



# City of Madison

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

## Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

*This meeting can be viewed LIVE on Madison City Channel at [www.madisoncitychannel.tv](http://www.madisoncitychannel.tv)*

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Tuesday, November 24, 2015

5:00 PM

215 Martin Luther King, Jr. Blvd.  
Room 260 (Madison Municipal Building)  
(After 5:15 pm, use Doty St. entrance.)

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Please note: Items are reported in Agenda order.

### A. CALL TO ORDER/ROLL CALL

Having quorum, Rewey called the meeting to order at 5:07 PM. Everyone introduced themselves to new Member, Mark Bennett.

**Present:** 8 - Ledell Zellers; Paul E. Skidmore; Rebecca Kemble; Michael W. Rewey; Grant A. Foster; Aaron S. P. Crandall; Mark D. Bennett and Susan M. De Vos

**Absent:** 1 - Sarah (Sally) A. Lehner

**Excused:** 2 - Ronald B. Steinhofner and Scott A. Kolar

### B. APPROVAL OF MINUTES

A motion was made by Foster, seconded by Crandall, to Approve the Minutes of the October 27, 2015 meeting. The motion passed by voice vote/other.

### C. PUBLIC COMMENT - None.

### D. DISCLOSURES AND RECUSALS - None.

### E. UNFINISHED BUSINESS ITEMS

#### E.1. [39335](#)

Adopting the University Hill Farms Neighborhood Plan as a supplement to the City of Madison's Comprehensive Plan.

Project Manager Jule Stroik of Planning and Joe Keyes, Chair of the Ad Hoc Steering Committee described the neighborhood (boundaries, landmarks, school, parks, demographics); how the Plan was developed with public input; and key Transportation Issues inc. ped/bike improvements (as shown on pages 48-49 and 69-70). Keyes mentioned some focus areas: WisDOT redevelopment at Hill Farms, drop-off locations at Van Hise/Hamilton school, and upgrades for better pedestrian safety. Questions and discussion followed.

With DOT displacement of the Sheboygan Avenue Community Garden, three citizens registered and/or spoke in support of relocating the Garden to a part of the neighborhood that would limit transportation challenges and keep the Garden accessible to the 112 neighbors who gardened there, esp. those who walked to the Garden. The registrants were: Cindy Statz, Shawano Terrace,

53705, Garden Coordinator; Jim Baumann, Fairway Drive, 53711, Garden Preservation Committee; and Nan Fey, W. Wilson Street, 53703, Co-Chair, Community Gardens Committee. Statz provided an informational handout, and Fey submitted CGC recommendations (attached).

Zellers/DeVos made a motion to approve the plan with the following recommendations:

- 1) Replace the verbiage shown in the fourth Priority Recommendation on page 69, "Locate crossing guard at LaCrosse Lane and South Hill Road" with the verbiage from bullet point 1 under Ped/Bike Improvements on page 48, "Conduct a study to determine if a crossing guard at LaCrosse Lane and South Hill Road meets criteria for crossing guard placement".
- 2) Support relocating the Sheboygan Avenue Community Garden as close as possible to current gardeners to limit the transportation challenges they would face.
- 3) Improve the through transportation for biking, inc. biking on the major streets.
- 4) Working with Engineering staff, improve the cross-sections for Sheboygan Avenue shown (on page 35) in the Plan, inc. car and bike lane widths.
- 5) Have a street-to-path crossing for bikes at Whitney Way over to the bike path on the north side of University Avenue, rather than having bikes go through the intersection as pedestrians, by pushing the ped button.

The motion passed by voice vote/other.

E.2. [40888](#)

Staff Report for Langdon and Wisconsin Stop Sign Review - PBMVC 11.24.15

City Traffic Engineer David Dryer referred members to the Staff Report, maps, diagrams, and comments (attached). All-way stop signs had been added to the intersection following Edgewater reconstruction and reconfiguration of the intersection. Registrant Fred Mohs, Wisconsin Avenue, 53703, spoke in opposition to the all-way stop; and suggested instead a right-turn, no stop from Langdon turning onto Wisconsin, which would do the job and not cause trouble.

Dryer said Figure 2 reflected Mohs' idea. Reconfiguration of the intersection would be confusing for the location. Additional warning signs would be needed. People had been driving it as an all-way stop from the outset. A three-way stop would be atypical, and with hotel guests being unfamiliar with the location, and the annual influx of UW students, TE was interested in maintaining the all-way control.

De Vos mentioned that stop signs could be of negative value because vehicles produced more emissions when they idled at them. Bennett said that as pedestrian who commuted through this intersection regularly, the 4-way stop gave him a lot more confidence in his safety when he crossed there. Kemble observed this intersection was a lot safer for cars and pedestrians than the one at Gilman and Wisconsin.

Bennett/Foster made a motion in support of maintaining the 4-way stop signs at the intersection. The motion passed by voice vote/other.

Please note: A Roll Call is shown here to reflect that Skidmore left the meeting at this point, at 6:00 PM.

