



Traffic Engineering and Parking

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PARKING ON THE CAPITOL SQUARE

**Report of the City Traffic Engineer
To
The Board of Estimates
And
To the Joint Meeting of
Transit and Parking Commission and
Pedestrian-Bicycle-Motor Vehicle Commission
As Requested by Council Resolution 05-00139**

September 26, 2005

Introduction

Mayor Cieslewicz directed Traffic Engineering, Parking Utility and City Engineering staff to develop and implement a plan to return public parking to the Capitol Square in January 2005 via a Common Council Resolution.

Several options were prepared by staff. After review by the Pedestrian/Bicycle/Motor Vehicle Commission, the Transit and Parking Commission and the Downtown Coordinating Committee, a plan was recommended to the Common Council and adopted by them that included adding metered parking spaces to the City's side of the Capitol Square. The resolution also specified that after a test period, staff report back to the Board of Estimates, to a joint meeting of the Transit and Parking Commission and the Pedestrian/Bicycle/Motor Vehicle Commission, and to the Common Council prior to full implementation.

This report summarizes the results of the test. No specific action is required by the Commissions. The Commissions need only to forward this report to the Common Council for their consideration. The Commissions may, of course, forward their comments to the Council, but the Council will make the final determination on whether or not to make this experiment permanent.

Results

1) Bicycle Impacts

The original test cross-section included a marked bike lane between a bus/right turn lane and a through travel lane. All of the lanes were narrow and there was significant encroachment by motor vehicle drivers into the bike lane from both sides. There were numerous complaints from bicyclists with this cross-section. Staff observed traffic conditions and it was decided to remove the marked lane and return to the cross-section proposed by staff with a shared right lane designated for buses, bicycles and right turns and the outside curb lane used for parking. Staff

has received very few complaints from bicyclists since this change. Staff has observed traffic since this change and noted that most bicyclists ride to the center or left side of the right lane with little of the conflict that existed with the marked bike lane. Staff recommends maintaining the current cross-section without a separate marked bike lane.

2) *Bus Impacts*

Catherine Debo, Transit General Manager, reported to the TPC in a September 1, 2005 memo that "Parking on the Square appears to be operating without detriment to Metro." See attached memo.

3) *Parking Experience*

Twenty five metered parking spaces and two DIS/VET spaces have been added to the City's side of the Capitol Square. According to Parking Utility observations, these spaces are operating at about 50% - 60% occupancy, which is similar to occupancy rates for other on-street metered parking areas.

A few complaints have been received regarding delivery vehicles and tour buses using the new parking spaces. Delivery vehicles use parking spaces throughout the City; the situation and operations on the Square has performed no different than in other areas of the city. Delivery vehicles have always unloaded along the right curb around the Capitol Square and the current situation is similar to that before the addition of metered parking. All known tour bus companies have been notified in writing asking them to unload their passengers on the Square and then to park at Olin/Turville Park until they are called to pick up by their customers.

4) *Bicycle Parking*

The resolution included adding additional bicycle parking racks around the Square. A plan has been developed to add 40 bicycle parking spaces to the Capitol Square. Five spaces have been added already at the intersection of King and S Pinckney Streets. An additional 35 spaces are being installed now using racks the City has available, after consultation with the Vending Coordinator and Mall/Concourse staff, as follows:

5 spaces on the 10 block N Carroll between the 2nd and 3rd planters.

6 spaces on the 10 block S Carroll by the planter on the south side of the Inn on the Park's driveway to their surface lot.

12 spaces on the 100 block of Martin Luther King, Jr. Blvd. 7 spaces near Starbucks and 5 spaces near the M&I Bank's ATM.

4 spaces on the 10 block E Main at the end of the planter by Walgreen's

8 spaces on the 10 block of W Mifflin with 4 spaces in the rebuilt planter on Wisconsin Ave and 4 spaces at the end of the planter near Cameo Day Spa.

A plan to purchase additional bicycle racks and add up to 50 more spaces is being developed.

5) *Business Response/Impacts*

Feedback from businesses has been limited since the test. More information from the Downtown

Coordinating Committee is expected to be shared at the joint meeting.

Conclusions

Given the support of the businesses and property owners on the Square and Downtown in general and with the successful operations and accommodations of all users of the street since the traffic markings were modified to the cross section proposed by Traffic Engineering staff, it appears that the test parking configuration in place as of this report has proven successful and worthy of permanent implementation.

DCD:AR:ef

Enclosures



City of Madison

Master

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File Number: 00284

File Number: 00284 **File Type:** Resolution **Status:** Report of Officer
Version: 2 **Reference:** 36495 **Controlling Body:** BOARD OF ESTIMATES
Requester: TRANSIT AND PARKING COMMISSION **Cost:** **Introduced:** 01/14/2005
File Name: Parking on the Capitol Square **Final Action:** 02/22/2005

Title: Substitute Resolution directing Traffic Engineering, and Parking Utility and City Engineering staff to develop and implement a plan to return public parking to the Capitol Square

Notes:

Code Sections:

Agenda Date: 02/22/2005

Indexes:

Agenda Number:

Sponsors: Mayor Cieslewicz, Michael E. Verveer and Kenneth Golden

Enactment Date: 03/01/2005

Attachments: registration form 00284.pdf, 00284 constituent ltrs. pdf

Enactment Number: RES-05-00139

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	TRANSIT AND PARKING COMMISSION	01/11/2005	RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIO NS - REPORT OF OFFICER				Pass

Verbose Action: recommended approval of option 6C with the following amendments: (1) maintain the bus stops at Pinckney-Mifflin, Carroll-Mifflin and Main-Pinckney; (2) use a mix of time limits (from 15 minutes to 1 hour) that would be enforced until 6 p.m.; (3) plan for the management of tour buses and school buses; (4) add additional bike parking racks around the Square; (5) bag the meters on Farmers Market Saturdays from 6 a.m. until 2 p.m., late April to early November; (6) that the recommendation on bus shelters be studied by staff and brought back to the TPC; and (7) that the BE IT FURTHER RESOLVED clause be amended to read "... width be initiated, and that after the test, staff report back to the Board of Estimates, to a joint meeting of the Transit and Parking Commission and the Pedestrian/Bicycle/Motor Vehicle Commission, and to the Common Council. SEE THE FOLLOWING DISCUSSION.

Members first heard from the registrants.

Jeanne Hoffman, Mayor's office:

- This issue is very important to the Mayor and he strongly supports providing short-term parking for the up-and-coming retail occurring on the Square.
- Adding parking would provide more of an urban, retail feel.
- The Square businesses have said that additional on-street parking would be helpful.
- City staff developed a number of options, which have been reviewed by the Downtown Coordinating Committee (DCC) and the Pedestrian/Bicycle/Motor Vehicle Commission (PBMVC).
- Acknowledged that not everyone is happy with the compromise but felt the compromise best addresses everyone's needs.
- The current situation on the Square is not good. There is a very wide bus/bike/right turn only lane but the users don't seem to know where to position themselves.
- The recommended option provides separate travel lanes.
- The narrowing of the travel lane will have the beneficial impact of slowing down motor vehicle traffic.

The Mayor is working with staff to determine whether there is the budget authority to implement the option recommended by the PBMVC. There are a number of budget programs available, including some TIF districts, but there is a finite amount of money. The Mayor does not want to see the project so "loaded up" that it becomes financially unfeasible.

Regarding the bus stops, Ms. Hoffman indicated it's possible to retain the bus stops even if the shelters are removed, especially for heavily-used stops.

In response to a question from Wong, Dryer stated that staff will work with the property owners to determine the time length on the parking meters. Wong asked how many times a meter can be plugged and was informed that re-plugging the meter is illegal, a parker can be ticketed for staying longer than the time limit on the meter.

Konkel referenced the DCC's recommendations and asked if there were any cost concerns. Dryer replied no, noting that staff likely will not change the sign wording from "loading" to "unloading." Designating cul-de-sacs as delivery zones might be a problem. It also gets into the problem with other earlier iterations of Square parking - increasing parking on the Square pushed other users to the side streets, which would necessitate some removal of parking there. Dryer noted that in this latest version, the Metro bus stops stay on the Square rather than move to the diagonal streets as earlier suggested. Relocating the bus stops to the diagonal streets would have decreased the parking on those streets, thereby somewhat negating the parking spaces added to the Square. The issue of finding an off-site location for tour bus parking needs to be addressed. Ms. Hoffman noted that the State Capitol does not have a problem with a City policy that requires tour buses to park off-site, and the Capitol is willing to send information about tour bus parking to the schools.

Hoag felt that the past policy has been to discourage motor vehicle traffic on the Square and to encourage it one block off the Square. He expressed concern about motorists circling the Square looking for a parking spot, and he felt this plan puts a lot of cars on the Square. Traffic Engineering staff have estimated there would be an additional 550-700 vehicles per day, depending on the turn-over of the parking.

Kaysen remarked that everyone agrees there's a perception problem about downtown parking. However, parking is available on the Capitol side of the Square. She expressed concern about using concrete to fix a perception problem and suggested better marketing. Ms. Hoffman advised that the parking on the inside of the Square is controlled by the Capitol, and State DOA has made it clear that they do not plan to make this parking available to the City. Ms. Hoffman recognized that marketing is part of the focus that the City needs to undertake. But the issue is more complex than that. There are all sorts of trips that people make, and a quick stop at the bank is a different trip than shopping. Having parking available at the front door is the best advertising. Ms. Hoffman noted that an advertising program is an ongoing expense. The recommended option is a capital expense that would

be done once. The Parking Utility will get revenue from the meters that could be used for additional marketing.

