



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

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

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Tuesday, April 25, 2006

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. Robbie Webber, Ald. Paul E. Skidmore, Mark N. Shahan, Matthew A. Logan, Mary P. Conroy, Susan M. De Vos and Charles W. Strawser III

**Absent:** Cheryl E. Wittke and Carl R. Kugler

**Excused:** Ald. Judy Compton and Michael Forster Rothbart

**A. PUBLIC COMMENT**

None

**B. APPROVAL OF MINUTES - 3/28/06**

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 - QUARTERLY REPORT**

Lt. Stephanie Bradley-Wilson handed out a copy of the 2006 first quarter activity report and the Speeders Hotline quarterly data. She briefly reviewed the items outlined in the report:

- Officer Stacey Vilas of the TEST Unit retired and has been replaced by Officer Jim Ellestad, with Rhonda Russell taking over many of the educational programs performed by Officer Vilas.
- MPD continuing to use the Access database for traffic complaints
- Have performed shadow enforcement on the Beltline
- Will be able to issue warning citations and regular citations electronically, and also decided to electronically enter data for MV4000; will allow crashes to be investigated quicker.
- Had bicycle enforcement training
- Attended Life Savers conference
- TEST officers provided training to school safety patrols. Many schools are not consistent in how they train and want to make sure that all schools undertake similar training activities.
- When investigate traffic crashes, need better understanding of what's mandated by the State, i.e., \$1,000 worth of damage requires the use of the MV4000. Used photos from insurance companies to show what \$1,000 worth of damage looks like
- Will be developing measurable procedures to reduce crashes at 10 identified key intersections. More information on this will be coming later this year.

Conroy asked the status of the initiative re: pedestrian crossings that was discussed the last time Lt. Bradley Wilson was at the PBMVC meeting. Lt. Bradley-Wilson advised that officers attended a press conference kicking off the program and officers will be conducting ped enforcement.

Strawser referenced the development of a measurable reduction in crashes and asked whether the objective is to reduce crashes or to reduce crashes with injuries. Lt. Bradley-Wilson responded it's to reduce crashes, which will reduce the number of injuries. Strawser preferred to see a focus on reducing crashes with injuries. For example, one argument about roundabouts is that the number of crashes goes up, but he had no problem with 10 fender-bender crashes if a roundabout reduces the type of crashes with serious injuries. Lt. Bradley-Wilson stated that some initiatives will probably reduce injuries. She noted that having primary enforcement for use of safety belts would reduce injuries, as well as speed initiatives through the WDOT grant. The big picture is to reduce crashes. Strawser reiterated that if the focus is shifted to reducing injuries, he didn't care if the property damage went up.

Referencing the Speeders Hotline data, DeVos noted that the West District has by far the most calls. Lt. Bradley-Wilson was not sure of the reason and indicated it might be that some neighborhoods may be more active, or perhaps only a few drivers are responsible for many of the calls. She did note, however, that the West District covers a large geographic area. Skidmore reminded members that the West District covers more than one-third of the city geographically.

Shahan noted that an ordinance was passed re: brush in the street and he has filed complaints but the police seem unsure what to do when he complains. Once an officer did respond to the scene. It seems like having the MPD enforce is not the best way to go, and Shahan wondered whether it should be Building Inspection instead. Can they enforce in the street rather than only on the property and terrace? Lt. Bradley-Wilson indicated she would check. She agreed that some other governmental agency might be able to better handle these types of complaints. Shahan asked her to follow up and get back to him. He recognized that MPD resources are stretched thin but debris in the street presents an unsafe condition for bicyclists.

Lt. Bradley-Wilson's report indicated that speeding citations comprised 44% of the hazardous citations issued, and Skidmore wanted to know what other types of violations are considered hazardous. Lt. Bradley-Wilson advised it's things like running the red light, following too close (especially on the Beltline), passing on the right, etc.

Shahan asked the status of the project to achieve a measurable reduction in crashes. Lt. Bradley-Wilson stated that in the next month or so the MPD will have a document ready for review, and Shahan asked that it be brought to the PBVMC for review. He wanted to make sure there's a way to track the long-term measure of success, and Lt. Bradley-Wilson indicated that's one of the goals and that's why the MPD wants to develop measurable criteria for determining success.

