



City of Madison

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

Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

Tuesday, May 27, 2008

5:00 PM

Room LL110, Madison Municipal Building
215 Martin Luther King, Jr. Blvd.
(After 6 pm, use Doty St. entrance.)

Items reported in the order listed on the agenda. [Item E.1. taken up following item C.]

CALL TO ORDER / ROLL CALL

Present: 6 -

Aaron S. P. Crandall; Jason Schulman; Judy Compton; Robbie Webber;
Mark N. Shahan and Susan M. De Vos

Absent: 2 -

Paul E. Skidmore and Charles W. Strawser III

Excused: 3 -

Beth A. Whitaker; Mary P. Conroy and Cheryl E. Wittke

Strawser arrived at 5:07 p.m. Skidmore arrived at 5:10 p.m.

**A quorum being present, Chair Shahan called the meeting to order at 5:05 p.m.
He introduced new member Jason Schulman, who is the 2nd alternate.**

A. PUBLIC COMMENT - None

B. ORGANIZATIONAL MEETING

Shahan relayed a request from Wittke that the election of Vice-Chair be postponed until she could be present.

Motion by Webber/Crandall to refer the entire organizational meeting to the June meeting, carried unanimously.

B.1. Election of Chair and Vice-Chair

B.2. [10608](#) Pedestrian/Bicycle/Motor Vehicle Commission Rules and Procedures

B.3. Reconfirm meeting schedule of fourth Tuesday at 5:00 p.m.

A new roll call is shown here to reflect the arrival of Chuck Strawser and Paul Skidmore.

Present: 8 -

Aaron S. P. Crandall; Jason Schulman; Judy Compton; Robbie Webber;
Paul E. Skidmore; Mark N. Shahan; Charles W. Strawser III and Susan M.
De Vos

Excused: 3 -

Beth A. Whitaker; Mary P. Conroy and Cheryl E. Wittke

C. APPROVAL OF MINUTES - 4/29/08

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

D. PUBLIC HEARING - 6:00 P.M. - ANNUAL PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECTS

D.1. [10609](#) Pedestrian/bicycle improvement projects annual public hearing

Shahan opened the public hearing at 6:05 p.m. He explained that the purpose of the hearing is to gather input on ped/bike projects for the capital budget.

Arthur Ross, Pedestrian-Bicycle Coordinator, briefly reviewed some projects currently underway. Starkweather Creek – west branch is under construction, overpass of East Washington, connection from there to Commercial and south to Milwaukee, separate project to connect from Milwaukee through the Dixon greenway to the Capital City isthmus section.

The recently abandoned rail corridor that connects to the Military Ridge Trail is in the process of being purchased but it will be several years for design and funding for construction.

Eastmorland path will be reconstructed.

Bike path through Vilas Park will be reconstructed.

Applied for Safe Routes to School funding for next year for a bike path to Chavez Elementary. Go through park and greenway to connect neighborhoods west of the school. Have not yet heard on the funding.

Registrants:

Nancy Griswold, P.O. Box 1394, Madison

- Supported a link between the Capital City Trail and the Glacial Drumlin Trail (SP4 on 2007 list). Very hazardous area and needs to be completed. So much has been done to connect to Military Ridge but it's difficult to get to Glacial Drumlin.

- Whitney Way at the Beltline is a problem. Can approach from Schroeder and Medical Circle and Odana but cannot cross the Beltline, southwest to northeast = can't get there. Doesn't know what is required, perhaps a dedicated bike lane under the Beltline. This intersection is a significant distance from the other bridge over the Beltline. Crossing is also difficult for peds.

- Paths should be restriped whenever they are repaved or reconstruction. Specifically, the. On East Isthmus path, just past the Goodman Community Center, where Kipp crosses.

Shahan: re: Whitney Way intersection, are people talking about getting from the south side of Beltline to north side, or getting from Medical Circle across

Whitney to the other side? Griswold: both. Shahan: to get from south to north or vice versa, the Southwest path further down might work for that. Griswold indicated that for people in the Milward/Coney Weston neighborhood the Southwest bridge is too far away.

Referencing a connector to the Glacial Drumlin trail, Compton encouraged bicyclists to also lobby the State and the County.

John and Dawn Perkins, 1153 Emerald Street, Madison, did not wish to speak.

William Rowe, 2010 Elka Lane #2, Madison

- Lives on north side and described the Northport-Sherman area as an “anti-biking zone” especially if want to get downtown. Portions of Sherman Avenue without sidewalk. Felt parts of Sherman were unsafe even for motorists, much less bicyclists. He bikes on sidewalk to the Oscar Mayer parking lot to Pennsylvania Avenue. Thought the north side was going to get a bike route but it appears money was directed elsewhere.

Shahan asked if he was aware of the plans for the Sherman Flyer in the rail corridor. The project is approved but awaiting funding. It was Rowe’s understanding that the funding for this project is gone. Shahan stated the City is working on it and funding is available.

Strawser asked Rowe if he thought bike lanes on Sherman Avenue would be an improvement. Rowe was not sure. He said he preferred a straight route, such as down Sherman Avenue, versus the winding Sherman Flyer route but he would be happy with the Sherman Flyer.

Ann Baxter, 2102 Fremont Avenue, Madison:

- Interested in the status of the Sherman Flyer, it doesn’t seem like there are many safe options for biking on the north side, urged Commission to push this project.

Michael Donnelly, 1141 E. Johnson Street, Madison:

- Strongly supported speed tables on the East Isthmus Bike Path.
- Supported widening the bike path along E. Johnson Street between the river and Fourth Street.
- Supported making Mifflin Street a bike route from State Street to North Street.
- Has read State statutes about roads and bike paths and where bikes go and where peds go. All seem to be clear that bikes go on the right as other vehicles and that peds should go on the left, facing traffic. However, he has read something from either the City or the County that on paths, everyone goes on the right side. From his own experience, seems like it would be easier to follow State law with peds on the left. Peds could see bikers approaching and would be less likely to be panicked/startled by a bicyclist approaching from behind. In Rhode Island, at each entrance to the path, there was a bicycle symbol painted on the bike side and a ped symbol on the ped side. Worked quite well, even with heavy use. Usually paths aren’t wide enough to have a separate area for peds. Webber explained legal difference between roadway and multi-use path. On roadway, peds required to get off roadway when vehicle approaches. On path, ped has as much right of way as the bikers and are not required to step out of the way. Because there isn’t enough space for

users to step out of the way, all users stay on the right. If a bicyclist comes up behind a ped, they can wait until it's safe to pass. But if they were approaching a ped in the same lane, they might not be able to safely pass and would run into the ped. Donnelly would like to see more paths like Monona Terrace, with one lane for peds and two-way bike traffic. In response to Strawser's question, Ross stated that the Monona Terrace path is 17 feet wide. A standard two-way path is 10 feet. To accommodate peds, it would need to be at least 15 feet. Compton agreed with Donnelly and felt peds were safer if they saw bicyclists approaching. She encouraged Donnelly to work with staff.

Shahan closed the public hearing at 6:25 p.m.

Shahan noted that written comments will be accepted until June 6. Staff and the commission will then prioritize the list.

