



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

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

Tuesday, July 26, 2005

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room 300 (Madison Municipal Building)
(After 6 pm, use Doty St. entrance.)

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, Susan M. De Vos and Carl R. Kugler

Excused: Cheryl E. Wittke and Charles W. Strawser III

One Vacancy (Plan Commission Member)

Compton at 5:15 p.m.

Staff Present:

David C. Dryer, Executive Secretary
Larry Nelson and Rob Phillips, City Engineering

B PUBLIC COMMENT - None

C APPROVAL OF MINUTES - June 28, 2005

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

D MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES

[01689](#)

MADISON POLICE DEPARTMENT REPORT - JULY 2005

Bradley-Wilson introduced the newly appointed Traffic Captain Cameron McLay. Bradley-Wilson referred to the materials provided: Second Quarter Quarterly Report and noted the focus on more qualitative vs. quantitative reporting system. In reviewing the data in the quarterly report, she indicated that there was a slight rise from the first to second quarter with a total of 5385 violations and although the numbers were not as high as prior years, progress was being made. In the future they intended to include data on the number of traffic stops in which verbal warnings were issued. This would provide a truer picture of the efforts being given to traffic enforcement.

Captain McLay first addressed the commitment of Chief Wray and Chief Gaber of Operations and the desire to institutionalize traffic into the officers' daily activities. The disadvantage of having specialized units, such as traffic, often resulted in officers in other sections assuming that the responsibility for a task of a specialized agency was done by only those officers and other officers outside of that agency would not need to involve themselves in that effort. This was something they wanted to move away from. The expectation is that traffic safety is a part of everyone's job in the organization. McLay planned to define what traffic safety and enforcements means to the Madison Police Department and then would work with the Police Districts to create a cohesive plan to identify the target, and set up enforcement guidelines for the districts to help them take a problem-solving approach within the individual districts. TEST would then serve as a gathering point for tying the efforts together and reporting on the results. A challenge for the organization was to effect a culture shift in the way motorists see traffic safety and violations. Their efforts would be directed at those violations, which cause crashes and make the community feel unsafe. With that mission, they expected a good response from Police Officers on the street and the community. Besides the focus on hazardous moving violations vs. non-hazardous ones, they wanted the community to know that they intended to "work smart" and focus enforcement efforts in areas where crashes are occurring. They would work with Traffic Engineering to analyze previous year's crash data to determine locations, intersections and road segments that are particularly accident-prone and communicate the information to the affected districts and TEST unit. He emphasized the officers are motivated by serving the community and not generating revenue and he felt that by communicating the desire to make roadways safer, there will be increased productivity and pointed out the results when he had made a similar effort as the South District captain. Another factor used to drive the enforcement efforts would be complaints received from citizens. School zones will be a central focus for enforcement efforts, as would OMVWI. Each of the five districts had been tasked by Chief Gaber with developing a traffic plan specific to their district's needs and this plan was required to include certain key components-e.g., working with TEST. Communications within the organization would be critical with TEST serving as the gathering point for complaints about traffic violations and disseminating the information to the appropriate districts. Bradley-Wilson will work with the Patrol operations to set up mechanisms for documentation of the districts' enforcement initiatives.

Webber asked how productivity was to be measured; McLay said it would be a key element yet to be defined. They would try to stay away from focusing on the number of citations issued because when this is done people question the motivation behind enforcement (are tickets being written to generate revenue?) and officers, in turn, feel this is the motivation and lose trust in the goal of

improving traffic safety. McLay said he had found that when management pushed hard for productivity as defined by numbers, it became counter-productive. How success would be measured might be via crash data analysis (for example, is there a net decrease?) and community perception. He emphasized that he too would need to be careful so that he focused on effectiveness vs. numbers.

Webber followed up on the measure of "effectiveness" and McLay responded that it might be increased perception of safety within the community and decline in crashes at areas in which they had focused attention on enforcement. Webber wondered how one would define effectiveness of safety. McLay said they would like to establish some kind of a survey system.

