



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

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

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Tuesday, May 24, 2005

5:00 PM

215 MLKJ BLVD RM 260 (MMB)  
(After 6 pm, use Doty St. entrance.)

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**A. CALL TO ORDER AND ROLL CALL**

**Present:** Ald. Judy Compton, Ald. Robbie Webber, Ald. Paul E. Skidmore, Mark N. Shahan, Matthew A. Logan, Mary P. Conroy, Cheryl E. Wittke, Susan M. DeVos, Charles W. Strawser III and Carl R. Kugler

**Excused:** Charles S. Thimmesch

**Staff present:** Tom Walsh and Arthur Ross, Traffic Engineering

(Vacant Plan Commission Representative)

Webber and Kugler arrived shortly after the meeting convened (5:05) and Compton at 5:10. Wittke and Conroy left prior to adjournment due to other commitments.

**B. ORGANIZATIONAL MEETING**

1. Election of Chair and Vice Chair

Logan nominated Shahan as Chair; seconded by Strawser. There being no other nominations, Shahan was elected chair on a unanimous vote.

Strawser nominated Logan as Vice-Chair, seconded by Skidmore. There being no other nominations, Logan was elected vice-chair on a unanimous vote.

2. Approval of Rules

Skidmore/Logan moved approval of the rules as amended.

Logan noticed a discrepancy as it related to Section IV.A where it said "all persons desirous of speaking up to five-minute limit per presentation" and elsewhere in Section II.J, it said "(5 minutes for scheduled public hearing). In case of a person who needs an interpreter or assistance because of a disability, the time limit is 6 minutes." It was suggested the rules be amended in Section IV.A. to state something along the lines of "up to the limit previously defined". This was accepted as friendly.

DeVos asked about the change under Report of other Committees with the deletion of TPC and Shahan referred to the time when there was some cross-membership between PBMVC and TPC which did not exist anymore and therefore reports from TPC were not regularly made.

Motion to approve the rules as amended carried unanimously.

3. Reaffirm meeting date: Fourth Tuesday of Month beginning at 5 p.m.

Motion by Conroy/Logan to reaffirm the meeting date carried unanimously.

4. Identify Membership to LRTPC (2 Members)

Shahan noted that he would continue to serve and would ask Logan to continue to serve also, although he noted that due to a fall commitment that Logan might have there could be a change later in the year.

DeVos suggested that in an effort to balance representation, she would suggest that someone such as Compton serve as a PBMVC representative since both Shahan and Logan were bicycle advocates and represent the Isthmus and West sides, whereas Compton would be an east side representative and not necessarily a bicycle advocate. Compton was not present at the time to indicate whether she would be willing to serve. However, Shahan noted that he made the appointments for LRTPC, subject to the Mayor/Council approval, so he would take DeVos' comments under advisement but would like to keep the make-up as outlined for the present time.

## C. PUBLIC COMMENT

Mark Herman (6506 Piedmont) appeared as it related to his concerns about the intersection of Raymond Road and Leland and Whitney. He provided a handout (map and copy of the City's signal priority list). He pointed out the strip mall development with the public library directly across from Leland and location of Toki Elementary and Middle schools contribute to the safety concerns as it relates to children crossing Raymond Road at Leland. He referred to the relatively high crash rate at the intersection of Raymond and Whitney. Although the school provide a crossing guard, it was one block to the east of Raymond and Whitney and there was nothing provided to the west, yet there is a high density of multi-family housing to the northwest and south of the strip mall. He was concerned about visibility of pedestrians at this crossing and suggested they consider some kind of a "lighted crosswalk" - either at Raymond and Whitney or some other spot. Responding to a question, Herman indicated there were all-way stop signs at Raymond and Whitney-not a traffic signal. There were basically 5 lanes on Raymond and 4 lanes on Whitney Way. Even though there was a pedestrian refuge island at the intersection, he was concerned that it was not adequate for safe crossings by children. Item to be addressed at a future meeting.

