



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

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

---

Tuesday, January 24, 2006

5:00 PM

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

---

**CALL TO ORDER AND ROLL CALL**

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

**Excused:** Carl R. Kugler

**City staff present:** Arthur Ross, Pedestrian-Bicycle Coordinator and Dan Dettmann, Traffic Engineering Signal & Lighting Engineer

Wittke and Compton arrived at 5:07 p.m. Forster Rothbart arrived at 5:15.

**A PUBLIC COMMENT**

None

**B APPROVAL OF MINUTES - December 12, 2005**

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

**C MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES - None**

None

**D PUBLIC HEARINGS - None**

**E SPECIAL PRESENTATIONS**

E1

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

Rob Beuthling of HNTB Corp. was present and provided a Power Point overview of the study. HNTB worked with Traffic Engineering staff to evaluate the Capitol Loop traffic system. The study will be published on the City's website.

**Presentation highlights:**

- The Capitol Loop consists of Dayton, Fairchild, Webster and Doty Streets, and the study also included the Wilson Street intersections with Henry/Hamilton and King/Butler.
- HNTB did extensive data collection during the morning, midday and evening

peak periods and counted peds, vehicles and bikes. The unsignalized intersections were counted twice and signalized once.

- Did a ped delay and motor vehicle delay in the existing system and then modeled what would happen if signals were installed.
- Webster-Main had the highest volume of peds for all three peak periods but did not have the longest delay. Dayton-Pinckney had longest a.m. delay, Doty-Carroll had the longest midday ped delay, and Doty-Pinckney had the longest p.m. delay.
- Each intersection would have an increase in the average ped delay if a signal were installed.
- Motor vehicle traffic is heaviest during am and pm peaks while ped traffic is heaviest during the midday.
- Counts were done in spring 2005 during sunny days to catch the most peds
- Conclusion: current system has acceptable delays
- Advantages of signal installation include perceived safety for peds to since they would have a specific time to cross, and improved traffic flow because motorists wouldn't have to wait for peds to cross on a green.
- Disadvantages include increased delays for motor vehicle and peds, an anticipated increase in rear-end crashes, an increase in capital and operating costs, the potential for motor vehicle queues to block intersections and the entrance/exit to parking structures, and the need to enforce safe ped behavior.

Shahan asked why more ped enforcement would be needed. Beuthling replied that peds can only legally cross on the WALK light and it may take increased enforcement to encourage this behavior. Shahan remarked that signals might encourage peds to cross at a safe location, rather than crossing the street willy-nilly like they do now.

Beuthling stated that HNTB's recommendation is to retain the existing stop control at this time and work on increasing driver awareness of ped crossings. A particular problem for peds is that vehicles exiting the parking structures are trying to enter the traffic stream on the same gaps as the peds.

If traffic signals are installed, HNTB came up with a recommended priority list, with Webster-Main as the highest priority.

DeVos wanted to know the reason for the study. Dan Dettmann, Traffic Engineer 4, indicated that through the years the Traffic Engineering Division has received questions about the unsignalized intersections on the Capitol Loop every time they did the Traffic Signal Priority List. Traffic Engineering realized a number of years ago that they needed to do a study of all the intersections on the Capitol Loop but wanted to wait until major construction on the Square/Capitol Loop was completed before doing it. Last year was the first opportunity for the study. DeVos noted that it seemed like everything was oriented toward the effect on stoplights. She wondered about the impact of increased ped volumes. If the City is planning for the future, you also want to look at the impact as other development occurs, such as a 25% increase in ped volumes. Beuthling indicated that the ped delay was based on the traffic signal cycle length, and the volume of peds fell out of the equation. There would have to be a relatively high ped volume to have an impact on the WALK time in getting all the peds safely across. DeVos mentioned that some crossings have a high number of elderly peds and considered needs to be given to how much time they take to cross. There will be more elderly living downtown given the new construction and they

should be incorporated in the model.