WRITTEN COMMENTS RECEIVED:

From: George Perkins [geoperkins@yahoo.com]
Sent: Thursday, May 15, 2008 10:32 PM
To: Traffic
Cc: bikies@danenet.org; Ross, Arthur
Subject: Pedestrian-Bicycle Capital Project

I submitted this request last year, but do not know where it lies in the updated priority list, or if it gets dropped year-to-year. So I humbly submit again.

To Madison Pedestrian/Bicycle/Motor Vehicle Commission:

Location: Controlled intersection at Mineral Point, Speedway, Glenway Streets
Subject: Traffic light improvement.

1. Add pedestrian crossings to ALL FOUR corners (now only two) with pedestrian activated buttons.
2. Add pedestrian refuge island on Mineral Point and Speedway.
3. Engineer corner so Mineral Point traffic slows down.
4. At absolute minimum, re-orient the motor vehicle "green/yellow/red" lights so pedestrians can at least SEE the lights when they are standing at the southeast corner waiting to cross. (The intersection is at an obtuse angle and so now the lights are not aligned at 90 degrees, so you can't see them from the southeast corner).

These improvements at this corner are of obvious practicality and safety for pedestrians. Improvements at this corner is important to bicycling because it is a feeder access to the bike path that runs south along Glenway to the SW Bike Path and runs east to the bike route through the Forest Hill cemetery.

Thank you for your consideration.

George Perkins
442 Toepfer Avenue
Madison, WI 53711
608-442-5558

From: Mike Anderson [mbanderson@wisc.edu]
Sent: Tuesday, May 27, 2008 9:12 AM
To: Mike Anderson
Cc: Traffic
Subject: Re: Bike path idea

I've been out of the country doing research at CERN in France for several months, so I was surprised to hear a friend of mine just tell me "my idea" is already almost done with lights and a bridge over Walnut St. Guess I'm a little late, sorry :)
Mike

On May 25, 2008, at 11:07 AM, Mike Anderson wrote:

Hi,

I hear we can submit ideas for bike paths to this address, and I have one I've been sitting on for a couple years that I've been waiting to tell someone about.

One of the busiest roads in downtown Madison is Campus Dr. Anyone who's even tried to go home after 5pm can tell you about cars backed up on that road. For me, during the many bus rides I've taken over that road, while sitting and looking out the window, I think about how much faster I'd be able to go on my bike - if only there was just a path right there that was a strait a shot as Campus Dr.

Well, now, here's an opportunity!

I'm suggesting a bike path between the railroad tracks and Campus Dr., starting on the east end where the tracks cross University Ave. I know that a bike path can go pretty close to the tracks because of the bike path east of the Charter St. power plant. And there's more room than that between the railroad tracks and Campus Dr! The easy place for the other end of the path would be Locust Dr. & and Shorewood Blvd, because there's a bike path on the road there. Looks like it would be a total length of a little over 1.5 miles of path.

This would be a valuable bike path for commuters, and the creation of the path requires nothing to be torn down since it's just a grass patch anyway.

(Oh, and if at all possible, a chain link fence around the path should be avoided. They're not very pretty - who wants to ride next to a chain link fence?)

Thanks for your time,
Michael Anderson
Graduate Student in Physics
Chamberlin Hall

PS: If this path idea doesn't work out now, then perhaps someday, many years from now, when the Charter St Coal Power plant finally closes, the railroad tracks could be torn up and a bike path built on top where the tracks were. Oh what a great long path that would be! People could commute all the way to Middleton!

From: isa.dolski@gmail.com on behalf of Isa Dolski [idolski@wisc.edu]
Sent: Friday, June 06, 2008 4:40 PM
To: Traffic
Subject: Pedestrian/Bicycle/Motor Vehicle Commission

Dear Pedestrian/Bicycle/Motor Vehicle Commission c/o Traffic Engineering Division,

I would like to provide input on new capital construction projects.

1. The PBMVC has previously discussed encouraging minorities in Madison to bicycle more. I would encourage members of the committee to view Madison maps of minority populations and a map of households without cars (available at: <http://northsideplanningcouncil.org/maps.php>) and compare those maps to the City of Madison Bicycle Route Map. In general, those areas that have the highest concentration of minorities or households without cars are often also the areas that are the least well developed with bicycle paths or designated routes. Not only do those geographic areas have the fewest resources in terms of bicycle routes & paths, the routes that do exist often do not lead to anywhere of importance, namely shopping centers, schools, libraries or the center city. In general I would urge the Commission to give proposed projects in these areas the highest priority.

2. The bicycle route where Fish Hatchery Road crosses the beltline is extremely difficult for both bicycles and pedestrians to cross. This is supposed to be one of the few areas where bicycles are supposed to be able to cross the beltline, however few people feel it is safe to actually do so.

Sincerely,
Isa Dolski

From: Aram Donabedian [aram_donabedian@yahoo.com]
Sent: Monday, June 09, 2008 9:48 AM
To: Traffic

Subject: Northside bike path

Department of Traffic Engineering,

I was wondering if there will ever be a proper Northside bike path. I live in the Wilmar neighborhood and commute via bicycle to the Vera Court Neighborhood Monday through Friday. While biking though Maple Bluff in the Spring and Summer months is pleasant enough, I'd feel much safer on a bike path; especially as the roads get icy during the colder months. I suspect that a narrow bike lane on Sherman would cut my commute time down by as much as 10 minutes.

As an employee at the Vera Court Neighborhood Center, I work with poor families every day. Transportation costs (even bus tickets) are a real issue for those living in poverty. The more our city invests in bike paths the

better prepared we will be as we go through the throws of petroleum withdrawal.

-Aram Donabedian

RISE Coordinator
Vera Court Neighborhood Center
614 Vera Court
Madison, WI 53704
Ph: 246-8372

From: j duris [jduris0004@yahoo.com]
Sent: Thursday, June 05, 2008 1:06 AM
To: Traffic
Subject: Bicycle Path Request

I believe East Mifflin St. beginning at State St. and ending at East High (Fourth St.) should be the designated bike route thus eliminating the current route along East Johnson St. and East Gorham St. This route is much safer to bike because Johnson and Gorham are designed to be efficient automobile routes. The Mifflin route would also require no turns until East High and then a left can be taken to reengage the current route at the start of the Demetral Field Path.

The current route requires a total of 6 turns to reach the same destination of the Demetral Field Path.

The Mifflin route also takes you directly from State St. to the start of the Sherman Flyer Path.

This route change would require a 60 foot bike path from the Burr Jones path to the back of the Fiore Shopping Center. There is currently a very well used foot path that residents use here. The path would then cross First St. to Mifflin St. at the back of the Fiore Shopping Center using the newly installed crossing islands.

Please contact me if you have any questions or if the request is not clear.

Thank you

Justin Duris
2012 E Mifflin St.
Madison, WI
53704

From: Jeanette Froehle [moses@globaldialog.com]
Sent: Monday, May 26, 2008 8:00 AM
To: Traffic
Subject: Pedestrian-Bicycle Capital Projects public hearing

Hello,

I am not able to make it to the hearing Tuesday, but I do have a special area of concern, and that is the road that runs between Lake Wingra and Vilas Park, from Edgewood's property to the beginning of the bike path near the entrance

to the Arboretum. I'm not sure if it is actually part of the park, or a city street, but in any case it is seriously a dangerous thoroughfare for bikers and pedestrians.