## D. APPROVAL OF MINUTES - April 26, 2005

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

## E. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES - None

## F. 6:00 p.m. PUBLIC HEARING ANNUAL PEDESTRIAN AND BICYCLE IMPROVEMENT PROJECTS

It being after 6 p.m., Shahan declared the public hearing open and called upon Ross to provide an update. Ross provided copies of the 2005-2010- Pedestrian & Bicycle Improvement Work Program. He noted an error under 3a (S Beltline); there shouldn't be anything listed under 2005. He referred to number 4 (W Beltline Frontage Road bike lane), which had been a town project and was now a City project. Other projects which he reviewed included 7a (Dempsey and Cottage Grove), 17a (Sherman Flyer/East Mifflin Rail Corridor path Thornton to Johnson/Fordem), 18 (Missing Link), 20a (Marsh View Path), 24a (Yahara River Parkway, Johnson Street underpass), 26 (Ongoing Sidewalk Program), and 27 (Pedestrian Improvements on Arterial Streets).

Registrants and projects identified were:

- Dave deFelice, County Supervisor, representing the Far East Side. He suggested that the east side of the City was ill equipped and dangerous for pedestrians and bicyclists and pointed out the fatalities in the past year and recently on Sprecher Road. The Bike Federation of Wisconsin estimates there are 4000 persons riding to work per day and he pointed out that because of the lack of bus service in portions of the area he represented, bicycling became a necessity-for example, to get to a bus stop. He suggested that Stoughton Road served as a barrier for pedestrians and bicyclists and noted the ever-increasing traffic volumes on this corridor and cited the level of service (LOS) for three of the intersections along the corridor that were either "D" or "E" and one with a "F". Projections for growth will only exacerbate the problem and he cited some of the projections. He referenced the impact such growth would have on local collector streets. He pointed out the number of studies done to identify the problems and yet the timetable for change had been pushed back to 2012. He referred to the parking lane recently provided on the Capitol Square along with the painting of a separate bicycle lane and suggested that if the City could do this on the "showcase streets" of downtown Madison, the City should be able to turn its attention to the injuries and fatalities on the east side and find the political will to budget for improvements.

In reference to the comments about the bridge improvements, Shahan said it was scheduled on the TIP for construction late in the decade. deFelice said he had spoken to the County Executive to see about restoring funding for Cottage Grove Road and there had been agreement to do this. Compton thanked deFelice for his efforts to get County participation.

- Michael Basford (1917 Schlimgen Avenue) indicated he was chair of the Sherman Neighborhood Association and served on the Board of Directors of the North Side Planning Council and clarified that he was not attending as their representative. He advocated for a bicycle path connecting the north side to the Isthmus. In 2000 the North Side Committee developed goals with help from 50 North Side organizations (business and neighborhood) and one of those goals was to include increased paved bike and other pedestrian paths and walkways, including bike trails, to the Isthmus. Currently the two main transportation corridors between the Isthmus and the North Side neighborhoods are Packers/Northport corridor and North Sherman Avenue-neither of which is good for bicycling.

Strawser referred to what he understood was a desire to create a bicycle path along the rail tracks and he wondered about its status. Basford said he too

understood it was a part of the concept plan and added his desire to have the path continue up North Sherman. He considered use of the rail corridor as a good starting point. Strawser referred to another proposal that suggested reducing traffic lanes on North Sherman from four lanes to three lanes and provide on-street bicycle lanes. He understood that residents had been opposed to the proposal when it was presented earlier and wondered if there was any interest in revisiting this concept. Basford said he thought so although he thought there might need to be some redevelopment of North Sherman for this to occur.

- Steven H. O'Lear (1937 Fisher Street), representing Bram's Addition Neighborhood Association, as its President and was also a member of the South Metropolitan Planning Council. He advocated for a pedestrian-bicycle tunnel under the railroad tracks on Bram Street. He had made a similar presentation last year. The location was used by people to go to Quam Park, and access to the bicycle trail and Fairgrounds. He urged action before someone was hurt or killed.

Shahan noted it was listed as project 5 on the work program and O'Lear asked what "not programmed" meant. Shahan replied funding had not been found.

- Jeff DuFrane and Darrin Ropp (5206 Forge Drive), representing the East Buckeye Neighborhood Association. (A handout was provided.) DuFrane as President of the East Buckeye NA spoke in support of Buckeye Road improvements in a three-block area from the Interstate to the west. He referred to the volumes and speed of traffic on Buckeye Road, the presence of pedestrian traffic to/from neighborhood parks and school playgrounds and the difficult crossings, lack of crosswalk markings at the intersections from the Interstate going west (e.g., at South Thompson, Grafton Road, and Paso Roble Way). The County had increased the speed limit from 30 to 35 mph and it is in the area where the road narrows. The bike route was not continued from the improved section from Buckeye Road. Ropp, Vice President, identified some proposed solutions: Crosswalk markings on South Thompson Drive and Grafton Road intersections, continuation of the bike lane in the three-block area and installation of islands to slow traffic for pedestrians at South Thompson and Grafton Road. DuFrane added that they were working with the County Supervisor to reduce the speed limit on both sides of the Interstate, were looking into pedestrian traffic lights but because of the speeds for that section they couldn't participate so they were checking into it further; and had requested a study by the County on vehicle count and speeds. Residents were working with the East Side Police District and County Sheriff and radar was being used and residents were using the speed radar boards. Another issue in the neighborhood was the extension of the park path from Orlando Bell to an older part of the neighborhood. The route would hook into the cul-de-sac on Paso Roble Way.