Strawser wanted to know why the study only considered the impact of traffic signals and not some other means to manage traffic. He uses the Capitol Loop every day, and the problem seems to be that motorists race from one signal to the next, meaning they are going as fast as they can through the unsignalized intersections. Installing a speed table at each crosswalk might have an impact. It seems like the study tested a particular strategy without considering others. Dettmann replied that the study was set up to look at traffic signals because there's been a strong interest in signals expressed by the PBMVC and others. Traffic Engineering could go further at a greater expense and look at other things, and Strawser felt this should be done. When the public asks for a stop sign or traffic signal, staff usually knows the potential implications and whether it will change the behavior the citizen is trying to change. It seems like the job of staff and the Commission is to identify the problem, e.g., how to cross the street, and then suggest solutions and not just test the solution that someone else has suggested. Dettmann noted that part of the study was to document the problem (delays), which is why data was collected. Strawser felt the study is valuable but should be more comprehensive.

Conroy wanted to know what was meant by upstream access (page 25). Also, the study highlights the volume of elderly peds at Fairchild-Main but this doesn't seem to be factored in with the prioritization results. There are also sight problems at this intersection because of the hill and this adds to the problems in crossing here. She felt the Fairchild-Main intersection needs special attention. Beuthling explained that "upstream" access points are those that are located prior to the signal. Referencing Fairchild-Main, the ped volume and short length of delay keep it at the bottom of the priority list.

In response to Compton's question, Dettmann stated that TE receives requests almost every year for signalizing various intersections on the Capitol Loop. The cost of the study was \$62,000-\$65,000. Compton asked how much it would cost to get a study that also looked at traffic calming and other options, but Dettmann did not know. He pointed out that traffic calming on an arterial street is a different issue. A speed/traffic table is usually not used; instead more passive elements or geometric changes are used that decrease the distance that peds have to cross. Compton noted that this study doesn't provide for alternate recommendations. Dettmann noted that today's presentation is HNTB's analysis and recommendation. Staff proposes to come back at the Feb. meeting with a staff report addressing comments from today and including discussion at the Downtown Coordinating Committee and others.

Shahan noted a correction on page 18, last bullet, Webster-Mifflin should indicate all three peak periods not just the pm peak; in fact, the improvement in the a.m. delay is greater than that for the p.m. On page 25, last paragraph, third sentence, reference should be to Webster & Mifflin (not Main). Shahan remarked that normally when TE does the traffic signal priority list, they look at the gaps for peds (one of the two criteria for the ped warrant), but that Dettmann stated that was not in the scope of this study. Dettmann indicated that Traffic Engineering was more interested in the gaps that peds are actually using and how long they waited at the curb. If there are very few gaps, and very short gaps, the average delay increases substantially. Shahan stated he would be interested in knowing both the available gaps that peds could use as well as the gaps they are actually

using. He wants to see that information if the Commission is asked to decide whether signals should be installed. Dettmann stated staff could do this, if requested. Shahan referenced DeVos' earlier comments about the increase in peds in the downtown area and asked that the staff report include the projected traffic volumes on the Capitol Loop. Shahan also requested the accident rate, not just the number of accidents.

Motion by Logan/Skidmore to receive but not accept the report, pending staff recommendations; carried unanimously.

E2 Safe Community Coalition Presentation relative to Older Adult Pedestrian Demonstration Program

John Bauer, Project Director, was present and provided a project description handout. This project is one of three grants awarded by the National Highway Traffic Safety Administration to address ped safety for older adults (55+ years). The goals of the project are to (1) increase the number of motorists who yield to peds in crosswalks; (2) reduce the number of injuries and fatalities among older adult pedestrians; (3) use a zone approach to identify and reduce barriers (engineering, ped behavior, motorist behavior) to safe walking; and (4) develop a project tool kit for use by other communities.

An observational survey in 2005 found that only 1.8% of motorists were yielding to peds. Yet in a study conducted a few years ago, 98% of motorists indicated they understood the law requiring them to yield. A component of the project is to establish four geographic zones with a high number of elderly residents. A lead agency will be identified for each zone and will have responsibility to establish an advisory council. The council will help recruit community volunteers who will conduct "walking audits," conduct observational surveys and advise the project on a number of issues. The results of the project will impact all peds and will try to encourage and promote walking.

Two versions of a training video are available, one is for law enforcement personnel and the other is for corporate and government fleets and community organizations. The intent is to have these agencies "model" the state law requiring motorists to yield to peds. The MPD has done a great job creating the video and over 380 MPD personnel have been involved with in-service training with the video and a quiz. A number of law enforcement agencies in Dane County will participate in the modeling approach, and a number of fleets (e.g., FedEx, UW, WisDOT) have committed to the modeling project as well.

