



# 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](http://www.madisoncitychannel.tv)*

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Wednesday, February 25, 2009

5:00 PM

Room 300, Madison Municipal Bldg.  
215 Martin Luther King, Jr. Blvd.  
(Use Doty St. entrance after 6 pm)

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This meeting is on WEDNESDAY, Feb. 25 due to the Common Council meeting on the fourth Tuesday.

### CALL TO ORDER / ROLL CALL

**Present:** 7 -

Aaron S. P. Crandall; Robbie Webber; Paul E. Skidmore; Mark N. Shahan;  
Charles W. Strawser III; Mary P. Conroy and Susan M. De Vos

**Absent:** 1 -

Judy Compton

**Excused:** 3 -

Beth A. Whitaker; Jason Schulman and Cheryl E. Wittke

Compton arrived at 5:15 p.m.

Staff present: Arthur Ross, Traffic Engineering (Executive Secretary); Larry Nelson, Rob Phillips and Chris Petykowski, City Engineering; Dan McCormick and Scott Langer, City Traffic Engineering

A quorum being present, Chair Shahan called the meeting to order at 5:05 p.m.

### A APPROVAL OF MINUTES

A motion was made by Conroy, seconded by Webber, to Approve the Minutes .  
The motion passed by the following vote:

**Absent:** 1 -

Judy Compton

**Excused:** 3 -

Beth A. Whitaker; Jason Schulman and Cheryl E. Wittke

**Ayes:** 5 -

Aaron S. P. Crandall; Robbie Webber; Paul E. Skidmore; Charles W.  
Strawser III and Mary P. Conroy

**Noes:** 1 -

Susan M. De Vos

**Non Voting:** 1 -

Mark N. Shahan

De Vos and Shahan were concerned about the new format and felt the minutes lacked enough detail. Skidmore and Webber felt the minutes were satisfactory and consistent with, or provided more detail than, the minutes of other committees.

Ross noted the meetings are videotaped and detailed minutes are not necessary. He had reviewed the video of the January meeting and confirmed that the minutes capture all relevant discussion and provide an accurate record of the meeting. Minutes should reflect the discussion, major points, any controversy that influenced the vote, and the motions and actions. If a staff member reads from a written report that was provided to members, those statements will not be recorded in the minutes since the report will be available as an attachment to the minutes. However, if the staff person mentions items not in the report, they will be recorded in the minutes. This is the direction both the TPC and PBMVC are moving. If someone needs more detail, they can watch the video or contact staff.

Ross will check to see how long the video is available on the City's web site. [Editorial note: The following information was obtained from Doug May at Madison City Channel "All meetings that we have streamed on MCC are archived and available to the public (streaming archives started around January of 2002). The policy currently states that meetings will be kept forever, the only way I see that changing is if IT contacts us and wants to change this policy in which case users would be notified of the change."]

Shahan suggested that members give it a couple of months and then decide if they want this as an agenda item.

**B PUBLIC COMMENT - None**

A roll call is taken here to reflect the arrival of Ald. Compton at 5:15 p.m.

**Present:** 8 -

Aaron S. P. Crandall; Judy Compton; Robbie Webber; Paul E. Skidmore; Mark N. Shahan; Charles W. Strawser III; Mary P. Conroy and Susan M. De Vos

**Excused:** 3 -

Beth A. Whitaker; Jason Schulman and Cheryl E. Wittke

**C NEW BUSINESS**

1. [13273](#) Creating Section 12.26 of the Madison General Ordinances to create restrictions on opening vehicle doors into oncoming traffic and leaving vehicle doors open while loading or unloading; and amending Sec. 1.08(3)(a) to create a bail deposit for these violations.

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

Webber explained that the ordinance was in response to a communication from Rep. Sody Pope-Roberts after a bicyclist was ticketed for running into an opened car door. This led to the discovery that WI does not have a statute prohibiting vehicle occupants from opening a car door into traffic. Such a statute is common in many states. Rep. Pope-Roberts is working on legislation at the state level but urged the City to pass an ordinance at the local level. The ordinance simply requires that a person look before opening a vehicle door into traffic. Enforcement would likely be after the fact and used to assign liability.

