



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

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

Tuesday, June 26, 2007

5:00 PM

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

AS AMENDED AT THE 8/28/07 MEETING

CALL TO ORDER AND ROLL CALL

Present: Robbie Webber, Paul E. Skidmore, Brian W. Ohm, Mark N. Shahan, Cheryl E. Wittke, Susan M. De Vos and Patricia A. Ball

Absent: Judy Compton and Charles W. Strawser III

Excused: Mary P. Conroy and Aaron S. P. Crandall

A. PUBLIC COMMENT

None

B. ORGANIZATIONAL MEETING

Regarding PBMVC representatives on other committees, Shahan advised that he will continue to serve as the rep on the Joint West Campus Area Committee, Strawser will continue as the rep to the Joint Southeast Campus Area Committee, and he will recommend that Skidmore serve as the rep on the Long Range Transportation Planning Commission, replacing Mary Conroy, to get more alders on that commission.

B.1. Election of Chair and Vice-Chair

Motion by Webber/Skidmore to nominate Shahan as Chair. There were no other nominations. Shahan was unanimously elected Chair.

Motion by Webber/De Vos to nominate Wittke as Vice-Chair. There were no other nominations. Wittke was unanimously elected Vice-Chair.

B.2. Approval of Rules and Procedures

Shahan directed attention to page 4, Item (D), Order of Business, last bullet, last sentence which states that "The cover or face sheet of a staff report shall contain the following information presented in the order shown . . ." Now that referral items are generated via the Legistar system, the order of the information is determined by Legistar. Members wanted to make sure that information is provided, and Webber suggested members come up with what they need staff to provide when considering New Business. Shahan indicated he would try to draft some proposed language.

Motion by Webber/Skidmore to refer the Rules and Procedures to the July meeting.

De Vos asked that item (B) Minutes, Section III, page 7, be revised to clarify the type of minutes. She wanted to see more detailed minutes. Wittke remarked that the purpose of minutes is to capture the process and decisions, not to provide a complete description of everything that was said. It was noted that City Channel 12 maintains videos of the meetings.

Motion to refer the Rules and Procedures carried unanimously.

B.3. Reconfirm meeting schedule of fourth Tuesday at 5:00 PM

Shahan noted that the normal end time for meetings is 8 p.m.

Motion by Webber/Skidmore to reconfirm the regular meeting date as the fourth Tuesday of the month starting at 5 p.m., carried unanimously.

C. APPROVAL OF MINUTES - 5/22/07

Motion by Skidmore/Webber to approve the minutes, carried with De Vos voting no.

D. SPECIAL PRESENTATIONS

D.1. [06822](#) Hill Farms Redevelopment Plan - Informational Presentation by Vandewalle & Associates

Brian Munson, Vandewalle & Associates, and Jeff Held, Strand Associates, both representing the Wisconsin Department of Administration, gave an informational presentation. The project involves redeveloping the State DOT headquarters site on the parcel bordered by University Avenue, Segoe Road and Sheboygan Avenue.

- The consultants have been working with the State for 6-7 months.
- The rezoning application was submitted on May 9, there have been several neighborhood meetings, and they are moving toward a 7/23 Plan Commission meeting.
- The site currently has 18 acres of surface parking.
- Goal of this project is to implement the City's Comprehensive Plan. This site was identified as an employment center, and this project will turn the site into a mixed-use employment center.
- The redevelopment project would create a series of streets throughout the site and relocate the DOT headquarters within the site. Constructing new streets allows them to design the streets to meet the needs of the adjoining properties.
- Primary streets (A Street and B Street) have an 82-foot right-of-way.
- Looking for a balance between vehicular access and pedestrian access, with a focus on ped access.
- Street grid designed to offer enhanced accessibility to both vehicles and pedestrians. Street cross-sections balance the need for motor vehicles, fire department accessibility, and pedestrian/bicycle routes. Plan includes bike lanes and wide sidewalks.
- Trying to create a walking environment with 10-foot wide sidewalks, 8-foot terraces, and first floor commercial.
- The DOT parcel will include an urban stormwater treatment system. The DOT parcel will not have on-street parking so will have an additional 8 feet of ROW to use for an infiltration basin within the terrace.