For the past 10+ years this has been part of my route to work, and there is no time of year it is safe, or biker/pedestrian friendly. I go through there between 6:30-7 in the morning and again between 4:30-5 in the evening. Very few drivers pay heed to the double yellow lines delineating the bike lane, and very few drivers drive anything close to 25 miles an hour. In the winter, that bike lane is the iciest, snowiest part of the street. There is truly nowhere safe to walk. In warmer weather, that one tiny lane is insufficient for the volume of bikers and walkers, and so we have to spill over into the street. I really think there needs to be something off the street for bikers and pedestrians, and/or the speed limit should be reduced to 15 miles per hour, and enforced.

Thanks for listening.

Jeanette Froehle
205 S Allen St.

From: Heyn, Pat [Heyn@co.dane.wi.us]
Sent: Thursday, May 22, 2008 12:57 PM
To: Traffic
Subject: north side bike path

With the rising fuel costs, traffic congestion in the city and plethora of bike paths all over Dane County why is the north side of Madison without a bike path (still)?

I've lived on the north side and commuted mainly by bicycle to the city-county building since '92. Sherman Ave. is not even close to being safe to bike on and I have waited impatiently for a safe commute to downtown and access to the network of paths in existence.

I hope the city can get it's act together and provide ALL parts of Madison accessible, not just newer more affluent areas.

Pat Heyn
1837 Sheridan St

From: Sherrie Johnson [mailto:sherriejohnson@hotmail.com]
Sent: Wednesday, May 28, 2008 10:33 AM
To: Ross, Arthur; Compton, Judy; Webber, Robbie; Skidmore, Paul; mnshahan@chorus.net
Subject: May 27 PBMV public hearing comments

I'm sorry this is late. The agenda for the Tuesday, May 27th meeting wasn't posted on-line until Friday, May 23rd and I didn't find it until today. I hope you can still add my remarks with the other Public Hearing comments.

Here are my top ten bike projects, all of them on the east side of town where I

am more familiar with the biking needs.

1. Construct the Sherman Flyer. - Years ago when I was looking for a place to live in town I wrote off the north side as a place to buy a house because there were no good bike routes downtown. Getting a bike route to the north side should be the city's number one priority.
2. Build the planned path from MacArthur to Commercial. - If you drive just north of the Stoughton Road, Lexington Ave intersection you can easily see the section of highway fence there that has been ripped down and the worn footpath that follows through it from Walmart and Cub Foods on the east side of Madison to the little residential neighborhood just north of there. There are no accommodations for pedestrians from this neighborhood who want to get to these businesses - no sidewalks, no bike lanes, no walk lights, no curb cuts - only fences, ditches, holding ponds and lots and lots of traffic. The MacArthur to Commercial path would solve this.
3. Build the East Mifflin Bike Boulevard. -A bike boulevard is a roadway with special features that facilitate the movement of bicycles and pedestrians and allow the movement of local vehicles while restricting through traffic. Here's a great link that describes the design of a bike boulevard: <http://www.ci.berkeley.ca.us/transportation/bicycling/bb/Guidelines/linkpag.htm>. The boulevard should run all the way from State Street at the Capitol Square along East Mifflin, through the private parking lot before the Yahara River, over the Yahara on the existing Sherman Flyer bridge, across the railroad tracks and behind the strip mall and back on to East Mifflin and then on to East High and continuing around the back of East High to Dayton St. The boulevard would become a bike highway for northsiders who could use it and the Sherman Flyer to get downtown and the campus and for other near eastsiders to get to downtown without needing to detour south to the Capital City Trail.
4. Build a new multi-use path along the railroad tracks from the Dixon Greenway all the way out to City View on the far east side. - This route would intersect the new Marshview Trail and would become a backbone for all sorts of little neighborhood trails and routes along the way that could connect to it and give many, many eastside bikers a great route to downtown. DOT's planned reconstruction of Stoughton Road, including the railroad crossing at Stoughton and Lexington, provides the city with an opportunity to plan a desperately needed bike, ped crossing of Stoughton Road at that same intersection. Such a crossing would be a vital segment of this new path and needs to be coordinated with the Stoughton Road reconstruction.
5. Construct East Isthmus Path speed tables. - The East Isthmus Path is broken up by lots of little street crossings that get very little car traffic while the path gets a lot of traffic. Speed tables should be constructed at those street/path intersections and path traffic should be given the right-of-way over the car traffic. Additionally, the Yahara River Path should have the right-of-way over traffic on East Main Street as the path gets more traffic and there is already a stop sign for car traffic going west.
6. Repave and reconstruct the Eastmoreland Park bike path. - This path is literally disappearing into the turf. In places 1/3 to almost half of the

path has crumbled away and been replaced by weeds and grass from lack of maintenance. In places the turns are too sharp to safely bike. The drainage ditch behind Woodman's should be bridged and an opening should be made in the fence so people can get from the path to the grocery store without making a trip all the way out to the street.

7. Build a welcoming entrance to Olbrich Gardens from the East Isthmus bike path. - Madison could be a biking destination with tourists coming to spend a day biking around the city. Those tourists should be welcomed with open arms at Olbrich Gardens, not with a bumpy, graveled street next to the out buildings and across the railroad tracks from the old abandoned beet factory. At least put up a sign.

8. Make sure all path/street intersections have street signs. - And make sure the street signs indicate the street names, too, and not just the bike path name. There are several intersections along the East Isthmus path where the street signs indicate the fact that you are on the Capital City Trail, but not what city street you are crossing. This makes navigating with the city bike map difficult.

9. Buy temporary bike racks ("event racks") to use at city events. - Bike parking becomes extremely overcrowded at city events like Concerts on the Square. The city should buy and set up, or make available to volunteers, temporary bike parking for these events. Here are some examples of the kind of racks that can be used for this purpose -
<http://www.dero.com/products/event Rack/event Rack.html>,
<http://www.cyclesafe.com/EventRacks.tab.aspx>.

10. Extend bike lanes all the way up Fair Oaks Street. - The new bike lanes on South Fair Oaks are wonderful! Do that all the way to Wright Street.

Thank you for all your good work.

Sincerely,

Sherrie Johnson
906 Fairmont Ave
Madison, WI 53714

From: Sara Krauskopf [Illunita@yahoo.com]
Sent: Wednesday, May 28, 2008 10:13 AM
To: Traffic
Subject: suggested bike projects

I cannot attend the meeting about suggestions for city bike projects, however I have one suggestion. Since the reconstruction of E. Washington Ave did not include the hill from Blair up to the capitol, it would be nice to complete the bike lane all the way to the top. As it is, it is very dangerous to stay in the right lane, as the cars merge into the right side of the road and bikes are forced onto the sidewalk or alternate routes.