## D. NEW BUSINESS ITEMS

- D.1. [03481](#) University Avenue pedestrian crossing time

**Members first heard from the registrants**

Alicia Blegen, 1340 E. Dayton Street #2, supported more time for crossing University Avenue and the installation of countdown signals and audible signals. She read a letter (copy handed out) dated 4/21/06 to the PBMVC from B. A. Scheuers, Interim Director of the McBurney Disability Resource Center, 1303 Linden Drive. Scheuers wrote in support of increasing the time for peds to cross intersections along University Avenue, installing countdown ped signals and adding audible signals. These changes are needed to reasonably accommodate students, employees and visitors with permanent and temporary disabilities as well as some older individuals who may need more time to cross. Scheuers noted that the National Committee on Uniform Traffic Control Devices approved revisions to the Manual on Uniform Traffic Control Devices to increase to address the fact that the current walking speed of 4 feet per second does not address safe crossing speeds for people with disabilities.

J. Matzner, P.O. Box 45144, Madison, registered in support of more time to cross University Avenue on the Madison campus, countdown traffic signals and audible signals. Matzner read from her statement (copy handed out to members). She felt that the review performed by Traffic Engineering staff and referenced in the memo from City Traffic Engineer Dryer failed to address the issue of ped crossings by people with physical disabilities. She also expressed frustration that it sounded like the City of Madison would not implement the revisions recommended by the National Committee on Uniform Traffic Control Devices until the City absolutely had to. She noted that Dryer's memo references that many peds don't realize that they have the flashing DON'T WALK time to finish their crossing, and she felt this bolstered the case for countdown signals. Dryer indicated that countdown signals would be installed at the Frances, Lake, Park and Charter intersections, and Matzner wanted to know when this will be completed. She also requested countdown signals for all University Avenue intersections from Frances to Randall. Ms. Matzner believed the crash history was not accurate and that accident statistics are underreported. She also referenced the statement in Dryer's memo that some timing changes have already been made and she wanted to know at which intersections and what type of changes were made.

**Written comments distributed to members:**

Letter dated 3/13/06 from Rob Kennedy, requesting countdown ped signals along University Avenue and West Johnson Street wherever ped flow is high. The UW recognizes that this might need to be phased in over time and would work with the City to identify the intersections with the highest priority.

Letter dated 4/17/2006 from Lori Berquam, Interim Dean of Students at the UW-Madison, requesting improvements to access and accommodations for peds at some intersections along University Avenue on the UW campus, specifically increase the amount of time for ped crossings, install countdown ped signals, and add audible signals. She referenced the MUTCD and noted that the UW has a large and diverse ped population including those with mobility concerns. Street crossings become even more problematic in the winter due to snow and ice. Felt that the three requests are consistent with the MUTCD guidelines and the City's municipal code (nondiscrimination based on disability in City facilities and City-assisted programs and activities).

Letter dated 4/18/2006 from Edward Bersu, Chair, UW-Madison Access and Accommodations in Instruction Committee, to Jo Matzner re: Ms. Matzner's concerns regarding difficulties for peds crossing University Avenue. The committee supported increasing the time to cross University Avenue, installing countdown signals, and adding audible signals.

Letter dated 4/20/2006 from Julia Harkins, UW-Madison Campus Safety Coordinator, requesting increasing the amount of time for peds to cross University Avenue on campus, installing countdown ped signals, and adding audible signals. She noted that it is often difficult to her to get across the street in time and she does not have physical disabilities. In winter, snow and ice make it dangerous. Felt that the three requests are consistent with the MUTCD guidelines and the City's municipal code (nondiscrimination based on disability in City facilities and City-assisted programs and activities).

Letter (undated) from David Liu requesting longer ped crossing times. He is blind and would be helped by having audible signals.

Letter (undated) from Debra Claire, Accommodation Specialist, McBurney Disability Resource Center, stated she is visually impaired and is dependent on traffic lights to ensure safely crossing University Avenue. The volume of traffic trying to cross (peds, scooters, roller bladers, etc.) sometimes prolongs the amount of time necessary to cross. The speed and volume of motor vehicles on University make it risky to cross, and she requested extending the ped crossing time and adding audible signals.

Letter dated 4/24/2006 from Pam Meredith, UW student, requesting increased ped crossing time, installing countdown ped signals, adding audible signals, and changing the order of the left-hand turn signals. Having the turn signals at the end of the ped crossing encourages students to keep walking, thus aggravating the drivers. She suggested having the left turn signal first. She also noted that the signals are often difficult to see in sunny weather or inclement weather, so having audible signals would be helpful.