- Mike Bell (445 S Owen Drive), representing the Westmorland Neighborhood Assn. He spoke in support of using raised crosswalks on South Owen Drive for the two school crossings and he provided a copy of some information related to such raised crosswalks. He pointed out Queen of Peace Church/School was located at one end of South Owen and then in the section between Caromar and Mineral Point there is a mid-block crossing leading to the Midvale School. He referred to the use of this type of traffic calming features in other parts of the country. He was suggesting it be tried on South Owen as an experiment for its broader use citywide. He believed South Owen was a good street to try the raised

crosswalks and noted the neighborhood's support. Webber asked about fire engine usage of the street and Bell did not believe there was significant use of the street by fire trucks.

- Robert Nagle (2121 Commonwealth Avenue). He appeared not representing a specific neighborhood but bicycling interests in general. He referred to the Capitol Square as being a problem area, particularly with the recent changes. He suggested they needed to look at the one-way street systems and the impacts they had on bicycling, such as discouraging people from riding. One proposal which he considered fairly simple was at Dayton and North Henry, a bicyclists currently can't access State Street area without using a circuitous route. He suggested there be a contra-flow bike feature included or possibly convert the street to a two-way street. On the Capitol Square he similarly suggested a contra-flow lane for bicyclists. He cited other examples in the downtown: East and West Main Streets, South and North Pinckney Streets, East Mifflin and South Carroll. He suggested the change for Henry Street seemed quite simple to accommodate and asked that the others be put on a list for future consideration.

- Kris Dockter (418 Wyalusing Drive). She addressed improved bicycle access to the City east of Interstate and referred to comments made by the County Supervisor. She said that for the east side area, the safest crossing would be at Cottage Grove and there was a narrow bridge with a safety rail and it was not a good alternative but the best available. She looked forward to an improvement being made so that she and her husband could increase their bicycling activities, including commuting during peak periods.

- Sherrie Johnson (906 Fairmont Avenue). (5/26/05 Email also provided.) She indicated she lived behind Hawthorne School and is a member of the Hawthorne Neighborhood Association although she was not representing the group. She thanked the committee for the Marsh View trail that came into their neighborhood on its southeast corner off Mayfair. There are no sidewalks on Mayfair. There were businesses and a construction company so there was considerable truck traffic. People in the neighborhood wanting to use the Marsh View trail have to walk in the street and therefore she requested that sidewalks be installed on Mayfair. She added that Fair Oaks was a major bicycle route into and out of the neighborhood and the intersection of Fair Oaks and Milwaukee Street was too restrictive to provide for all the modes of vehicular traffic. She would like to see the intersection widened to make some allowances for bicycle traffic. She also proposed some kind of bypass of South Fair Oaks such as along the rail tracks (Soo line) that might then connect to the Capital City Trail at St. Paul. Since the area in Blooming Grove was being annexed they could start looking at bypassing South Fair Oaks and provide a bicycle path along the rail corridor. She understood there would be a redevelopment district along North Fair Oaks that would bring even more traffic. Lastly, she pointed out that next to their neighborhood was Cub Food and WalMart, yet the neighborhood could not access these sites by sidewalk since none existed on Lexington and there weren't any pedestrian crossing lights at Stoughton and Lexington.

- Matthew Burczyk (2901 Monroe Street). Burczyk addressed the conditions of the bike lanes along University Avenue and the need to patch them with an appropriate material; he noted that the blacktop patching appeared to deteriorate quickly. In addition the contra-flow bicycle lane needed signing showing that it was a one-way path since there were problems with people using it for two-way

flow. The pavement in the rail crossing areas in the Charter, Mills, and Dayton areas had buckled and some attention was needed to correct the problem with appropriate materials. Strawser suggested he disclose his profession and Burczyk indicated he was the UW Pedestrian-Bicycle Coordinator but he was not attending as a representative of the UW.