The four zones are: Hilldale, downtown Madison, Stoughton and probably Sun Prairie (awaiting approval). Advisory councils are in the process of being created and they will recruit volunteers to help with observational surveys, walking audits, etc.

Bauer would like to have a major media kick-off of the modeling campaign in April but they first need to complete baseline observational data. The previous agenda item talked about gaps in traffic, and one of the project goals is to have motorists yield so there's more than just gaps that allow them to cross. He felt it's a very exciting project.

Skidmore appreciated the effort, especially since he has two senior independent living facilities in his aldermanic district. Is there any training on how to be a safe

ped? Bauer replied yes and it will be made available to other groups in the community who want to use the training. The groups could contact Bauer, the Safe Community Coalition, or Stacey Vilas at MPD who is the primary trainer.

Forster Rothbart asked about the boundaries of the downtown zone, and Bauer responded that it hasn't been defined yet. Ross indicated that it would generally be the west side of the Capitol Square where there's a high population of elderly.

Bauer noted that in Stoughton, they are interested in installing an in-ground lighting system at a crosswalk. The pre-surveys will help gauge the effectiveness and sustainability of the measures. The project results will help communities decide how to use their money.

Shahan noted that the PBMVC has talked about Transportation Demand Management Plans and Transportation Management Associations, and he wondered if the videos could be used by such associations to help developers in designing ped-friendly developments. Bauer stated the videos could be made available. He noted that WisDOT plans to distribute the video to its regional offices across the state. The more people that see the video, the better. The lack of yielding is a cultural problem all over Wisconsin. In some states such as Maine, Arizona or California, the driving culture is that motorists stop for peds. DeVos wondered what works in these states. Skidmore felt Bauer hit it on the head about the culture of Wisconsin and remarked that there needs to be a lot more education.

Logan remarked that the PBMVC receives a number of requests for ped walk lights in locations where motorists are not yielding, but in many cases the lights are not advisable because the ped volume isn't high enough. It made him wonder about educating peds to look like they deserve to be yielded to and he asked whether that is included. Bauer replied there is a focus on ped responsibilities as well, and he agreed that peds also need to be educated. Bauer would like the video made available to as many organizations as possible, as well as on cable TV. Both peds and motorists need to understand the law, and peds need to understand how to act when they want to cross the street. One part of the project involves law enforcement agencies providing flyers to motorists. Ross noted the importance of the component focusing on fleet drivers, which will get a large population of visible drivers to set the standard and be role models. If the project can get fleet drivers to comply with the law, it will have a citywide impact. Shahan noted that PBMVC members can also be role models. He noted the problem when a ped wants to cross and one lane of traffic stops but the other lanes don't. Bauer said this is part of the ped education, and peds need to make sure they make eye contact with the drivers.

Strawser asked whether the project has considered bumper stickers, which could expand the program beyond corporate and government fleets. Bauer said they have talked about it but a final decision has not been made. Project volunteers are being asked to attend community events and distribute pledge cards asking people to make a commitment to yielding to peds. Ross indicated that Milwaukee is working on something like that now with WisDOT. Madison has been providing input on Milwaukee's concepts and hopefully they will develop something that can be distributed statewide through WisDOT. Compton recommended a window film rather than a bumper sticker since it would be more visible and more people might be willing to use it since it's easily removable.

Forster Rothbart asked if there's any input from the PBMVC that would be useful. Bauer indicated that as the project progresses, he will come back with data and may have some suggestions for the PBMVC. Members thanked him for his presentation.

Compton remarked that some locations where motorists speed through are higher ped volume locations, and the PBMVC might want to consider cameras. Shahan noted that a few years ago the PBMVC had forwarded a recommendation for traffic cameras to go to Madison's legislative delegation, but the Common Council did not pass it. Compton thought it might be a good time to bring it back to the Common Council, and Shahan agreed. Skidmore stated he has been exploring with MPD and TE to get a test camera for educational, rather than enforcement, purposes and the concept is a work in progress. He was aware that some MPD staff are not happy about writing warning letters. He will report back when he has more information. Shahan remarked that the PBMVC has historically been receptive to cameras; the issue keeps coming up but gets stymied by State law. He is willing to listen to the concept of cameras for education and to have the MPD participate in the discussion.

Compton asked whether a motion was in order to have staff draft a resolution recommending use of cameras. Shahan thought it would have to be brought back as an agenda item for the next meeting. Compton suggested the motion be that staff draft something and bring it back for discussion as an agenda item.