Shahan asked if they would try to look at both short- and long-term effectiveness and noted that experience with the speed board-short-term effectiveness. McLay acknowledged it would be difficult and their efforts would hopefully create a culture change within in the department so that beat officers acknowledge traffic concerns as much as they do drug complaints, party complaints, etc. He did not believe special centralized attention worked effectively. DeVos referred to comments made by Capt. Housley at a previous meeting which basically indicated that traffic safety took a back seat to "urgent safety" issues for the Police. McLay responded that the scenario laid out previously by Housley might be the case in law enforcement-the urgent and important would jump to the head of the line. However, he pointed out the message from Chief Wray is that traffic safety is very important and officers are to keep it high on their priority lists. Chief Gaber similarly was setting a firm tone at the operations level, by asking Captains to report back on traffic and it was his desire to see some results.

Shahan agreed that focusing on numbers was ineffective, rather they needed to deal with the issues of safety, reducing injuries, death and property damage was key and pointed out that there were more traffic related deaths than murders and so traffic safety needed to be considered a major component in the Police program.

Compton emphasized the feedback they receive in their districts about concerns over traffic related issues-it was a top priority. She asked about the survey element. McLay said he was not sure what the survey mechanism would be. Compton suggested they consider Alders as a resource. McLay said he would come back to the Commission once the details were more firmed up so as to get PB MVC feedback.

Bradley-Wilson explained that the Police commanders had been asked to present a formalized plan, detailing how traffic safety would be accomplished in the specific districts. If members were interested in seeing the plan, she suggested they contact the individual commanders. She emphasized that the plan would have a communications element - external and internal. Some of the past problems were directly related to lack of communications and they expected to address this through information sharing. For the upcoming start of the school season, they would be meeting with community policing teams, parking enforcement, TEST, and Patrol to go over the plans. Another component would be the documentation and they were looking into ways to document incidents that do not necessarily require the official Police reporting forms. Finally, there was accountability; traffic safety is not just a TEST responsibility, but also a

responsibility of the Department as a whole.

Bradley-Wilson reported on some traffic safety initiatives: 1) Two patrol officers were doing a pace program on the Beltline (e.g., driving side by side to slow down traffic). 2) Intend to set up some enforcement of the turn restriction violations. 3) Had participated in Safety Saturday, and noted they had 2-3 TEST officers certified as car seat technicians and they had participated in the program. 4) Continuation of the collaborative effort on the Beltline. In the past month they had had about 15 Madison officers and 15 State Patrol and Inspectors with air support doing speed enforcement. 5) Amigos in Schools-efforts in collaboration with Centro Hispanic on driver education training.

Bradley-Wilson referred to the materials provided on the Speeders Hotline. Comparing the quarter with the last quarter showed an increase in calls, which was expected with more people spending more time outdoors. A mechanism they wanted to use to make the speeders hotline more viable was to disseminate a brochure through kiosks located in the CCB and on the web and a sample of the draft was provided. She emphasized the importance of getting all the information that was needed so that a warning letter could be sent and she believed the brochure would help in this area. They expected the brochure to be available about August 1. She asked that comments be forwarded to her.

Compton asked about the 2nd quarter statistics as it related to the number of calls in the West district in 2004 and 2005 and Bradley-Wilson did not know why there was such a difference. Skidmore commented on the officer ratio in the West district, which he believed accounted for the higher number of infractions occurring, and could account for more people calling in complaints.

Webber asked if violations related to school zones were included in the numbers provided. Bradley-Wilson responded they were, except for those such as parking citations. Webber suggested they not use just crash data and Bradley-Wilson said complaints would also be an important component. McLay added the focus would be on crash data, complaints, school zones and OWI.

Webber asked how school zones would be covered during the pm period since this time period was basically when there was a shift change in the agency and there no longer was a pm TEST unit. She suggested that the afternoon period was the most vulnerable period for children. Bradley-Wilson acknowledged that it was problematic in the past and she said it was an issue that would be discussed in forthcoming sessions within the agency. They expected to have aggressive education and enforcement efforts with the start of school in September.

McLay pointed out that Chief Gaber made it clear that the expectation is that districts share a part of the responsibility for traffic safety and a meeting was being arranged. He emphasized their goal to change the culture or way of thinking on the part of officers as it relates to traffic safety and enforcement of violations.

Prefacing his comments with support for CPT's, Skidmore pointed out that the West District shared a team with the South district since there were only three CPT's. His observation and discussion with members of the team, is that a lot of time is spent doing drug enforcement so there isn't much traffic enforcement

done. He noted his appearance last year before the Commission when the traffic signal priority was considered and request for TEST to set up by Memorial and West Towne and their frustration with the number and extent of violations and the inability to effectively enforce the regulations. Another time he had asked TEST to set up in the pm and the experience showed a significant number going 20 mph over the speed limit. He acknowledged that writing tickets was not an effective long-term solution-rather a short-term. He had also asked Traffic Engineering to set up some speed tests through the school zone.