- A boulevard street (C Street) will accommodate a relocated Farmers' Market.
- Traffic study looked at the capacity of the surrounding intersections, including University Avenue, and how to handle increased traffic levels.
- Plan includes a proposal to create an underpass of University Avenue connecting the site to a future rail line, transit options and bike path north of University Avenue. The underpass would accommodate peds, bicyclists and motor vehicles.
- Also looking at potential extension of Old Middleton Road east of University Avenue and moving the off-ramp.
- Would have a full intersection at University Avenue and B Street.
- Trying to move motor vehicle traffic to the regional system rather than the neighborhoods to the south.
- Have used traffic modeling to avoid interfering with the function of University Avenue and it can be implemented in concert with the timeline for the County reconstruction of University Avenue.
- Building heights would be stepped. Heights would range from four to twenty stories, stepped from north to south, with greatest mass culminating along the University Avenue corridor.
- Plan would create a walking environment within the site and extend the walking district that is part of the Hilldale project.
- PBMVC comments tonight will be used in refining the concept before it goes to the Plan Commission.
- Urban Design Commission had concerns about the travel lane widths. The consultants worked with the Fire Department and Traffic Engineering to come up with a street design that garnered UDC approval.
- Complete build-out of the site will be more than 10 years.
- First building to be occupied will be DOT, planned for 2009-2010.
- Each specific project of the redevelopment plan will go through the SIP submittal. The plan presented tonight sets the framework and guidelines.

The PBMVC then heard from the registrant.

Linda Baxter Page, 113 S. Owen Drive, representing the Preservation of the Sheboygan Community Gardens Committee:

- Garden is currently located on the site as a tenant of the DOT, and they wish to remain on this site.
- Development team has worked closely with the garden committee and citizens to retain the community garden.
- The PUD calls for relocating the community garden to an underutilized part of Rennebohm Park. After many meetings, the garden committee does support the relocation plan. The committee will continue to work with the development team, City staff and the Community Action Commission to find a funded and viable solution.
- The community garden is a condition of the SIP moving forward, which means they won't be displaced until they have found a relocated space. They are working very hard to have a relocation plan in place before the PUD is approved.
- Moving to the park would enhance accessibility to the garden by connecting it to a ped/bike path.

QUESTIONS AND DISCUSSION

- C Street is designed as a full street cross-section with travel lanes, bike lanes and sidewalk and an underpass of University Avenue. It will also function as an access point for the DOT building, and the current access at Segoe (near

University) will be removed.

- C Street and Old Middleton Road will both be two-way travel. The westbound off-ramp to Old Middleton will be moved to the east.

- B Street is indicated as a full intersection with University Avenue. The traffic modeling looked at a series of different alternatives and the base modeling indicates support for full intersection with a signal.

- Full intersection at B Street-University will reduce traffic at Segoe-University, especially left turns.

- Traffic study looked at a right in/right out only intersection and an underpass for peds/bikes only, but they felt that a full intersection and a full underpass would keep traffic focused on University Avenue.

- There may be space problems with a left turn from Segoe to westbound Old Middleton.

- It was clarified that A Street and B Street have two travel lanes (one lane in each direction). The cross-section is two 10' travel lanes, two 5' bike lanes, and two 8' parking lanes.

- The site will have structured parking but on-street parking is being provided to serve as convenience parking for shoppers. The parking lane will be bumped out near intersections to minimize the crossing point to just the bike lane and travel lanes, avoiding the issue of the parking lane becoming a de facto through lane near the intersections.

- The goal is to create an urban walking environment while also recognizing that the commercial uses will have motor vehicle customers.

- Parked cars will act as a form of traffic calming by slowing down through traffic.

- It was acknowledged that the wide sidewalks will likely have outdoor cafes, reducing the amount of space available to pedestrians.

- The usual process is for the General Development Plan (GDP) to go to the Urban Design Commission and then the Plan Commission. For this plan, the consultants asked City staff for other referrals. City staff can also request that the SIPs be referred to certain commissions. Members asked that the SIPs be referred to the PBVMC since it is a ped/bike/transit oriented development and it will be important for the PBMVC to see the details available in the SIPs.