Webber noted that the PBMVC December minutes indicated the video would be shown to the PBMVC, and it was noted that this is on the February agenda. Compton asked that the video be available on City Channel 12. Wittke stated they didn't want to put the video out for the public until they do the pre-surveys.

**F OLD BUSINESS - None**

**G NEW BUSINESS ITEMS**

**G1 Request to Use Bike Path in Accessible Dog Exercise Area at Quann Park**

Si Widstrand from City Parks was present and displayed a map of Quann Park. He explained that currently the north and south ends of the dog park are fenced, and the proposal is to fence the other two sides so that the area would be totally enclosed. Initially, the dog park users said the high priority was to install fencing to prevent the dogs from running onto the roadway, but they preferred to not have fencing on the other side so they could continue to have access to the creek (across the bike path). The proposal has been discussed over the years, and a different proposal emerged that seems to meet the Parks Commission needs. The Parks Commission's goals are to provide safe access, a safe dog area by completing the fencing, and to have some part of the accessible path remain open for people with disabilities. The dog owners do not want to give up access to the creek. The proposal that emerged would (1) complete the fencing of the dog exercise area; (2) fence off the bike path in two locations, (3) allow an area of the path along the creek to be used as an accessible off-leash dog area, (4) relocate the dog access to the creek; and (5) maintain access to part of the dog area when Alliant uses this area for overflow parking during events.

The impact on through bike traffic is that they would have to go over the bridge and use the path on the other side to get to Olin Avenue or to continue on the Wingra Creek path. Widstrand stated there is only one part of the fenced dog exercise area where dogs would have access to the creek. Compton asked what's stopping dogs from going to the other side. Widstrand stated the dogs could swim across, but generally it doesn't happen. Webber pointed out that it's a law that dog owners must have control of their dogs. Widstrand stated that a problem with enforcement is that because the area is not fenced, it's difficult to determine where to start enforcing the leash law. Once fencing and gates are installed, enforcement can be improved.

The Commission then heard from the registrants.

Barbara Gilligan, 2009 Sundstrom, registered in support.

- Founder of the advocacy group for Quann dog park.
- This fencing project is very important for users of the dog park.
- Currently have a dog beach and the incidents of dogs swimming/wading across is fairly low. What's more likely to happen is to have dogs go across the bridge, and fencing would reduce that from happening.
- Having completely fenced area would be better for some dog owners who don't have good voice control.
- Have been working with Si Widstrand on a good compromise for a long time.
- Accessibility is a big issue for dog owners. Bike path is the only paved area in the park.
- Fencing will improve safety by keeping dogs off the path and off the bridge.

Judy Cline, 716 Dexter #2, Madison, registered in support.

- Concern is that she be able to use the park without going into the field since she cannot walk on uneven surfaces. If the park is fenced, access to the bike path space will be lost and she could not use the park. Currently, she waits on the bike path while others walk her dog in the field.
- Most dog owners are very responsible.
- In favor of the proposal because she would have access to the dog area from the bike path.

Marguerite Payne, no address given, registered in support and was available to answer questions.

Colleen Robinson, 972 Dane Street, Madison, registered in support and was available to answer questions.

In response to a question, Widstrand stated there are a series of gravel roads through the dog park. The park is built on a former landfill, so the paths do settle and become uneven. Also, there is some slope so the area is not easy for walking for some people. Forster Rothbart noted that in the minutes from the 2/18/05 meeting of the Facilities, Programs and Fees Committee of the Board of Park Commissioners, members discussed that a long-term goal is to have accessible paved entrances to dog parks, and he wondered how far away that is from happening. Widstrand indicated that Parks may be able to put in paved access at Quann. At the main entrance, the paved path would go a little way into the dog park but wouldn't give access to the water. In reply to Forster Rothbart's question, Widstrand stated there are six gates, and the gates on the east open up for overflow parking. These would be motor vehicle gates that could be locked,

so Parks would probably install a walk-in gate as well. Strawser asked how tall the fence would be, and Widstrand replied four feet. Strawser thought that fencing off the bike path might create the perception of danger for peds and bikers if they feel boxed in, and he didn't want to discourage people from using the bike path. He would like to see that perception minimized as much as possible. Widstrand confirmed that the fence would be on the north side of the bridge.

[Wittke left at 6:25 p.m.]

