



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

Tuesday, August 28, 2012

5:00 PM

Meets the 4th Tuesday of the month;
215 Martin Luther King, Jr. Blvd.
Room 260 (Madison Municipal Building)
(After 6 pm, use Doty St. entrance.)

CALL TO ORDER / ROLL CALL

The meeting was called to order at 5:01 PM.

Present: 6 -

Lisa Subeck; Michael W. Rewey; Robbie Webber; Aaron S. P. Crandall;
Susan M. De Vos and Ronald B. Steinhofer

Excused: 2 -

Bridget R. Maniaci and Jill Johnson

A. APPROVAL OF MINUTES

De Vos noted that she had commented on the underground crossing as being unsafe and that the comments should be included in the July minutes under item E.1. A motion was made by Webber, seconded by Rewey, to Approve the Minutes as corrected. The motion passed by voice vote/other.

Johnson arrived at 5:03 after approval of minutes. A new roll call is shown to reflect this.

Present: 7 -

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

Excused: 1 -

Bridget R. Maniaci

B. PUBLIC COMMENT - None

C. DISCLOSURES AND RECUSALS - None

D. NEW BUSINESS

D.1. [27489](#)

Bicycles on sidewalks and the State Street Mall

Registrants: Susan Schmitz, representing DMI, registered and spoke in support. DMI has been waiting to work on this issue and is available to help or give suggestions, to do surveys, etc to address the problem with bicycles on sidewalks. Schmitz stated that part of the problem is the large one-way around the square. Subeck asked if Schmitz has heard any specific suggestions from DMI. Schmitz replied that there are not specific suggestions at this time. They

receive numerous complaints that people are getting hit by bicycles and it is a real problem.

Rosemary Lee, 111 W Wilson #108, Madison, registered and spoke. Rosemary Lee stated that as a pedestrian, she has been hit by bicycles a couple of times. She was hit on Carroll Street when someone hit her from behind, knocked her down, and did not stop. She stated that she has been hit on State Street as well. It is important to get something done because this is becoming a big problem and people are being hit more frequently.

Mary Carbine, 122 W. Washington Ave, Madison, representing Madison Central BID, registered and spoke in support of addressing the problems of bicycles on State Street. Carbine stated that the problem includes commuters on bicycles as well. As a motor vehicle driver, people cannot drive the wrong way on a street, and bicyclists should not expect that they should be allowed to either. Carbine stated that the ordinance about where bikes are allowed to be on a sidewalk depending on the building setback is confusing.

Mayor Soglin attended to discuss his concerns about bicycles on sidewalks around the Concourse and on State Street. Numerous people on State Street are riding their bicycles on the sidewalk rather than the roadway. The second issue Soglin asked the Commission to address is overall bicycle safety in Madison. Soglin stated that he does not want to add signage to indicate that bicycles are not allowed on the sidewalk, as this could present a legal issue requiring signage at every location. PBMVC should look at ways to address the issue other than through signage.

Webber asked if there is anything in the budget for education, enforcement, engineering, etc? A proposal could go in the operating budget for next year. Webber stated that the main problem around the square is that people want to go the opposite direction without having to ride around the entire square, so they take the sidewalk instead.

Soglin noted that the right hand diamond lane is to only be used by bicycles, buses, and right turning vehicles, and that the lane is being consistently abused.

Steinhofer asked if the Police Department can issue citations to bicyclists riding on the sidewalk. Soglin replied yes, but would prefer to get voluntary compliance from people. Soglin stated that he is leaving it to the Commission to come up with proposals to address these issues.

Rewey asked what was being done on the Square to address the problem with cars driving in the marked diamond lane. Dryer replied that they will be repainting the lines and relocating some of the signage.

De Vos stated that she has observed a general increase in the number of people riding bicycles on the sidewalk.

Webber noted that if bikes are provided with a safe location to go, they will use it. Webber added that the current problems around the square are the one-way street and hills that people try to take shortcuts to avoid. Infrastructure to allow counterflow could help. Webber stated that there are a lot of new people riding bikes and they do not know how to ride on the street. Webber supports

offering free or low cost educational classes to teach people how to ride on the street.

A motion was made by Subeck to set up a small subcommittee to work together with stakeholders and bring back proposed recommendations to the PBMVC, seconded by Johnson. The motion passed by voice vote/other. Rewey is interested in being on the subcommittee. Webber would do as well, but may be out of town. Johnson likes the idea of a subcommittee and stated that education should be a large component of efforts to address the issues. Steinhofner would like to be on the subcommittee. Crandall will seek out members for the subcommittee.