- Question was raised why Site A and Site B are labeled retail optional when there are nearby transit stops. Munson advised that the transit stops reflect discussions with Madison Metro. The streets within the development are being designed to accommodate buses although at this time Metro wants bus routes only on the outside of the site. In terms of the commercial space, they are trying to balance the amount of commercial that is viable for the market. The UDC made modifications on this issue, and the revised text proposes that commercial uses will be tied to contiguous fronts so people can walk from store to store. Further, the commercial locations are tied to the creation of a walking environment within the core of the site, focusing on C Street but with extensions to the employment sections. Specific locations of the commercial will be determined in the SIP. Per the UDC, 40% of the street frontage within site A must be contained within contiguous commercial space. The SIP will set the specific locations and it can be moved towards the transit stops. Non-contiguous commercial space will also be allowed if the 40% is met.

- The plan reinforces first floor commercial space that is easily accessible to peds.

- C Street, a boulevard, is 200' wide from building face to building face. The cross section consists of an 18' sidewalk (anticipate street vending opportunity), an 8' tree terrace, an 8' parking lane, a 5' bike lane, a 10' one-way travel lane, an 8'

terrace, a 10' sidewalk, and 60 feet of green space in the center. The center is anticipated to be a gathering location. The development will be required to maintain the center as an outlot dedicated for public use.

- Webber mentioned the possibility for redevelopment of the State building on the north side of University Avenue and wondered whether there will be a problem for people from the south to get there. Munson indicated that northbound traffic on Segoe would need to turn left and then right and go under. The primary reason for trying to restructure the Segoe-University intersection is to make it work for regional traffic. On the east end of the State property, they are looking at right in/right out access such that northbound motorists on Midvale could turn into property.

- Implementing a full intersection at B Street-University would retain the slip lane on Old Middleton Road. However, the on-ramp movement to go eastbound on University from Old Middleton would be metered. It is anticipated that the Old Middleton Road ramp will be reconstructed to address motorists who want to continue eastbound on University Avenue versus those turning right into the development site. When traffic at the Whitney Way signal gets a green and there is a long queue of traffic, the on-ramp traffic would be stopped to minimize the weaving by those who want to continue eastbound versus those wanting to get into the site.

- The off-ramp for westbound University Avenue to Old Middleton Road will remain but it may be moved to the east. But they are looking at whether northbound Segoe can turn left down to Old Middleton and trying to determine the importance of that movement.

- The traffic modeling looked at the level of service (LOS) at build-out (modeling included the Hilldale project build-out). Each intersection would have an overall LOS of D or better, and all movements would have a LOS of E or better. There are no failing movements.

- The Farmers' Market concept is designed with the assumption that the street would be closed to vehicular traffic during the market. Vendors would park their vehicles on the street near their vending point, which is very important to the vendors. Vendors would operate from the street side and customers would operate from the sidewalk side.

- The bike lane on C Street would be closed during the market. The consultants have talked to the City about having bike lanes striped on Sheboygan Avenue, which could serve as a bike route detour. Shahan emphasized that this needs to be made clear in the plan.

- It was noted that Frey Street and B Street are described as 90' ROW but are also shown as having an 82' ROW. Munson explained that the 82' ROW shown in the addendum is correct and reflects the UDC request to change the travel lane from 14' to 10'.

- While all of the improvements for the underpass would be within the City of Madison, they have presented the plans to the Village of Shorewood Hills.

- Frey Street will be the primary east-west connection to Hilldale. Frey would be right in/right out with a ped signal.

- A permanent home for the community garden has not been finalized. The GDP provides protection for the garden and offers a proposed location, but additional studies (stormwater, cost sharing, design, etc.) need to be done before finalizing a site. As far as the Rennebohm Park parcel, the proposal is that the developer would pay to improve the park for the garden but a long-term cost sharing plan needs to be developed as well as making sure the site is sustainable for the garden (water supply, off-street parking, bike access to the garden, etc.). They want to have a solution in place before the first SIP that would disrupt the

garden comes in.