Skidmore noted that users pay for the dog parks, and a significant amount of those fees come back to the City in a segregated fund that can be used for fencing and accessibility improvements. The improvements have been talked about for a long time and they will not happen immediately or all at once. Widstrand advised that the dog fee fund will cover these improvements. He hoped to have the fencing done before the Goodman pool opens in June.

Ross wanted to know how close the fence will be to the path, and Widstrand stated 10 feet at its closest and he will try to stay farther away when possible. When the area is used for overflow parking, Ross asked whether a notice will be posted on the other gates so that park users are not entering the parking area by mistake. It was Widstrand's understanding that the Alliant Center puts up signs when they use the overflow parking area.

Ross noted that Traffic Engineering's standard answer for a request to vacate right-of-way is no because the public right-of-way might be needed in the future. When the Wingra Creek path was built, the bridge was going to be replaced. But there was a strong push from the neighborhood to keep the path on the north side so that's what was done. When the bridge over Olin Ave. was rebuilt, space was maintained on both sides so there is an opening under the bridge for a future connection of the path. He didn't want to lose the future ability to maintain this as a transportation corridor. Ross clarified that if the Commission is going to support the improvements, he suggested including language that this is not in perpetuity and if the corridor is desired for transportation, it will revert to that.

Forster Rothbart asked if there are counts of how many use each side. Ross indicated they did not have count data, nor was he sure how important this section of path was to the neighborhoods in terms of their travel lines. Strawser stated he uses the northside path as a bicyclist and can't remember seeing any bikers on the Quann Park side. But he did not want to vacate it.

Motion by Webber/Compton to approve, with the understanding that this is not a permanent vacation but simply a use of the path.

Webber felt this is a good solution and understood the desirability of keeping access on both sides. She noted the importance of having a path on both sides so people have a way to get across. Any counts of peds or bicyclists would probably not be that valid because the swimming pool will be opening this summer, drastically changing the number of users. She supports dog parks and liked the idea that people with accessibility problems have access to the dog park. She was pleased that the solution seems to work for everyone and that the fence will separate the park from most of the path. With children going to the pool, it's good to have that separation. Webber noted that getting across the



bridge on a bike is a little tricky at a speed over walking speed because of the two 90-degree turns.

Friendly amendment by Compton that if all possible, the 10-foot distance from the fence to the path be expanded.

Skidmore advised that he's been on the Parks Commission and subcommittee and this proposal has been discussed at length and he supported it. He commented that nothing the Common Council does is cast in concrete and if a future body decides that something else needs to be done, this action is not irrevocable.

Shahan stated he uses the north side of the path and felt there is a need for fencing along the path. He had a problem with a dog that was not under the owner's control. He strongly felt the fencing should go in before the pool opens so children on the path don't interact with the dogs. This proposal accommodates access and provides a good location for dogs. The proposal does not include vacation of the property and Shahan did not see a need to put language about that in the motion.

Forster Rothbart commented that this is the worst idea he has ever liked. He asked for confirmation that there are no plans to change ownership of the right-of-way, and Widstrand stated that is correct. Forster Rothbart wanted to see a review after 3-5 years to make sure it's working okay. He expressed concern about winter use and whether the gates will allow access for plowing. He noted that use of the creek when it's frozen is less likely, and he wondered whether the path could be open in the winter. Widstrand stated the gates will be designed to be opened wide enough for plowing, but he was not sure the gates would be left open. Forster Rothbart encouraged staff to leave the gates open in the winter, especially considering the difficult crossing of the bridge on bike. He requested that there be a ped gate in the northeast corner. Also, he wondered if there is a need for a gate between the two dog areas.

Compton asked the citizen registrants how they felt about leaving the gate open in the winter. Ms. Gilligan indicated that if it makes it easier to plow, that's a plus. This winter Alliant has not used the parking area but that may change in the future. She noted that many dogs run along the edge of the creek in the winter so it does get used year-round. The question is really how to allow access to the creek while minimizing contact with other users. Shahan suggested leaving it up to Parks staff whether the gates are left open. If they can plow with the gates in place, he would prefer that.

Motion as amended carried unanimously.

G2

PBMVC Item (1/24/06) - Schedule for 2006 NTMP Program

Ross distributed a spreadsheet showing the 2005 candidate locations with the approval projects highlighted. He also handed out a list of new candidates for 2006. He referenced the memo from City Engineer Nelson and City Traffic Engineer Dryer re: the status of projects under contract for construction. The City Engineer will provide the PBMVC with regular updates on the contract projects.