D.2. [26603](#)

AMENDED THIRD ALTERNATE Amending Sections 12.915(8)(a) and (b) and Section 11.06(3)(r) of the Madison General Ordinances to prohibit taxicabs waiting for passengers on State Street and permits them to provide service on State Street between the hours of 10:00 p.m. and 4:00 a.m.

Registrants: Jon Mack, 2400 Calypso, registered and spoke in support of the alternate amendment by Verveer to allow taxicabs on State Street from 10 p.m. to 4 a.m. Have the ability to seek out individuals needing rides. He has driven up and down State Street and has not had problems. Mack stated that for at least 15 years, people have planned for on-demand taxi cab service on State Street and that the 1996 ordinance was intended to allow cabs to park on State Street and look for fares. In the redesign, the cutouts were removed, but it was intended for taxis to be able to provide on-demand service. Taxis help provide safety.

David Lee, 2458 Pennsylvania Ave, registered and spoke in support. Lee has driven cab for 36 years and is the manager of Union Cab. There are a lot of issues involved here. The user groups on State Street change drastically within the course of a day or week. The 10 p.m. – 4 a.m. permission for cabs on State Street is a reduction in the allowable time which he could live with. They take about twice as many people off of State Street than they drop off on State Street, and prevent intoxicated people from driving their vehicles home. Lee believes that taxicabs offer a safe service for people and wants the community to view them positively.

Michael Dentice, 533 Lisa Ann Drive, Madison, registered and spoke in support. Dentice is the operations manager at Badger Cab Company. Dentice stated that Badger Cab has had 0 accidents involving drivers on State Street. Allowing cabs on State Street would help reduce the number of people who gather in groups on State Street. Webber asked if it would be problematic to pick up people from State Street if cabs were able to cross State Street but not drive on it. Dentice replied that requiring pickups at crossings rather than being able to drive down State Street would result in people congregating in certain areas. It becomes a safety issue when you get large groups of people concentrated in an area. Webber asked how many cabs at one time would be on State Street. Dentice replied possibly 10 at a time.

Rosemary Lee, 111 W. Wilson #108, registered and spoke in support of the alternate. Lee stated that she sometimes works until 2:30 a.m. and it is difficult to get a cab. There have been times that she has waited for over an hour for a cab. Lee stated that cabs are the eyes and ears of State Street and when a cab driver sees people starting to fight, they will call the police. The Plan Commission proposed that taxicabs be allowed from midnight to 4 a.m., but

she thinks that the time should be from 10 p.m. to 4 a.m. Lee stated that people don't know where the taxicab stands are located, there are never cabs at them, and they are not manned. The cabs should also be able to drive on State Street because it costs the rider more money when the cab has to drive further out of the way to avoid driving on State Street.

Mary Carbine, 122 W. Washington Ave, representing Madison Central BID, registered and spoke in support of the alternate. Carbine stated that it has been the status quo since 1996 for cabs to be able to wait on State Street for fares. In 2001, a redesign was done which eliminated loading zones and created flex zones. The intent for the design was for the entire street to be a loading zone. Pedestrians and visitors expect to be able to hail a cab and don't know that they need to call for a cab. Carbine stated that she cannot recall receiving a single complaint about cabs on State Street, but receives numerous complaints about how to get a taxicab. The 500 and 600 blocks do not have cross streets where a person could easily get a cab.

Jason Glorup, 1624 Fordem #203, Madison, registered and spoke. He is part of the Cab Drivers for Madison Safety, a group of constituents concerned about limiting taxicabs' access to State Street. One of the concerns is that large groups of people will congregate if cabs are not present to get people off the streets. Glorup stated that police have said that large mobs of people are a problem. Cabs provide a service to disperse crowds. He has not heard opposition to cabs on State Street from citizens. Glorup requested information on complaints from the general public to City staff. There was only one complaint about a taxicab on State Street.

Christina Bollard, 1624 Fordem Ave #203, Madison, registered and spoke in support. Bollard is affiliated with Cab drivers for Madison safety and has worked in the industry since 1995. Bollard invites anyone to ride along with her in the cab between 8 p.m. to 4 a.m. for any duration of time to see what goes on. There is support from the public and alders to allow cabs on State Street. Every agency that she has spoken to has stated that it will not affect funding from FTA if cabs are allowed on the street. There is no problem with access for the Fire Department.