Email dated 4/25/2006 from Randy Black 4425 Elgar Lane, identified himself as a member of the City Disabilities Commission and Secretary of the Dane County Chapter of the National Federation of the Blind of Wisconsin, although he was representing himself. He noted that countdown signals will not help blind peds unless the signals are also audible. If the lights are going to be modified, he requested that audible signals be installed.

At the end of her statement, Matzner asked how she could receive the information that she requested. Skidmore requested a report from staff next month.

Rob Kennedy, Senior Transportation Planner, University of Wisconsin-Madison, provided a map entitled "Proposed LRTP Pedestrian Crossing Improvements-Draft." The map depicted locations for count down priority, count down major project related, current crosswalk route and proposed crosswalk route. Kennedy advised that the UW is looking at what it can do in the short term to fulfill the University's Master Plan. The UW has been working with City staff and consultants to make the University Avenue crossings safer and more convenient. The goal is to have countdown signals at many locations along University Avenue. The UW hopes to sit down with the City and come up with a

plan. He appreciated that the City is moving ahead with countdown signals at some locations. There are probably other locations that merit countdown signals as well, such as Park-Dayton because of the new residence halls. Shahan noted that the Frances-University intersection is not shown on the map for countdowns although Dryer's memo indicated this is one of the priority locations. Kennedy responded that countdown signals should be installed wherever warranted. The locations shown on his map seem to be those with the biggest impact on safety. When you look at the Engineering campus area, there aren't direct ped crossings in two major locations, which encourages jaywalking. In response to a question by DeVos, Kennedy noted that the UW campus will not expand beyond its current boundaries; it's an unusual situation that the campus straddles a major arterial. Webber asked whether the length of the WALK time should be extended. Kennedy replied that the proposed ped crossing improvements have gone through a process that was vetted by the UW and represent the improvements they believe will have a significant safety improvement. If the City wants to extend the WALK time in addition to installing countdown signals, that would be wonderful. However, he was aware of the need to phase a certain amount of traffic through this corridor. Webber asked if there's sufficient time to cross University Avenue for those less agile, and Kennedy indicated he was not sure but countdown signals will let someone know whether they have enough time to cross.

With the huge number of peds that are crossing at a given time, Webber wondered whether this makes it difficult for everyone to get across. Does the timing take into account the volume of peds? Kennedy agreed that the number of peds makes a difference. He noted that the UW is involved in a project with AAA to look at certain intersections. The UW has decided to support getting a new signal at Murray and Orchard to reduce the traffic at Park, Lake and Charter.

Webber recognized that a lot of students do not wait for the WALK light and asked whether extending the WALK light would reduce the number of peds crossing when they shouldn't. Kennedy felt that there are enough peds trying to cross at once that extending the time would not make a difference.

DeVos inquired as to the interface between the UW and the City--who has responsibility? Kennedy explained that it's a City street so the City has authority but the UW participates in joint planning.

Although countdown signals won't end the problem, Kennedy believed they will make a big difference.

Shahan recalled that when the University Avenue crossing issue was brought up earlier, the issue of snow removal came up, including responsibility for clearing curb cuts. Kennedy stated it's the UW responsibility to clear the curb cuts along University Avenue on campus unless the cuts are on private property. He acknowledged the UW could probably do a better job advertising the phone numbers to call to report problems and Strawser suggested a one-call number like the City has.

Dryer reported that Traffic Engineering staff has reviewed the timing. He reiterated the information provided in his memo that the WALK period is not intended to get someone entirely across the street. Dryer advised that staff has made some changes in the timing and did not recommend any further changes at

this time. Conroy asked where the changes were made. Brian Smith, Traffic Signal Engineer, reported that changes were made at:

- Frances-Gilman: longer WALK crossing the west leg
- Lake Street: increased flashing DON'T WALK (increased total crossing time on both sides)
- Park Street: increased north leg WALK and changed the clearance time for east and south legs.
- Minor changes at Brooks Street, Charter Street and Mills Street.

Smith stated that the WALK was increased whenever possible. Smith noted that the compliance date for the MUTCD change in calculating ped clearance intervals is December 2008. However, the timing changes the City implemented already comply as well as with the revisions approved by the National Committee on Uniform Traffic Control Devices.