Wong agreed with Kaysen that the perception is more of a problem than an actual lack of parking. The proposal calls for adding only 27 parking stalls, and he felt the perception will still be there and in fact might be worse if cars are circling the Square, looking for a parking space. Will the City then want to add more parking stalls? Ms. Hoffman replied that 27 stalls are all that can be added. The Mayor does not want to move Metro off the Square, and this proposal balances transit with some additional parking. There is no support from the Mayor's office for more parking than these 27 spaces. Ms. Hoffman recognized that some of the ramps may have available parking, but the Capitol Square North Ramp, for example, is not conducive for a quick stop at a Square store. Parking on the Square would be more helpful to the retail businesses. Wong mentioned that others may not understand that 27 stalls are all that will be added, and he wondered if this is opening a Pandora's box. Ms. Hoffman replied no and reiterated that the Mayor does not support additional parking above this proposal.

Paoni wondered about congestion levels on the Square and whether the turning movements and slower moving traffic would be a barrier for people parking on the Square. Dryer commented that the estimated 550-700 additional vehicles per day is not a lot. Ms. Hoffman noted that the retail businesses want slower-moving traffic going past their front door. She did not see the additional vehicles making the Square so congested that there would be gridlock.

Webber asked if funding is available for the option that cuts into the terrace. Ms. Hoffman stated that the 2005 capital budget includes an ongoing pavement maintenance account in City Engineering. The City Engineer plans to use \$200,000 from this account to replace the pavement joints in the proposed bike lane. It would also be necessary to remark the Square, and Ms. Hoffman noted that the 2005 capital budget also includes a couple TIF districts that have approved funding for items such as streetscape work, and the City would use that funding for marking the Square. She pointed out that the plans and specifications for the actual construction work will come to the Common Council. Ms. Hoffman indicated that there's no funding available to widen the pavement. Cutting into the terrace probably doubles the cost of the project and is not fiscally feasible.

Dilweg asked whether any of the 27 parking stalls will be for handicapped parkers. Dryer said that staff have discussed it. If a meter is longer than one-half hour, a handicapped parker can park there all day without paying. Staff will try reasonable time limits and see how the meters are used.

Mark Shahan, 607 Piper Drive, representing himself and the PBMVC:

- He commented that the trip data compiled by Traffic Engineering provides a good snapshot of what's happening on the Square. There are more ped, bike and bus trips than auto trips.
- Given the volume of alternative traffic modes, he urged the TPC to be careful when making changes to the operation of the Square.
- Shahan agreed that the current bus/bike/right turn only lane is ill-defined and that there needs to be a separate bike lane.
- The PBMVC focused on three options, 4A Modified, 4B (cut into the curb) and 6C (retain existing roadway width and use colored concrete for the bike lane). The problem with 4A Modified is that it didn't have a separate bike lane.
- He used the University Avenue bike lane as the starting point for coming up with an option that accommodates all roadway users while providing the additional parking that the Mayor wants. This led him to option 4B, which provides what he considered to be the minimal clearance for bikers (if the vehicle is traveling in the middle of its lane, there's 3 feet of clearance between the vehicle and a bicyclist in the bike lane. However, funding for this option is a big issue.
- Option 6C puts in a bike lane by narrowing the other traffic lanes. There would only be about two feet between a bus and a bicyclist, and about 2½ feet between the bicyclist and the car lane.
- He disagreed that the narrower lanes would slow traffic. The signals are already timed to 17-20 miles per hour.
- His preference is for option 4B since it best meets the multi-modal needs.
- If 6C is approved, Shahan requested that the pavement joints be moved such that if the City wants to implement 4B in the future, the pavement won't have to be redone.

Paoni asked whether the PBMVC typically recommends a 5-foot bike lane. Shahan indicated normally the lane would be at least six feet, but there are circumstances where it might be five feet. Dryer indicated there are concerns about the narrow lanes and that they may be separate in name only and traffic may encroach into the adjoining lane. In response to a question, Tim Sobota of Metro staff advised that a bus is 8'6" wide but including the mirrors on both sides equals 11 feet.

Paul Haskew, 453 Togstad Glen:

- He is a member of the DCC and BID.
- The DCC became convinced that the additional parking would create a better sense of place and would be helpful to the businesses.
- Currently, tour buses idle in the bus/bike/RTO lane and the fumes create problems for the nearby businesses. The options under consideration would relocate tour buses off the Square.
- He liked option 4B and felt it would be an attractive improvement to the Square and make it seem more like a downtown retail area.
- The meters will generate revenues for the Parking Utility.

Susan Schmitz, 210 Marinette Trail, representing Downtown Madison, Inc.:

- This is an economic development issue as well as a transit and parking issue. Local businesses need the opportunity for customers to park close by.
- DMI is very supportive of this effort and has waited 30 years for parking to be restored on the Square.
- Some congestion is part of a healthy and lively downtown.
- Traffic should move slowly past businesses and DMI supports a narrow vehicle lane.
- It sent a good message to the local businesses when the PBMVC passed their recommendation.

Webber pointed out that delivery vehicles won't be able to pull up in front of businesses any more and wondered if this will be a problem. Ms. Schmitz felt it's similar to the issue of eliminating deliveries on State Street during certain hours because of the outdoor cafes. DMI met with the major delivery companies and they were very accommodating. Webber noted that deliveries are an issue for businesses, and she didn't want the City to solve one problem but create another one. Ms. Schmitz indicated that the delivery trucks may have to go around the corner.

Wong referenced Ms. Schmitz's comment about removal of parking on the Square 30 years ago and commented that most of the downtown businesses had already left by then. Ms. Schmitz indicated her information came from businesses that have been downtown for 30 years or more.

Referencing the perception issue, Kaysen asked whether the coupon parking program had helped to encourage people to shop downtown. Ms. Schmitz indicated that perception and marketing are important issues that need to be addressed, but they are separate from this. There does need to be some public education about where to park, and she has discussed this with Dryer and the possibility of BID working on it.

Kaysen pointed out that there were three traffic fatalities in the downtown in 2003, and she wondered if traffic safety had an impact on business and customers' decision to come downtown. Ms. Schmitz did not think so and has not heard that from businesses.

Paoni wanted to know what transit does for these businesses. Ms. Schmitz stated transit plays a huge role and is part of an active downtown, making it easy for people to get to the center city.

Ald. Mike Verveer, District 4:

- Strongly supported the resolution and felt it was a long time in coming.
- He recognized that bike advocates have some concerns about the recommended option but it's imperative that the City add as many parking stalls as possible. He felt it will increase the vibrancy of the Square and improve the diversity of businesses, including the Outer Ring, by changing the perception that there's no place to park.
- He appreciated that the Mayor has made it a priority and he noted that the BOE unanimously recommended adoption at last night's meeting.

Ledell Zellers, no address given, representing the DCC:

- She lives downtown and is familiar with the ped issues on the Square.
- The DCC supports parking on the Square. The DCC has members who walk and bike, and they support the compromise that has a separate bike lane.

Bryant Walker Smith, no address given, representing the DCC:

- He bikes and likes the current wide shared bike lane.
- There seems to be a perception that there's no reason to come to the Square. When he talked with business owners, it became clear that they need parking.
- The DCC supports an active downtown that accommodates short-term parking.

David Bogen, 109 S. Segoe Road:

- Opposed the plan.

- Proponents think that the parking will revitalize the Square, but instead of talking about which option to implement, people should be talking about whether this should be done at all.
- The lack of "vibrancy" on the Square is due to the make-up of the businesses on the Square, and adding more parking stalls will not solve the problem. Most of the existing stores close at 5 p.m.
- The Farmers' Market brings the most vibrancy to the Square, yet there's no parking on the Square during the Markets. The most vibrant street is State Street, which doesn't have parking. There's no link between vitality and parking.
- Everyone agrees that there's a perception that there's no parking, and the City should be looking at the root cause of the problem. One reason that people have a difficult time finding a place to park is that there's very little promotion, for example, the signs directing people to the parking ramps are very small. It would be easier and cheaper to first try better signing for the existing parking.
- Of the 27 new stalls, one-third will be in front of banks or chain stores like Starbucks, so he failed to see how this would support local businesses.
- As far as slowing traffic, the signals are already timed for 17-20 miles per hour and making it even slower does not make sense.
- This proposal is a solution looking for a problem.

Larry Johnson, P. O. Box 1485, Madison, representing the Dane County Farmers' Market:

- His preference is that there be no parking on the Square on Saturdays during the Farmers' Market season.
- Distributed a copy of a 2003 survey of Farmers' Market customers. During the 2003 season, almost 500,000 people attended, and the majority of these people also spent money in the downtown area. The estimated economic impact was almost \$6 million.
- Mr. Johnson noted that the Farmers' Market needs on-street space for vendor parking and customer pick-up.
- He reiterated his preference for maintaining the current policy of no parking and no buses on the Square on Farmers' Market Saturdays from 6am-2 pm, late April to early November. He was very encouraged that this was a recommendation of the PBMVC.

William Patterson, 1014 Williamson Street #2:

- Supported parking on the Square but had some concerns. Bicyclists need a safe way to traverse the Square.
- He uses the bus and urged that the bus stop in front of Walgreens be retained. He expressed concern that the shelter will be taken away. Moving the bus stops off the Square, without a shelter, is not a solution. He personally preferred to wait on the Square than on the side street.
- If you really want to help the downtown, you need to make it more friendly for those who live and work downtown to move around. Mid-day bus schedules are not good. It's time for the City and Metro to get more creative about the new downtown residents, perhaps consider a circulator at night. He thought this would make more of a difference for the businesses than adding 27 stalls.