Thank you

Sara Krauskopf
2025 Carey Ct
Madison, WI 53704

From: Jennifer Munger [jhmunger@wisc.edu]
Sent: Sunday, May 25, 2008 5:13 PM
To: Traffic
Subject: Pedestrian/Bicycle/Motor Vehicle Commission

Dear Members of the Pedestrian/Bicycle/Motor Vehicle Commission,

I would like to take this opportunity to express my appreciation to those concerned regarding the numerous wonderful bike paths found throughout Madison, and for the inclusion of bike paths on all new street construction. I have found that even with this snowy icy winter, the bike paths have been quite clean--often in much better condition than the city streets (I imagine since there were no parked cars or heavy traffic to contend with when plowing). These paths make being a year-round bike commuter much nicer. Most motor vehicle drivers are courteous and alert regarding bike paths and cyclists; I appreciate that as well.

Thank you for holding a hearing on 6 p.m. on Tuesday, May 27, 2008. If I can make it (I'm changing jobs right at that time) I will. If not, please let this email suffice. There is one project I can think of that would be excellent if it is possible: many cyclists in my area travel downtown by biking down Mifflin and Dayton streets from their beginning on the east side of town, getting to the Yahara crossing by going along the back side of the what once was called the Fiore Shopping Mall (where Sentry used to be, now I believe there is a paint store and some other things there). Next we cross the railroad tracks at Burr-Jones field, after which there is a nice paved spot to join up with a number of different routes, which is excellent. I'm wondering if there is any possibility of linking the back of the mall with the paved section, which would involve a bit more paving and putting out some of that rubber matting around the track as is found on streets and sidewalks that cross the railroad lines. To make that route fully usable would also mean keeping snow plow tailings away from the back corner of the Fiore parking lot--and also at the end of the lot of the building on the other side of the Yarara (I think it is owned by the state)--so that those headed for downtown directly can continue through that parking lot as well to meet up again with Mifflin Street. Many of us do it, but the railroad tracks cause a bit of an obstacle, and snowfall means that the plow tailings close off the route.

I understand this would require help and cooperation from the rail line, and the building owners and managers so that may mean a bigger challenge than is feasible. But I sure appreciate having the option of taking that route (riding down E. Johnson is horrible, E. Wash is pretty good actually, but it is nice to make a choice to have something less traveled by cars, and the Willy st. bike path is nice, but a bit out of the way). So if there is a way to make this possible, I'd love it! And I'm happy to do what I can to help if there is any way for me to do so.

A second thing: the underpass at the Yarhara and East Washington is wonderful! I do wonder why the path on the north side of the river does not meet up with--I believe it is Wilson street as does the path on the south side. That would make the path much more useful. Right now the path just loops back up to E. Wash, so you end up where you started. Therefore it doesn't get used, and, as a result, I've noticed a collection of cardboard and other evidence of people who apparently spend the night there because the area is undisturbed. Continuing the sidewalk along the river next to the lumber yard would mean more pedestrian/bike traffic, and thus discourage overnight lingerers.

Thank you for the opportunity of sharing my ideas. I would love to hear from you on its feasibility. Best wishes to you on your plans and recommendations.

With warm regards,
Jennifer Munger

From: cabellero60-mail@yahoo.com
Sent: Thursday, May 22, 2008 6:32 PM
To: Traffic; Solomon, Brian; Pham-Remmele, Thuy
Subject: Pedestrian-Bicycle Capital Projects Meeting

I'd like to see a couple of bicycle related items addressed by the city on southwest side of town as the new capital development projects are formulated. These include:

- 1) The bike lane needs to be repainted on Seminole Hwy between the Arboretum and the beltline. Placement of the 'islands of refuge' along Seminole is making it very dangerous for bikers since cars shift over into the designated bike lane to avoid each island as they pass them. How about getting rid of the islands all together?
- 2) There needs to be a sidewalk constructed between the Beltline and Harland Hills subdivision and the Capital City bike trail to the south. Forcing bikers and PEDESTRIANS into traffic along Seminole (esp. in the winter) is creating a very dangerous situation.

Respectfully submitted,

John Olson

From: Patricia Smith [mailto:psmith@madison.k12.wi.us]
Sent: Tuesday, June 10, 2008 11:22 AM
To: www.CBachmann@cityofmadison.com
Subject: comment regarding North Sherman Avenue resurfacing

If this comment is more appropriately sent to someone else organizing this process, please forward this to them. Thank you for your time.

Good Morning. I would like to comment regarding the North Sherman Avenue

corridor and the lack of a safe bike lane for commuters and pleasure riders. This corridor has high levels of traffic from buses, trucks, cars and bicycles. We need a safe corridor to move along the north side. With the increase of gas prices we have more and more commuter bicyclists and driving and biking through this corridor has become increasingly complicated

I feel strongly that North Sherman needs a bike lane to connect the Johnson/Gorham to the north side.

Pat Smith
509 North Sherman Ave
Madison, WI 53704
241-1991
Medota Elementary School
204-7849

From: A Swartz [mailto:arswartz@wisc.edu]
Sent: Wednesday, June 04, 2008 3:25 PM
To: Ross, Arthur
Subject: bike facility request.

Please take action to fix the intersection of the new WiDOT US HWY 151 bike path and Nelson Rd. and High Crossing Blvd. That thing is a *really* unwelcoming and inefficient for bikers. As the City works toward Platinum bicycle status, these sorts of things become even less acceptable.

Please stripe the remainder of the bike lanes on High Crossing Blvd. ASAP. It is crazy that these are not yet striped as this is a major bike thruway from Sun Prairie to Madison.

Thank you,

Andy Swartz
Lecturer
Department of Kinesiology
PE Activity Program
University of Wisconsin - Madison

From: chan wilson [cwilson@meadow.net]
Sent: Wednesday, June 04, 2008 4:14 PM
To: Traffic
Subject: Comment on potential pedestrian and bicycle projects

A suggestion: On roads that have no dedicated bike lane, but are considered a bike thruway, paint the standard bike lane symbol in blue on the right side of the lane.

Could help raise awareness in an inexpensive fashion.

--Chan
2410 E Mifflin

From: John Perkins <john@cs.wisc.edu>
To: mnshahan@chorus.net
Date: Wed, 28 May 2008 10:22:10 -0500
Subject: PBMVC questions

My apologies for not having these composed last night...I didn't have the capital budget items in advance of the meeting/hearing last night, so I wasn't able to look through them to see what all was in there.

I am wondering what the status of the SW Commuter Path/Regent/Monroe interchange rebuild is. There was a neighborhood meeting last fall where numerous plans were floated to the neighborhoods. The consensus at the time:

- no one liked the idea of a traffic circle
- a bike path tunnel seemed to have the most support of those attending
- a bike path tunnel would cost 3x as much as any of the other options and no money was available to do that this year

An inquiry with the streets department about a month ago says none of these have really been decided on, but they will be repaving the intersection this summer. This makes me think no major changes will occur for several years.

Are there plans to fund such a project in coming years?