- A question was raised whether there is funding for the underpass. Munson indicated that funding of infrastructure improvements needs further discussion. If the State sells some of the parcels, TIF is a possibility. If the State retains the entire site, they would look to the State and development to pay. More details will become available in the engineering and planning stages.
- The University Ave underpass would have separate ped and bike access. The motor vehicle access would be designed to accommodate possible future Metro bus use.
- The traffic modeling looked at p.m. peak volumes for coordinating the signals with Whitney Way. No off-peak modeling was done.
- Webber felt the plan is a big improvement over the existing use. She supported the on-street parking and felt it will serve as a buffer between peds and moving traffic.
- C Street will be a grand boulevard and will need lots of bike parking, and Webber emphasized that it needs to be integrated with the other amenities and not added as an afterthought. The bike parking could be centralized or scattered but it needs to be highly visible and on the street.
- Webber urged consideration of including seating for peds on C Street; oftentimes little things like that are forgotten.
- Webber noted that the maximum retail is shown as 10,000 square feet but suggested this be changed to a maximum footprint of 10,000 square feet (e.g., to accommodate a 2 or 3 story retail building).
- Munson stated they are working to meet and exceed the stormwater requirements. They anticipate having an infiltration basin under the boulevard.
- Webber did not want to see University Avenue or Segoe be a wall of buildings and asked whether there will be ped passageways between the buildings. Munson stated there will be some mid-block connections.
- Shahan expressed concern about the 82' ROW. Car doors will open about two feet into the bike lane. With only a 10' travel lane, there is no space for bicyclists to avoid opening doors. He disagreed with the UDC recommendation. Bicyclists need a wider berth around opening car doors.
- Shahan reiterated Webber's request that the SIPs come back to the PBMVC, especially for input on the bike parking.
- Shahan felt more attention needs to be paid as to how the Farmers' Market will function. It makes sense to close off the street to motor vehicle traffic but it should be open to peds and bikes.

E. NEW BUSINESS ITEMS

- E.1. University Avenue contraflow bike lane -- issue of delivery trucks parking in the contraflow lane between Frances and Broom Streets

Rob Kennedy, UW-Madison, Lt. Stephanie Bradley-Wilson, Madison Police Department, and Matt Tucker, Zoning Administrator, were present.

- Kennedy acknowledged a fairly consistent problem with delivery trucks parking in the contraflow lane. It's his understanding that parking in this lane is illegal and he would like to see regular enforcement, especially during the p.m. rush hour.
- Bradley-Wilson distributed photos she took today that depict the situation. There were four parked trucks and a pizza delivery van. All were being actively loaded/unloaded. The main problem appears to be deliveries for the liquor store, which gets most of its deliveries between 1-5 pm. Deliveries are made several

times a week. When beer trucks are making deliveries of 300-800 cases, there's no reasonable alternative place for them to park. There is a freight loading zone on Gilman Street but it would require the truck drivers to cross University Avenue with their delivery loads. The driveway next to the liquor store is very narrow and it would be difficult if not impossible for trucks to make turns into the driveway. The left turn out onto Conklin is also very tight.

- Parking enforcement officers are aware of the situation but if they see parked trucks that are being loaded/unloaded, they have done only limited enforcement. A moving violation would be driving on a bikeway but would not be cited very often by a police officer.
- Bradley-Wilson suggested the possibility of having a Truck Loading Zone on Frances Street that would probably allow one or two trucks to park.
- The delivery companies could be asked to see if they could stagger deliveries but it could not be controlled or enforced.
- Webber suggested the trucks park in the left lane of University Avenue. Delivery truck doors usually open on both sides, so the driver could get out on the bike lane side. Although this would obstruct a lane of motor vehicle traffic, the vehicles could still get around it. Bradley-Wilson commented that this might be problematic because of the construction in the next block. Also, there is a lot of motor vehicle traffic on University Avenue in the p.m. peak and this would increase the congestion. She was concerned about the contraflow bike lane being blocked but was not sure that taking a lane of University Avenue is the best solution. She would prefer to see the trucks on Frances Street.
- Webber noted that the delivery trucks are obstructing a live traffic lane for a period of time and parking enforcement doesn't allow that to occur in other locations. She pointed out that the bike lane used to be active eastbound lane for motor vehicles, so what did the trucks do then? It wasn't OK to block it when it was a bus lane, but now it's okay because it's a bike lane.
- Skidmore remarked that there are numerous activities that are illegal but are not cited. The City knows that blocking the lane is illegal but is not enforcing it, and he wondered about the City's liability if a bicyclist is hurt.
- Webber reiterated that if the delivery trucks used the left traffic lane, other motor vehicles would be able to go around the parked trucks because they have other lanes to use. The bicyclists in the contraflow lane have nowhere else to go.
- Ball felt it would be very difficult to control the time of truck deliveries; they want to get their business done as quickly as possible.
- De Vos felt that ticketing the truck drivers would change their behavior.
- Shahan wondered whether Frances Street might be too far away from the delivery location and suggested using the alley, which is an underutilized location. He also supported having the trucks stop in the "live" lane of University Avenue as suggested by Webber.
- Members suggested that Traffic Engineering, Zoning and Police work with the store owners and truck companies to get compliance, along with enforcement. Talking to the store owners is important, and the merchants need to tell the drivers to move their trucks.