Compton addressed the desirability of using cameras to identify violators and at least forward warnings to them. Previously, she had asked how many officers would be needed to maintain a safe environment and she was interested in having the information before the budget. She suggested that the focus in school zones not be directed only at the school but close-by approaches.

Shahan asked if the pacing on the Beltline was done in marked or unmarked Police cars; Bradley-Wilson said it would be in marked vehicles. Shahan had wondered because he had assumed motorists' behavior on the Beltline would be different if it were being done in an unmarked car.

In terms of comments about surveys, Shahan suggested they might look at a local area around the area being enforced and referred to the area definition that is used with the NTMP program when it comes to balloting for support for a certain measure. They might also consider a neighborhood or community-wide survey to get a different perception.

Related to funding, Shahan said the Commission would be interested in receiving the information and would entertain forwarding a recommendation to the Council.

Referring to the brochure, Shahan suggested they might include something to the effect "that people look in the mirror" when it comes to abiding by traffic safety laws-e.g., Traffic Safety Starts with You!

McLay explained they would intend to use the 3E approach (education, engineering, and enforcement). He acknowledged that the public didn't always perceive traffic safety as important and they needed to find a way to change this culture of thinking so that they had greater compliance with traffic laws. Shahan addressed the difficulties associated with changing driver behavior. Compton noted a technique used in one of her neighborhoods - sticker that said, "Drive responsibly; slow down". She said she would rather see money spent on an educational tool such as this vs. surveys; she felt it might be more productive. She noted the effectiveness of the speed board and suggested having some kind of a blinking light activated when motorist were over the speed limit.

Noting prior comments on the use of cameras, Shahan clarified that cameras could be used to identify motorists and forward warning letters, but could not be used to issue a citation due to existing State legislation. Possibly the Commission would want to get involved in furthering the use of cameras for this purpose. McLay pointed out that often the justification for the cost of providing a new/different service was offset by the dollars received from citations so he wasn't sure there would be support for such an initiative. Use of cameras was seen as basically an extension of the speeders hotline.

E OLD BUSINESS ITEMS

- E.1 [01673](#) Annual Review of STP Urban Priority and TIP Projects -- 2005

Larry Nelson and Rob Phillips, City Engineering were present on the item. The TIP is submitted in June and the budget follows a couple weeks later. Phillips used a slide presentation to identify the various future street projects, including Madison Urban Area Surface Transportation Improvement Program (STP) Urban Funds projects, Transportation Improvement Program (TIP), and City Engineering Capital Budget. The proposed projects are documented and submitted to the Metropolitan Planning Organization.

State Street - 200 block;	2005
300-400 blocks	2006
500-600 blocks	2007
Park Street (Regent-West Washington)	2006
Monroe-Regent Street Intersection	2007
Johnson Street	2010 but funding was not identified for it.
Mifflin Street reconstruction	2007
Edgewood Avenue Bridge over SW bike path	2006
Old Middleton Road	2006

Webber asked what the plans for Old Middleton Road were. Phillips said he wasn't sure the project design was totally resolved, and Webber asked that it be brought back to PBMVC. Nelson pointed out the previous Commission action approved a standard and he wasn't certain it would be up for a change. Basically it was for a two-lane facility with sidewalks on one side and a bike lane on uphill sections.

Mineral Point-Gammon Road	2008
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Phillips pointed out this was one of some concrete streets built in the 60's and 70's needing major maintenance. Most resurfacing projects wouldn't be included in the TIP but because this was more a major project, it had been.

Compton addressed noise associated with concrete surfaces and she wondered about the difference if asphalt were used. Phillips indicated asphalt would be somewhat quieter. Nelson noted noise levels were also impacted by the volume of traffic. Asked about a comparison between asphalt and concrete, Phillips indicated they both were somewhat equivalent with one being preferred over another based on conditions. Concrete generally had a little longer life than asphalt, but once one factored in repairs to concrete, the difference wasn't that great. Concrete carried a heavier load and was more economical with higher volume streets.

