



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

Thursday, September 27, 2012

5:00 PM

Meets the 4th Tuesday of the month;
215 Martin Luther King, Jr. Blvd.
Room 300 (Madison Municipal Building)

*****Agenda was amended due to location change.*****

CALL TO ORDER / ROLL CALL

The meeting was called to order at 5:01 p.m.

Present: 6 -

Jill Johnson; Michael W. Rewey; Robbie Webber; Aaron S. P. Crandall;
Susan M. De Vos and Ronald B. Steinhofner

Excused: 2 -

Lisa Subeck and Bridget R. Maniaci

A. APPROVAL OF MINUTES - August 28, 2012

Crandall noted that he was recorded as an Aye vote and should be recorded as Non-Voting under item D.2. A motion was made by De Vos, seconded by Webber, to Approve the Minutes as corrected. The motion passed by voice vote/other.

B. PUBLIC COMMENT - None

C. DISCLOSURES AND RECUSALS - None

D. 6:00 PM PUBLIC HEARING ON TRAFFIC SIGNAL PRIORITY LIST

D.1. [27737](#) Annual Traffic Signal Priority List

The public hearing was opened at 6:07 p.m. There were no registrants for this item.

Brian Smith, Traffic Engineering, presented an overview of the process and the signals that were approved at last year's public hearing. Traffic Engineering has only received three new requests for signals since the last public hearing. Junction and Target, Buckeye and Thompson, and Badger Rd and Cypress Way were the three intersections requested for signals. There is a grade issue that could be significantly problematic with signalizing Buckeye and Thompson.

The public hearing was closed at 6:15 p.m.

Staff recommends doing additional studies at Prairie and Raymond (#41 on the Signal Priority List), Junction and Driveway at Target (#1), and Main and Webster (#55). Rewey requested additional studies be completed at Knutson and Northport. Johnson requested studies at Thompson and Cottage Grove and Buckeye and Thompson.

A motion was made by Rewey, seconded by De Vos that staff complete studies at Knutson and Northport, Thompson and Cottage Grove, and Buckeye and Thompson in addition to the three intersections recommended by staff. The motion passed by voice vote/other.

E. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES

E.1. [27678](#) Madison Police Department Traffic Reports, 2nd Quarter 2012

Lt Bitterman presented the 2012 Second Quarter Traffic Enforcement Activity Report. A total of 7,025 traffic citations were issued in the second quarter of 2012; 2,456 of these were issued by the Traffic Enforcement Safety Team (TEST). These numbers show a large increase compared to the 2nd quarter of 2011, mostly related to the reassignment of duties for the protests in 2011.

There were significant increases in the number of citations issued for vehicle equipment violations. Seatbelt violations for which a grant was awarded, and vehicle insurance violations comprised the greatest number of the increases observed.

There were 386 citizen reports resulting in 179 warning letters being sent. Crossing guard reports resulted in 361 warning letters and 54 citations. There were 69 scheduled grant initiatives focused on seatbelt violations, speeding, impaired driving, pedestrian safety, and bicycle violations which resulted in 1501 citations.

There were eight significant crashes resulting in three deaths and significant injury to five people. Rewey asked why bike/pedestrian violations are classified as hazardous and how these classifications are defined. Bitterman will look into how these are classified and what citations fall under that category of hazardous or non-hazardous offenses. Rewey questioned why pedestrian and bicycle modes of transportation are singled out and not for various types of motor vehicles.

Steinhofer asked if the Police Department looks at different vehicles differently when issuing citations. Bitterman stated that the department is committed to enforcing violations for all modes of transportation but there is officer discretion in issuing citations. Johnson asked where the money goes from tickets. A small percentage goes to the general fund. Webber added that it costs more money to issue tickets than is collected in revenue; citations are not a revenue maker.