Sonya Newenhouse, 1425 Rutledge St.:

- She is a member of the DCC and owns property on the Square.
- The size of the lanes in the recommended option could change in the future if necessary.
- She noted the need for more bike racks on the Square.
- She suggested that benches be put in at the bus stops where the shelters are removed.
- The current shared bike lane is ill-defined, and she supported a separate bike lane. She asked that the pavement be redone so that the joints are not in the middle of the bike lane.
- She referenced the potential economic impact to the downtown if each user of the additional stalls spent \$10.
- She supported the additional parking as a way to retain local businesses.

Susan De Vos, 626 Gately Terrace:

- She is a member of the PBMVC but was testifying as a private citizen.
- Opposed the plan.
- The Square is a major transfer point for transit users, and the removal of bus shelters concerned her. When bus riders were surveyed a while ago, they strongly supported staying on the Square rather than moving to the Outer Ring. She uses two of the three stops that would be moved.
- The Square retail cannot compete with the malls. It should try to be more like State Street and improve accommodations for bicyclists and pedestrians (more bike parking, more benches, etc.).

Darin Burleigh, 5018 Tomahawk Trail:

- Opposed the plan because it's trying to address a perceived problem, not a real problem.
- The real problem is that people don't know that parking is available. Adding more parking to the existing supply won't solve the problem.
- If the goal is to increase shopping, you need more additional shoppers than could be

accommodated with 27 stalls.

- More emphasis should be placed on transit to get thousands of people downtown.
- All the parking options are compromises and diminish transit and bike accommodations. The proposal has both financial costs and costs in terms of people's ability to use bikes and transit.
- The center of the city should be more bike friendly. Bike facilities around the city are expanding but not in the central city.
- When considering the options, the fundamental question should be whether there is a problem.
- He urged the TPC to maintain the bus and bike accommodations.

Kaysen asked Burleigh his opinion regarding a 5-foot bike lane. He thought it was okay but was not sure the other vehicles would stay within their narrow lane width.

Jeff Schimpff, 2721 Kendall Avenue, provided a written statement:

- He is a bicycle commuter. The top priority for decision-makers should be the safety of bicyclists, with the next concern being to ensure there's no negative impact on bus service.
- Diagonal parking is unsafe for bicyclists since many motorists do not take appropriate precautions when backing out.
- He supported converting all existing Square parking to open public parking.
- Retail on the Square was not killed by a lack of parking, and he failed to see any convincing information that putting additional parking on the Square will provide a significant boost to retail businesses. There is existing available parking in the ramps. Shoppers would not be guaranteed a parking spot in front of the store they wish to patronize and may need to walk some distance, minimizing any perceived convenience.
- The expansion of downtown residential units and office development should bring in new customers to support downtown businesses.
- If the City decides to put in parking, he preferred an option that would cut into the curb to provide a parking lane, 10-foot traffic lane, 7-foot bike lane, 12-foot bus lane, and a parking lane on the Capitol side. This would be safest for bicyclists.

Michael Barrett, 2137 Sommers Ave.:

- He usually doesn't support the expansion of parking but this situation is different: small number of new stalls, it doesn't increase the amount of existing pavement, it could calm traffic, could make life easier for bicyclists, and could create a buffer zone between peds and moving traffic. But the plan must be done right.
- Option 4B is the ideal option but he understood the budgetary issues associated with cutting into the curb. He could live with option 6C but it squeezes bicyclists between two streams of traffic.

Kaysen asked how he viewed the University Avenue bike lane. Mr. Barrett stated that as a bicyclist, he feels squeezed in the 8-foot wide lane. However, traffic on the Square will be traveling slower than on University Avenue. The 5-foot lane on the Square will be uncomfortable, but the current shared lane is not working and is a mess.

Peg Scholtes, 115 S. Franklin Street:

- She owns the Capitol Kids store on the Square.
- She was impressed by the willingness of people to negotiate and come up with something that works for everyone.
- So far in the discussion; parents of young children have been underrepresented. It's difficult to bike or walk with children in the winter.
- Some of the previous speakers underestimated the value of one or two additional customers a day for a small business.
- Most of the phone calls she receives from potential customers are about parking. Kaysen asked Scholtes what she tells people when they call and ask about parking. Ms. Scholtes indicated she directs them side streets such as W. Washington (now that it's open again after construction) or Main Street, and she also asks them to think about how far they would walk in a mall.
- If a customer purchases a large item, there's no legal place for them to park in front of the store. The lack of parking also makes it difficult for people with mobility problems.
- The lack of parking is not just a perception but a reality for her and her customers. There are more obstacles to a downtown business than she anticipated.
- There isn't a close parking ramp for the Carroll Street side of the Square. The Dane County Ramp is basically reserved. Paoni asked about parking at Monona Terrace, which Scholtes indicated would be about 4 blocks from her store. She felt the general public doesn't view the Monona Terrace Ramp as an option for public parking.

In response to Wong's question, Ms. Scholtes stated she favored a mix of time limits for the meters,

with a one-hour maximum. Webber asked if the parking spaces would be a problem for delivery trucks. Ms. Scholtes did not think so, noting that the UPS driver currently comes through the alley and many delivery trucks use the multiple driveways at the Inn on the Park.

There being no further registrants, the item was opened up for TPC discussion. Kaysen expressed concern about an 11-foot bus lane when the bus (with mirrors) is that wide and the fact bicyclists would be next to the bus lane. Debo indicated that the height of the bus mirrors could be a problem for bicyclists although it was hard to say at this time. She assumed that the buses will be moving very slow. She thought a 16-foot shared lane might be better. Dryer acknowledged that the lane widths are tight, but it's one-way traffic, low speed, and low volume. Kaysen reiterated her safety concern about the buses staying in their lane, especially in bad weather. She did not want to design a system that produces conflicts. The 9-foot travel lane is also narrow. She thought it might be useful to have signs about who yields, etc., but Dryer pointed out that no amount of signing will keep vehicles in their lane.

Wong was concerned about losing three bus stops, especially the one in front of Walgreens which he described as a key stop. The memo from Metro indicates that the stop, without a shelter, would be moved to King Street. He felt bus accommodations should trump the parking. Debo stated that staff has talked about retaining the three stops on the Square, although the shelters would be removed. The three stops are ones at which very few routes stop. The stops would be the "stop and go" type. The shelters will remain at the other four stops on the Square where the buses queue. Wong noted that the shelter removal is still a problem, especially for riders waiting in bad weather. Could the shelters be moved closer to the corner? Debo was not sure. Dryer indicated he did not have a problem with a shelter closer to the corner but he didn't want the bus blocking the intersection while it waited. Debo confirmed that the bus stops will be maintained on the Square; the only question at this time is whether the shelters can be retained. Mayoral Assistant Hoffman agreed that the three bus stops will remain on the Square. She noted that since only a few bus routes use these stops, perhaps a smaller shelter could be put in closer to the corner.

Paoni advised that the Long Range Transportation Planning Commission has worked on defining travel lanes and street widths, and she wondered how an 11-foot bus lane fits in. Dryer stated that the 9-foot travel lane is the bare minimum but has been used before. Given the traffic conditions on the Square - one-way, low speed, and low volume - he felt it is an option. He would prefer to widen the roadway by cutting into the terrace, but it is too costly. Paoni asked about the anticipated travel speed in the 11-foot bus lane, and Dryer noted that the signals are timed to 17-20 miles per hour. He did not anticipate significant travel speed changes. Paoni asked if the 8-foot parking lane is a minimum, and Dryer replied yes, as is the 5-foot bike lane.

Durocher reminded members that the PBMVC had recommended option 6C as its first choice. The substitute resolution that was handed out at the meeting identifies this as the preferred option.

Debo commented that currently buses and bicyclists share a wide lane, and it seems to have worked well. She has received no complaints about a shared bus/bike lane on the Square over the years. Webber commented that oftentimes when she is bicycling on the Square, the shared lane is partially blocked by a delivery truck, tour bus, etc., and she and the bus driver have to share about 10 feet of the lane, and they manage. Hoffman pointed out that portions of the Square will not have parking, and in those locations the buses can use this additional space.

Referencing the funding sources, Kaysen asked if the \$200,000 for the joint replacement is coming from the same pot of money used to improve areas that don't have sidewalks and get bus pads. Hoffman replied no. City Engineering has a pavement maintenance budget, and City Engineer Nelson has agreed to use \$200,000 for replacing the joint line around the Square.

Konkel felt the substitute resolution does not address a lot of the elements discussed by the various commissions, for instance, it says nothing about colored concrete for the bike lane and the fiscal note indicates only \$19,500. Dryer stated that City Engineering has estimated \$400,000-\$700,000 to cut out the joint line and replace the concrete, with the higher estimate being for colored concrete in the bike lane. That number still needs to be firmed up. The fiscal note does not include redoing the concrete. Wong asked how much it would cost to expand the roadway, and Dryer indicated the initial estimate was at least \$500,000 but it would probably be much higher due to the utilities underneath the sidewalk. Hoffman agreed that the cost would likely exceed \$500,000.

Konkel wanted to confirm that the substitute resolution captures the PBMVC's recommendation. Hoffman replied yes. Paoni noted that the substitute mentions a test and asked how this would work. Dryer replied that staff wants to make sure the lane configuration will work before cutting out the joint and making other physical changes. It will probably be evident fairly quickly if the lanes don't work.

The test would be implemented this spring.

Konkel asked if the fiscal note of \$19,500 refers to the test. Hoffman replied that there isn't a fiscal note for the test, it will likely be done with available staff and available funds. To fix the joint line in option 6C, the City Engineer has estimated \$400,000 and \$700,000 if use colored concrete. In response to Kaysen's question, Hoffman advised that the \$200,000 for joint replacement is part of the \$400,000-\$700,000 cost. Wong questioned having a bike lane with a joint line in the middle during the test. Dryer acknowledged that it could be a "wheel grabber" and staff will try to address this, perhaps with a cold patch. Dryer emphasized that City staff will do whatever it takes to make the joint line safe for bicyclists.