Highpoint Road Bridge (driven by WDOT programs)	2011
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Highpoint Road, which had been delayed due to some lands recently being platted. 2006

Webber asked why the project needed to proceed; Phillips said the road served a greater area than the surrounding neighborhood. It served to divert traffic off Muirfield and Maple Grove Road and he referred to the history as it related to roadway planning in the area; e.g., originally McKenna Boulevard was to extend from Raymond Road to CTH PD. The long-range plan is for Raymond Road to swing into Midtown Road with Highpoint continued through. With the development occurring, they needed to address the street system. Nelson added that the projects were contingent on storm water management systems being approved.

Webber wondered if it was necessary, particularly in light of Madison's budget considerations; could this be one that might be put off?

Skidmore referred to the undertaking some 6-8 years ago in terms of the corridor and it was decided to have Highpoint provide a connection and it was to include traffic-calming features. Part of the project would be to include cul-de-sacs, including blocking off Raymond Road and instead have Highpoint connect the two parcels of County property including a trail connecting the University's system.

DeVos pointed out the amount of local funds for this project is comparable to the bus deficit.

Shahan asked when the section north of Raymond Road is to happen; Nelson responded it was dependent on the development of the Marty farm.

County Highway S and M corridors with the City focusing on relocation of Pleasant View Road through Research Park lands planned for 2007 and 2008. There was a federal fund project at the intersection of Valley View Road and CTH M and they hoped to proceed in 2007 but it had not been funded so was now being shown in 2008. They were looking at solutions for the intersection of CTH S and CTH M. Although it wasn't currently reflected in the TIP, it would likely show up in next year's listing.

Valley View Road - at Loan Oak. Phillips reported there was a serious problem with sight distance and plans were to move it to the west. This represents an improvement but there was still a sight distance issue.

Old Sauk Road adjacent to Blackhawk subdivision 2007

Campus Drive and University Avenue resurfacing. 2010

Phillips pointed out the multi-jurisdiction issues involved.

West Beltline-Todd Drive Frontage Road Improvements with WDOT to reconfigure the off-ramp and signals at the frontage Road and Todd Drive and ramp meters for the westbound entrance to the Beltline.

Arbor Hills Bike Trail along rail corridor being abandoned-in conjunction with Fitchburg. 2007/8

Nelson pointed out the first phase would hook the Capital City Trail and connect to the Leopold School. They would be working with the DNR and he described the more desirable routing for the Capital City Trail. Kugler noted the problem with the rail crossing of Seminole Highway. Nelson reported that the Federal Surface group had authorized the railroad to abandon the track and Kugler wondered if the crossing could be paved earlier than 2008. Nelson said that when the trackage was removed, the surface would be repaired-similar to what had been done at CTH PD.

At the request of DeVos, Phillips reviewed some of the nomenclature used in the chart, e.g., PE equals preconstruction engineering. DeVos pointed out that for Pleasant View all of the cost appeared to be right-of-way. Phillips explained that 2006 was right-of-way costs to be borne by the City and construction costs might include assessments. Nelson said they expected to recover a significant portion of the cost from the University Research Park and special assessments.

Monona Drive (Broadway to Pflaum Road) 2008

Monona Drive (half way between Plaum and Cottage Grove)

Marsh Road (Voges south ¼ Mi) 2006

Femrite Road 2007

Nelson noted these were the last of some successful tax incremental financing district projects. Compton asked about Marsh Road to the south and

asked if the developers were completing it. Nelson said the City would do it and it would be assessed.

Cottage Grove bike lanes

Buckeye Extension to Capital City Trail 2005/6

Interstate Bridges 39/90 - Milwaukee Street, Cottage Grove and Buckeye Road projects reflected WDOT projects. The State indicated that Buckeye was the higher priority. Compton explained the reason to do Buckeye was it required the least amount of work. The higher priority in her mind was the Cottage Grove Bridge and she hoped the City would encourage the State to change its priorities. Phillips indicated that the City had concluded Cottage Grove was the City's priority and this was conveyed to the State.

Cottage Grove (Thompson-Interstate) 2006

Webber referred to the preliminary engineering in the amount of \$280,000. Phillips said it was put in the budget because they didn't anticipate Federal funds for it. Webber asked if they could delete the \$280,000 in preliminary engineering and \$200,000 in right-of-way in 2007. Phillips said it was not included in the capital budget as submitted since the MPO was not funding the project.