· Bernie Michand (415 S Mills Street) appeared and noted that although he was not officially representing the Greenbush Neighborhood Association he pointed out that a number of neighborhood residents had gotten together to discuss the issues. He identified his interest as looking for pedestrian/bicycle safety improvements at Mills/Drake and Mills/Vilas. He noted the character of Mills street with heavy traffic (vehicle, ambulance, hospital truck traffic, pedestrian, and bicycle) and it was a place in which there was a school bus stop. With excessive speeds on Mills Street and with there not being a stop sign at Vilas, he believed motorists sped between the existing stop signs to the next stop sign. There were vehicle collisions at Vilas, and also at Drake where motorists were running the stop signs. Pedestrian safety needed to be increased at the two intersections along with better accommodating bicyclists on Mills Streets. It is a heavily used street even though it is not a designated route; it was a route used to get to the Arboretum. Bike lanes on Mills Street were needed. Speeds needed to be reduced. Although he didn't have a specific proposal, he asked that a dialog be initiated with Traffic Engineer and/or the Commission. The 400 block of Mills Street is scheduled for reconstruction in 2007 or 2008 and he suggested now was the time to discuss the issues so that plans could be made accordingly. He wondered about placing a four-way stop at Vilas and Mills, consider placing islands or speed humps (although he understood there might be restrictions as it related to speed humps because of Mills being used as a bus route).

Shahan asked if he was aware of the NTMP program and thought it might be something he would like to consider. Also he mentioned the use of bump-outs as another feature that could be considered. Referring to the truck traffic, he pointed out that hospital administration might be contacted to see if they could do something about having these trucks use Park Street.

· Mary Ebeling (1110 East Mifflin Street). She expressed concern about the current configuration on the Capitol Square as it related to the bike lane. Bicyclists were basically sandwich between the buses and moving traffic lane and the lanes are so narrow that the bike lanes were being encroached by both buses and vehicles. For just 27 parking spaces, she questioned the value based on the impacts and safety concerns and she considered the current configuration discouraging people from using their bicycles.

Skidmore asked if her concern for the configuration was confined to the Capitol Square or did she have a similar concern for the westbound bicycle lane on University. Ebeling said that in addition to the inadequate width, there were more turning/crossing maneuvers on the Capitol Square, while on University Avenue the lane width was adequate. In fact the University Avenue bike lane is 3 ft. wider and Shahan reviewed the range of widths for bike lanes dependent on their location on the road.

Written statements received were (copies attached to minutes):

5/23/05 Terrence Wall (P O Box 7700) requesting 1) Path connecting Madison East

Isthmus bicycle path past East Towne Mall, under the Interstate and connecting to the Autumn Lake subdivision and eventually Sun Prairie; and 2) Serve the Brentwood Neighborhood between Lake Mendota and Sherman Avenue.

5/24/05 Jennifer Reich (14 Sonora Court), requesting removal of parking on the Square and requesting stop sign at Schroeder and Struck Street.

5/25/05 Stuart Isaac (Gettle Av) requesting bike route in area between University Avenue and the Beltline around Whitney Way.

5/26/05 Sherrie Johnson (906Fairmont) (See statement above.)

6/2/05 Patricia Liebl (3938 Plymouth Circle), requesting sidewalks in older residential areas of the City.

6/2/05 email from Susan Agee, President Emerson East NA, updating 2003,2004 and 2005 suggesting and identifying requests for 2006.

6/8/05, Mike Rewey, enumerating several projects for consideration.

Kugler asked about the repair materials used on University Avenue; Walsh referred to the joint repair project, which was used on the Square, and thought it could be considered for University Avenue. Another way would be to cut out the existing joint and place new concrete. Webber noted that with the asphalt patching material used in car lanes, vehicles travel over the repaired area and pack it down; this didn't occur in the bicycle lane and therefore asphalt patches did not provide a satisfactory repair job.

Shahan asked about Femrite Drive and pointed out it was used as a route out the City. He had heard that the road conditions were pretty bumpy and he asked when it would be reconstructed. Walsh said he didn't know; Compton thought in 2007.