Other capital project suggestions:

- Widening of paths through Elver Park connecting Midtown/Gammon Rd. to McKenna Blvd, and ultimately to Schroeder Rd. and Struck Canyon Tunnel. These paths are narrow and not striped to alert pedestrian traffic (complete with dogs, kids, skaters, etc.) that bicycle traffic may be passing through. Better signage denoting a preferred "through" path for bicycles would also be a good idea; it may be desired to route bikes on west/north paths, closer to ball diamonds, to keep bicycle traffic away from heavy-pedestrian zones near shelters. There is no such signage present when entering from the SW end of the park; I'm not aware of any such signage when entering from McKenna Blvd.

- Improvements along Monroe St./Nakoma Rd corridor:

* Widen, stripe and signage between Manitou Way and the Monroe St. "Duck Pond" (not sure what it's called officially). Bike Route signs indicate bikes should be on the sidewalk, but sidewalk looks like a wide sidewalk, not a share-use path, making me think bikes do not belong there. but there is not a convenient way to get back on the path closer to Monroe St. without swinging out into traffic (normally not a good idea).

* Same between Monroe/Nakoma interchange bypass to the bike path between Monroe/Copeland to Arbor Dr.

* Try to get Streets Dept. to raise the priority for repaving Arbor Dr, which is making the path between Monroe/Copland to Arbor Dr look smooth.

* Bike route between Wingra Park and Woodrow St. is signed to be on the sidewalk again, and a standard-width sidewalk at that. I'm not sure now may bikes use this stretch, but this does not seem like a good idea. I'll go block a

lane of traffic before mowing down pedestrians on the sidewalk, which as far as I'm concerned, are the only two options here.

- Better connectivity to the World Dairy Expo area across Stoughton Rd.
My wife works in that area but has concerns about this area on a bicycle. Pflaum Rd. is very tight and congested, and lots of traffic in and out of businesses east of Stoughton Rd; Dutch Mill Rd/Broadway carries a lot of car traffic with better sightlines, but there are no paved shoulders for at least part of this stretch. Perhaps a path from the east end of E. Broadway to Ag Drive and bike lanes along Broadway between Stoughton and Dutch Mill. There is a path under the Beltline at Stoughton Rd, but crossing that at peak travel times means crossing the path of some HEAVILY travelled exit/entrance ramps in addition to crossing the Beltline twice.

Some long-range wish list items (not sure how viable they are, but I'll throw them out there anyway):

- a connector between Wingra Park and Edgewood Dr/Woodrow St for ped/bike traffic

- better north-south connectivity at Whitney Way (echoing remarks from the public hearing last night); I've gone through this during off-peak hours in the traffic lanes, but it's not fun--perhaps a beltline tunnel between Medical Circle and Schroeder Rd. or just east of Whitney Way to Hammersly/Gilbert Rd. area

- better connectivity to Syene Rd. as an alternate south-bound escape route; the Perry St. ped/bike bridge was discussed briefly, but it was not clear to me what the state of that project was

John Perkins
john@cs.wisc.edu/608-220-0117

From: Jason Banfield [mailto:Jbanfield@amtelco.com]
Sent: Thursday, May 22, 2008 8:29 AM
To: bicycle
Subject: Old Sauk Road

I strongly recommend a bike lane on Old Sauk Road! There is a bike lane for a stretch from the beltline to the top of the hill, but then it ends. From there the road is full of potholes on the outside of the road, there is no shoulder, and there are ruts everywhere. Couple that with the narrow road to begin with, tons of bike and car traffic, and you end up with what happened to me last night-my buddy got hit by a car. Luckily he was ok after an ambulance checked him out, but it's just a matter of time before someone ends up roadkill out there.

From: Laura [mailto:lbowles9@charter.net]
Sent: Saturday, May 17, 2008 1:01 PM
To: Parks; park-commission@co.dane.wi.us
Cc: schmidt.robin@co.dane.wi.us

Subject: bike trail idea

While riding around the lake loop this morning looking for a restaurant that served breakfast, my husband had a great idea.

There should be little signs at the intersections for various business establishments to eat, get coffee, have a snack, like the signs on the interstate. You could get probably get the businesses to pay for a small sign at the intersection nearest their business that way people would stop. The signs could have more information than on the interstate because bikes can stop and read them - so it could have hours, general items for sale (Breakfast, lunch or dinner).

I drive around Madison all the time, but when you're on the bike path, everything is different and sometimes you 're not quite sure where you are, so the signs would be helpful to find a restaurant that you pass in your car all the time. You can bike right past Monty's Blue Plate, and other restaurants on Atwood & Willy Street, because you're behind them and not on the street.

Just a thought to make improvements to the wonderful bike paths we have around town.

Laura Bowles
Email or 221-4593

From: Schimpff, Jeff A - DNR [mailto:Jeff.Schimpff@Wisconsin.gov]
Sent: Wednesday, May 14, 2008 3:32 PM
To: Traffic
Cc: Webber, Robbie
Subject: Project for 2009-2010 Construction Work Program

Hello,

I would like to suggest construction of a public covered bicycle parking area at the State of Wisconsin GEF 2/3 grounds, in partnership with the State of Wisconsin. Existing covered parking protects only about 48 bikes, whereas on many summer days total bike usage exceeds 110 bikes locked to existing covered and uncovered racks. Many existing racks are rusted and/or bent, and some are broken off from their bases. None of the racks are anchored to the ground, which has resulted in some bike damage during an episode of pavement cleaning a few years ago, when a cleaning crew was moving some racks with bikes locked onto them, resulting in frame scratches and other damage.

While such a facility would initially be used largely on weekdays by DNR, DPI and other downtown employees, events and trends in the present and the foreseeable future indicate a covered parking area would be in demand for a much broader range of uses.

As transportation fuel costs increase, new covered parking could also be used as overflow parking for many downtown businesses and events, in the absence of covered parking on the Square. Some of these events where participants and spectators alike would desire covered parking, especially when rain or storms are forecast, include Saturday Farmers' Market; Art Fair on the Square; Madison Marathon; Madison Ironman; the Holiday Parade; Cinco de Mayo; and

others.

Periodic counts of existing bike use reveal that average daily bike commuting to the GEF 2/3 complex has increased from approximately 84 bikes per day, to about 114 bikes per day, with a peak count of 128 bikes in the summer of 2007.

DNR bike commuters are surveying employees as part of Bike to Work Week, and preliminary results indicate that a large majority of bike commuters see a need for additional covered parking, and for some type of improvement in the nature of racks provided.

From my experience and that of others I have talked to who have been to Europe, the type of covered bike parking often found there at train stations and other locations would be well received. The City of Chicago is reportedly making improvements to covered parking, and perhaps their experience could help Madison adopt the best solutions to meet this need.

P Jeff Schimpff
Environmental Analysis and Review Specialist, Bureau of Science Services,
Office of Energy and Environmental Analysis; and Ecosystem Management
Team Wisconsin Department of Natural Resources "Bus, Bike, Walk or Carpool
to Work for Clean Air for Kids"
(*) phone:(608) 267- 7853 (*) fax: (608) 267-5231 (*) e-mail:
jeff.schimpff@dnr.state.wi.us

From: Lisa Subeck [mailto:lisasubeck@sbcglobal.net]
Sent: Friday, June 13, 2008 11:30 AM
To: Ross, Arthur
Subject: Bike path connections for southwest side

Hi Arthur,

Per our conversation yesterday, I am emailing you to have my comments included in the public testimony on long-range bicycle route/path planning.