The "reasonable period of time" for leaving a car door open in traffic would be determined by a police officer. Ross advised this language is from the Uniform Vehicle Code (UVC) and is similar to language used in other states that have a statute like this. The reasonable length of time will depend on what is being done, e.g., unloading boxes, person with a disability exiting the vehicle, etc.

If the state law is passed, the City ordinances adopt the state statutes in the Vehicle Code automatically by reference.

Webber/Skidmore moved approval, carried unanimously.

2. [13491](#)

Approving plans and specifications for public improvements necessary for the project known as Union South Redevelopment and authorizing construction to be undertaken by the Developer, Private Contract No. 2220. (8th AD)

**Attachments:** [Union South Randall Dayton marking plan.pdf](#)  
[Randall Avenue Comments 20090304.pdf](#)

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

Scott Langer, City Traffic Engineering, and Chris Petykowski, City Engineering, were present. Langer gave a brief overview of the project.

- Intersection of Randall and Campus Drive was redesigned. Both streets are truck routes and intersect on a skew.
- Already received approval from the Office of Commissioner of Railroads on the modifications to the Randall crossing of the tracks.
- Orchard Street will be a ped corridor and a traffic signal will be installed at Orchard-Campus Drive. Signal will also be installed at Orchard-University Avenue. Goal is to have entire length of Orchard a ped thoroughfare.
- Bike lanes will be added to Randall Ave., both as part of this project and as part of the Wisconsin Institutes of Discovery project.
- Left turns from Engineering Drive onto Randall will be restricted.
- No City funds are required for the project, being funded by the UW.
- Northbound Randall right turn onto Campus will have two stopbars, one before the railroad tracks and another one before the signal.
- Dayton Street traffic lanes were narrowed to provide a bike lane in each direction
- Ped crossing is as far south as possible in the right turn bay (placement limited due to the railroad).
- Distance between new signal at Orchard and existing signal at Randall-Campus is about 450-500 feet.
- The west end of Engineering Drive is under the UW's control. They have a valid driveway permit. The plan is to open up an exit onto University Avenue from Lot 17. If someone wants to go west on Old University from Lot 17, they would use Randall to Dayton and up Charter Street. Modifications to the driveway opening at University Avenue would likely be done under the driveway permit process.

Compton/Skidmore moved approval, carried unanimously.

3. [13734](#)

AMENDED - Approving the Environmental Assessment for the Pleasant View Road Extension and approving the roadway geometry contained in the Environmental Assessment. (9th & 1st ADs)

Attachments: [Pleasant View Rd extension entire length.pdf](#)  
[Pleasant View Rd extension north roundabout.pdf](#)  
[Pleasant View Rd extension south roundabout.pdf](#)

A motion was made by Skidmore, seconded by Compton, to Return to Lead with the Following Recommendation(s) to the BOARD OF PUBLIC WORKS. The motion passed by voice vote/other.

The PBMVC recommended approval of the resolution with the recommendation that staff from City Engineering and City Traffic Engineering work together to tweak the geometrics so that the through right turn lanes are close to a 25 mph design speed.

#### DISCUSSION

Staff present for this item included Larry Nelson, Rob Phillips and Chris Petykowski of City Engineering and Dan McCormick of City Traffic Engineering.

Motion by Skidmore/Compton to recommend approval.

