



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

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

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Monday, December 12, 2005

5:00 PM

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

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**CALL TO ORDER AND ROLL CALL**

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

**Excused:** Carl R. Kugler

**Staff Present:**  
David Dryer, Executive Secretary  
Capt. McLay, MPD  
Brian Smith, TE

**Compton:** 5:05-5:30.

Shahan took a moment to acknowledge and thank the Recording Secretary Ev Fahrbach, who was retiring after 39 years, for her service to PBMVC.

**A PUBLIC COMMENT**

None

**B APPROVAL OF MINUTES - November 22, 2005**

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

**C MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES**

[02563](#)

MADISON POLICE DEPARTMENT ATTACHMENTS (DECEMBER 2005)

Due to an oversight, equipment was not available to show the video which was planned and it will be shown at the next meeting.

Capt. McLay noted that Tom Knoop, Manager, WisDOT Bureau of Transportation Safety, had planned to attend, but was held up on his way into town so he was not sure Mr. Knoop would make it to the meeting. Mr. Knoop wanted to introduce himself to the Commission and apprise the Commission of areas in which he could serve as liaison between the City and State as it related to transportation safety.

Capt. McLay indicated he had nothing else to add to the agenda.

Shahan asked about the traffic safety questions which had been provided and McLay said they were supplemental material to the video so suggested members bring along their copies to the next meeting.

Shahan commented on his take of doing the quiz and reviewing the answers and thought it reaffirmed his position that motorists should be tested on a regular basis on their knowledge of traffic laws. McLay pointed how this was used as a resource tool internally in the Police Department so as to improve their knowledge of the subtleties of traffic laws.

## **D PUBLIC HEARING**

None

## **E PUBLIC PRESENTATION**

None

## **F OLD BUSINESS**

- F.1 [02573](#) 2005 Traffic Signal Priority List and Summary of Staff Recommendations to 12/12/05 PBMVC

Dryer reported that Brian Smith, who prepared the report, was available to respond to questions.

Motion was made by DeVos/Compton to approve the staff report and recommended action plan.

Webber asked about the intersection of Marshall, Ridge and University; were there any staff recommendations to improve the pedestrian crossings along University, particularly at locations where there are bus stops? Dryer referred to the findings cited in the report and said that as it related to the University Avenue corridor, they would need to consider them on a case-by-case basis. For the subject intersection, things that could be considered were prohibiting U-turns for outbound traffic or prohibiting left turns but one would need to consider the impact of this change on the businesses located at this intersection-particularly those in the southeast corner.

Webber asked for further clarification on the available gaps for pedestrian crossings cited in the report; were they in the range that traffic engineers considered acceptable for a pedestrian to cross or what might be used if a signal were provided or did pedestrians have to "run" to complete a crossing? Smith responded that from his observations, most of the crossings were done by pedestrians who were able to walk across although they did so generally in two segments. He added that many times, a pedestrian was not delayed in their ability to cross because of approaching traffic, and it all depended upon the platoon of traffic and their arrival time at the intersection. If a walk signal were installed, they would need to provide in the neighborhood of 34 seconds total during which time each direction of University traffic flow would need to be stopped, whereas when a pedestrian was observing traffic flow at an unsignalized intersection, they could take advantage of crossing opportunities for one direction of flow at a time. Because of the narrowness of the median, a traffic signal would need to accommodate a single-stage crossing of the full intersection rather than a two-phase crossing and that accounted for the higher amount of time needed. Webber asked if 15 seconds was what was needed to cross the intersection; Smith responded they probably would provide 15 seconds of walk, plus another 15 or more seconds for the don't walk interval. Webber pursued whether existing conditions provided an acceptable gap for pedestrian crossings; Smith said his observations were that it was acceptable for a two-stage crossing. Webber asked if there was space on the median, particularly for someone in a chair, with a stroller or with a bicycle. Smith replied that there was a narrow median; not the more acceptable 6 ft. wide median. A left-turn bay adjacent to the median provided extra space for a pedestrian to wait for a two-staged crossing. He pointed out one of their comments was that when the intersection was reconstructed, consideration should be given to widening the median.

Forster Rothbart asked the process to realize a widened refuge area and wondered if it would be useful for the body to support that recommendation. Shahan responded that it would be very useful to do so.

Shahan referred to his experience crossing at the intersection and the difficulties experienced by bicyclists in attempting a two-stage crossing due to the inadequate width of the median for waiting. DeVos also pointed out witnessing

persons with sight disabilities trying to cross at the intersection.

Shahan asked where the space would come from to provide for the widening; Dryer was not sure of the right-of-way opportunities in the area and it would need to be looked into at the time of reconstruction.

Compton wondered about the process to bring about a reconstruction project; wouldn't it need to be preceded with neighborhood input, etc. Dryer thought she may have been thinking of the process used for traffic calming projects versus a public works construction project, which was under the direction of City Engineering. Engineering had a priority setting process for their reconstruction projects. Webber pointed out the long-standing concern in the neighborhood about this crossing. The intent of any action by PBMVC would be to forward a recommendation.