Regarding the 2006 list, Ross advised that the Traffic Engineering Division has

been short-staffed and recently hired three new engineers. Data will be collected this spring and will be presented to the PBMVC in June/July. Tonight is an opportunity for a first look at the information and for the Commission to let staff know what additional information they want. Staff will then come back at the February meeting with additional information. He recommended that members look at the projects on the 2005 list that were recommended for funding and perhaps take the next three projects in each category (collector and local) and add those to the projects already approved from 2005. He reiterated that staff will collect data on the eleven new 2006 projects and come back with recommendations, at which time the PBMVC could recommend a change order to the 2006 contract. In response to a question by Webber, Ross clarified that the projects highlighted in gray on the 2005 spreadsheet are included in the contract status list from City Engineer Nelson and City Traffic Engineer Dryer. He reiterated that Traffic Engineering did not have staff available to collect data last fall on the 2006 candidates. Staff won't be able to make recommendations on the 2006 candidates until that data is collected this spring. The analysis will be presented to the PBMVC in June or July, and a change order to the current contract can be done for those new projects that the PBMVC wants to move forward.

Ross indicated that another option is to look at the older projects that meet the criteria and add a couple to the 2006 contract. Webber expressed concern that the PBMVC won't be able to compare the 2005 candidates with the 2006 candidates until this summer. She asked whether taking some projects from the 2005 list would delay the 2006 ones for a year or longer. Ross replied that's a possibility, but those on the 2005 list have been waiting for one to three years. He emphasized that a decision did not need to be made tonight, rather he was just laying out some options on ways the PBMVC could proceed. The Commission could decide to wait until summer when the data on the 2006 candidates is available and compare them with the 2005 projects. Another option is to take the next two in each category on the 2005 list and then see about adding some of the 2006 projects once the data is available. Ross advised that the PBMVC did not need to take action tonight but he was looking for input from the Commission as to what direction staff should take.

Alder members noted corrections to the alder district for a number of the projects on the contract list (e.g., East Pass and Manchester are not in AD 9, Spooner is in both AD 5 and AD 10, S. Thompson is in AD 16 not AD 17, Sheridan is in AD 12 not AD 18, etc.). Ross stated he will ask staff to check all the districts.

Forster Rothbart asked how many projects will be funded. Ross replied that it depends on the project since some cost more than others. Shahan said there's typically about \$200,000 available, which funds about 10 projects (5 collector, 5 local). Forster Rothbart wanted to know the impact of waiting until June/July to make a decision on the 2006 projects. Ross stated the projects might not get done until next spring rather than fall of this year. He did not think it was bad to wait since it allows time for good planning and neighborhood PR. Staff could come back with the top two or three recommendations from the 2005 list, what they would cost and how much money would be left.

Members then heard from the registrant.

Chris Lukas, 2138 Sommers Avenue, noted that Sommers is on the 2005 list and

the footnote indicates that it moves to the top of the 2006 list if not done in 2005. However, it's not included on the contract list provided by Nelson and Dryer. Ross will check whether it's tied in with the Dunning Street reconstruction project, which has been delayed, and report back at the February meeting.

Shahan asked why some of the 2006 contract projects indicate "not approved by ballot." Ross explained that some of these may have come through other processes, e.g., Olin Avenue is tied to the swimming pool project and some are ped enhancement grant projects. The City Engineer is showing all the projects related to traffic calming, regardless of whether they came through the NTM process. Ross stated he will provide an update on the non-NTM projects so the members know what they are.

Now that the City has adopted a policy allowing speed humps on collectors, Webber asked whether Allen Street is coming up again, noting that it's not on the list. Ross said that's a good question and he will provide an update on Allen Street at the next meeting. Residents want the speed hump and it is now a permissible traffic calming measure. Webber noted that Gilbert is another street that was considered for speed humps and it is not on the list either. Ross will also check on that one. Strawser agreed that Allen and Gilbert need to be in the mix, and Webber pointed out that funding for those has been allocated already.

Ross reiterated that he wanted direction from the PBMVC as to how staff should proceed.

Motion by Compton/Strawser to move up the next three projects in each category.