Referencing the crash history, Smith stated that staff looked at the period 1996 through March 2005 for 7 intersections : Frances, Lake, Park, Brooks, Mills, Charter and Randall. There were 355 total intersection crashes and another 100+ on the approaches. Of the 355 crashes, 29 involved peds. Thirteen of the 29 ped crashes occurred between 11:15 p.m.-3:42 a.m. and alcohol was a factor. Of the remaining 16 ped crashes, 7 involved a vehicle not yielding the ROW during a turn, 1 involved a motorist running a red light, and 8 involved a ped entering the intersection during a DON'T WALK (while the vehicle had a green).

Smith advised that the City has audible signals at 21 intersections. There is one at Mills which is activated by a ped button when pushed. Smith stated that requests for audible signals are reviewed on a case-by-case basis. Sometimes just providing the requestor with the signal sequence is sufficient. Staff is more than happy to work with individuals who request an audible signal at a specific intersection.

DeVos noted that Madison Metro's paratransit service goes way beyond the minimum requirements of the ADA, and she felt that Traffic Engineering could go beyond the requirements of the MUTCD. Don't quote regulations; think about what people really need even if that means going beyond the regulations.

Webber asked if there's any indication in the MUTCD that when there's a large number of peds, that the crossing time may need to be extended. Smith replied the MUTCD does not address that. He doubted that Traffic Engineering would be able to provide enough WALK time during class change periods. Webber felt that any place where you have a large number of peds, the WALK timing should be changed to accommodate the number of peds who need to get across. Does Traffic Engineering use that criteria in its calculations? Dryer stated that staff consider the number of peds and try to do the best they can. Smith felt that countdown signals will help, especially for those peds who are confused about continuing their crossing on the flashing DON'T WALK. Webber asked if the lights are timed at 3 feet per second, and Smith stated yes. Shahan asked whether the changes made to 3 feet/second are ahead of the game in complying with the MUTCD, and Smith replied yes.

Referencing the number of peds on campus, Shahan asked whether the timing could be varied to during class changes to accommodate the large number of peds, similar to how signal timing is changed during a.m. and p.m. peak times for

motor vehicles. Smith advised that the flashing DON'T WALK is always a constant and the WALK can be a variable for the side streets of a major arterial. However, to vary the WALK times crossing University Avenue would require non-standard signal wiring and perhaps even changing out some older signal controllers. Smith stated that due to the amount of traffic on University or Johnson, staff would probably have to increase the cycle length for all modes which would increase the amount of time that peds have to wait for a WALK, thereby leading to increased jaywalking. Strawser asked whether it's possible to make the WALK longer, not the whole signal cycle. The City has made a policy decision to move motor vehicles during the peak travel times, so why not do that for peds during their peak travel time, which is a different time of day (midday). Smith replied that there are different peak travel times for students. Strawser emphasized that the point is that the City has made accommodations for motor vehicles that impinge on other street users, so this is not an unusual request if the technical problems could be accommodated. Dryer believed the peds are being accommodated now and it would take Common Council direction to do what Strawser is suggesting. It would significantly impact two major streets and would likely result in more crashes. Strawser wanted to find a way to accommodate peds over and above the MUTCD. Dryer wanted to know how much time is enough; the street would be shut down if you waited for all peds to cross. Strawser stated he was asking Traffic Engineering to figure out a way to do what's right and add capacity for peds, as has been done for motor vehicles. Shahan asked if there's a way to add capacity during the day when motor vehicle counts are down but ped counts are sky high. Is it possible to do better than what we are doing now? Dryer responded that the first step is the countdown signals, see what they do.

Webber stated she drives this corridor on a regular basis and wanted to know the progression for University and Johnson, i.e., how fast do you have to drive to hit green lights between Campus Drive and Broom. Smith stated that end of green to the end of green is the speed limit, but there's a different amount of green at different intersections. A lot of factors go into it. Webber commented that outbound Johnson is timed so that if you drive 25 mph. you hit every green. But on campus, driving 25 mph. means you will hit red lights. Webber has timed it and found she needed to drive 37 mph. in order to hit the green lights. She hoped that the City would set the timing to encourage people to go the speed limit. Smith stated staff will review the timing of the University corridor but it has some differences from the Johnson-Gorham corridor, including that the side streets have significant volumes. There's a different queue approaching each intersection downstream. He emphasized that the City does not set timing to encourage speeding. Dan Dettmann, Traffic Signal Engineer, remarked that being at the front of the platoon versus the back also makes a difference in whether you reach the intersection on a red or green light. The timing can be set so that the platoon at 25 mph doesn't have to stop but traffic ahead of the platoon or at the end may not make the light.