Dryer pointed out an amendment he would like the body to support; that is, for the Watts Road and Wal-Mart location they add in operation and maintenance funding by Wal-Mart. This was accepted as friendly to the motion.

Shahan repeated the recommendations included in the report and motion:

- 1) Install traffic signals at Anderson and Hoffman conditioned on funding and additional area improvements by MATC.
- 2) Maintain current stop signs at Cottage Grove and Thompson.
- 3) Install signals at Watts and Wal-Mart/Sam's Club East driveway contingent on Wal-Mart paying installation, operational and maintenance costs.
- 4) Maintain current stop sign control at Raymond and Whitney Road
- 5) Maintain current stop sign control at Marshall, Ridge and University, and include the four items/recommendations listed in the staff report.

Dryer pointed out that there were rumors about additional development at Raymond and Whitney Way and should that occur they could revisit the issue of signals at this intersection.

Forster Rothbart asked about the signal design at Anderson and Hoffman and Dryer explained the planned operation so that Anderson would have a "green rest" and Hoffman would remain "red" until someone activated the signal or activated the pedestrian button.

Forster Rothbart asked about using some kind of pedestrian activated signal at Marshall, Ridge or University. Smith said to do that they would have to close off vehicles crossing because if cross traffic were also able to move it would create too hazardous a situation.

Compton indicated her support for the recommendation knowing that the Cottage Grove bridge would be done in the spring and through the summer. She still believed they needed to look into potential traffic calming after they have experience to see how it impacts Cottage Grove and North Thompson and Cottage Grove and North Star.

DeVos pointed out the difficulties for some pedestrians to be able to use pedestrian actuated buttons and Dryer referred to different ways to activate such buttons in the industry but he was not aware of any new system that was being universally applied in another area. They would continue to look into changing

technologies in the industry for Madison. He referred to some accessible signals with locator tones so that visually impaired people can find them and they would be putting some in on East Washington Avenue. It might be appropriate to bring in a mock up for the commission to see.

Shahan asked if loops for signals being designed would be sensitive to detect bicycles crossing; Smith said this was taken into consideration when the design work is done.

Motion to approve the staff report and recommendations with the changes noted above carried unanimously.

## G NEW BUSINESS ITEMS

- G.1 [02329](#) Amending the Master List of Street Names and Designations and amending the City Engineer's Street Numbering Map, referred to in Sections 10.34(1) and 10.35, Madison General Ordinances (Hard Disk Drive to Yard Drive). (9th AD)

**Sponsors:** Paul E. Skidmore

**A motion was made by Conroy, seconded by Ald. Skidmore, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS Forster Rothbart said he did not personally object to the street name and would vote against the change. He pointed out he was the only one on the Plan Commission to do so. The motion passed by the following vote:**

**Excused:** Kugler

**Aye:** Compton, Webber, Skidmore, Shahan, Logan, Conroy, Wittke, De Vos and Strawser III

**No:** Forster Rothbart

**Enactment No:** RES-06-00005

## H REPORTS OF OTHER COMMITTEES -- SUMMARY OF ACTIVITY

- H.1 Plan Commission

Forster Rothbart reported that the Comprehensive Plan had been approved and would be presented to the Council at its next meeting. Many of the transportation related comments from PBMVC were incorporated into the plan. He said a concern raised about the plan was implementation and stressed the importance of bodies such as PBMVC to track issues related to transportation and pedestrian and bicycles as provided for in the plan to see that implementation efforts follow the plan.

- H.2 Long Range Transportation Planning Commission

December's meeting had been canceled. Minutes from the November meeting had been provided with the mailing.

- H.3 Joint West Area Campus Committee

Shahan reported that the committee had had a follow up report on the comprehensive plan and received updates on programs underway and developments in the near future.

H.4 Joint SE Campus Area Committee

Meeting had been canceled so there was nothing to report.

**I REPORTS OF OFFICERS AND/OR MEMBERS FOR INFORMATION/  
DISCUSSION**

I.1 Executive Secretary Report

02559

Legislative File for Attachment entitled " City of Madison Capitol Loop Traffic Needs Study"

Dryer reported that a copy of the HNTB plan had been provided to members in advance of the item being on an upcoming agenda for presentation by HNTB of their findings. He pointed out staff might additionally have some comments at that time.

Shahan asked that the last table in the report be reviewed because based on his initial look at it, he thought there were some inconsistencies in the descriptions and as a result the scoring was affected. He basically came to opposite conclusions based on the information provided and asked that this be clarified. Dryer responded that staff would check it out.

I.2 Items by Chair

None.

I.3 Items for Referral and/or Announcements

None.

**ADJOURNMENT at 5:35 p.m.**

A motion was made by Ald. Webber, seconded by Logan, to Adjourn. The motion passed by acclamation.

*Ev Fahrbach, Recording Secretary*