#### Staff presentation:

- Pleasant View Road will be extended from its intersection with Mineral Point Road southerly to the intersection with CTH M and Valley View Road.
- Roundabouts are proposed for the intersections at Mineral Point Road-Pleasant View Road (north) and Pleasant View Road-Valley View Road-CTH M (south). The southern roundabout is larger
- The roundabouts have two lanes feeding into them but they can be widened to three lanes in the future.
- The Pioneer Neighborhood Plan includes the extension of Pleasant View Road, and the UW Research Park preliminary plan also includes the extension of Pleasant View Road.
- Project goals include extending Pleasant View Road in accordance with the Neighborhood Plan; facilitating development of the UW Research Park; providing a north-south alternative for traffic that would otherwise use CTH M; accommodating present and future traffic volumes; accommodating peds and bicyclists in the plan, and providing access to CTH M for the Prairie Hill Road development to the south (Westview Hills).
- At this time, Pleasant View will be built as two-way traffic, one lane in each direction with bike lanes. In the future, Pleasant View is planned to be split, with a one-way leg in each direction.
- No plans at this time to expand the existing Pleasant View Road north of Mineral Point Road. Compton mentioned that this will be a logical choice for bicyclists to get to Old Sauk Road and asked that consideration be given to painting the bike lanes.
- One of the goals is to make it easy to commute to Research Park by bike. There will be two ped/bike underpasses at the southern roundabout, one at Pleasant View (west leg) and one at CTH M (east leg).
- Bicyclists have three options: (1) merge with the traffic in the roundabout, (2) exit at the roundabout onto a wide sidewalk and act as a ped to make the crossing at grade, or (3) use the underpass(es).
- There will be a lot of traffic at peak hours of the day but at other times the traffic volume will be lower and ped/bike movements will be easier.
- The CTH M underpass is only 300-400 feet east from the roundabout and is very convenient for those going to Research Park. The underpass is in a good

location to get into the heart of the employment center.

- Consultant recommended this design but City staff are fine-tuning it. However, the volume is up to 1,300 turning vehicles per hour and it's necessary to have a free-flowing right turn to address the heavy demand.
- If the right-turning traffic were brought into the intersection to yield, would need two lanes for right-turning traffic.
- Total traffic volume for the intersection is 40,000-50,000 vehicles per day.
- Underground conduit will be put in for a future signal. However, a roundabout typically has fewer and less serious crashes than a signalized intersection.
- Installing a signal would result in more lanes of traffic.
- Could look at the design to make it oriented toward yielding and have a two-stage ped crossing (peds would cross when there is a gap).
- It is projected the 2-lane roundabout will be adequate to meet demand until approximately 2025, then will likely need to expand it.
- Only real options are a roundabout or traffic signal.
- Could have Yield to Ped sign at the roundabout crosswalks, would likely improve compliance

Member comments/concerns were largely focused on the southern roundabout:

- Supported the roundabout concept and felt it's a good solution for getting the traffic through the intersection.
- Motorists coming from the south on CTH M will have a "flying right" to continue north and will not be forced to slow down. This poses a huge problem for peds trying to cross. Also, where will bicyclists position themselves?
- Ped/bike underpasses are too far away and inconvenient for those traveling somewhere other than Research Park.
- Once the quadrant to the south gets developed and those residents want to reach Research Park by foot, how will they get across?
- Roundabout design makes it convenient for right-turning drivers to continue at high speeds. Traffic needs to be slowed to allow ped crossings.
- The Pioneer Neighborhood Plan is a multi-modal plan and there needs to be multi-modal access in/out of the neighborhood, not just within the neighborhood.
- If want to encourage modes other than motor vehicles, need to change the design and include deflection for right turns.
- This is a new intersection being built "from scratch" -- make it work for all users and don't build in intimidation for peds and bikes.
- Motorists will not stop at the crosswalks so peds will only be able to cross when there are gaps.
- Concerned about putting up too many signs to get drivers to yield and would prefer to create an intersection design that naturally takes care of this behavior.
- Recognized that this is a regional traffic roadway but the right turns still need to be slowed.
- The Beltline is east-west so is not a good alternative for fast moving traffic that wants to go north-south (CTH M).

Larry Nelson, City Engineer, was also present. He mentioned that this project has 50% federal funding and staff hope to get it included in the 2010 federal stimulus package. Nelson stated that staff will look at the issue of right-turning traffic and see what can be done to balance the need to get the

cars through and also provide a safe crossing for peds. He was comfortable with the proposed design but felt it could be tweaked.

Friendly amendment by Webber, accepted by Skidmore, to approve the resolution with the recommendation that staff from City Engineering and Traffic Engineering work together to tweak the geometrics to bring the through right turn lanes closer to a 25 mph design speed; motion as amended carried unanimously.

4. [13485](#) Authorizing an amendment to the lease between the City and the Madison-Kipp Corporation (MKC) within the East Rail Transportation Corridor that will reduce the area of the leased premises with a corresponding decrease in the annual rent and also provide for an offset of costs to construct a sound reducing fence against the annual rent.