Webber sought clarification. When a road is rebuilt in a residential area, she asked what the assessment responsibilities were. Walsh said for a reconstruction project they would be assessed although he did not know the details. Webber asked if the street were more commercial or a bus route, would assessments still apply? Walsh said they would but the formula was based on local street standards (e.g., curb and gutter and 14 ft. of pavement). She said the reason she was asking was related to Kendall and she noted the condition as it related to bicycle use but a street reconstruction project probably was not desired by the residents. Walsh added that all streets in the City were scheduled and rated for reconstruction and this was done by City Engineering and she could contact them to see where Kendall Street was on that list.

Compton pointed out that Buckeye Road was just done with State and Federal money some six years ago and there was considerable effort to get the two bike lanes. What disturbed her then and now was there was new construction from the bridge to Droster Road and that part was done through the development project and when the reconstruction of Buckeye Road occur, they left Droster to the bridge. She wanted Traffic Engineering to look at this, although she acknowledged it was a County Road. Walsh suggested she contact the County Supervisor. Shahan said that when the bridge was redone, he hoped it would be included as part of the project.

Compton said she was happy about the bike lanes for Cottage Grove Road, but pointed out there was more at play due to the poor maintenance under the bridge (area from Flora to Dempsey). Walsh said the area described (Highway 51 and Cottage Grove Road) was shared responsibility.

Shahan declared the public hearing closed at 7:30.

**G. SPECIAL PRESENTATIONS**

**SAFE COMMUNITY COALITION'S PEDESTRIAN SAFETY INITIATIVES**



Presenters on the item were Ald. Judy Olson, John Bauer and Cheryl Wittke. Olson introduced the item explaining the initiative was an outgrowth of a need from the community for good, coordinated pedestrian campaign to address safety of pedestrians at various levels. A partnership with the City (Police, Traffic Engineer, etc.) and neighborhoods was critical. SCC has a track record of grassroots pedestrian type initiatives. The budget for this effort was limited to \$10,000 and SCC had put together a proposal based on the budget. Goals included educating the community (motorists and pedestrians alike) about safety requirements and respective responsibilities to maintain this kind of environment; efforts to bring various groups with interest in this area together to form a coalition to bring about more community impact; and raise money for grassroots types of campaigns (including media campaigns although these might be premature at this point). One effort was to develop safe pedestrian corridors, especially to/from school.

Wittke described the SCC; it had been in existence for about five years. It began as a small staff team and was expanded to include public sector, private sector and neighborhood associations and expanded to include the County. SCC had looked at the data, held listening sessions throughout Dane County about what people care about. Over and over, the concern is traffic including speeding and pedestrian safety. The "Slow Down" yard campaign was a result of SCC with participation from about 20 neighborhoods, as was the pedestrian crossing flag program. From that they had worked to build pedestrian safety and access initiatives. In addition to the \$10,000 from the City, they received a small grant from the City of Madison Department of Public Health to map out some safe walking routes-particularly to the swimming pool destination. She introduced John Bauer and commented how fortunate they were to have him on board; he was the project director for AARP Active for Live project and has a tremendous track record in building partnerships.

Bauer addressed the safety initiatives for 2005 and into 2006. First was developing safe walking routes project; it was funded by the City Health Department through a prevention block grant with a goal to encourage people to walk and enjoy a physically active life style. Plans were to identify and map walking routes to the swimming pool, encourage walking and biking in neighborhoods and address the issue of environmental barriers to walking and bicycling in a target area. Beginning now, the intent was to work with a variety of partners through the summer and fall to identify the walking routes. It will include walking audits during the summer and will identify recommendations to address the environmental barriers. Outcomes would be mapping of the walking routes which was expected by the end of 2005 and preparation of a list of recommendations to primarily Traffic Engineering to address some of the concerns found through the auditing process and to participate in a number of kick-off events in the spring of 2006 to encourage people to walk and bicycle in the neighborhood. The target areas include a number of neighborhoods: Bay Creek, Bram's Addition, Capitol View, Burr Oaks, Greenbush, Bayview, Parkside and Brittingham. From conversations with neighborhood organization members, there appeared to be a good deal of enthusiasm for the project. Other partners would include church groups, City staff (primarily Traffic Engineering, Parks, Police, Public Health, and Planning), businesses and MSCR, and AARP. He pointed out for AARP alone they could reach 30,000 people through its mailing list in the County. AARP also offered to provide step counters to those 55 and older. The Bicycle Federation, South Madison Metropolitan Planning Council and

others have agreed to be partners. The walking audits would be completed in the summer and fall and would focus on the primary corridors to the pool as well as some other locations as identified by neighborhoods.