Bill Rishel, 706 Mark Dr, Verona, registered and spoke in support. Rishel has been working for Badger cab for over 20 years. Funding, buses, and safety are the issues that have been raised with cabs being on State Street. Badger cab has had no accidents on State Street involving people or buses. Weather is another issue that has not been discussed. People do not want to wait outside at a taxi stand in the winter to wait for a cab.

Dee Pachlhofer, 120 S. Blair St #1, Madison, registered and spoke in support. Pachlhofer works for Union Cab and has been driving for about three years. She is against drunk driving and likes to get in between people who have been drinking and their cars. There is no cross street between the 400 and 500 blocks where the parking garages are, and people are more likely to drive home after drinking if there is not a cab nearby. The UW used to have Saferide, but they no longer have this program. Part of the problem is that people don't think about getting a cab until the business closes. If cabs were available, people could get a cab easily throughout the night.

Diane Morgenthaler, 615 E. Washington, Madison, registered and spoke in

support. Morgenthaler represents the Greater Madison and Convention and Visitors Bureau. Madison is a big destination for leisure and business and people want and deserve to have access to all modes of transportation. Hospitality workers are often the last people leaving the bar and need a way to get home safely.

Soglin stated that he is disturbed about the discussion and the incomplete information being presented. Every cab currently cruising State Street is violating the ordinances – it is against the law to cruise State Street. Instead of a discussion taking place, it has been defined by the existing illegal practices without a comprehensive review and discussion. The aesthetics of the street are important and are a big part of the ambiance. State Street is more than taxi cabs. There are demands for taxis, sidewalk cafes, for merchants to put wares on the street, and pedestrians of all modes.

The City received financial aid from the federal government with conditions attached to it, which limited access of certain vehicles on the mall. The time period of the conditions of that aid has passed, and we are not in jeopardy of having to return those funds. If we are going to get future assistance, however, we need to get into compliance. The city set about setting up a healthy downtown environment to create a space that was attractive to pedestrians and bicyclists.

Soglin added that the idea that a couple hundred thousand people would go downtown for the farmers market, Maxwell Street days, etc was unheard of at the time. They originally considered making State Street open to pedestrians only and not allowing any vehicles, but then it was decided that buses would be allowed. When cabs are going in both directions, it impedes the buses. Buses are frequently there until about 12:00 a.m. Soglin stated that the amendment to allow cabs from midnight to 4 a.m. is the most realistic proposal in meeting the needs for taxicabs.

The nature of the need for cabs on State Street has changed in the last 30 years. Madison gets more visitors. In thousands of cities in the US, cab stands work, and does not understand why they don't work in Madison unless people don't want them to.

Johnson stated that she travels frequently and sees cab stands that seem to work fine.

Subeck asked registrant Dave Lee what is critical about allowing taxis on State Street beginning at 10 p.m. rather than midnight. Lee replied that most Overture Center and out of town visitors leave the downtown area to go home around 10 p.m. Carbine added that there are two shifts of people leaving, the older crowd and dinner time group who want to leave at 10 p.m. The bar crowd then comes out and goes home at 2 a.m. Subeck asked Carbine if we were able to have cab stands on State Street, would that be sufficient? Carbine replied that it would be better than the current locations which are not in logical places.

Subeck moved approval of the alternate at proposed by Verveer, no second. Subeck stated that the business and tourists crowds that we want to attract to downtown want to be able to take cab, but they stay out until about 10 PM and not until bar time. When there is a cab nearby, people are more likely to utilize

it. We send the wrong message by saying you are going to cater only to the students who stay out until bar time. Subeck supports allowing cabs at 10 p.m. rather than midnight.

Johnson stated that State Street is a brand and the long term solution is a more sophisticated look. Another issue would be a rapid bus route. Johnson stated that she does not see limiting taxicabs on State Street as shafting visitors who come downtown. Johnson sees people as competent and able to find their own way and supports the idea of cab stands as a better long term solution.

Steinhofer added that when he is traveling, the restaurants and establishments he patrons will call cabs for him.

Rewey stated that from personal experience, when you are in Europe you go to the first street where vehicles are allowed to find a cab. People on State Street expect to walk, they have to walk to get to their restaurant or any other business they are going to on State Street. A lot of city residents drive downtown or bike and go home the same way. The biggest concern of his is how to get drunk people off the street late at night.

Subeck stated that she thinks there is an illusion that visitors know that they have to call a cab to get one. When she worked downtown, people asked all the time where they could get a cab. It is also a convenience issue, and we do not want to inconvenience people who are going to businesses downtown. People are more likely to patronize if it is convenient. There is nothing worse than being in an unfamiliar city late at night and unable to get a cab.