**Attachments:** [Exhibit A 4114.pdf](#)

**A motion was made by Conroy, seconded by Webber, to Return to Lead with the Recommendation for Approval to the BOARD OF ESTIMATES. The motion passed by voice vote/other.**

**Ross explained that the land that Madison Kipp Corporation leases from the City was reduced in size when the City built a water retention facility. This resolution amends the lease to revise the description of the leased property and to reduce the rent.**

Ross explained that Items C.5 through C.14 are routine parking-related ordinances that were requested by the neighborhoods, sponsored by the district alders, and posted on a 90-day trial basis.

5. [13419](#) Repealing Section 12.137(116) of the Madison General Ordinances to remove a section of Orchard Street from two-hour parking restrictions.

**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**

6. [13418](#) Amending Section 12.1385(111) of the Madison General Ordinances to amend the section of Midvale Boulevard designated for residential daytime parking permits.

**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**

7. [13416](#) Amending Section 12.132(579) of the Madison General Ordinances to amend parking restrictions for a section of Midvale Boulevard.

**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**

8. [13406](#) Amending Section 12.137(117) to change the section on the west side of Park Street that is subject to two-hour parking restrictions from 8:00 a.m. to 6:00 p.m.

**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**

9. [13404](#) Repealing Section 12.137(65) of the Madison General Ordinances to remove a section of Heather Crest from two-hour parking restrictions.  
**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**
10. [13401](#) Repealing Section 12.53(10) of the Madison General Ordinances to remove a section of Blackhawk Avenue from its designation as a through street.  
**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**
11. [13400](#) Creating Section 12.541(61) of the Madison General Ordinances to designate Blackhawk Avenue at its intersection with Bluff Street as a controlled intersection.  
**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**
12. [13399](#) Amending Section 12.1385(17) of the Madison General Ordinances to amend the section of Jefferson Street designated for residential daytime parking permits.  
**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**
13. [13398](#) Amending Section 12.1385(10) of the Madison General Ordinances to amend the section of Drake Street designated for residential daytime parking permits.  
**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**
14. [13402](#) Creating Section 12.541(62) of the Madison General Ordinances to designate Dean Avenue at its intersection with Lakeview Avenue and Allis Avenue as a controlled intersection.  
**A motion was made by Strawser III, seconded by Conroy, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by voice vote/other.**
- D [10610](#) REPORTS OF OTHER COMMITTEES/COMMISSIONS (verbal reports for information only)  
Plan Commission  
Long Range Transportation Planning Commission  
Joint West Campus Area Committee  
Joint Southeast Campus Area Committee  
School Traffic Safety Committee  
  
**Attachments:** [LRTPC min 02.19.09.pdf](#)  
  
**Plan Commission: Webber reported an ordinance has been introduced to add a member of the Madison Metropolitan School District as a non-voting member of the Plan Commission.**

**Long Range Transportation Planning Commission:** Shahan reported they talked about the Transportation Improvement Program for Dane County and the federal stimulus package. See attached minutes.

**Joint West Campus Area Committee:** They are meeting tonight. At the last meeting they had an update on the University Avenue project and the Human Ecology Building project.

**Joint Southeast Campus Area Committee:** Strawser said the last meeting was canceled and the next meeting is March 30.

**School Traffic Safety Advisory Committee:** Has not met.

**E      REPORTS OF OFFICERS AND/OR MEMBERS FOR INFORMATION/DISCUSSION  
(Verbal reports for information only).**

1      Executive Secretary Report

**No report.**

2      Items by Chair

**Shahan said he was trying to arrange a meeting of the bike licensing subcommittee (Conroy, Webber, Crandall and Shahan).**

3      Member requests for future agenda items and/or announcements

**Shahan asked that an update on the Platinum Biking Plan be on the May agenda. The 2009 NTMP list should also be on an upcoming agenda.**

**Skidmore remarked that the governor's budget included photo radar and if a bill is introduced, perhaps the City should introduce a resolution in support.**

**Webber stated that at last night's Council meeting there was a resolution regarding the Tocora path into Research Park but the district alder withdrew it so a neighborhood meeting can be held first.**

**ADJOURNMENT**

**A motion was made by Skidmore, seconded by Strawser III, to Adjourn . The motion passed by voice vote/other. The meeting adjourned at 7:20 p.m.**