Shahan asked if they had looked at the South Madison Neighborhood plan since it included various ideas as it related to pedestrian activities. Bauer indicated he had a telephone interview scheduled with Planning to focus on that issue. On June 2nd there would be a partner planning session and copies of the agenda were provided.

Some of the enhancements that might come out of the recommendations; for example, a police officer had suggested that Park and Dane Street served as a natural crossing for people and they want to pilot something such as a pedestrian activated caution light system. He believed some of the outcomes would be innovative and in the long run people from various partnership would be involved and he hoped it would be something that could be used in broader sections of the community.

Compton asked the cost of yellow flashing lights; Walsh responded that it depended on what was being talked about-traffic signals or flashing lights used in school zones. Bauer understood it to be a signal activated by a pedestrian when wanting to cross. Walsh said it would be something they would have to follow up on.

Bauer moved onto the motorist-pedestrian modeling project with a purpose to increase compliance with the State law for motorists to yield to pedestrians crossing streets. The intent would be to work with partners to model the behavior in yielding to pedestrians. They would plan to create two versions of a 10-minute training video-one primarily for law enforcement and the other for corporate and other community partners (for example, businesses with motor vehicle fleets-private business, WIDOA, UW, etc.). An idea was for the Police to use the video as a learning tool through meetings within the community. The goal would be to get a commitment and participation in the efforts to yield to pedestrians as required by law. They had met with Police Chief Wray and he had embraced the concept and was committed to the project and would see if he could find some funding for the videos. They expected to be able to produce the two versions in the \$2,400 range and SCC was available to help with a fund raising effort. The timing is to have the videos completed by fall and they would work with corporate agencies and have a major kick-off in the spring of 2006 accompanied by an education component of written materials, etc.

Finally they would move to focus on a media campaign with PSA's and other educational materials to bring about awareness of the issues and try to get buy-in and support for the safety initiatives.

Conroy suggested that appropriate recognition be given to participants and Bauer agreed. DeVos mentioned the use of bumper stickers. Bauer commented that they hoped to be able to impact the culture of the State with a focus on Madison to bring about a change so that pedestrians were able to cross with motorists yielding.

Compton referred to her experience in Germany as it related to separating the traffic modes and she didn't understand why it was so hard for motorists and

pedestrians to know and abide by their responsibilities.

Bauer concluded with their work on the concept of comprehensive planning or an effort to pull together and organize the activities being undertaken and try to see if they could develop some common goals, strategies and public campaigns. It was important that they have a vehicle to coordinate efforts and have effective networking methods so that groups could be working together rather than in an isolated manner.

Shahan thanked SCC for the report and asked for a follow up as appropriate.

## H. OLD BUSINESS -

### Annual All-way Stop Sign Review

Walsh explained that the all-way stop review list was prepared annually for information. The installation of all-way stop signs is established by City ordinance and the criteria used in considering locations include traffic volumes and crash history. The study results were summarized in the list. Referring to the first one on the list (East Towne and Independence) they were recommending that all-way stop signs be installed and they were conferring with Ald. Rosas with regard to the schedule for this installation.

Skidmore asked about 2 (Canterbury Road/McKenna/Putnam) and 6 (Hammersley & S. Whitney); didn't each meet the warrant for all-way stops? Walsh said yes for 2, but it was misleading since most of the traffic was turning traffic (both right and left turns) and did not conflict with other traffic. There was good crash experience. Skidmore thought too that all-way stop wouldn't appear to be needed at the former location and the latter was not a good location for an all-way stop with its geometrics. Walsh added that Hammersley and Whitney didn't quite meet the warrant for the all-way stop and said they were looking at the intersection for other safety improvements.

Compton asked about 15 (Cottontail and McLean); would the installation of the traffic circle remove the need for stop sign consideration? Walsh said the traffic-calming improvement was separate and the location would remain on the list and as shown by the data, the volume and safety points put the location down on the list.

Compton asked about the earlier request under presentation at Leland/Raymond/Whitney; would stop signs or a signal be a suggestion? Walsh understood the presenter to be asking for pedestrian improvements, such as pedestrian actuated flashers.

Compton/Skidmore moved acceptance of the report; carried unanimously.

## I. NEW BUSINESS ITEMS

### 00989

Creating Section 12.762 of the Madison General Ordinances to establish procedures by which the City of Madison may be authorized to remove bicycle racks and impound bicycles parked in the bicycle racks.