Compton noted that people on the 2005 list have been waiting a long time and she felt they should be taken next. Webber didn't have a preference on how to proceed. She recognized that some people on the list have been waiting a long time and her only hesitation with moving ahead with the 2005 ones is what happens if some of the 2006 ones come back as really "desperate" but now they have to wait another year. Ross noted that some of the money can be saved in reserve so projects can be added this summer.

DeVos felt the NTMP is a scam. Her recommendation to Traffic Engineering is to consider bikes and peds when making traffic calming initiatives. In her neighborhood, parked cars take precedence over bikes and everything else. She opposed all the projects until the priority is on peds and bikes.

Shahan asked whether the PBMVC needed to make a decision tonight, and Ross replied no. Staff can come back with more information for a decision at the February meeting, but he needed to know what data the Commission wants.

Shahan wanted to know how much money is available and how many projects can be done.

Logan recalled that the PBMVC talked about adding points for how long a project was on the list and wanted to know if that's reflected in the "Adjusted Total Points." Ross thought so because points are assigned for number of years on the list. Logan noted that the next three Local projects on the 2005 list have fairly low scores, and he was not comfortable with moving them onto the 2006 list.

Forster Rothbart directed attention to the backside of the spreadsheet and asked for more information on the projects identified as "Referred for further action." Ross said he could come back with that in February.

Webber preferred to wait until February before taking any action.

Compton withdrew her motion and confirmed that staff will come back at the February meeting with recommendations, information on Gilbert and Allen, and information re: the budget and number of projects.

## H REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY

### H1 Plan Commission

Shahan mentioned that when the Plan Commission has items dealing with TDMs and TMA, it might be worth bringing up the availability of the video talked about in agenda item E.2.

Forster Rothbart reported that the PC discussed the Union Corners project. The Common Council approved the GDP but it includes a condition that the project be referred to the PBMVC before the SIP is approved. Critical issues include the closing of Winnebago Street at East Washington and the connection through the development to Milwaukee Street, as well as new signals at E. Washington-Sixth Street. He was not sure when this will come to the PBMVC. The Commission's input will be more useful sooner rather than later. Shahan commented that once the SIP is put together but before it gets introduced might be the best time for it to come to the PBMVC for fine-tuning. Forster Rothbart noted that the PC wants the Commission's input but didn't want to hold up the GDP. Shahan stated he will contact Brad Murphy, Planning Unit Director.

### H2 Long Range Transportation Planning Commission

Shahan reported that LRTPC talked about the narrow street ordinance, which would expand the number of streets that could be 28 feet wide. The ordinance has been spurred on by development like the Veridian project on the east side where the streets were allowed, but the City needs criteria for future projects.

Regarding the Pioneer neighborhood, Shahan reminded members that traffic volumes on Mineral Point Road between Junction Road and the Beltline are so high that the planners took off 15% and said it could be diverted although they did not specify how. There are a number of studies that need to be done before development begins, some of which dealt with ped/bike connections and were to come back to the PBMVC. That is finishing up and may be on the agenda next month. Logan indicated that there have been some delays in the process, so there will be more time to work through the follow-up to the reports.

### H3 Joint West Area Campus Committee

Joint West will not meet until next month.

### H4 Joint SE Campus Area Committee

Strawser reported they received an update on Union Corners, and he felt the developer is doing everything they can for bicyclists and peds. The UW has

finished its Master Plan and goal 6 is to encourage people to get to campus by means other than car. Shahan advised that the report is available online. He felt the Master Plan contains some good proposals and the UW might be ahead of the City in some ways, and including being a good role model for TDM.

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

I1 Executive Secretary

None

I2 Announcements by Chair for Information and/or Referral

None

I3 Announcements by Members for Information and/or Referral

Compton asked that staff work with the City Attorney to draft a resolution re: cameras for introduction to the Council and have it referred to the PBMVC.

Skidmore noted that the Pioneer neighborhood and Junction Road intersection are in his district, and he would like to request a broader study that looks at the entire Mineral Point Road "spine," including some of the main cross streets. Both Gammon Road and Whitney Way are major problems for peds. Mineral Point Road is a major roadway that's worthy of study. Shahan noted that they have on the list, but it's dependent on WisDOT funding, to look at the Beltline off-ramps and crossings of that to try and look at something bigger than just that little section. Skidmore expected that MPD and Planning & Development would be willing partners in looking at that area. It's not just engineering but also safety and land use planning.

Shahan asked for a staff report on the last ped/bike project public hearing.

## ADJOURNMENT

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