Cottage Grove Road adjacent to the bridge 2010

Sprecher/Reiner Corridor (connect USH 151-USH12)

Two pieces of Sprecher Road-Sharpburg to Interstate 2008

Sharpburg to Buckeye 2009

Eastwood Drive Resurfacing 2010

East Washington Avenue Segment 2(Thornton-3rd) and First Street (Johnson to Winnebago), including the Yahara River Bridge.

East Washington Avenue Segment 3 (Third to Highway 30/Marquette)

East Washington Avenue Segment 4 (highway 30 interchange)

Phillips said they were starting to talk about segment 6, which was not shown from East Springs Drive.

Yahara River parkway, with the Johnson Street bridge being own in 2005 and the off-road path from Johnson to the rail crossing/south of Main in 2006.

Starkweather Creek West Branch pedestrian bike trail 2007/8

Project would be done in phases and project would connect the existing Starkweather Creek trail running east-was along Aberg and then north along the Starkweather Creek and connecting to the Capital City Trail. The portion of the project between Aberg Avenue and Darbo Drive within the East Washington Segment 3 is planned in 2007 and includes two bridges (one over East Washington and the other over Aberg Avenue).

Milwaukee Street Bridge 2008

He referred to the WDOT 2005/6 project to convert USH 151 north of Madison to a freeway. Nelson said this would have a significant impact on the Sprecher/Reiner corridor and the connection of CTH C and Hoepker Road over to USH 51.

Capital project item - rail quiet zones (includes gated crossings): East Washington rail crossing and two on south First Street and would be included in the East Washington project. They would anticipate a Yahara Parkway at Thornton Avenue crossing where they would abandon vehicular crossing of the tracks but still maintain the ped-bike crossing. There would be three more crossings: Second, Fourth and Division Street. T

Parkside Drive connection to Sycamore and Mendota 2007

Webber noted the boundaries listed for Parkside on the STP materials provided since it said Prairie Smoke Road to Cricket Lane and she believed the latter street was a west side street. Nelson identified the project location. Bike path connection from neighborhood around McArthur and Sycamore over to

Nakoosa Trail.

Hoepker Road with a new interchange on USH 151 to American Parkway.

Portage Road/Hanson bridge over the interstate 2008

Lien Road, which would be done in phases. Next year they would do the eastbound lanes from the rail crossing to Glacier and interim improvements under Interstate over to the extension of Cityview Drive and then in the future westbound lane from Cityview Drive to Felland Road. In 2006 they would hope to have two lanes of the future four lane facility from the rail crossing to Felland road completed and in 2007 they would construct the Zeier-Thompson-Lien intersection to a standard cross street intersection, followed by the westbound lanes to Glacier Drive. Also in 2007 would be the extension of Lien Road to Reiner Road and WDOT has the Interstate Bridge scheduled for 2010. Nelson pointed out the terrain involved (steep-mountain grade) and they would need to terrace the eastbound lanes above the westbound lanes.

CTH CV beyond Airport was planned by the County 2006

WDOT is planning a connection of Bartillon Drive to Portage Road and over to Kinsman.

ST113 resurfacing project (probably done over phases) 2011

This would include Johnson, Pennsylvania, Packers and Northport.

Nelson provided an overview of the funding process for streets in the City of Madison. In researching prior capital budgets they looked into how much had been spent on streets and highways and how these projects were funded. In the 60's they found that there was a tremendous amount of construction and he graphically showed the comparison between the decades with graphs. Figures were provided in today's dollars. It showed that they were spending close to \$27M yearly on major streets. In the 70's and 80's there was less construction but the costs were rising in the 90's and 00's-largely driven by the reconstruction of the streets built in the 1960's (Washington Avenue, Park Street, John Nolen Drive, Causeway. The majority of the projects in the 1960's were financed with local (GO Debt) funds. The actual and real dollars of what the City invests in highways is running pretty much the same as in the past when indexed to today's dollars.

Each year a street condition report is prepared. Phillips explained that in 2004 there were about 740 miles of street and they rate the curb, gutter and pavement for street segments on a scale of 1-10. The average curb rating was 7.05, and pavement rating 6.8.