Last summer, I began biking to work on the Capital Square from my home on the Southwest Side on occasion. This summer, I am continuing that activity by trying to bike to work at least once a week. I live on the corner of Gammon Road and Schroeder Road (south of Woodmans and north of Elver Park) and work at the YWCA on East Mifflin right on the square.

As a relatively novice and primarily recreational biker, I have found the trek challenging not only due to the distance but also due to the complexity of getting safely between the Southwest Commuter Trail and my home. To get to the bike path from points south and west of the corner of Odana and Whitney Way requires either biking a distance down Hammersley Road where cars drive far too quickly (an issue long discussed by neighbors due to frequent accidents including cars flying up into lawns or even houses) and pay little attention to bikers. Or the bike path can be reached by taking Schroeder to Struck and using the underpass and trail out to Medical Circle. While this is the most direct route, it requires biking a short distance down Whitney Way and

then navigating the Whitney/Odana corner. The bike map actually shows this as a non-route and recommends not biking here. It also requires a fair distance down Odana Road going to and from the path. Odana generally seems safer than Hammersley in terms of traffic, though vehicles turning on and off the road, especially in the evening hours, pose additional hazards.

Through the Greentree Neighborhood and surrounding area, there are a number of short greenway paths that seem to lead nowhere in particular. They are nice for walking and/or riding around the immediate area and to/from Elver Park, but perhaps there's a way to make them more useful by creating a broader connection to the SW trail.

As the committee considers future bike paths and trails, I am hopeful that a more planful connection can be made between the southwest side and the SW Commuter Trail. This trail is a real asset that could be better used by those of us on the southwest side if better connections were in place. I'm not sure where the trail could be extended, but the southwest side has grown significantly (and continues to do so) since the trail was put in place. Extending access to it would make for better bike commutes (and recreational riding, too) for those of us living further southwest.

Thank you for your consideration.

--Lisa Subeck
818 S. Gammon Rd. #4
Madison, WI 53719

(608) 271-1004

Bridget Brown, 29 E. Wilson Street #308, Madison 53703

Potential project #1:

Location: Monroe Street along Knickerbocker business district (Sprague Street, Knickerbocker)

Subject: Pedestrians need safer and more convenient access from north side of Monroe.

Suggestion: Pedestrian-activated traffic light to allow pedestrians to cross with a more universally obeyed and recognized right-of-way than crosswalks and red pedestrian flags.

Potential project #2

Location: End of westbound multi-user path along Brittingham Place at West Shore Drive to intersection of West Washington and Park Street.

Subject: Bicyclists heading to Vilas neighborhood from this path are forced to backtrack and use narrow sidewalk to approach Park Street at the nearest (and rather intimidating) crossing light (and Park Street is difficult to cross without a light).

Suggestion: Extend multi-user path westward to more directly approach Park Street and give bicyclists instructions on how to cross (follow pedestrian signals as at John Nolen to North Shore Drive?).

E. NEW BUSINESS

E.1. [10480](#)

Adopting the Greenbush Neighborhood Plan and recommendations contained therein as a supplement to the City's adopted Comprehensive Plan. 13th Ald. Dist.

A motion was made by Webber, seconded by Strawser III, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION,. The motion passed by the following vote: (Beth Whitaker's name does not appear in the roll call; she was an excused absence.)

DISCUSSION

Present for this item were Jule Stroick, City Planning, and Amy Rountree, representing the Greenbush Neighborhood Association (GNA).

- The Plan area boundaries are Regent Street on the north, Park Street on the east, Haywood Drive on the south, and Randall Avenue on the west.
- This is a 5-10 year plan for the neighborhood.
- GNA received a City grant for financial assistance with the Plan and hired Schreiber-Anderson & Associates to assist with the Plan and identify the top issues.
- Plan will be adopted as part of the City's Comprehensive Plan.
- After adoption, will look at funding sources for the top recommendations and advocate for implementation.
- Ped/bike access in this neighborhood is very important. Over one-half of the residents who responded to a survey said the reason they live here is for the ped/bike access. People in this census tract are more likely to bike to work versus the overall City population. (Census data doesn't separate out walking to work, includes it with biking.)
- Arterial streets are a problem. Need better crossings of Regent at Orchard or Charter and Park Street. The Plan did not develop recommendations other than to improve the crossings.
- The pedestrian crossing time at Park-Brittingham is too short, especially for disabled peds.
- Erin Street should be a designated bike crossing because of the traffic signal at Park Street.
- Concerns about children catching the bus on Drake Street at Randall, Orchard and Mills. School pick-up time coincides with rush hour time for St. Mary's Hospital. Neighborhood would like to see ped islands on Drake at Mills, Orchard and Randall.
- As far as participating in the City's Neighborhood Traffic Management Program (NTMP), the areas of main concern are streets with the fewest home owners and organizers have been unable to get enough NTMP petition signatures (most residents are students or absentee landlords).
- The four-way stops on Mills are not always enough to protect peds.
- Mills Street will likely be reconstructed soon, which is a good time for NTMP projects, but many neighborhood residents who use Mills Street would not be able to sign the petition.
- Drake is a very important ped corridor, especially for students, and the GNA is looking for ideas to deal with this. Mills Street has four-way stops but motorists seem to obey them only during rush hour.
- The Drake-Orchard intersection has an off-set ped crossing and a bus stop. The GNA would like to see this improved but the grade of the hill makes it a problem to fix.
- Brooks-Vilas and Brooks-Emerald intersections have lots of crashes

because drivers don't recognize that they are not 4-way stops. Also, they are difficult to cross for peds and bikers.

- De Vos recalled hearing that the UW was encouraging staff and faculty to purchase homes in this area. Rountree replied that the GNA, in conjunction with Vilas neighborhood and with help from the UW and Meriter Hospital, are in the process of working on a new neighborhood planning grant to develop strategies to implement this idea.

- De Vos questioned why the Plan mentions the Transport 2020 Plan. It keeps changing and what is put in now was not the case a year ago, and a year from now it will be different again. Rountree replied that at the time the GN Plan was put together, Transport 2020 seemed like it would be useful. Stroick indicated that neighborhood plans often look at other policy-type documents to make sure the neighborhood plan is consistent. She reiterated that the Greenbush Plan is a 5-10 year neighborhood plan but Transport 2020 goes out much longer than that.

- De Vos noted that one part of the Plan talks about a maximum of 25 housing units per acre, and another section talks about changing the zoning to less density. Rountree explained that this is not a homogenous neighborhood; some areas have very small lots with old houses. The neighborhood is in favor of some redevelopment and the economic reality is that the redevelopment areas need a higher density. The southern half has strong home ownership; working with zoning rewrite staff because zoning on these properties is not a good match with what's there. Want the zoning to fit with what's there now so residents have an easier time with house changes.

- De Vos mentioned the requirement for one off-street parking space per unit, seems unreasonable given that so many residents walk and bike and many units probably don't have a car. Rountree said that this is a stepping back of what's now required, provides for less parking per unit than now. De Vos took issue with the requirement since homeowners are taxed for their land, including garages.