Referencing the letters handed out by Ms. Matzner, Strawser noted that a number of people are requesting countdown signals. Is it City policy that all new signal installations include countdowns? Smith advised that the countdowns cost about \$1,000 more per crosswalk and the City is not planning to put them in everywhere. If the crossing distance is short, there's not much need for countdowns. The benefit comes where a ped needs to cross a wide street. Dryer reiterated that Traffic Engineering will install countdowns where they make

sense, same issue as preemption signals. DeVos asked about the cost for audible signals. Dryer advised that if you're talking about a system where the signal talks to the ped with a locator tone, it's about \$4,000 per intersection. But if you put in an emitter on a WALK that makes an audible noise ("clacker"), it's about \$100.

Shahan identified the following issues for follow-up action: (1) a timeline for when the referenced timing changes had been made or are about to be made and where; (2) outlining additional count-down priority locations, taking into account Rob Kennedy's list from the University; and (3) a question for the Commission: are there locations where we would like to see audible signals. Shahan suggested the University Avenue intersections with Park Street and Randall Street and maybe Charter as well. |

Motion by Skidmore/Webber to recommend the three items identified by Shahan.

DeVos asked if the motion captures Strawser's request for additional capacity for ped crossings. Strawser commented that while he didn't want to micro-manage how signals are timed, he would very much like to see us treating pedestrians the same way that we treat motor vehicles. When we get to a certain level of service for motor vehicles, we start talking about adding capacity or increasing it somehow, and that needs to happen for peds. Let's talk about how to handle the number of pedestrians that we have. And if that means a policy decision that takes something away from other users of the street in order to accommodate the peak travel time for a particular mode, that's a reasonable policy decision.

Skidmore accepted Strawser's request as a friendly amendment as long as staff is gathering information to report back.

Shahan re-worded the friendly amendment as "to report back other options for increasing capacity for pedestrian crossings." He indicated that one measure in the mix might be making some of the crossings that Kennedy talked about more direct. Webber pointed out that the two intersections on Kennedy's map with red lines (current crosswalk route) are going to need reconstruction to fix. There are some short-term things you can do but for the most part they're going to be a mess until the intersections get reconstructed.

Motion by Strawser/Webber to suspend the rules to allow comment from Kennedy.

Kennedy remarked that the University realizes that there are going to be short and long term solutions to this part of the campus. The long term solution involves reconstruction of the intersections, and that will not be feasible from a funding standpoint for probably 10-15 years. The UW is working with Dan Dettmann on some inexpensive, short-term solutions such as moving stopbars. The next step is to get beyond the concept stage.

Motion with friendly amendment carried unanimously.

D.2. Snow removal at medians, curb cuts and sidewalks

Members were provided a copy of the City's Procedures for Snow & Ice Control dated November, 2004. Staff present for this item included Larry Nelson, City



Engineer; Alan Schumacher, Street Superintendent; and George Hank, Building Inspection. Schumacher noted that the Streets Division takes the lead for snow removal in the City's right-of-way. He noted that the procedures handed out have been in place for 30+ years with some fine-tuning. Schumacher went over the handout, including factors to consider before scheduling personnel and equipment, the priority for the first units scheduled (salt spreaders), plowing procedures (snow accumulation of 3+ inches), and priorities after the plowing operation is completed. For plowing, the City uses 160-175 pieces of equipment, many of which are provided by contractors. Priorities after plowing is completed include the crosswalks in the Isthmus Pedestrian Corridor, but this usually doesn't occur until 3-4 weeks after the snowfall and the crews clear only the snow dumped by the plows. The crews try to clear at least three feet but this doesn't always happen because the snow is packed and ice covered. After crosswalks, the crews start clearing bus stops but usually by then there's been another snowfall and they start at the beginning of the procedure.

George Hank advised that the property owner is responsible for clearing snow from sidewalks and curb ramps adjacent to private property. Property owners have until noon the day following a snowfall to clear the snow, including from curb ramps. He advised that violators are issued a citation, not a warning. However, if the curb ramp was cleared and then snow is pushed back in, the property owner gets a warning and has until the next morning to clear it.