Wong asked if it's possible to have a third option, one that's wider than the existing 41-foot cross section but not as wide as 4B so you could avoid the utilities. Both Dryer and Hoffman indicated that if the City is going to go to the trouble and expense of widening the roadway, it wants to "do it right" and make the lanes wide enough.

Kaysen wanted to know how long the test will last. Dryer did not anticipate it lasting long, probably 90 days or less. Hoffman indicated that the intent is to get a feel of how the lanes operate and the spatial relationship. Konkel suggested that the amount of time for the test be left up to staff in case they need to end it quickly because of safety problems.

Kaysen referenced the action taken by the TPC a while ago to approve the purchase of new shelters for the Square. Debo indicated this is on the back burner for now. It was Hoffman's understanding that the money for the new Square shelters was taken out of the 2005 capital budget.

Motion by Webber/Streit to approve the substitute resolution with option 6C as recommended by the PBMVC.

Webber indicated her support for additional parking was based on the fact it will not increase the amount of existing pavement and it will address the problem with the current shared bike/bus lane. Option 6C will at least improve the situation. She realized that the lanes are very tight and all users will think they are squeezed, but everyone gets their own lane. Also, the City may be willing to reconsider cutting into the curb at some future date if these lane widths don't work. The proposal also makes the business owners happy.

Hoag strongly opposed the motion. (1) The short trips being talked about cause the worse emission problems. Anything that encourages short trips and start/stop driving is not good for the environment. (2) He was uncomfortable with any action that encourages individual cars, especially for short trips. This policy is going in the wrong direction. Vibrancy comes from foot traffic, having hundreds of people walking about. The case made by the business people for more parking seems to be anecdotal; no surveys have been done. Providing parking directly in front of the store discourages browsing and additional shopping. Hoag strongly urged the TPC to re-think a proposal that encourages start/stop vehicle trips. He is a biker and does not have a problem with the shared bike lane on the Square, it seems safe to him. The proposed 5-foot bike lane does not allow space for passing another bicyclist without encroaching into either the travel lane or the bus lane.

Konkel offered the following amendments: (1) maintain the bus stops at King-Main and Mifflin-Pinckney; (2) use a mix of time limited meters (from 15 minutes to 1 hour) that would be enforced until 6 p.m.; (3) plan for the management of tour buses and school buses; (4) install additional bike parking racks around the Square; (5) bag the meters on Farmers' Market Saturdays from 6 a.m. until 2 p.m., late April to early November; (6) that a recommendation on Square bus shelters be studied by staff and brought back to the TPC; and (7) that the BE IT FURTHER RESOLVED clause be further amended to read ". . . width be initiated, and that after the test, staff report back to the Board of Estimates, the TPC and the Common Council prior to full implementation." Webber accepted these as friendly.

Konkel stated that when this item was before the BOE last night, they did not see the Substitute Resolution, nor did they talk about the costs mentioned tonight. She felt some of the BOE alders would be very surprised about information brought out at the TPC meeting, and she expressed concern that the BOE didn't realize the full implications of the resolution. Hoffman indicated the substitute could be referred back to the BOE, and Konkel felt that would be a good idea.

Konkel accepted a friendly amendment by Kaysen to have the test results reported back to a joint meeting of the TPC and PBMVC, the BOE, and the Common Council.

Hoffman asked for clarification as to the intent of the joint meeting. Dryer emphasized that staff will not have objective data, and there will be no before/after studies or things like that. Webber referenced Hoffman's earlier comment that the test is to get an idea of how the lanes feel to the users, and information lie that is important to the TPC and the PBMVC. Konkel also wanted to know who will determine whether the lanes "work" or "don't work."

[Durocher left at 8:30 p.m. and Vice-Chair Kaysen took over as Chair.]

Paoni asked whether the joint meeting would be after the test of option 6C, and Konkel indicated that was her intent. She also indicated the Substitute did not need to go back to the BOE at this time but could wait until after the test. Paoni supported the test but did not want to have any bus shelters removed. Dryer wanted clarification on the "results" expected to be presented to the joint meeting. Members indicated they wanted to have staff's observations as to how the lanes operated and any public input received by staff, and they were not asking staff to collect any specific data.

Konkel revised item (1) of her amendments to include retaining the third bus stop on the Square at Carroll-State.

Motion as amended carried on a 5-2 vote (yes: Dilweg, Konkel, Streit, Webber and Paoni; no: Wong and Hoag).

Aye: Konkel, Webber, Dilweg, Kaysen, Paoni and Streit
 No: Hoag and Wong

3	Transportation Department	01/14/2005	Fiscal Note Required / Approval	Comptroller's Office/Approval Group	01/24/2005	02/03/2005	
3	Comptroller's Office/ Approval Group	02/03/2005	Approved Fiscal Note By The Comptroller's Office	Transportation Department			Pass
	Notes:	<i>Brill</i>					
3	TRANSIT AND PARKING COMMISSION	02/04/2005	Rerefer	BOARD OF ESTIMATES		02/14/2005	
1	BOARD OF ESTIMATES	02/14/2005	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER				Pass

Notes: *The Transit and Parking Commission recommended adoption of the Substitute.*

The Downtown Coordinating Committee recommended incorporating the following recommendations: 1. Enforce meters to 6 p.m.; 2. Use a mix of time limits (from 15 minutes to 1 hour) that reflect the needs of adjacent businesses; 3. Include a plan for the management of tour/school buses so that they do not park on the Square; 4. Designate cul-de-sacs near the Square as delivery zones, and refine on-Square delivery zones; 5. Add additional bike parking/racks around the Square; 6. Change the word "loading" to "unloading"; 7. Investigate the size of the parking stalls with the objective of making them smaller.

The Pedestrian/Bicycle/Motor Vehicle Commission recommended Option 6C as a first choice and Option 4B Modified as a second choice. Additional recommendations included: 1. Support for bagging meters on Farmers' Market Saturdays with the dates/times being defined (e.g., late April - early November between the hours of 6 a.m. and 2 p.m.); 2. Recommendation that colored concrete be provided for the dedicated bike lane portion of the pavement.

Aye: Konkel, Webber, Dilweg, Kaysen, Paoni and Streit
 No: Hoag and Wong

3	COMMON COUNCIL	02/22/2005	Adopt				Pass
			Aye:	Konkel, Webber, Dilweg, Kaysen, Paoni and Streit			
			No:	Hoag and Wong			

Text of Legislative File 00284

**..Fiscal Note
 \$19,500**

Estimated startup costs are \$19,500 for the installation of parking meters and signs, for which funds are available in the Parking and Traffic Engineering operating budgets. These costs will be offset by an estimated annual parking revenue increase of \$50,000

..Title

Substitute Resolution directing Traffic Engineering, and Parking Utility and City Engineering staff to develop and implement a plan to return public parking to the Capitol Square

..Body

WHEREAS patron parking convenient to businesses is one component of a successful downtown; and

WHEREAS the business community has repeatedly requested parking be allowed on the outside lanes of the Capitol Square; and

WHEREAS the Mayor has directed Traffic Engineering, Parking, Madison Metro, Planning and City Engineering to work together to develop parking concepts which minimize impacts to the users of the Capitol Square; and

WHEREAS this staff team has identified several options for angle and parallel parking; and

WHEREAS Option 4A-Modified 6C provides the opportunity to maximize parking while minimizing impacts to the public and Madison Metro operations;

NOW THEREFORE BE IT RESOLVED that the Common Council directs Traffic Engineering, and Parking Utility and City Engineering staff to implement Parking Option 4A-Modified 6C and return public parking to the outer lane of the four streets (Mifflin, Carroll, Main, and Pinckney) comprising the Capitol Square; and

BE IT FURTHER RESOLVED that implementation of Parking Option 6C include the following elements: (1) maintain the bus stops at King-Main, Mifflin-Pinckney, and Carroll-State; (2) use a mix of time limited meters (from 15 minutes to 1 hour) that would be enforced until 6 p.m.; (3) plan for the management of tour buses and school buses; (4) add additional bike parking racks around the Square; (5) bag the meters on Farmers' Market Saturdays from 6 a.m. until 2 p.m., late April to early November; and (6) that a recommendation on Square bus shelters be studied by staff and brought back to the TPC; and

BE IT FINALLY RESOLVED, that as a part of the implementation process a test of the revised lane configurations and width be initiated; and that after the test, staff report back to the Board of Estimates, to a joint meeting of the Transit and Parking Commission and the Pedestrian/Bicycle/Motor Vehicle Commission, and to the Common Council prior to full implementation.



