 22 (prior to the next PBMVC meeting) so she wasn't sure they would follow through this round but would keep it in mind for future ones.

## **I. ADJOURNMENT on motion by Compton/Strawser at 6 p.m.**

Evelyn Fahrback, Recording Secretary

Informational Enclosures - None