- Present:** 7 - Ledell Zellers; Rebecca Kemble; Michael W. Rewey; Grant A. Foster; Aaron S. P. Crandall; Mark D. Bennett and Susan M. De Vos
- Absent:** 1 - Sarah (Sally) A. Lehner
- Excused:** 3 - Paul E. Skidmore; Ronald B. Steinhofer and Scott A. Kolar

## F. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS

- F.1. [40887](#) 2015 Campus Master Plan Update, presented by Aaron Williams, Assistant Campus Planner & Zoning Coordinator

**Gary Brown, Director of UW Campus Planning and Landscape Architecture, presented the 2015 UW Campus Master Plan Update. (See attached Powerpoint.) Rob Kennedy, UW Transportation Services Transportation Planner, and Aaron Williams, Assistant Campus Planner & Zoning Coordinator, were available for questions.**

The UW was 45% through the 24-month planning process, and were starting to develop some concepts and alternatives, as follows:

- Campus Drive Bike Path Extension and an elevated Ped-Bike bridge over Campus Drive.
- Superblock-Interior Quad at Henry Mall and Charter Street (old University Hospital).
- Charter Street/Linden Drive Pedestrian Bridge, utilizing the grade separation between Superblock and Bascom Hill, putting it at second floor level of buildings along the way.
- South Campus-Central Quad on W. Dayton Street.
- Green Street on W. Dayton Street.
- Dual Track Surface for Bikes on University Avenue, either on north or south side; with transit medians and stops.
- Linden Drive/Willow Creek Redevelopment, inc. more ped and bike connectivity in the area.

UW and City staff answered questions.

- Moped drivers were now required to buy permits to park in lots, and could not park wherever on terraces. The number of mopeds on Campus was down greatly, reducing the number of mopeds going through congested intersections and zooming around.
- Re: the congestion resulting from class change times and signal timing, light cycles were set based on traffic volumes and pedestrian demands. Having Langdon Street closed had contributed to some of the problems on Campus. Langdon would be reopened on Dec. 4th.
- Highland Avenue from Observatory Drive south to the RR tracks would have designated bike lanes within the next couple of years.
- Because of parking facilities already buried in the center of Campus, the length and the hilly topography of the Campus, as well as having no grid and very few east-west streets, it was not practical to close the Campus to motor vehicles.
- Re: bike facilities on Linden and W. Johnson, Linden and Charter to the south would have bike lanes. But due to the heavy demand of traffic on W. Johnson, it was hard to add bike facilities there; to do so, a lane of traffic would be lost which would create its own problems.

Rewey made the following suggestions for bike improvements: to widen bike lanes beyond the minimums; to review mountable curbs; to formalize a bike route between Sterling Hall and Chemistry to Park Street; to look at the intersection at Campus Drive/Johnson/Randall where bikes were forced into a live lane. Brown said they would return next fall with final version of the Master Plan, and invited everyone to attend upcoming public meetings in Feb. and April.

F.2. [40900](#)

Update on Mifflin Street on the Square - PBMVC 11.24.15

Principal Engineer Chris Petykowski and Traffic Engineer Mark Winter presented information about the two possible designs for a contra-flow bike lane on Mifflin Street on the Square (attached), which would allow bikes to travel directly from State Street eastbound on Mifflin.

- Mifflin Street on the Square was scheduled for reconstruction in 2016, at which time the contra-flow lane could be created. Staff was seeking feedback from stakeholders, inc. State DOA.
- The State had preliminarily indicated a preference for the Design #2. They owned the first 8 feet of property out from the Square, and the design would work better for Farmers' Market.

Staff responded to questions.

- Paint and extra signage would be used to indicate the bike lane.
- Placing the lane along the inside curb of the Square vs. the outside curb worked better for buses, signals and bicyclists.
- The outside curb would be shaved back ~2 feet (between the planters and curb) to create the 42.5-ft. width.
- Contra-flow lanes, which didn't employ a concrete island, were already being used on shorter, connector blocks of E. Mifflin and E. and W. Main.
- In looking at a mountable barrier for Design #2, one of the drawbacks was that plowing would leave an ice wedge.

Members discussed their design preferences.

- (Zellers & Foster) If the State agreed to it, Design #1 with the concrete island between the parked cars and the bike lane seemed safer.
- (Foster) The contra-flow lane here would provide an important missing link, and bikers would be less likely to use the sidewalk for this passage.
- (Foster) The flow from the boulevard on E. Mifflin to W. Mifflin through Philosopher's Grove on W. Mifflin was as important as to/from State Street; (Zellers) so too with Carroll going north.
- (Foster & Rewey) It would be better to continue the sharrows for vehicles and bikes from E. Mifflin to W. Mifflin (to go straight on W. Mifflin and to turn on Carroll/State) vs. moving the bikes over to the bus lane on the W. Mifflin portion.
- (Foster) If Design #2 had to be used, it would be better to have some sort of mountable barrier between the bike lane and the parked cars; perhaps using alternate types of snow-clearing equipment.
- (Rewey) The stop location and signal timing, and confluence of peds, bikes and vehicles at State would require special attention.
- (Rewey) Design #2 would be better for the Farmers' Market, and for the simplicity of maintaining it in the winter. It was intuitive to be going against traffic on the correct side of the street.