Metro Transit

Catherine Debo, Transit General Manager

1101 East Washington Avenue

Madison, WI 53703

Administrative Office: 608 266 4904

Customer Information: 608 266 4466

TDD/Device for Deaf: 608 267 1143

www.mymetrobus.com

MEMO

TO: TPC Members

FROM: CSDebo

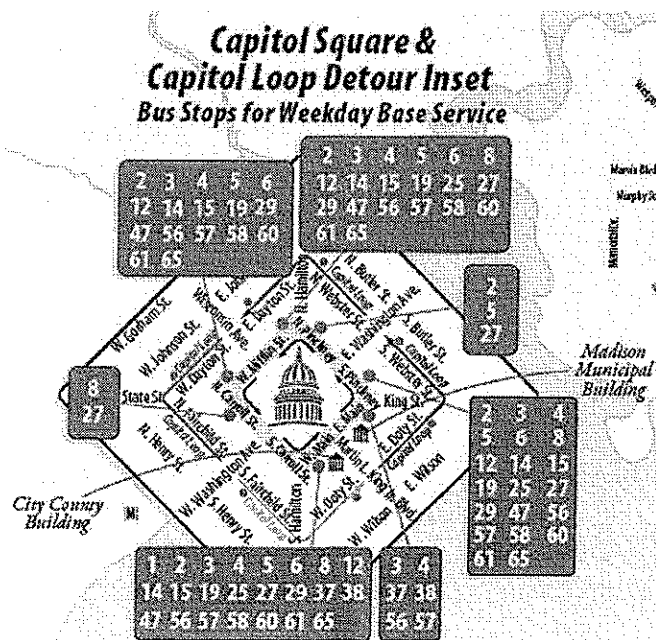
RE: Parking on the Square and Bus Shelters

DATE: Sept. 1, 2005

Dear Members:

Parking on the Square appears to be operating without detriment to Metro. The TPC had had several opportunities to discuss implementation and approved the plans for parking on the square. When first implemented, the final plan (contrary to prior discussions) had separated buses and bicycles into two lanes—both of which were too narrow. Later, after some experience, the two lanes were merged and buses and bicycles shared a wider lane – as they had for decades preceding implementation of parking on the square. This latter change was a significant improvement from the transit perspective. We have received no complaints from customers concerning implementation. The change has not created any major problems for drivers who have always had to be mindful of pedestrians, bicycles, and traffic on Capitol Square.

When the plan was developed, transit staff supported (and continues to support) reduction of the present seven to four shelters at key sites on the square when new shelters are constructed. The four shelter sites remaining are proposed to be the system's two main transfer points on the Square: Main at Carroll and Mifflin at Pinckney. Additionally shelters would remain at Pinckney in front of the glass bank and Mifflin in front of the Veterans Museum. As you can see in the diagram below – those are the four major boarding sites in the system. The other three sites have many fewer passenger boardings and would remain “stop&go” bus stops only – without shelters. All bus routes have two or more stops on the square. New bus shelters will be located in approximately the same location as the four existing shelters cited above. It is my understanding that funding for the shelters will be included in the 2006 budget and that construction is planned to take place next summer.



CITY OF MADISON
INTER-DEPARTMENTAL
CORRESPONDENCE

DATE: September 14, 2005

TO: Traffic and Parking Commission

FROM: Cameron S. McLay, Captain of Police

SUBJECT: **Parking Enforcement Officers and Discretionary Decision-making**

I received the notes from your last commission meeting from Bill Knobloch, who was seeking a response regarding on the square parking issues. I am eager to have the Parking Enforcement officers assist with this venture, but wanted to address an issue that was discussed in the meeting, the PEOs use of discretion in deciding when to issue tickets.

The Madison Police Department policy on parking and traffic law enforcement is to encourage voluntary compliance through use of enforcement and education. Our Parking enforcement officers (PEOs), like our police officers are urged to use the reasonableness as their guide in exercising discretion.

Under circumstances where the laws are clear, PEOs are encouraged to use enforcement as the primary tool in this effort. There are, however, many circumstances where the laws are unclear to the reasonable citizen. There are also times when system problems make compliance with the parking ordinances difficult or impossible. The PEOs are encouraged to use their discretion under these circumstances, and to rely on education to obtain the desire compliance. Another option is for them to alert Parking Utility, Traffic Engineering or other stakeholder agencies to seek the systems improvements that would make citizen compliance possible.

With respect to seeking input from the Parking Enforcement officers regarding the Parking issues on the Square, I fully support them assisting in this manner. They work with the systems on a daily basis and understand better than anyone the implications of parking changes in the downtown area. I will assure that they get together as a group, to assure that the input they would provide represents their collective opinion regarding the issues to be addressed. There will be no need for granting parking officers anonymity for their testimony, as their input will be the collective experience of their group and the Madison Police Department.

For the record, the group need not be concerned about "getting in trouble for not writing tickets" where they assess that to do so would be inappropriate or counter-productive. They are empowered to use their discretion to make such decisions.

Please feel free to contact me if you have any questions.

Capital Square Meter usage survey 2005
Updated 9/19/05

DAILY AVERAGE		PEAK HOUR (Usually noon)		3-hr		3-HR										
Date	Available	Expired	Tickets	Vacant	Used	% Used	DIS/VET at METER	DIS/VET AT METER	3-HR DIS/VET	% Used	Available	Expired	Vacant	Used	DIS/VET AT METER	3-HR DIS/VET
5/10/05	24	3	0	12	12	50%				67%	24	5	8	16		
5/11/05	13	3	0	6	7	54%	2			85%	13	2	2	11	2	
5/17/05	24	4	1	12	12	50%				63%	24	5	9	15		
5/18/05	21	3	1	6	15	71%	1			86%	21	6	3	18	1	
5/25/05	22	3	0	6	16	73%	1		0	95%	22	3	1	21	1	2
5/26/05	22	4	1	10	12	55%	1		0	68%	22	5	7	15	2	1
6/2/05	22	3	3	10	12	55%	1		1	68%	22	2	7	15	1	1
6/8/05	22	3	3	8	14	64%	1		0	82%	22	3	4	18	1	1
6/14/05	22	3	0	7	15	68%	1		0	77%	22	3	5	17	1	1
7/26/05	22	3	0	8	14	64%	1		1	77%	22	2	5	17	1	1
8/25/05	22	3	0	10	12	55%	1		0	59%	22	2	9	13	1	0
9/21/05						#DIV/0!				#DIV/0!						
TOTAL	236	35	9	95	141	60%	10		2	75%	236	38	60	176	11	7
AVG	21	3		9	13		1		0		21	3	5	16	1	1

Note: Surveys taken at 8 am, 10 am, noon, 2 pm and 4 pm
27 total stalls including two 3-hour DIS/VET stalls (not incl in totals)
An avg of 3 stalls have been bagged on a daily basis
System wide on-street meter occupancy average at peak = 69%



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer

Madison Municipal Building, Suite 100
215 Martin Luther King, Jr. Boulevard
P.O. Box 2986
Madison, Wisconsin 53701-2986
PH 608/266-4761
TTY 608/267-9623
FAX 608/267-1158

✓ **DATE:** June 14, 2005 ✓
RELEASE: Immediately
CONTACT: David C. Dryer, City Traffic Engineer
267-8750

CAPITOL SQUARE TRAFFIC MARKINGS TO BE MODIFIED

On Wednesday, June 15th, City crews will be modifying the traffic lane markings on the streets that comprise the Capitol Square.

The new parking spaces on the Square and related traffic lane markings were implemented on a trial basis to provide an opportunity for public feedback and to make sure that all of the project elements work as best as possible before final, permanent changes are made. Based on public comment and observation of lane utilization by both motor vehicle and bicycle traffic, staff have recommended that the current street width be reallocated under a new marking plan.

Reallocation of the existing space will provide greater width for the multi-use lane. This lane will now be shared by bicyclists, buses and right-turning traffic. The current existing bike lane will be removed. Encouraging cyclists to use the multi-use lane will place them on a more even footing with motorized traffic on the Square. This revised cross-section actually was the initial option proposed by engineering staff, but through the initial public review process it was modified to include an exclusive marked bike lane.

The new parking spaces on the Square will remain unchanged at this time. A public hearing is planned in late summer/fall to review the new parking spaces.

#####

David C. Dryer, P.E.
City Traffic Engineer

DCD:DJM:ecf

File

CITY OF MADISON
TRANSPORTATION AGENCY
INTER-DEPARTMENTAL
CORRESPONDENCE

DATE: June 3, 2005

TO: David J. Cieslewicz, Mayor
FROM: David C. Dryer, City Traffic Engineer
SUBJECT: Capitol Square Parking

On May 9, 2005, twenty-seven metered parking spaces were returned to the Capitol Square. Since this time, City staff, Alders and others have heard from many bicyclists that the revised lane configuration is problematic.

In reviewing these complaints, it's beneficial to consider the current lane configuration.

Current Lane Configuration

In considering the options available for returning parking to the City side of the Square, Traffic Engineering staff developed six alternatives.

In the commission and public review process, an additional seventh option was identified—this option is shown on Attachment 1, and this is the plan implemented and currently in effect on the Capitol Square.

The concerns/complaints raised largely are a critique of the defined 5 ft. bike lane, and that vehicles in each of the adjoining traffic lanes encroach on this bike lane, creating an unsafe situation. In addition to encroachments, other concerns were raised related to crossing traffic changing lanes, for intersection turns, and loading/unloading vehicles. Staff have tallied the public comments to date; this includes email and letter correspondence. There have been a total of 41 contacts to date, with the majority indicating opposition or concern with the current configuration. (See attached table.)

As noted, the current Capitol Square street configuration provides for the delineation of a separate 5 ft. bicycle lane. Because of the narrow width of the adjoining traffic lane (9 ft.) and the outside bus lane (11 ft.), frequent encroachments into the bike lane occur. Staff observations were made on Tuesday, May 24th to determine the extent of this problem. Short-term observations were made on West Main Street, North Carroll Street, and East Main Street. Observations could not be made on the Pinckney Street and Mifflin Street blocks due to street narrowing for construction of fountains at East Washington Avenue and a planter at Wisconsin Avenue. This information found all observed buses and trucks encroaching into the 5 ft. painted bicycle lane and where the inside travel lane¹ was narrowed to 9 ft. observations found 69% of drivers (not including bus and trucks) encroaching into the bicycle lane.

¹ Inside travel lane is the lane on the bicyclists' left adjoining the State controlled parking on the inside of the Capitol Square.