**Return to Lead with the Recommendation for Approval to the DOWNTOWN  
COORDINATING COMMITTEE**

Verveer provided information on the origins of the ordinance and due to a timing issue with Maxwell Street Days, he hoped the Commission would be able to act. For many years the City has removed bicycle racks in the public right-of-way and along some side streets for two annual events-Maxwell Street Days (through street use) and Halloween (through Police powers). This was done due to safety concerns when there are large numbers of pedestrians on the mall (e.g., tripping concerns). Advance notice was attempted before the racks/bikes were removed but it still led to angry bike owners who were unaware that the bikes would be impounded and later returned. Capt. Housely recently had questioned the legal authority to remove the racks and after consultation with the City Attorney they did not find any legal authority for this practice. Besides "memorializing" the current practice in the ordinance, they had attempted to provide a more user friendly system to provide notice to bicyclists about the racks being removed, and where the bicycles would be moved or where alternate parking could be found. He indicated he had two additional amendments to be considered. First, the Downtown Coordinating Committee approved the original version of the ordinance, but since then and after speaking to staff he was offering two changes: 1) On page 2, in the definition section to delete Section 1(d) which defined the word "designee". An early section dealt with who from City staff could remove the racks and would not involve the private market. Shahan sought clarification of the term "designee" used in the earlier paragraph after a City staff position; was it appropriate and should it remain? It should remain since the intent in deleting the definition for "designee" was because of its broad interpretation and implication behind City staff involvement. 2) Provide a new section above Section 2 "Notice Procedures" to read: "A bicycle rack may not be removed more than 24 hours prior to a removal period." The removal period is defined in the definition section, and he described instances in the past where bicycles were removed days before they needed to be.

Compton wondered about the benefits of increasing the time period, possibly to 48 hours, to avoid a situation in which staff would need to be paid overtime to have the racks removed for a weekend event. Verveer said the question should likely be posed to Parks Division, but he understood that the Mall Concourse Maintenance staff works 24/7 year-round. Compton still wondered if there should be a range of 24-48 hours so as to allow for some flexibility. Verveer said he would ask Parks for a recommendation.

Webber asked if bicycles were removed for any other events; Verveer said he knew of none other than possibly construction projects.

Webber thought that the taller racks that were being installed with State Street reconstruction were ones that were not going to have to be removed so when the reconstruction of State Street was completed, wouldn't the ordinance become moot? Ross thought that merchants would still want them removed for Maxwell Street Days and Halloween, but Webber said she had spoken last year with the Police about Halloween and the Police agreed that the taller racks did not need to be removed. Ross said he couldn't respond on behalf of the Police; it would need to be checked out. Verveer added that at the Downtown Coordinating Committee meeting Parks staff commented that they understood that the new racks-at least those at the top of the street-would not have to be removed. Webber asked if this were the case, should they include a sunset provision in the ordinance or include

reference to the regulations applying only to the shorter bicycle racks.

Verveer commented that with Maxwell Street Days approaching he had wanted to have this ordinance in place and the ordinance would apply to the majority of the racks that are currently in place.

Shahan said it wasn't clear in the ordinance why the ordinance was prepared-what it is geared for-that is, two events on State Street. He thought the focus of the ordinance should be narrowed or it be made clear that it was for special events. Ross referred to the definition of the "removal period" under (1)(e). Shahan wasn't sure that was adequate and believed some more explanation would be advantageous.

Webber provided a copy of letter written in 2003 by the Bicycle Federation at the request of the Mayor's office and dealt with issues related to removal of bike racks for Halloween for information.

Motion was made by Compton/Logan to approve the ordinance with the recommended amendments outlined by Ald. Verveer: 1) Delete section (1)(d) "Designee". 2) Insert section above (2) to read, "A bicycle rack may not be removed more than 24 hours prior to a removal period."

Webber/Strawser moved amendments: 1) Under (2)a., insert at end of first sentence "and other permanent fixtures in the area." 2) Add a section: "The permit holder for the street use permit shall provide an equivalent number of bicycle parking spaces within one block of the closed portion of the street or shall provide attended bicycle parking sufficient to accommodate 10% of the estimated number of attendees."

Webber explained her reasons for the amendment: First, because of the insufficient parking in the area, some bicyclists use other objects to secure their bicycles and it was important that they make an effort to inform all bicyclists parking in the area. Her second amendment was directed to addressing the need to accommodate the significant number of bicyclists seeking parking in this area. She considered it appropriate for the permit holder to supply alternate parking for those removed-possibly by locating parking in a surface lot, provide attendant bicycle parking, etc.