- De Vos asked why hospital expansion is proposed to be limited. Rountree said that the Plan was being drafted at the same time that St. Mary's was first starting its expansion. Many neighborhood residents wanted some input on it. Felt it ultimately led to a better project and she hoped that as Meriter starts its master planning process, it will lead to project that is good for both Meriter and the neighborhood. De Vos wanted to know the rationale for limiting expansion. Rountree advised that Meriter owns a block of land and the neighborhood will lose housing stock as part of the project. It's in the neighborhood's interest to work with the hospital as to where it's best to develop and still preserve part of the neighborhood.

- Seems like most residents would want to walk, bike or use transit to commute and seems like traffic calming devices would be a good idea to make it easier for these modes. Rountree indicated it depends on which type of traffic calming device is recommended, many residents against traffic circles.

- Brooks Street will be the new main entrance to the Meriter campus. Did this Plan incorporate any of Meriter's plans for Brooks Street? Rountree indicated that Meriter is incorporating some of the GNA Plan. Meriter is okay with the Plan recommendation for an enhanced ped crossing of Brooks at Mound.

- Webber asked if one of the objections to traffic circles is the removal of some on-street parking. Rountree wasn't sure but noted that there are parking pressures. The residential parking permit program is on a block-by-block

basis.

- Webber pointed out that Plan statements about traffic on some of the streets refer only to motor vehicle traffic. Because biking and walking are important, it would be a good idea to specify that. For a neighborhood like this, it would be good to have bike and walking counts.
- Webber asked if the neighborhood or the City have done anything with Transportation Demand Management. Rountree did not know what, if anything, was being discussed between the City and the hospitals. But she noted that TDM is a difficult topic for hospitals due to the nurse shortage and free/reduced cost parking is a recruitment tool.
- De Vos wanted to know whether the neighborhood has talked to Dane County about traffic and parking related to the zoo. Rountree said the parks section of the Plan calls for improvements to Vilas Park. The Plan recommends better signage to direct zoo parkers to the back parking lot.
- Rountree advised that subsequent to the Plan recommendations being drafted, she heard that the County wants to make the Randall entrance into the zoo a two-way street, turning the existing 4-way stop into a 5-way stop. This would not be a good idea from the neighborhood's perspective, and the GNA has been talking with the County.
- Shahan noted that the Plan talks about Park Street being bike unfriendly – was this written before the bike lanes? Rountree replied yes. Shahan thought the references on pages 24 and 27 could be removed.
- Shahan referenced the statement about convenient and adequate bicycle and other vehicle storage (p. 35) and noted that the ordinance requirements may not be sufficient and perhaps a statement to that effect could be added, e.g., “we feel this may require more bike and moped parking than required by ordinance.” Rountree indicated a statement like that might be in order.
- Regarding the Plan comments about improved ped crossings of Regent at Orchard, Shahan suggested referencing the Regent-Campus Neighborhood Plan since it contains some detailed specifics.
- Shahan asked whether the Plan was recommending more stop signs on Mills Street. Rountree clarified that the locations the Plan talks about are where they are current stop signs; the issue is that they are inadequate. The neighborhood wants something else to make motorists yield to pedestrians. Shahan noted that Mills Street is a prime bike route and depending on what type of traffic calming might be installed, some of the stop signs could be removed. Rountree suggested getting rid of the stop signs and installing something more “active” like traffic circles.
- Shahan asked if there are any recommendations to improve the Park-Vilas-West Washington intersection to make it better for bicyclists heading east. Rountree indicated the Plan doesn't recommend anything specific.
- Shahan noted the traffic counts are from 2003-04 and probably have changed. Rountree noted that the reconstruction of Park Street probably impacted the traffic counts over the past couple of years.
- All streets in the area have a 25 mph. speed limit. De Vos asked if the neighborhood considered reducing some streets to 10 mph. to discourage any motorists except local traffic. Rountree remarked that lowering the limit doesn't necessarily make drivers go slower. This idea was not talked about and she did not think it was feasible.
- Closing off certain streets to all but residential traffic was discussed but not seen as doable. The area has a grid pattern and closing some streets would mess it up.

Motion by Webber/Strawser to recommend approval of the Plan.

Webber suggested that the final draft incorporate the PBMVC's comments. She felt the neighborhood did an excellent job on the transportation issues and it's clear the neighborhood values transportation choices.

Since it was 6:00 p.m. and time for the public hearing, Compton called the question; motion to close discussion carried on a 4-3 vote (yes: Compton, Skidmore, Schulman and Crandall; no: Webber, De Vos and Strawser).

Motion to approve the Plan carried on a 6-1 vote (De Vos voted no).

Excused: 2 -

Mary P. Conroy and Cheryl E. Wittke

Ayes: 6 -

Aaron S. P. Crandall; Jason Schulman; Judy Compton; Robbie Webber;
Paul E. Skidmore and Charles W. Strawser III

Noes: 1 -

Susan M. De Vos

Non Voting: 1 -

Mark N. Shahan

E.2. [10207](#)

Authorizing the execution of an easement to the County of Dane for public pedestrian/bicycle path purposes across lands within Glacier Crossing Park, located at 3702 Ice Age Drive.

A motion was made by Compton, seconded by Strawser III, to Return to Lead with the Recommendation for Approval to the BOARD OF PARK COMMISSIONERS. The motion passed by voice vote/other.

E.3. [10607](#)

Platinum Biking City Planning Committee priorities for 2008/2009 planning, Pedestrian/Bicycle/Motor Vehicle Commission recommendations

Jay Ferm, 1201 Hickory, former co-chair of the Platinum Biking City Planning Committee (PBCPC), was present. Webber handed out a memo from the Green Streets Steering Committee (working title of a new, local pedestrian-bicycle organization that will be forming this summer) in which they identified 9 recommendations as the top priorities for the 2009 budget.

Ferm advised that the PBCPC report contained over 100 recommendations, and the PBCPC narrowed this down to 20 for the 2008/2009 planning cycle. However, he would like to see the recommendations narrowed even further to 10 or so.

Webber stated that the Green Streets Committee grew out of the PBCPC; the purpose of the new committee is to get the PBCPC report recommendations implemented. She agreed with the need to whittle down the recommendations to 10 or so for the 2009 budget process.

De Vos noted that this is a continuation of the PBMVC's previous discussion when it approved the PBCPC report and recommended the formation of a subcommittee to deal with the recommendations. The subcommittee would report to the PBMVC. Webber indicated that the PBMVC is the body charged

with overseeing implementation of the report. Ferm and Mary Rouse, the other co-chair, went to the Mayor with the 20 recommendations. Webber suggested they try and get it down to 5-10 items that could be implemented or started in 2009; very specific requests that can be done. The Green Streets memo handed out are the 9 recommendations selected by four people (including Ferm and Rouse).