Motion by Skidmore/Webber to refer the issue back to staff to work with the merchants; carried unanimously.

E.2. [06823](#)

Pavement Marking Plan for Hammersley Road traffic calming project - Appeal of Traffic Engineering decision by neighborhood

Motion by Skidmore/Webber to refer to the July PBMVC meeting since the district alder and some of the key neighborhood representatives were unable to attend

tonight's meeting, carried unanimously.

- E.3. [06761](#) Adopting the Tenney-Lapham Neighborhood Plan as a supplement to the City of Madison Comprehensive Plan.

A motion was made by Webber, seconded by Skidmore, to Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION Members wanted more time to review the Plan and the staff comments.

Motion by Webber/Skidmore to refer.

Patrick McDonnell, 441 N. Paterson Street, representing the Tenney-Lapham Neighborhood Association, registered in support.

- This will be the first neighborhood plan since the City adopted the Comprehensive Plan in 2006. [Ed. note: It was subsequently clarified at the 8/28/07 PBMVC meeting that the Spring Harbor Neighborhood Plan was the first one adopted following the City's adoption of the Comprehensive Plan.]
- The Plan contains a strong connection between land use and transportation planning. The land use goals are tied to transportation planning and will be an important part of the discussion.
- The last plan for this neighborhood was adopted in 1995 and the neighborhood thought it important to have an updated one, especially since the neighborhood is changing from student housing to single-family homes.
- Residents expressed interest in becoming more of a multi-modal area of the city.

Linda Horvath, City Planning, indicated that referring the Plan to the July meeting fits within their schedule. She advised that the hand-out tonight was just the transportation section and members could contact staff if they wanted a copy of the entire Plan.

The motion passed by acclamation.

- E.4. [06485](#) Authorizing the City to enter into an agreement to accept funds from Dane County to continue the Pedestrian-Bicycle Coordinator Program in the Traffic Engineering Division.

A motion was made by Webber, seconded by Skidmore, to Return to Lead with the Recommendation for Approval to the BOARD OF ESTIMATES Shahan explained that this is an annual resolution that helps pay for the City's Pedestrian-Bicycle Coordinator position (Arthur Ross). The motion passed by acclamation.

- E.5. [06735](#) Amending Section 12.132(679) entitled Parking Prohibited At All Times of the Madison General Ordinances (portion of Helgesen Drive).

A motion was made by Skidmore, seconded by Webber, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation.

- E.6. [06736](#) Amending Section 12.132(649) entitled Parking Prohibited At All Times of the Madison General Ordinances (portion of Helgesen Drive).

A motion was made by Skidmore, seconded by Webber, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation.

- E.7. [06733](#) Authorizing the Mayor and City Clerk to execute a lease with Collegiate Gothic Associates Limited Partnership, 740 Regent Street Associates, 700 Regent Street Associates, and City Station Associates Limited Partnership, collectively, of City-owned property held for future transportation purposes.