Please note: A Roll Call is shown here to reflect that Crandall left the meeting

at this point, at 7:00 PM. Also, please note that the meeting proceeded to Agenda Item G.1.

**Present:** 6 - Ledell Zellers; Rebecca Kemble; Michael W. Rewey; Grant A. Foster; Mark D. Bennett and Susan M. De Vos

**Absent:** 1 - Sarah (Sally) A. Lehner

**Excused:** 4 - Paul E. Skidmore; Aaron S. P. Crandall; Ronald B. Steinhofner and Scott A. Kolar

**F.3.**     [40568](#)

Progress Update on the Platinum Bicycling Committee Report, 2015

[Please note: This item followed Agenda Item F.4.] Pedestrian-Bicycle Coordinator Arthur Ross announced that the City has achieved Platinum. He and Dryer answered questions about the Progress Update spreadsheet (attached).

- With no timeline, workplan or resources specifically designated for completing the Report's recommendations, staff worked to implement the recommendations, to make bike improvements and construct the network, as opportunities arose.
- TE staff was continuously looking at how to make ped and bike improvements, inc. as part of larger projects when a street was resurfaced or reconstructed. Some were done as incidental projects, as part of these larger projects (Ex. Mifflin on the Square); and some were done as independent projects (Ex. Cannonball Path).
- Large road improvement projects which incorporated bike facilities, usually involved several agencies and what their budgets allowed. It was hard to lock these projects down into planning documents.
- Most of the goals in the Report were ongoing, and didn't pertain to specific projects that could be checked off as done.
- Some items in the Report lay outside of the City's authority or responsibility.

Members discussed how the recommendations in the Report might be brought forward in a more deliberate fashion; who would be responsible for that work. Ross said the Report gave responsibility to PBMVC to follow up on its recommendations. With the help of various agencies, PBMVC was the body responsible for bicycle planning, to liaise with other groups, advocate and budget for it. If PBMVC wanted to update the Report, it could form a subcommittee, ask the Mayor to form a new ad hoc committee, submit a proposal to hire a consultant, or work with existing committees developing plans that included bicycle elements.

Ross discussed the update to the Bicycle Transportation Plan (just adopted by the Council), which incorporated parts of the Report, and identified primary and secondary bike corridors and gaps and deficiencies. He thought the BTP would be a good place to start; to list and prioritize potential projects, set timeframes for both incidental and independent improvements, and how to budget for them. Deputy Mayor Anne Monks also suggested PBMVC position itself to review the Madison in Motion report before it was completed, because the majority of useful, new planning coming out of the report was bike-related. Ross agreed, and said staff would try to arrange a presentation at January's meeting.

**F.4.**     [40889](#)

Update on Complete Streets - PBMVC 11.24.15

[Please note: This item followed Agenda Item G.1.] Rewey said the State law had been changed. He invited members and staff to review the 3-page WisDOT fact sheet (attached); to look at how to do a blanket resolution, so that all the city streets connected to State projects would be considered automatically under such a blanket resolution. Dryer said staff would work on this. Please note: Rewey excused himself from the meeting, and asked Foster to chair. The meeting proceeded to Agenda Item F.3.

Please note: A Roll Call is shown here to reflect that Rewey left the meeting at this point, at 7:10 PM. The group turned to the final item, Agenda Item F.3..

**Present:** 5 - Ledell Zellers; Rebecca Kemble; Grant A. Foster; Mark D. Bennett and Susan M. De Vos

**Absent:** 1 - Sarah (Sally) A. Lehner

**Excused:** 5 - Paul E. Skidmore; Michael W. Rewey; Aaron S. P. Crandall; Ronald B. Steinhofer and Scott A. Kolar

## G. REPORTS OF OTHER GROUPS (for information only)

- G.1. [40890](#) Bicycle Facility Maintenance Workgroup update - PBMVC 11.24.15

[Please note: This item followed Agenda Item F.2.] Rewey mentioned the Rob Phillips' letter (attached). He also asked Foster to take his place as Chair of the Bicycle Workgroup. Registrant Perry Sandstrom, Gregory Street, 53711, spoke before the group about possible ways to modify winter maintenance strategies on bike paths to reduce or eliminate salt use on all paths, inc. esp. the Southwest Path. See Sandstrom's PowerPoint attached. [Please note: The meeting proceeded to Agenda Item F.4. at this point.]

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

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

## H. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

- H.1. General Announcements by Executive Secretary

Staff reminded members to complete and return their Statement of Interests forms to the Clerk's Office by January 5, 2016. Also, per a memo from the City Attorney, henceforth minutes would be abbreviated.

- H.2. General Announcements by Chair - None.

- H.3. Commission member items for future agendas - None.

**ADJOURNMENT**

A motion was made by Kemble, seconded by Zellers, to Adjourn at 7:40 PM.  
The motion passed by voice vote/other.