Nelson said that to figure how much was spent on streets, they had to consider the County Highway network located within the City. The County has a network of 541 miles and 24 miles of this County system exists in the City of Madison or about 4.45% of the City's street system. Looking at the county expenses and revenues for roadways to consider what their contributions were after they net out expenditures and prorate it by the number of mile in the City, they found that the County is expending about \$708,000/year to maintain the County Trunk Highway system in the City.

The same process was used to see what it would be if a street utility were established based on the year 2004. After enumerating the expenses included, Nelson indicated the net expenditure was \$20M-the amount they could best determine as the amount put on the property tax role for streets and highways. Considering that the average residential home is assessed at \$205,000 and the

average levy was \$1,600 they prorated the costs against the total City Expenditures and came up with a figure of \$240/year for each average residential home. If you figure ten trips per day for an average residential home, one came up with an assessment of \$22/trip. Applying this approach to a retail user, such as Menard's with about 4,600 trips, the result is \$1.93/trip.

DeVos asked about costs of bus, bike lanes and sidewalks and Shahan asked about Police, Fire and other support being factored in. Shahan referred to numbers identified in the Police budget sometime ago related to traffic enforcement and thought it would be interesting to see an update of this information.

Kugler asked about the Regent/Monroe Street design plans. Nelson pointed out that the project had been proposed to be done in conjunction with the UW work at Camp Randall, and due to issues related to right-of-way and utilities, the project had been put off until the early half of 2007. Shahan noted the split in the neighborhood.

DeVos referred to the Bram Street underpass and the concerns expressed at prior hearings for improvements, yet no monies were being designated for it. Shahan noted that as with other projects some are carried from year to year until funds could be designated and it was kept on the list to show what needed to be done. Another example would be the Junction Road overpass of the Beltline.

Nelson explained about the evaluation processes used in deciding upon projects. The first was for streets and highways qualifying for Federal STP funds. This evaluation is conducted by the Metropolitan Planning Organization and projects are rated. Additional funding opportunities include enhancement transportation funds through the State and again these are ranked by the State and the City had not been scoring very high. They had submitted the bridge crossing of Aberg and Washington and it did not rank well; however, through Congresswoman Tammy Baldwin's efforts, funding had been earmarked separately through a federal program. Even though the TIP is a program, which divides up the federal funding, it is used as a tool to list all of the projects so that they can be coordinated between City Agencies, County and neighboring communities. Staff works with WDOT on projects to coordinate local projects with State projects. The State also had connecting highways in the City, such as STH 113, East Washington Avenue, and Park Street where they have generally a 50:50 funding arrangement.

Shahan referred to the discussions at LRTPC on street utilities and whether anyone in Wisconsin has pursued this idea. He wondered if Madison should be considering it. Nelson said there were advantages and disadvantages. An advantage is that it is a user fee and as such the cost is distributed more equitably than the costs being on the property tax bill. A disadvantage is that you are billing out based on trips and usage and it may not reflect the value to the businesses being billed. It would require a lot of calculations on trips and it can become quite complicated whereas for the property tax the billing system is in place. He was not sure how receptive the public would be to such a change. Another advantage is that a Utility could be used to raise all or a portion of transportation monies. Shahan agreed that he saw it as a more equitable way of funding streets and highways.

Engineering staff was thanked for its presentation.

F NEW BUSINESS ITEMS

- F.1 [01191](#) Revising the Neighborhood Traffic Management Program (NTMP) to allow for the use of speed humps on local or collector streets with volumes of 5000 vpd or less.
Move to refer to joint meeting with Public Safety Review Board.
- A motion was made by Ald. Compton, seconded by Ald. Skidmore, to Rerefer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION**
- Motion was made by Webber/Conroy to refer the item since the Public Safety Review had not yet considered it.**
- Skidmore, a member of Public Safety Review Board, said when the item was before them Arthur Ross had made a good presentation following by one by Chief Amesqua about the drawbacks and he wondered about the advantages of scheduling a joint meeting.**
- Webber said she would be glad to share some of the past discussions at the Commission level on this matter with Skidmore and believed the issues raised by Fire had also been presented to PBMVC when they last discussed it and made its recommendation.**
- Compton moved to refer the matter to a joint meeting/Skidmore seconded.**
- Compton wanted to have her name removed as a sponsor to the resolution.**
- Compton also wondered if this wasn't something that should be debated on the Council floor.**
- Webber withdrew her motion to refer. She said she did not think the Council was the place for the debate; the reason the City had the Committee system was to have the committees provide the input. She suggested PSRB needed to make a decision as had TPC and PBMVC. However, she did not have a problem with a joint meeting. She noted there were issues that PSRB may not have heard such as the fact that many Cities have primary response routes, which Madison did not. Skidmore explained that at Public Safety they had heard both Ross' (who had to leave for another meeting after the presentation) and Amesqua's presentation but then they had tabled the item with no decision made so there hadn't been an opportunity for the discussion.**
- The motion passed by acclamation.**
- F.2 [01658](#) Authorizing City Traffic Engineer to accept professional services from AAA and to collaborate in the development of traffic safety improvement proposals.