A motion was made by Skidmore, seconded by Webber, to Return to Lead with the Recommendation for Approval to the BOARD OF ESTIMATES
Shahan explained that the lease allows the lessees to use the portion of the City parcel not needed for the City bike path. They had leased the parcel prior to the path; the lease was terminated while the City built the path; and now the remainder of the parcel is available for lease. The lease can be terminated by either party upon 180-day notice. The motion passed by acclamation.

- E.8. [06745](#) Approving the geometric design for the Lien Road/Thompson Drive/Zeier Road intersection reconstruction project and authorizing the City to petition the State of Wisconsin Commissioner of Railroads to reconstruct the existing railroad crossings of Lien Road and Thompson Drive and add a new crossing of the railroad on Lien Road. (17th AD)

A motion was made by Skidmore, seconded by Webber, to Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION At the request of the neighborhood and the alder, this item was referred to the PBMVC's July 24 meeting. The motion passed by acclamation.

- E.9. University Square redevelopment project -- provision of pedestrian access on the south side of University Avenue and accommodations for westbound bicyclists on the north side (Alder Webber)

Rob Kennedy, UW-Madison Transportation Planning, was present. The traffic control plan for the University Square reconstruction project was set up to maintain the contraflow lane for bikes, and peds were directed through signing to cross the street and walk on the north side. However, the peds are using the bike lane instead. Kennedy has been on site with Traffic Engineering staff to look at the problem, and it's difficult to come up with a solution. The bike lane is too narrow to operate for both peds and bicyclists. They don't have a way change the configuration of the development site, and there is a safety concern about having people too close to the site, especially when hanging very heavy precast siding. One possibility might be to take a lane of motor vehicle traffic to accommodate peds and bicyclists, although this might cause too much congestion for motor vehicles. Another possibility is to take a lane of traffic only during the period when the greatest number of students are crossing, generally 9:30 a.m. to 3:00 p.m., and then return the lane to motor vehicles for the p.m. peak. Kennedy was aware this might not be feasible given the need to install and remove barriers. He noted, however, that the problems with ped and bike access will happen up and down University Avenue with other redevelopment projects. Webber asked whether the preconstruction meetings had included discussion of the problems that would be caused by removing ped access on the south side, and Kennedy indicated he had not been part of those discussions. However, the contractor and Traffic Engineering appeared in be in agreement on the plan.

Eli Judge, district alder, then spoke. He stated he rides his bike to/from classes but has stopped using the contraflow lane because of the peds. He endorsed the idea of taking a lane of traffic to provide a temporary ped lane and then return the lane to motor vehicle traffic for the p.m. peak. Currently, there are too many pedestrians during the day for bicyclists to use the lane. Judge suggested that EMI (developer) and Findorff be at the table when staff tries to come up with a solution.

Jeff McLean of the Findorff construction company was also present. He stated that when the traffic control plan was put together, they considered the number of lanes, the width from curb to curb and concerns about safety. It became obvious that if they took the 8-foot section, they would have better access to the site, including truck access. He noted there will be 5,800 concrete truck trips plus other trucks. If this space was not available, the trucks would need to cross traffic twice to reach the site. McLean stated they worked cooperatively with Traffic Engineering staff and felt the traffic control plan would accommodate the volume of motor vehicle traffic, maintain the contraflow lane for bikes, and provide a buffer zone at the construction site. In response to a question from Skidmore, McLean indicated they expect the sidewalk to reopened during the summer of 2008.

Shahan suggested that staff look at two options: (1) take a traffic lane to allow room for bicyclists and peds; (2) look at taking a lane during peak time ped flow.

Motion by Skidmore/Webber to refer Shahan's two suggestions to staff for discussion.

Skidmore was not sure that a peak hour restriction would work - who would enforce it, who would put up/remove barricades? It might be better to close the lane for a year. He did not want to compromise safety on the work site and the solution needs to recognize that there are lots of trucks entering/exiting the site. The UW, Traffic Engineering and Findorff need to work together.

Webber mentioned the concern expressed at last month's PBMVC meeting about the westbound bike lane on University Avenue that is shared with buses, which also needs to be addressed by Traffic Engineering staff. She has noticed a significant increase in bike traffic on Johnson Street, probably due to bicyclists avoiding the contraflow lane. Webber suggested the possibility of signing a bike detour onto Johnson Street and let the peds use the contraflow lane. But this would involve taking an active lane of traffic off Johnson Street to stripe a bike lane.