F. NEW BUSINESS

F.1. [27528](#) Amending Sections 3.14(4)(b), (4)(c), (6)(b), (6)(c), and (7)(c) of the Madison General Ordinances to make the terms of certain members of the Transit and Parking Commission coincide with their other terms of public office.

A motion was made by Johnson, seconded by Webber, to Return to Lead with the Recommendation for Approval to the COMMON COUNCIL. The motion passed by voice vote/other.

F.2. [27626](#)

Accepting a Permanent Limited Easement for Public Pedestrian/Bicycle Path Purposes and Public Sanitary Sewer Purposes from University of Wisconsin Credit Union across a property located at 1422 Northport Drive.

A motion was made by Rewey, seconded by Johnson, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion passed by voice vote/other.

F.3. Recommending Appointment to Mayor for the Long Range Transportation Planning Committee

A motion was made by Rewey, seconded by Johnson, to recommend appointment of Susan De Vos to the LRTPC. The motion passed by voice vote/other.

G. DISCUSSION ITEMS

G.1. [27161](#)

Discussion on how to improve unsignalized intersections where crosswalks are painted and whether HAWK signals could be used.

Brian Smith, City Traffic Engineering stated that high-intensity activated crosswalk (HAWK) signals are intended mainly for use at mid-block locations. The one we currently have in Madison is located at an intersection. Crandall stated that the locations he is thinking of are crosswalks like those on University that are unsignalized but they do have a pedestrian crossing sign. The behavior of vehicles at these locations is erratic.

The HAWK signals are expensive to install. The intent is to allow pedestrians at an intersection of a local and main street to be able to cross without installing a full signal. Webber stated that College Park, Maryland is using one and added they are useful in locations where there is a high pedestrian concentration and a destination across the street where pedestrians want to go such as a transit stop.

Rewey stated that the intersection of the bike path at West Washington and Midvale Blvd are two locations he would like staff to review. Rewey requested that staff develop a list of pedestrian crossing locations and return to the PBMVC with their recommendations for treatments. Crandall suggested that a yellow flashing beacon could be used at some locations.

Ross stated that there is a hierarchy of treatments that can be done. The first treatment is painting the crosswalk; there are various ways that crosswalks can be marked. Ross stated that it is not illegal to cross mid-block, but it is the pedestrian's responsibility to yield to traffic unless the midblock crossing is marked. Additional signage, instreet or overhead, can be installed, and the next step is traffic calming such as bumpouts or medians. Medians are a benefit for multilane crossings. The next step up is a signal. Each incremental step in the treatment of crosswalks grows more expensive. Rewey added that raised crossings or intersections are another type of traffic calming that can be used.

There is a Rectangular Rapid Flashing Beacon (RRFB) by East High School. The beacon is pedestrian controlled with a push button and produces a rapid flashing, very eye-catching light and is effective. There is also one at the Sherman Glen Apartments and Northgate Shopping Center.

Webber stated the the memo only addresses engineering solutions and that education and enforcement are missing components of the solutions. Crandall stated that the fine is low for failure to yield to pedestrians. Sue Ellingson is looking to pursue higher fines. Johnson stated that City Departments are here to support and not to make policy. Policy is made by the Council and committees. The Commission can ask police for input as well.

Staff was asked to identify a list of locations for potential crossing improvements and propose recommendations for those locations. Johnson asked what the cost for a HAWK signal is. Smith stated that HAWK signals are about \$60,000 which is about 60% to 70% of the cost of a normal signal. A RRFB would be significantly cheaper. The cost of the RRFB at 4th and Johnson Street was less than \$10,000.

De Vos would like staff to look at Fish Hatchery and Wingra at the midblock painted crosswalk.

Webber left at 6:00 p.m. after item G.1. A new roll call is shown to reflect this.

Present: 5 -

Jill Johnson; Michael W. Rewey; Aaron S. P. Crandall; Susan M. De Vos and Ronald B. Steinhofer

Excused: 3 -

Lisa Subeck; Bridget R. Maniaci and Robbie Webber

G.2. Discussion regarding lighting and safety of the Arboretum tunnel under the Beltline

Registrants: Donna Palnock and Mark Wegener, UW Arboretum, 1207 Seminole Hwy, Madison, 53711 registered and spoke on this item.