Nelson reported that the City has about 740 miles of street and adds about 10 miles per year. The City also adds parkland and inter-block sidewalks. In some newer areas of the city, the park sidewalks will not be cleared until the areas have more residents. Nelson indicated that the City agencies responsible for snow removal have gotten away from the paper accounting of the sidewalks and crosswalks that need to be done and instead each agency has color-coded data map as to who is responsible for each area. He confirmed that the response time for clearing crosswalks is often extended because another snowfall occurs before crews have been able to clear snow from an earlier snowfall.

Schumacher commented that the City's report-a-problem website has helped in identifying problem areas.

DeVos wondered what implications traffic calming devices have for snow removal. Schumacher acknowledged that traffic circles and islands pose a problem because snow removal is more difficult and time-consuming. Speed humps are not as bad.

Skidmore asked for clarification of responsibility for clearing curb ramps if snow is pushed back in. Schumacher advised that City crews will do this as part of their post-plowing operations. Hank noted this is more of a "moral" responsibility since the City plows pushed the snow in but it's the private property owner's legal responsibility.

Strawser felt the City does a fantastic job of removing snow. He wondered about responsibility for clearing the sidewalk in front of Machinery Row, which is a designated bike route. Schumacher responded that Parks East is responsible for that portion of the bike path. Strawser commented that the East Isthmus Bike Path is often plowed before some streets, but then the plows clear the streets and make windrows, so he wondered if maybe the streets should be plowed first.

Nelson indicated it's a matter of timing, sometimes the smaller equipment is available and if staff isn't committed to clearing major bike paths by 4 a.m., the paths become very packed and it's difficult for the smaller equipment to remove it. The major bike paths are treated as part of the arterial system.

Referencing the 3-4 weeks to clear crosswalks after a snowfall, Schumacher noted that the crews are also performing other job duties such as refuse collection, recycling, large item pick-up, etc.

Shahan asked how the GIS system is working, and Schumacher responded that it allows staff to centralize complaints and to more easily determine responsibility. He indicated that new information will be added later this summer. Shahan asked whether it's cost effective, and Nelson stated it's more efficient. Shahan noted that about 6 or 7 years ago, it took 12-14 hours to do a plowing and he wondered what the response time is now. Schumacher replied that each storm is different and Streets has less equipment but more miles of street. However, it usually takes about 8-10 hours because the equipment is more efficient.

Shahan wondered whether the priority ped routes need to be updated. Hank indicated the list has not changed in the last 3-4 years and welcomed input from citizens as to areas that should be included. However, adding new routes would probably mean removing other routes. Shahan asked whether volunteers could help clear bus stops, shelters, etc., perhaps recruit them through public service announcements or outreach to neighborhood associations. Hank noted there have been public service announcements reminding property owners to clear snow from around fire hydrants. It's possible something similar could be done asking citizens to help out at bus stops and curb ramps but they could not be in the street. Schumacher suggesting using the City's website to sign-up and indicated he will talk to Hank about the idea. Skidmore recommended including the City Risk Manager in the discussion.

D.3. Traffic Engineering staff report on 2005 public hearing re: annual pedestrian and bicycle improvement projects

Arthur Ross, Pedestrian-Bicycle Coordinator, handed out staff's response to the comments received in response to the 5/24/2005 public hearing on ped/bike projects. Projects were categorized by type: multi-use path, bike route, bike lane, sidewalk, street crossing, education & enforcement, and miscellaneous. He suggested the Commission review the list and decide whether it wants to pass along priorities to City staff.

Webber commented that the April 20 LRTPC meeting included discussion about having input from the committee process on ped/bike projects that request enhancement funding. She asked whether the comments handed out today get forwarded to Engineering, the City agency that seems to make the decision on which projects are submitted for enhancement funding. Ross advised there is coordination between City Engineering and Traffic Engineering; City Engineering has taken a stronger role in preparing applications for funding, but Traffic Engineering does provide input to the process. For example, on his handout, there are numerous projects that received only one comment. However, the Sherman Flyer received six comments, and that project received the highest priority for transportation enhancement funding this year. Comments received from the public, both at the hearing and over time, weigh into both the transportation enhancement funding and capital budget process. Shahan