Compton noted the agenda packet had included the list of 20 recommendations from the PBCPC. Then the PBMVC held a public hearing to get ideas for other priorities. Now there is a list from the Green Streets Committee. Shahan interjected that the PBCPC is no longer in existence, they disbanded after developing the top 20 recommendations. The Green Streets Committee is a group of citizens, including two members who were members of the PBCPC. Their list of recommendations is an effort to get something reasonable into the 2009 budget. The Green Streets memo is a narrowing down of the 20 recommendations from the PBCPC. The PBMVC can accept or modify the list. What does the PBMVC want as the top priorities? The Green Streets list is a starting point. Compton was concerned about amending the PBCPC list.

Motion by De Vos/Skidmore to recommend formation of a subcommittee to come up with recommendations.

De Vos explained that she was talking about an official committee, similar to the ADA Transit Subcommittee. Shahan advised that he could appoint members if the subcommittee consisted only of PBMVC members; if the desire is for a committee that includes others, a resolution establishing the subcommittee would need to be approved by the Common Council. Webber emphasized that the 2009 budget process has already started so it is necessary to move quickly. She suggested the PBMVC weigh in with its priorities since it is the body responsible for implementation of the PBCPC report.

Skidmore commented that the PBCPC has come up with 20 recommendations and the PBMVC should approve or accept them. Ferm emphasized that the intention of bringing the 20 recommendations to the PBMVC was to have this body edit the list and prioritize the top 5-10 recommendations.

Schulman asked for clarification of the motion, and Shahan said it was to have a subcommittee appointed by the Mayor. However, this would require time and there is concern about getting it done in time for 2009 budget input.

Substitute motion by Strawser/Compton to approve the PBCPC list of 20 recommendations and further prioritizing it with the list from the Green Streets Steering Committee.

Compton reminded members that when they approved the PBCPC report, their motion included a recommendation to the Mayor that he appoint a subcommittee and it's in his hands.

Schulman asked for a definition of the bike boulevard recommendation in the Green Streets memo. Ferm used East Mifflin Street as an example – it's a shortcut for both motorists and bicyclists. If it were made into a bike boulevard, bicyclists could travel the entire length but motorists could only enter at intersections.

Skidmore supported the substitute motion and felt it acknowledges the work of the PBCPC but also recognizes the need to narrow down the priorities for the 2009 budget. He noted the need for ongoing prioritization of the remaining 90+ recommendations in the PBCPC report. Strawser saw the need for a standing committee because each year there will be PBCPC recommendations that should be in the budget. However, he recognized the timing issues related to getting priorities in the 2009 budget.

Webber explained that the Green Streets Committee narrowed the list because some of the 20 recommendations are multi-jurisdictional, difficult to pinpoint as to responsible City agency, or need more specificity. De Vos said she couldn't support something she didn't review. Strawser pointed out that all of the recommendations from the Green Streets Committee are on the list of 20 recommendations. Webber indicated that the Green Streets Committee narrowed the PBCPC recommendation regarding the zoning ordinance (p. 41 of the report) to state "All City facilities, including parks, libraries and city buildings shall have bicycle racks that meet city code." Ross felt this was not the same as the PBCPC recommendation, and Shahan agreed that all Green Streets Committee recommendations except this one (fourth one listed in the memo) were on the list of 20 from the PBCPC.

Substitute motion to approve the list of 20 recommendations from the PBCPC and to further prioritize it with the list of recommendations from the Green Streets Steering Committee that are on the PBCPC's list (all Green Streets recommendations except #4); motion carried, with De Vos abstaining and Compton absent at the time of the vote.

F. UNFINISHED BUSINESS

- F.1. [08224](#) Pedestrian/bicycle capital projects ranking

F.1. CAPITAL PROJECTS RANKING

Shahan noted that the Platinum Biking City Planning Committee report is largely about policy, not necessarily the nuts and bolts of what can be built. This is a list of smaller projects that need to be done and is his attempt at prioritizing previous public hearing comments. Shahan reviewed the three tiers. Schulman wanted to see a ballpark cost estimate for each project. Shahan indicated the small capital projects would be under \$100,000. Schulman thought cost estimates would still be useful, e.g., might be able to do three projects for the cost of one other one. Webber suggesting getting a fiscal note from the responsible agency for each item. When the Council looks at the City budget, they know what roads cost but they don't know what these things cost. She would also like a timeline for ped/bike projects.

Shahan reiterated that the list is his own perspective and welcomed PBMVC input.

Motion by Compton/Skidmore to accept the list subject to a fiscal note from the departments.

Once the PBMVC has the fiscal notes, it would be much simpler to prioritize

the list. There are some projects that always get pushed back.

Friendly amendment by Webber to request a fiscal note and timeline from the relevant departments/agencies.

Motion carried unanimously.

G. REPORTS

G.1. [10610](#)

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

Plan Commission: Representative (Whitaker) was absent.

L RTPC: Shahan reported they discussed the zoning for the Thousand Oaks plat. They paid particular attention to transit and transportation issues given the concern about the Junction-Mineral Point Road intersection and surrounding area. Shahan also reported the L RTPC talked about the procedure for commenting on projects for the Transportation Improvement Program. The L RTPC provides input in February, and it was agreed to request City Engineering to come back in June to report on how the projects have been modified.

School Traffic Safety Committee: Webber reported the committee is meeting each month. They are looking at the traffic flow at various schools. They are working with the joint Common Council-Madison School District Liaison Committee to look at safe routes to school. The City and the School Board are working together on transportation issues.

Joint West Campus Area Committee: No report, has not met since April.

Joint Southeast Campus Area Committee: Strawser reported they talked about changes on east campus. He did not recall any discussion about making North Mills one-way, as mentioned during the Greenbush Neighborhood Plan discussion.

De Vos asked when the University Square project will be done; Strawser indicated that the streets and sidewalks should be open in about a year although building construction itself will not be done.

REPORTS OF OFFICERS AND MEMBERS FOR INFORMATION/DISCUSSION

H.1. Executive Secretary Report (verbal report/announcements)

Ross reported that the last federal transportation bill contained funding for four demonstration projects for non-motorized traffic. The Rails to Trails Conservancy is gearing up for the next authorization of the transportation bill and wants to expand the demonstrations to 40 communities. Madison is one

that they are targeting. it would be a significant amount of money. Ross stated that in June he will attend a meeting with Webber and Bob Schaefer of the MPO to see what kind of input is needed to lobby for the project. The four communities got \$25 million to spend on improving conditions for walking and biking and increase the mode share.

H.2. Items by Chair (verbal report and/or announcements)

Shahan indicated the June agenda will include a presentation by City Engineering on revised design alternatives for the Junction Road-Mineral Point Road intersection.

H.3. Member requests for future agenda items and/or announcements

Strawser had three items for a future agenda: the letter from Frank Alfano recently sent to members; the removal of stop signs on the Capital City Path at Thornton; and signal timing at intersections with ped-activated call buttons, especially at Atwood-Dunning and at the bike path crossing of Winnebago.

Compton handed out a notice from the Illinois DOT regarding driving information for work zones and noted that IL will begin using photo radar in freeway work zones.

ADJOURNMENT

A motion was made by Strawser III, seconded by Webber, to Adjourn . The motion passed by voice vote/other. The meeting adjourned at 7:25 p.m.