Potential Modification to the Current Lane Configuration

Given the level of encroachment into the defined bike lane and the resulting concerns raised for bicyclists safety, staff recommends consideration be given to a modification to the current trial that will eliminate the defined bike lane. Specifically, the following is forwarded for your consideration.

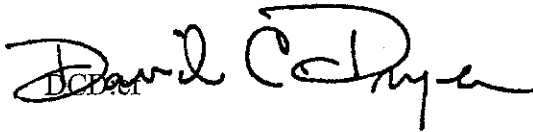
Eliminate the exclusive bicycle lane and reallocate the space between the general travel lane and the current bus and right-turn lane. Bicyclists would then be facilitated in a wider, multi-use lane, much like these streets operated prior to the return of parking.

This concept was an option of the initial review of parking options for the Square, and as part of that review was identified as Option 4A Modified. It is attached for renewed consideration.

The sharing of the multi-use lane will provide bicyclists greater latitude in choosing where to be within the lane and instead of appearing to constrain bicyclists in a bike lane between two narrow lanes of traffic and giving them the more apparent option of taking either lane of traffic.

An additional benefit is the cost savings associated with no longer having to repair the longitudinal concrete joint line. Recall that the defined bike lane concept, which was implemented, placed bicyclists over the existing joint line that ran lengthwise all around the Square. Prior to implementation, the joint was patched to facilitate the trial. With the termination of the initial trial concept, the joint line would not warrant reconstruction for cycling use. As shown in the attached drawing entitled "Potential Marking Change to Implemented Capitol Parallel Parking Plan," bicyclists would no longer be defined into one set bike lane; rather bicyclists would be able to ride or "float" in a 14 foot-wide shared lane with buses and right turns. The cost savings by not having to repair this longitudinal joint line could be around \$75,000 (less costs for re-marking work), but this estimate has to be verified with City Engineering and the concrete repair contractor.

In closing, I will await your direction to proceed. I would be happy to discuss anything further with you, including next steps and whether we should take anything back to the Transit and Parking Commission (TPC) and Pedestrian-Bicycle-Motor-Vehicle Commission (PBMVC).



DCR

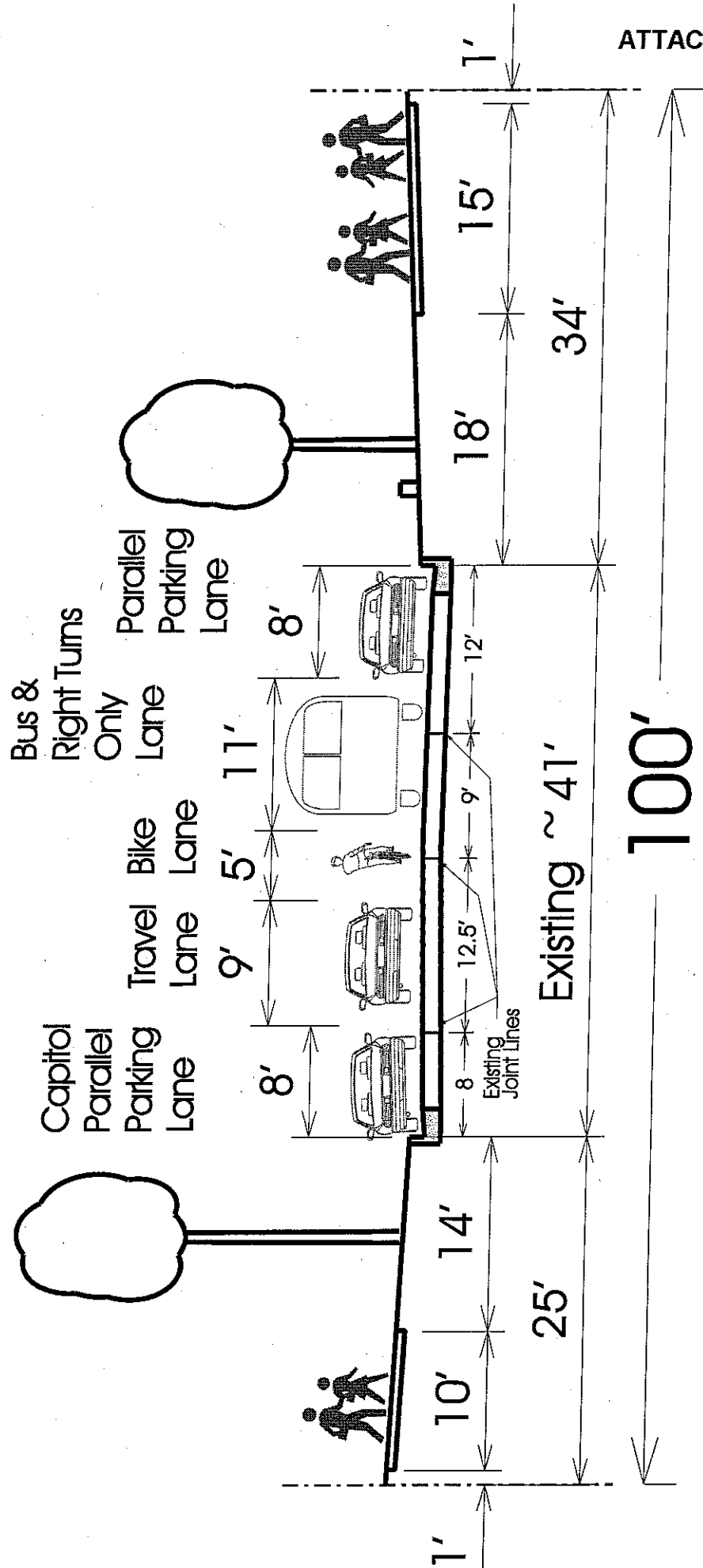
Enclosures:

1. Drawing--Parking Plan Currently in Effect ("Implemented Capitol Parallel Parking Plan)
2. List of People Making Comments about Trial
3. Drawing--Option 4A Modified (Potential Marking Change to("Implemented Capitol Parallel Parking Plan"))
4. Encroachment Observations

cc: Jeanne Hoffman, Assistant to Mayor
Larry D. Nelson, City Engineer

Implemented Capitol Parallel Parking Plan

Cross Section Showing Restriping Option to Accommodate Parallel Parking & Exclusive Bike Lane



CAPITOL SQUARE PARKING TRIAL (Specifically Lane Configurations)
5/2005

LIST OF PEOPLE TO CONTACT

First Name	Last Name	Business	Address	State	Email	Position	Comments	Count
Mr. Michael	Collins	Collins Law Offices, S.C.	15 North Pinckney Street Suite 100	Madison WI 53703-2833	mjc@mjcollins.com	Oppose	Service delivery problems; try angle parking on Capitol side of square	6
Mr. Thomas	Simmons		518 W Lakeside St #3	Madison WI 53715	Thomas.simmons@dnr.state.wi.us	Oppose (bike safety)	Doesn't see need for parking; particularly in light of bicycle safety issues.	1
Ms Peg	Scholtes	Capitol Kids Ltd	8 South Carroll St	Madison WI 53703	www.capitolkids.com	Support but concern about school bus parking	School bus parking/bagged meters	5
Ms Susan	Schmitz	DMI President	Box 71	Madison WI 53701	sschmitz@downtownmadison.org	Follow up to Scholtes inquiry plus others		
Mr. Ken	Chraca		118 S Franklin St	Madison WI 53703	kichraca@wisc.edu	Oppose (bike safety)	Bike lane too narrow; move bike lane to be parallel with parking on inner square; otherwise no bike lane and put bikes with traffic	3
Mr. Dan	Ross	UW-Madison	6404 Social Science 1180 Observatory Drive	Madison WI 537706-1393	dross@ssc.wisc.edu		Concern re. disabled parking	7
Ms Mary	Lang Sollinger	Pillow Mortgage	1206 Sherman Av	Madison WI 53703	mlsollinger@charter.net	Transmitted emails from Scholtes and Kammerer	Bagged meter concerns	5
Mr. Lou	Kammerer	Downtown Tropics				Concern about getting permit for 1 hr/mo for semi deliveries	Is parking really necessary in light of bike parking issues.	1
Mr. Mark	Shahan		607 Piper Dr	Madison WI 53711	mnshahan@chorus.net	Oppose (bike safety)	Concern over bus parking	5
Ms Kris	Grutzner				Kfauerbach@wintersilks.com		Meter bags for farmers market	5
Mr. Larry	Johnson	DC Farmers' Market	Box 1485	Madison WI 53710	larry@dcfm.org		Lanes are too narrow with parking.	1