remarked that at LRTPC, there was a desire expressed to have either the PBMVC or the LRTPC involved in setting the priorities and recommending what gets on the submittal. He asked members whether they wanted to go through the list provided by Ross and prioritize the projects, select perhaps the top several priorities. Ross thought that would be a good idea, although he noted that some priorities reflect opportunities that have come up, such as reconstruction projects. Shahan recognized this but felt that LRTPC's concern was that they saw the enhancement funding list after the fact, and neither the LRTPC nor the PBMVC had input into the process. Since the 2006 public hearing is coming up soon, he recommended that the PBMVC go through the list and pick out some common themes and select some projects for a short list. Ross advised that next month's agenda packet will include the Bicycle Improvement Program and that should be helpful to the members in going through the list. Members agreed with Shahan's suggestion to submit some goals for the 2006 public hearing, and the 2005 list would be a good starting point.

Strawser referenced project MP20, widen curb cuts at Blount and Jenifer Streets to meet current standards. He had noticed markings on the curb cuts indicating the curb cuts are scheduled to be replaced, and it would be crazy not to widen them at that time. Ross will check with the sidewalk supervisor. DeVos commented that some curb ramps going in are not as good as the ones they are replacing. Ross noted that is Engineering's program and responsibility.

Webber greatly appreciated that project BL7 has been completed and the ridges have been smoothed down. She also referenced project SC10, street crossings of the Isthmus Bike Path. Staff's comment is that there is not a documented problem at any of the crossings, but Webber remembered this issue being brought up ever since the Isthmus Bike Path was built. The documented problem is twofold: (1) it's really bumpy, and (2) motorists drive too fast on the side streets and don't notice that there is a bike path crossing. In many cases, the path has more traffic than the street, so it would make sense to have stop signs on the street since it is the minor traffic generator. Speed tables would solve both these problems. She would like additional comments inserted for this item.

Webber inquired about two projects from past lists: (1) request for a report on the Farley-University Avenue-University Bay Drive ped crossing, an issue that was before the PBMVC about two years ago. It was not on the list that came out last year, even though about 20 people had commented on it. She has requested but has not received any follow-up in the following two years. (2) Another issue that consistently comes up but does not appear on the list is the problem with motorists on the Square not realizing that a lane is restricted for Bus, Bike and Right Turn Only. She felt the problem is that they cannot see the signs. She would like to survey motorists using that lane and ask if they saw the sign, which she thinks is too high. During the discussions about restoring parking on the Square, comments were made about installing pavement markings or installing improved signage. If it's going to be a restricted lane, the City needs to inform motorists.

Motion by Skidmore/Conroy to refer this item to the next meeting to allow time for members to review the list, carried unanimously.

D.4. [03302](#)

Determining a Public Purpose and necessity and adopting Transportation Project Plat (TPP) No: 53W0348-4.01 for the City of Madison Real Estate

Department to acquire Parcel 1 and Parcel 2 rights as identified on said TPP, to facilitate the planned public street improvements included in the East Washington to Darbo Frontage Road project and authorizing the Mayor and City Clerk to sign all necessary documents necessary to accomplish the land interest acquisitions and disposals. (15th AD)

**A motion was made by Ald. Skidmore, seconded by Conroy, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion passed by acclamation.**

D.5. [03284](#)

Determining a Public Purpose and Necessity and adopting a Relocation Order for the acquisition of Plat of land interests, from Lots 41 and 62, Hawk's Landing Golf Club, required to facilitate public sanitary sewer improvements, per Hawk's Ridge Estates Sanitary Sewer Assessment District, to allow the connection of proposed new public sanitary sewer for proposed "Hawk's Ridge Estates" to the existing public sanitary sewer located in the "Hawk's Landing Golf Club" subdivision being part of the Southwest ¼ of the Southwest ¼ of Section 34, Town 07 North, Range 08 East, City of Madison, Dane County, Wisconsin. (1st AD)

**A motion was made by Ald. Skidmore, seconded by Conroy, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion passed by acclamation.**

D.6. [03287](#)

Determining a Public Purpose and Necessity and adopting a Relocation Order for the acquisition of additional Plat of land interests required to facilitate improvements for a public bike path, public sanitary sewer and public storm water drainage construction along the South side of existing Soo Line Railroad right-of-way from Interstate Highway 39/90/94 East to City View, located in that part of the Southeast ¼, lying East of said Interstate Highway 39/90/94, of Section 27, Town 8 North, Range 10 East, City of Madison, Dane County, Wisconsin. (17th AD)

**A motion was made by Ald. Skidmore, seconded by Conroy, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion passed by acclamation.**

D.7. [03296](#)

Amending Sections 3.51(4)(e) and (6)(e) of the Madison General Ordinances to clarify that alternate members of the Transit and Parking Commission and the Pedestrian/Bicycle/Motor Vehicle Commission may serve as the representative of their Commission on other City committees.