Dan Dettmann, Traffic Engineering staff, indicated he was involved with the initial discussions with Findorff over a year ago. Traffic Engineering staff preferred a maximum 18-month closing of the sidewalk rather than 24-month period requested by Findorff. The occupancy permit gets renewed every 3 months. Dettmann advised the issue was clear from the start on what to do with traffic when you go from three to two lanes. There are already off-peak traffic backups when construction work is happening. Closing a traffic lane for peds would create a huge backup. Webber noted that there are more peds on University Avenue than any other arterial in the city. The traffic control plan took away 50% of the ped capacity, and this has a big safety and convenience impact on peds and bicyclists. She found it difficult to understand why staff can't find a way to

make it safe for ped without forcing them to cross a four-lane roadway twice to go one block. This is extremely inconvenient. Further, it's very difficult to get across University Avenue as a ped. Webber also pointed out that there are no other eastbound bike accommodations: Johnson Street is basically not available; Dayton Street is two blocks away and bicyclists would have to go to the south side and cross back over; bicyclists can't use Library Mall; and Langdon Street doesn't go through. University Avenue carries a huge amount of ped and bike traffic with no other reasonable alternative routes, yet motor vehicles get three lanes.

Dettmann emphasized that the safety impact goes a lot further than the one block between Lake and Murray. If the traffic lanes are reduced from three to two, the queue of motor vehicles will affect every intersection backwards, which means peds can't cross safely at those intersections when blocked by motor vehicles.

Webber urged Traffic Engineering staff to come up with some recommendations. There have been a lot of complaints and this is a major issue for the campus area. She reiterated the option of diverting bike traffic onto Johnson with a signed and striped bike lane and then let peds use the contraflow lane.

Webber offered friendly amendment, accepted by Skidmore, that the motion include the two options suggested by Shahan as well as any other options that Traffic Engineering can come up with.

Skidmore cautioned that this is a very large downtown development project and it's important to have realistic expectations. The best possible solution may not be ideal. It may be necessary to just bite the bullet and deal with it for the next year. Any solution needs to insure that the construction site is safe, that there is reasonable traffic flow, and safety of peds and bicyclists is addressed. He hoped that staff can come up with reasonable recommendations.

Shahan noted that another possible detour is to go up to Langdon Street but this would involve bicyclists making a left turn at University-Park, which is not easy to do. But it's clear the current situation is not working.

Motion to have staff look at taking a traffic lane, off-peak use of a lane for peds, and anything else that TE comes up with for better ped access through south side of the site, carried unanimously.

F. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY

F.1. Plan Commission

Ohm noted that the Plan Commission will be taking action on the East Washington Avenue BUILD Plan at its August meeting and suggested that the PBMVC provide input (although the item was not referred to the commission by the Common Council). He mentioned that the City is planning something quite different than what the neighborhood is comfortable with -- the density is much higher than what the neighborhood has wanted in the past and there are concerns about the development's transportation impacts. Members asked that this be on the PBMVC's July agenda.

F.2. Long Range Transportation Planning Commission - 5/17/07 minutes encl.

Shahan reported that the LRTPC unanimously voted to place on file the resolution requiring a binding referendum on streetcars. Some members felt there wasn't enough information; others felt that one mode of transportation should not be singled out for a referendum.

F.3. Joint West Campus Area Committee

Shahan advised they talked about construction projects, including the west campus utility project and detours.

F.4. Joint Southeast Campus Area Committee

No report due to Strawser's absence.

F.5. School Traffic Safety Committee

Committee has not met recently.

F.6. Platinum Biking City Planning Committee

No report due to Arthur Ross's absence.

G. REPORTS OF OFFICERS AND MEMBERS FOR INFORMATION/DISCUSSION

G.1. Executive Secretary Report - None

G.2. Items by Chair

Shahan reminded members to speak one at a time during meetings and not to interrupt speakers.

G.3. Items for referral and/or announcements

None (other than items previously mentioned for referral to July agenda).

ADJOURNMENT

Upon a motion by Ohm/Webber, the meeting adjourned at 7:20 p.m.