A motion was made by Ald. Compton, seconded by Ald. Skidmore, to
RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER

Dryer referred to a handout he had provided which showed what AAA had done in other States. AAA had looked at six locations in Madison in which they were interested in working with the State, County, Fitchburg and Madison: Fish Hatchery and Greenway Cross, John Nolen and North Shore, Park and Badger, Park and the Beltline ramps, Park and Regent and Park and University.

Webber referred to the materials and expressed some concern about the tone - it appears to prioritize the comfort and convenience of the motorists over other road users. She was concerned that it would only address the comfort and convenience of motorized users and she wanted to make sure that it doesn't overshadow the needs of other users.

Compton didn't agree and said that any effort that the City could take advantage of to make the roads safe would be beneficial.

Dryer said AAA's effort would include looking at all crash types and identify some options that had been proven to reduce crashes. He emphasized that the City considered multiple users. Compton referred to the objective as shown in the material.

Kugler said that while he was not suggesting that they not accept the program, they should be mindful of the objective of AAA-advocacy group for automobiles.

Shahan asked if there was some kind of an agreement; Dryer indicated it would be a cooperative effort. They would bring in people and make recommendations and the City was not required to implement any issues they might not agree with; there would be no formal contract. Basically AAA would provide another viewpoint.

The motion passed by acclamation.

G REPORTS OF OTHER COMMITTEES -- SUMMARY OF ACTIVITY

G.1 Plan Commission - None

G.2 Long Range Transportation Planning Commission

Shahan reported that at the last meeting they dealt with the Broom Street setback and their recommendation to the Plan Commission was for a 13 ft. setback. DeVos asked why 13 ft. Shahan explained there were a number of factors, e.g., restrict the width of the street, be able to provide for bike lanes, and terraces. The Alexander development believed the amount of TIF funding and help under inclusionary zoning was dependent on the width of the street and thus allow the developer to build the townhouses. He pointed out it had been a unanimous vote.

Compton thought a range of 12-15 ft. had been approved. Shahan explained that what the Council had done had not been set in stone and the developer needed clarification on prior action and the developer wanted a number vs. a range. The resolution included 13-15 ft. but the recommendation from the body was 13 ft. This would be going back to the Plan Commission and Council.

G.3 Joint West Area Campus Committee - No meeting

G.4 Joint SE Campus Area Committee - Representative not available.

H REPORTS OF OFFICERS AND/OR MEMBERS FOR INFORMATION/DISCUSSION

H.1 Executive Secretary Report

H.1.a [01690](#) SCHEDULE FOR TRAFFIC SIGNAL PRIORITY LIST 2005 CONSIDERATION

Dryer referred to the handout setting out the schedule for the Traffic Signal Priority List considerations for 2005 and noted the correction on the page that the September meeting is scheduled for 9/28 - not 9/23.

H.1.b. Follow-up on Parking on the Square -- Schedule

Dryer reported they were working on the Parking on the Square project; they would be collecting some more observations and data once school was in session and would put it in a summary report. The item would probably be on the September agenda of PBMVC and invitations would be sent to TPC; and DCC to attend.

Webber asked that they get input from some of the parking enforcement personnel as it relates to issues of enforcement. Another group to hear from would be the bus drivers, particularly their feelings about the two arrangements (one with marked bike lane and the other with the shared lane) and the impact of having cars parked.

H.2 Item by Chair - None

H.3 Items for Referral and/or Announcements

Compton reported on a meeting she believed was scheduled on 8/18 on the connection between Glacier Drumlin trail out Cottage Grove and the Capital City Trail scheduled for 8/18.

I ADJOURNMENT on Motion by Webber/Logan at 7:25.

Ev Fahrbach, Recording Secretary