Webber added that midnight to 4 a.m. seems acceptable to her. According to Green Cab, those are the hours when they have the most demand. People leaving the Overture Center can get in a cab right outside the front doors on Fairchild Street.

A motion was made by Rewey, seconded by Johnson, to Return to Lead with the Recommendation for Approval with the change that the hours of operation permitting taxicab service on State Street is amended to be from midnight to 4:00 a.m. The motion passed by the following vote:

Ayes: 5 -
Jill Johnson; Michael W. Rewey; Robbie Webber; Susan M. De Vos and Ronald B. Steinhofer

Noes: 1 -
Lisa Subeck

Excused: 1 -
Bridget R. Maniaci

Non Voting: 1 -
Aaron S. P. Crandall

Subeck left at 7:00 p.m. A roll call is shown to reflect this.

Present: 6 -
Jill Johnson; Michael W. Rewey; Robbie Webber; Aaron S. P. Crandall; Susan M. De Vos and Ronald B. Steinhofer

Excused: 2 -

Lisa Subeck and Bridget R. Maniaci

D.3. Reconfirming Chair recommendations for appointments to LRTPC

A motion was made by Rewey, seconded by Johnson, to reconfirm the Chair recommendations for Webber and Maniaci to continue serving on the LRTPC. The motion passed by the following vote:

Ayes: 4- Jill Johnson; Robbie Webber; Michael W. Rewey; Ronald B. Steinhofner

Noes: 1- Susan M. De Vos

Non-Voting: 1- Aaron S. P. Crandall

E. DISCUSSION ITEMS

E.1. [27161](#)

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

A motion was made by Webber, seconded by Johnson, to refer to the next meeting. The motion passed by voice vote/other.

E.2. Progress on Dunning and Atwood Intersection

A diagonal bicycle signal is planned at this intersection with the goal of completion for this year. Rewey asked if there would be a bike signal. Dryer stated that they would have to get federal approval to test so they have not decided whether to pursue the signals. The pedestrian crossing will be a separate movement than the bike crossing.

Subeck returned at 7:08 p.m. during discussion of item E.3. A new roll call is shown to reflect this.

Present: 7 -

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

Excused: 1 -

Bridget R. Maniaci

E.3. Discussion on park and bike locations for short and long-term car parking

Rewey stated that the Plan Commission discussed this with the Downtown Plan as a way to reduce the number of motor vehicles downtown. A lot of informal park and biking is happening now at various locations. Parks and neighborhoods on the near east side are getting saturated. Rewey asked if there were locations where this could be formalized to encourage more of this.

Johnson stated that she is interested in this issue. One of her first projects as an alder was to create overflow parking at Dutch Mill. Dutch Mill is already filling up with the new parking.

De Vos stated that WISDOT has a parking lot in Sun Prairie that sits empty most of the time. The City could work with WISDOT to coordinate use of existing parking lots.

Webber stated that park and bike locations need to be within about three miles of the downtown or campus area and along a bicycle friendly route. Sun

Prairie or American Family areas would be too far away to park and bike downtown for most people. Rewey stated that one of the keys to get people out of their cars to bike in is to make parking less expensive at the park and bike location than it would be to park downtown.

Anne Monks stated that this is an important component of what should go into the Transportation Management Master Plan. A PBMVC member will be one of the appointees to work on the plan. This item will be left off of future agendas to wait for the master plan.

F. REPORTS

F.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

The Plan Commission discussed and voted on the taxicabs on State Street item.

LRTPC discussed Hwy M and Transportation Demand Management.

Joint West Campus Area Committee discussed a number of projects. Langdon Street will be one-way westbound with a counterflow lane for bicycles.

G. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

G.1. General announcements by Executive Secretary

The new comfort station is installed on the bike path with a tool rack and bike pump.

G.2. General announcements by Chair

Crandall stated that there are currently three vacancies on the PBMVC. Anne Monks stated that the positions may already be filled. There may be an alternate position available.

G.3. Commission member items for future agendas

Steinhofer would like to follow up on the Sharon Miller email issue regarding bicycle safety and bicycles following traffic rules. Ross suggested including this issue with the subcommittee's discussions regarding bicycles on sidewalks. Rewey stated that he would prefer to focus solely on the bicycles on sidewalks issue with the subcommittee.

ADJOURNMENT

A motion was made by Webber, seconded by Subeck, to Adjourn. The motion passed by voice vote/other. The meeting adjourned at 7:21 p.m.

[15495](#)

Informational Enclosures