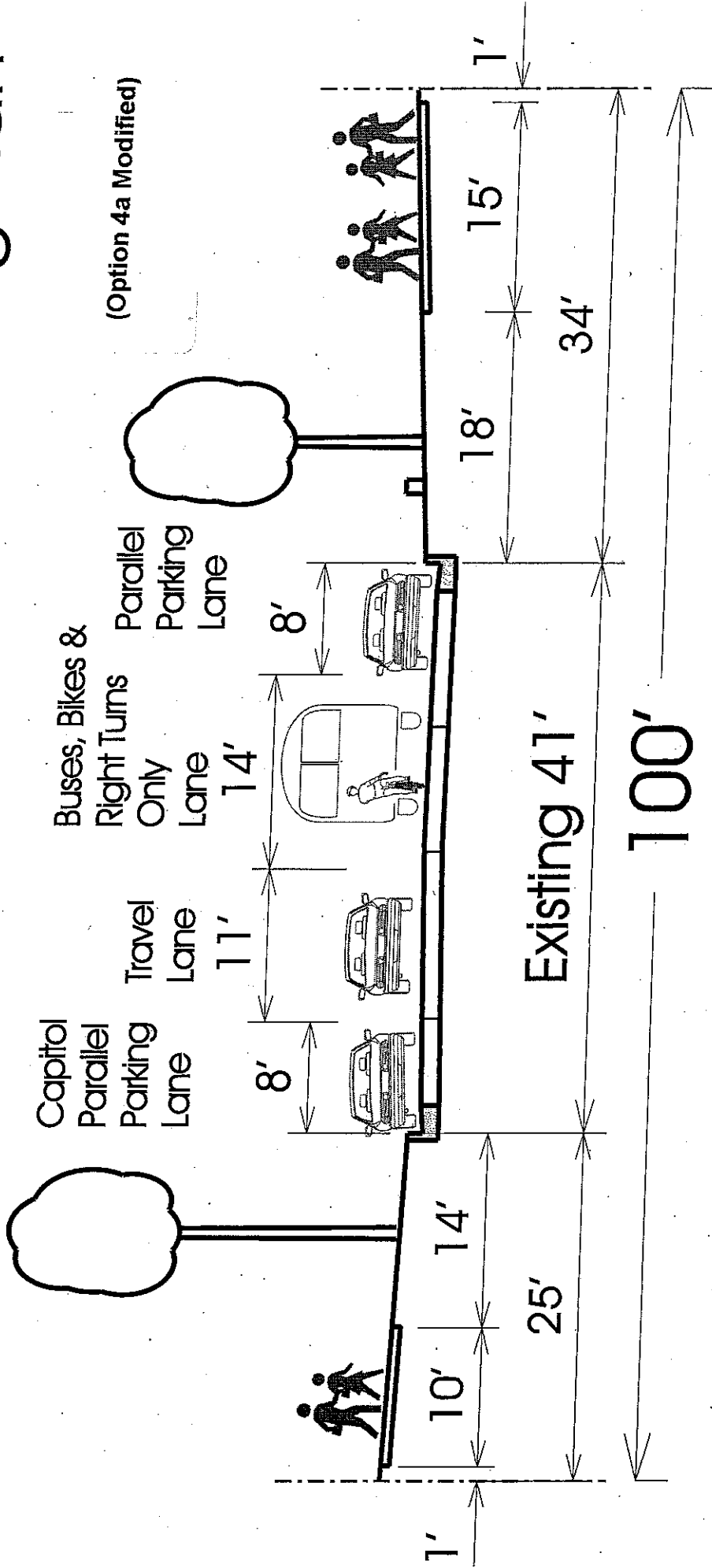
Ms	Lauren	Brown		607 Piper Dr	Madison WI 53711			Oppose (bike safety)	Go back to bicyclists sharing lane with buses.	2
Mr.	John	Martin		921 1/2 Spaight St	Madison WI 53704		johnmartin@wisc.edu	Oppose (bike safety)	Concerns over meter bagging	5
Mr.	Jeff	Price	House of Wisconsin Cheese	107 State Street	Madison WI 53703		info.@houseofwisconsincheese.com		Provide 2-way bike lane; Remove legislator parking.	6
Mr.	Robert	Nagel		2221 Commonwealth Av	Madison WI 53705		rnagel@nagel-law.com		Why the need for parking and later echoed Rewey suggestions.	2
Ms	Majorie	Ward	Bike Federation	Box 1224	Madison WI 53701-1224		tofbicycle@yahoo.com majorie@bfwv.org	5/13 and 5/24 Oppose (bike safety)	Feels new configuration too narrow but deferred comments to other bicyclists DA parking should be provided.	3
Ms	Dorothy	Borchardt					dborchardt1@charter.net	Notifying people on bike fed list to forward comments to City 5/24/05 follow up Need for DA parking		7
Mr.	Robert	Nelson		5100 Lake Mendota Drive	Madison WI 53705-1309			oppose current configuration (bike)	Relocate to inner edge of square ; move buses to outer ring	3
Ms	Karla	Smith		14 Maple Wood Lane	Madison WI 53704-3955			Need for DA parking		7
Mr.	Mike	Van Vleck		1144 Florence Court	Madison WI 53703-3809		mikevanvl@aol.com	Oppose (bike safety)	Remove parking for safety of bicyclists	1
Mr.	Doug	White	Wis Dept of Public Instruction	P O Box 7841	Madison WI 53707-7841		www.dpi.state.wi.us/ dpi/disea/sspw/index.html	Oppose (bike safety)	Remove bike lane and have bikes share lane with buses. Current configuration is unsafe for bicyclists	2
Mr.	Tim	Ringwood		2053 Helena St	Madison WI 53704-5519		tringwood@yahoo.com	Oppose (bike safety)	Restore lane shared by bus/bike	2
Mr.	John	Martin		921 1/2 Spaight St	Madison WI 53704		johnmartin@wisc.edu	Oppose (bike safety)	Feels safer bicycling near buses than in separate lane.	2
Senator	Fred	Risser		220 S State Capitol	Madison WI 53703			Oppose (bike safety)	Remove separate bike lane and return to bus/bike/turn lane and other suggestions	2
Mr.	Mike	Rewey		5522 Comanche Way	Madison WI 53704		hwayman@chonus.net	Oppose (bike safety-gave suggestions)	Terrified of using bike lane; no other position offered.	4
Ms	Celina	Kobs					Celina.kobs@dfi.stat	Oppose (bike safety)	Bike lanes dangerous and need to be	1

Ms	Mary	Ebeling				e.wi.us			remarked to accommodate the variety of modes; even at the sacrifice of parking.	
Ms	Mary	Lang Sollinger	1206 Sherman Avenue	Madison WI 53703		mirebeling@gmail.com		Oppose (bike safety)		
Mr.	Terry	Lohr				msollinger@charter.net		Permit system issue	Concern re. getting permit for 1/hr/mo for semi delivery	5
Mr.	Paul	O'Leary			Desktop Insurgent	terence.lohr@dnr.state.wi.us		Support bike lanes	Supports	Sup port 1
Mr.	Tom	Theisen				ptoleary@chorus.net		Oppose (bike safety)	Relocate bike lane for safety of bicyclists; gusted need for parking.	1
Mr.	John	Braun				tomtheisen@tomtheisen.com		Oppose per Bike Fed transmittal		4
Mr.	Rick	Cathcart				jbbraun@wisc.edu		Oppose per Bike Fed transmittal		4
Ms	Beth	Price				info@scramcouriers.com		Oppose per Bike Fed transmittal		4
Mr.	Tim	Krohn				pbmail@ameritech.net		Oppose (bike safety)	Found current set up dangerous for bicycles but didn't have a solution.	3
Ms	Genie	Ogden				tim.krohn@ppplusic.com		Oppose (bike safety)	Doubted position would be reversed as relates parking but feels something needs to be done.	3
Ms	Judy	Klug	3106 Atwood	Madison WI 53704		acomwithteeth@sbccglobal.net		Oppose (bike safety)	Restore former conditions.	1
Ms	Jennifer	Reich	14 Sonora Ct	Madison WI 53719		judity.klug@psc.state.wi.us		Oppose (bike safety)	Put bike lane next to/in parking lane	3
Ms	Kathryn	Kingsbury			Freelance writer			Oppose (bike safety)	Remove Parking to Square	1
Ms	Tina	Frailley				608-256-3419 kfk@tds.net 258-4151 (W) 310-9941 (H)		Oppose (bike safety)	Return to previous configuration	1
								Oppose (bike safety)	Rather see bike/bus lane than narrow bike lane	2

- 1) Restore bus/bike and remove parking
- 2) Restore bus/bike and leave parking.
- 3) Relocate bike lane
- 4) Oppose but did not offer solution.
- 5) Service delivery problems/school bus parking/bagged meters/farmer's market
- 6) Suggestions re parking on inside lane of Square
- 7) Provide disabled parking

(9)
(7)
(7)
(4)
(6)
(2)
(3)

Potential Marking Change to Implemented Capitol Parallel Parking Plan



(Option 4a Modified)

**Summary of traffic observations on the Capitol Square
All Observations by Traffic Engineering Staff
Tuesday May 24, 2005**

MV Inside (Capitol side) lane				MV Outside (city side) lane				Bicycle				
Stayed in Lane	Encroach bike lane	crossed bike lane to outside	Park / Turn Right	Stayed in Lane	Encroach bike lane	crossed bike lane to inside	Park / Turn Right	Used bike lane	Used inside lane	Used outside lane	Turned right	On sidewalk
10 block West Main Street approx. 8:10 - 8:30 am (not all traffic recorded) Note that there are no parking meters on this block. Lane widths from inside (Capitol) to outside (retail/commercial) are: 8' parking, 11 feet travel, 5 feet bike, 17 feet travel A bus was stopped near MLK stop bar for most of the time												
33 + 2 MP	8 + 1 B	8 + 1 B	6R	3	5 + 12 B	1	1R	8 + 1t	1	2	2	1A
2 bus, 2 moped + 43 other motor vehicles total				12 B + 6 other motor vehicles total				12 total bicycles, 1 with a trailer				
10 Block N Carroll Street approx. 9:10 - 9:40 am (not all traffic recorded) bus stop near State St, 3 parking spaces approx mid-block 8' parking, 9' travel, 5' bike, 11' travel, 8' parking (8' parking, 9' travel, 5' bike, 19' travel, bus stop, and/or right turn where no parking) 2 contractor's vans were parked at the curb (part on the terrace) near the bus stop until a Parking Monitor told them to move into the metered parking spaces.												
9	25 + 1B + 2T	25 + 1T	18R + 1PO + 1PI	6	5 + 13B + 1T	4	5	9	3	3	1	1W
1 bus, 2 trucks + 43 other motor vehicles total				13 buses, 1 truck + 14 other motor vehicles total				15 bicycles total				
10 block E Main Street approx. 12:40 - 1:10 pm (not all traffic recorded) 8' parking, 9' travel, 5' bike, 11' travel, 8' parking : 8 parking spaces starting at MLK 8' parking, 9' travel, 5' bike, 11+' travel, 8' parking: Roadway widens starting approx 6 th parking space (taper ~ 70') 8' parking, 12' travel, 5' bike, 22' travel/bus stop/right turn: Beyond parking area												
18	34	6	3R + 2PO + 1PI	12 + 1 MC	8 + 9B + 2SB + 2T			7 + 1t		3	7	1A
53 motor vehicles total				9 buses, 2 school buses, 2 trucks + 8 other motor vehicles				11 bicycles total, 1 with a trailer				
Observations could not be made on the 10 blocks of N and S Pinckney and of E and W Mifflin due to street narrowing for construction of fountain at E Washington Ave and planter at Wisconsin Ave.												
Abbreviations												
B = Bus				PO = Park Outside curb				t = bicycle trailer		A = Against traffic		
R = Right turn				PI = Park Inside lane				MC = MotorCycle		W = With traffic		
T = Truck				SB = School Bus				MP = MoPed				

All observed buses and trucks encroached into the bike lane, even where there was no parking allowed.