Palnock, Interim Director of the Arboretum, stated that the tunnel was installed in 1956 when Beltline was widened. The tunnel was installed for staff to have access to the southern portion of the arboretum. The tunnel is still used for ranger traffic and is patrolled. Volunteer stewards also use the tunnel to cross into the southern part of the Arboretum. People are allowed to recreate as long as it does not interfere with the mission and purpose of the Arboretum, but it is not a recreational facility. There are few lights in order to maintain a natural setting, and the Arboretum does not suggest recreating at night.

Palnock stated that they do not support lighting the tunnel for the following reasons:

1. Lighting in the tunnel does not ensure safety; sometimes it can enhance the possibility for people to use dark to hide and the light to identify victims.
2. Lights would create a maintenance issue.
3. The Arboretum encourages darkness at night, and lighting the tunnel would be incongruent in keeping with the mission of the Arboretum.

Rewey stated that it is the Arboretum's tunnel and is not intended for public use. It is the Arboretum's decision on whether or not they want to add lighting. Rewey moved to place on file, seconded by Steinhofer. The motion passed by voice vote/other.

- G.3. [27755](#) Discussion on classification of bike routes

Rewey suggested that bike routes be classified as arterial bike routes and collector bike routes, as routes for motor vehicles are classified. It would be beneficial for the City to look at classifications of bike routes to make decisions on intersections and designing streets. Ross stated that the City does classify bike routes in some ways, for example snow removal focuses on roads that are main bike routes. Rewey stated that this could be a first step in creating a way-finding system and would have benefits for maintenance and how intersections are handled. Staff will report back on this in the future.

- G.4. [27756](#) Staff report on compilation of public comment from the 2012 Public Hearing for Pedestrian and Bicycle Projects the City should consider in the 2013-2015 Capital Budget to increase opportunities for walking and bicycling in Madison.

Ross asked the Commission to review the report and provide feedback on any format or organizational aspects of the report they would like to have changed. The budget process is well underway, but there is still some money that could move some projects forward. The Commission will review the report and make recommendations to staff on project priorities. A major project takes years (design work, right of way etc), but smaller projects can still be done in the shorter term. Johnson asks for support of bike path continuation in District 16. Rewey stated that he would like to see the report posted on the City's website. The Commission will discuss at next month's meeting and members will provide their recommendations for project priorities.

H. REPORTS

- H.1. **15487** Reports of other Committees/Commissions (verbal reports for information only)

Plan Commission
Long Range Transportation Planning Committee
Joint West Campus Area Committee
Joint Southeast Campus Area Committee

Minutes of other meetings are attached.

I. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

- I.1. General announcements by Executive Secretary

The Pedestrian/Bicycle Ambassador program started about two months ago and will continue through November of 2012. The program may continue again in the spring.

- I.2. General announcements by Chair - None

- I.3. Commission member items for future agendas

Johnson asked about when discussions on crossing guard assignments are typically on the agenda. Ross replied that the requests usually are submitted in the fall, and there are a couple of studies that need to be done. The item is discussed as requests come in, rather than at any particular time of the year.

Johnson requested to have this item on an upcoming agenda, and specifically to discuss the crossing guard assignment at Buckeye Rd. Johnson asked what role the PBMVC has in discussing speed limits. Ross replied that it is under the purview of Traffic Engineering and that the PBMVC typically will review speed limits when a deviation from the standards is proposed. Johnson stated that the speed limit of 35 mph near MATC seems high considering the amount of vehicle and pedestrian traffic.

ADJOURNMENT

A motion was made by Rewey, seconded by Johnson, to Adjourn. The motion passed by voice vote/other. The meeting adjourned at 6:57 p.m.