**A motion was made by Ald. Skidmore, seconded by Conroy, to Return to Lead with the Recommendation for Approval to the TRANSIT AND PARKING COMMISSION. The motion passed by acclamation.**

D.8. University Square 4 Traffic Control Plan

**Dryer stated this was an informational item. Members were provided the 3/24/06 meeting minutes/plan outline for the University Square development traffic plan. The developer is in the process of getting approvals to redevelop the property with a 7-story building.**

The contractor (Findorff) has indicated that they need a crane on each block face, which necessitates going out into the University Avenue right-of-way. The eastbound contraflow bike lane would be maintained at 8 feet. Three narrower westbound traffic lanes would be maintained, which means the 13' diamond lane and the 8' bike lane have to be joined for the distance between Lake Street and Murray Mall. There won't be any bus stops in this block so westbound bicyclists should be able to share the lane with buses for this short distance. Once past Murray Mall (which will be signalized), the normal configuration returns.

Strawser pointed out that currently a lot of delivery trucks park in the bus lane so the buses use the bike lane. Dryer stated that was noted as an issue. The parking regulations will need enforcement. Dryer stated that ped accommodations will be maintained, although the sidewalks on the University Square side will need to be closed. Findorff has been told to keep the corners open and there will be one southbound lane open at the intersections.

## **E. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY**

### **E.1. Plan Commission**

None (Plan Commission rep Forster-Rothbart was not present)

### **E.2. Long Range Transportation Planning Commission**

Shahan reported they had a general discussion of the Dane County Bike Plan, which is about to be updated, and talked about the west side in specific and got into the issue of what was submitted in the enhancement request from the City. Some members felt the Sherman Flyer should not have been ranked number one. Webber clarified that the projects have already been submitted so it was a moot point as to what the LRTPC thought should be number one. She advised that the MPO will take all the projects from within the MPO boundaries and rate them and then submit them to the State. Typically the top two to four projects get funded. Members can contact Bill Schaefer at the MPO if they want to see staff's recommendations.

The LRTPC also talked about curb radii and whether the standard is adequate for some local streets. On the flip side, there is no radii at bike paths and this causes bicyclists to sometimes swing out into traffic to get on the bike path. Will have updates at future LRTPC meetings.

### **E.3. Joint West Campus Area Committee**

None

### **E.4. Joint Southeast Campus Area Committee**

None

## **F. REPORTS OF OFFICERS AND/OR MEMBERS FOR INFORMATION/DISCUSSION**

### **F.1. Executive Secretary Report**

Dryer reminded members to turn in their oath of office to the City Clerk's office.

F.2. Items by Chair

Shahan inquired as to when the 2006 public hearing will be held, and Dryer indicated it will likely be at the June meeting.

F.3. Items for referral or announcements

Webber distributed a letter from Rick Volland, 2120 University Avenue #210, requesting a stairway on the north side of the Hilldale Mall parking lot to facilitate access from the parking lot to the sidewalk along University Avenue, especially to get to the bus stops. It was Webber's understanding that when the new restaurant is built, stairs will be provided. She forwarded Mr. Volland's letter to Ald. Gruber, the alder for the area. She was sure it was within the purview of the PBMVC but the citizen had asked her to share it with the Commission. Dryer noted that perhaps this could be requested as a temporary accommodation in one of the project phases still to come before the Plan Commission. He will discuss with Dan McCormick.

DeVos asked whether the LRTPC took up the Ad Hoc Long Range Metro Transit Planning Committee resolution. Shahan stated they did talk about it. The resolution came from the Mayor's office and is an attempt to get business input. The resolution was significantly revised by Ald. Golden at the TPC and was adopted by the Common Council before it came to LRTPC as an informational item.

## ADJOURNMENT

Upon a motion by Logan/Strawser, the meeting adjourned at 7:30 p.m.