Referring to the second amendment Strawser wonder how effective it would be since for Halloween there was no "permit holder" and the only other event was Maxwell Street Days. Webber said it would then just apply to the Maxwell Street Day event.

Compton supported the concept but questioned the ability to be able to remove and relocate bicycle racks within the 24-hour period and before the issue was presented to the Council she suggested they have an opinion from staff on the feasibility of doing it.

Kugler followed up seeking clarification of the logistics of the second amendment and felt it appeared quite cumbersome and would create possibly significant extra costs. Skidmore echoed the comments and believed it was premature to pass the amendment without having input from merchants.

Webber clarified that the removal of the racks was purely done in the case of

Maxwell Street Days to accommodate the merchants and she felt they should make accommodations for the racks that are removed. If they chose not to make such accommodations, the bicycle racks would not need to be removed.

In consideration of the time and the scheduled public hearing, Webber moved to place the item on the table. However, others felt they were in a position to vote.

Because of the issues related to the amendment and a desire for more information, Strawser suggested a substitute to Webber's second amendment: "That the issue of removing bicycle parking be revisited after the reconstruction of State Street is completed." This was accepted by Webber as a substitute for her second amendment.

DeVos sought clarification on Webber's first amendment-were bicycle racks permanent fixtures; and Webber explained that her intent was that the same information that is provided on the bicycle racks also be provided 48 hours in advance on other permanent fixtures.

Motion on the two Webber amendments (one to add "and other permanent fixtures in the area" and the second to revisit the need to remove bicycle racks after the reconstruction of Street is completed) carried by a majority (Compton and Kugler voting no). (Editorial Note: Since only one member was absent at the time of the vote, only the first alternate could vote. Kugler's vote as second alternate would not count.)

Logan/Webber moved to amend the title under 12.762 to the "Removal of Bicycle Racks for Street Use Permits or Emergency Removal. Verveer supported the amendment but wondered if definition (1) (e) "Removal period" should also be revised to insert "Police Declared Emergency". This was considered friendly to the amendment. Motion on the amendment carried unanimously.

Motion on the original motion as amended carried unanimously.

Enactment No: ORD-05-00115

01123

Determining a Public Purpose and Necessity and adopting a Relocation Order for the acquisition of Plat of land interests required to facilitate construction of the American Family Extension of the East Rail Path, located in the Northeast ¼ of Section 9, Town 7 North, Range 10 East, City of Madison, Dane County, Wisconsin. and approving plans and specifications for said project.

**A motion was made by Ald. Compton, seconded by Ald. Webber, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS**

Strawser asked if the limits for the project were to Cottage Grove; and if so, what was the time line for a continuation of the project. Ross said he understood they hoped to take the improvement to Buckeye next year and he wasn't sure if funding or issues related to the railroad were controlling the schedule. Walsh thought it was both.

The motion passed by acclamation.

Enactment No: RES-05-00511

**J. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY**

1. Plan Commission

**None since there was no representative from the Commission in attendance.**

2. LRTPC - No report since there was no meeting.

**Shahan reported the committee continued its consideration of the Campus Master Plan.**

4. Joint SE Campus area Committee

**Strawser reported there was continued discussion of the Campus Master plan, focusing on defining boundaries.**

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

1. Executive Secretary - None

2. Items by Chair - None

3. Items for Referral and/or Announcements

**Skidmore reported on a meeting with Dane County Public Works Commission to talk about the intersection of Junction Road and Mineral Point Road (an intersection which at full build outs expected to have 80,000 vehicles per hour). They were looking at what the improvements should be and funding participation from County since it is an intersection of two County highways.**

**DeVos asked the status of Thimmesch's/Plan Commission appointment; Shahan said he was not sure.**

**Shahan reported about a meeting on Wednesday at Leopold School about the Todd Drive/Seminole Highway Ramp discussion.**

**Webber reported about a meeting on Wednesday relative to Edgewood Drive and the park and pleasure drive status (e.g., closing it to motorized traffic). Skidmore said there would also be a special meeting of the Board of Parks Commission to discuss this issue.**

**DeVos referred to a Smart Growth meeting.**

**L. ADJOURNMENT**

Informational Enclosures - None

Prepared by Ev Fahrback, Recording Secretary