In areas without parking there was often a stopped bus, a delivery vehicle, or illegally parked vehicle at the curb at some point on the block.

Where only a 9 foot travel lane is provided against the parking lane on the Capitol side, 69% of drivers (excluding buses and trucks) encroached into the adjacent bike lane.

Where we had a bit more room, an 11 foot travel lane against the parking either on the Capitol side or the City side, 70% of drivers (excluding buses and trucks) stayed in their lane.

¹ Observations made by Tom Walsh and Arthur Ross



Madison Police Department

Noble Wray, Chief of Police

City-County Building
211 S. Carroll Street
Madison, Wisconsin 53703
608 266 4022
(TDD) 608 266 6562

NOTICE AS SENT TO TOUR BUS AND TRUCKING COMPANIES

May 2005

Dear Sir/Madame:

Metered stalls were recently installed in the Central Business District on the Capital Square. These metered spaces were created to promote short-term parking for customers and others coming into the Capital Square.

Tour buses are expected to safely unload or load their passengers and park in an area away from downtown destinations. (See City Of Madison Tour Bus Parking Map.)

Tour bus drivers are not to park in the metered spaces on the Capital Square and/or feed the meter to cover one or more stalls. Also, when loading or unloading passengers drivers must ensure:

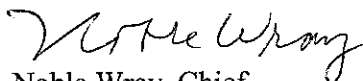
- Intersections and crosswalks are not blocked
- Bus stops and taxi stands are not used

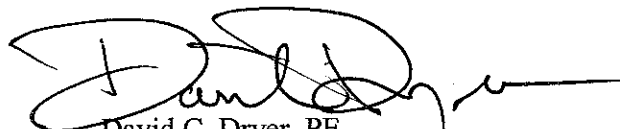
Passengers may be picked up or dropped off in areas designated No Parking zones.

Trucking companies providing services to Capital Square businesses may stop their vehicles in No Parking zones to load and unload. The driver/occupant of the vehicle must be actively loading or unloading. The fine for a "No Parking Anytime" violation is \$35 and increases to \$85 if the vehicle is towed.

We hope this letter will encourage voluntary compliance with the City's parking regulations. If you have further questions about parking in the City of Madison, please contact the Madison Police Department Traffic and Support Services Office at 266-4622 weekdays, 8:00 AM to 4:30 PM.

Sincerely,


Noble Wray, Chief
Madison Police Department


David C. Dryer, PE
City Traffic Engineer
Traffic Engineer Division

More stalls should bring back bustle

An open and convenient parking stall in Downtown Madison is as hard to spot as an ivory-billed woodpecker.

Or at least that's the perception many out-of-towners seem to have.

That's why opening up 27 parallel parking spaces Monday on the business-side of the Capitol Square was such good news. It literally does a little and symbolically does a lot to make the city's core an easier place to park, shop, dine and do business.

Sure, it's only 27 spots. That won't make parking Downtown as convenient as parking outside of a Wal-Mart. Yet the owners of an increasing number of specialty shops around the Square are celebrating along with Mayor Dave Cieslewicz and Downtown Ald. Mike Verveer, who both helped make it happen.

For the first time in decades, retailers and banks on Carroll, Mifflin, Pinckney and Main streets on the Square have parking spots for potential customers directly in front of their stores. They expect more bustle and more business to aid the area's resurgence.

The 27 metered spots, on the outer side of the street, are on top of about 42 stalls that have long been free to the public for an hour at a time on the Capitol side of the street.

Dave Heinle, acting chief of the Wisconsin Capitol Police, assured the State Journal on Tuesday that the state has no plans to take any of those free stalls away now that the city is adding additional metered stalls for the public across the street.

Twenty-seven additional parking places added to the business side of the Square should help revitalize Madison's core.

We'll be watching closely to make sure the free stalls aren't slowly reassigned to state leaders, as has happened in the past, supposedly because of construction projects and concern over terrorism.

Parking isn't nearly as bad as many people, especially those who don't frequent Downtown Madison, seem to think. An underground ramp, extra floors on an existing ramp and other improvements have added hundreds of parking spaces over the last decade. And parking on weekends is typically a breeze — and cheap — assuming a major event such as the Taste of Madison isn't under way.

Regardless, perception can be more powerful than reality. We hope the new stalls added Monday will help start to change the negative perception.

With more parking spots, traffic around the Square is expected to increase. Yet the city also is accommodating buses and bicycles so that they can continue to travel the Square as safely as possible.

The 27 parking spaces are not a permanent addition to Downtown yet. They are being called a pilot project that will be assessed later this year before parts of the Square are re-paved.

We hope and expect it will be a success. We hope and expect it will reinvigorate the Capitol Square, once an epicenter for retail business that is thankfully on the rebound.

"While a member of Progressive Dane, I feel we are being regressive and reactionary..."

WILLIAM P. ROWE, Your Views

A8 • Wednesday, May 11, 2005

OUR OPINION



Madison

Office of the Mayor

David J. Cieslewicz, Mayor

City-County Building, Room 403
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703-3345
PH 608 266 4611
TTY 608 266 4443
FAX 608 267 8671
mayor@cityofmadison.com

July 7, 2005

TW

Your observations

DJW/er

Michael Rewey
5522 Comanche Way
Madison, WI 53704

Dear Mike:

Thank you for your recent follow up message regarding biking on the Capitol Square. I am pleased to learn that you feel that the new configuration is working.

I appreciate your constructive suggestions, many of which we have incorporated into the new design. I am forwarding your latest message to David Dryer and asking him to take it into account when the final design is put into place.

Again, thank you for the constructive way in which you have approached this problem.

Sincerely,

David J. Cieslewicz
Mayor

DJC/III

cc: David Dryer, Traffic Engineer

RECEIVED
JUL 11 2005
DCB

6/11/05

Make Square more bike friendly

By Michael Rewey

With the new lane configuration on the Capitol Square, for the first time I do not feel safe while biking on it. I have experienced numerous lane encroachments from buses, cars in the through lane, cars in the right-turn lane and delivery trucks. I have also been the victim of sudden lane changes by cars and have been honked at by cars going straight in the right turn lane even though I was turning right at the next intersection.

If I stay in the bike lane, my defensive options are limited, and I

With the new lane configuration on the Capitol Square, for the first time I do not feel safe while biking on it.

put myself at risk. If I go the bus lane, motorists get irate — expecting me to be in the unsafe bike lane. Why doesn't it work on the Square, but it does on University Avenue?

It works on University Avenue because:

- ◆ The bike lane is eight feet wide.
- ◆ There are three through motor vehicle lanes allowing for safe lane shifting.
- ◆ The lanes are wider.
- ◆ Most of the traffic is through traffic.
- ◆ Right-turn opportunities are limited.
- ◆ There is no parking.
- ◆ The street is straight.

It does not work on the Square for the following reasons:

- ◆ The bike lane is only five feet wide.

- ◆ There is only one through motor vehicle lane, thus all lane shifting has to cross the bike lane.

- ◆ The through lane is narrower and next to parked cars causing motor vehicles to encroach into the bike lane.

- ◆ The bus and right-turn lane is too narrow past the parking area, thus causing buses and delivery vehicles to encroach into the bike lane.

- ◆ The narrowness of the left through lane actually encourages cars to drive the in right-turn/bus lane.

- ◆ The parking on the right causes cars to make unexpected moves.

- ◆ The Square is not straight.

- ◆ There really isn't through traffic — eventually everyone is going to turn right.

I suggest the city keep the new parking but return the Square driving lanes to a configuration similar to what existed prior to the change. Remove the bike lane. Replace the 12-inch lane line that existed prior to the recent change, but put it to the left of the pavement joint. (It was to the right of the pavement joint.)

Return the right lane to use by buses, right-turns and bicycles. On State Street, bicycles share the lane with buses, so why not here? Set and post the speed limit at 15 mph. This is the same speed limit that is on State Street and it will give cars a better opportunity to look for, and react to, available parking spaces. It will also make it safer for pedestrians and store customers.

Set the signal progression on the Square at 13 to 15 mph. State Street basically does not have progression, so the flow on the Square would be better for buses than that on State Street. Put a right-turn pavement marking arrow in the right lane at every intersection except State Street.

The cost to make these changes would be minimal and they will work. Remember, there are still plans to replace the pavement for the bike lanes, and the overhead restricted lane signs have to be modified. If I recall, this is \$150,000 worth of work that would not have to be done.

Rewey is a civil engineer who lives in Madison.