



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

Tuesday, December 16, 2008

5:00 PM

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

CALL TO ORDER / ROLL CALL

Present: 7 -

Beth A. Whitaker; Aaron S. P. Crandall; Robbie Webber; Paul E. Skidmore;
Mark N. Shahan; Mary P. Conroy and Cheryl E. Wittke

Excused: 4 -

Jason Schulman; Judy Compton; Charles W. Strawser III and Susan M. De
Vos

Staff present:

Arthur Ross, Traffic Engineering; Scott Langer, Traffic Engineering; Chris
Petykowski, Engineering; Rob Phillips, Engineering

Crandall arrived at 5:10 p.m.

Wittke arrived at 5:12 p.m.

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

A. APPROVAL OF MINUTES

A motion was made by Webber, seconded by Ms. Whitaker, to Approve the
Minutes . The motion passed by voice vote/other.

B. PUBLIC COMMENT - None

C. NEW BUSINESS

- C.1. [12888](#) Vacating a portion of West Johnson Street between North Randall Avenue and Campus Drive and authorizing the City to petition the State of Wisconsin Commissioner of Railroads for removal of the existing vehicular crossing of the Wisconsin & Southern Railroad (WSOR) at West Johnson Street and modification of the existing crossing on North Randall Avenue and North Orchard Street (8th AD)

Attachments: [Union South Layout 121008.pdf](#)
[Union South Vacation Req 12 16 08 Final.pdf](#)
[Union South base_site0005.jpg](#)
[Union South nw_entry.jpg](#)

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

The PBMVC recommended adoption with the recommendation that before traffic is officially directed to what is now the fire lane between Engineering Drive and University Avenue, the plan come back to the PBMVC for comments, particularly to address (1) concerns about the mix of uses currently operating there and the configuration of the driveways and streets, (2) the Metro bus stop on Campus Drive, and (3) the location of the sidewalk to the "pork chop" island on the south side of Campus Drive.

DISCUSSION:

Rob Kennedy from UW-Madison was present to give an overview of the project. Webber distributed aerial photos of the Engineering Drive area to aid in the discussion.

- The project involves demolishing the existing Union South and Randall Towers and constructing a new South Campus Union on an expanded site that includes the vacated portion of West Johnson Street.
- The Wendt Library will eventually become green space and give the area more of a pedestrian feeling.
- The new South Campus Union building has been designed with student input.
- Plan is to vacate Johnson Street between Randall Avenue and Orchard Street.
- Need authority from the Railroad Commission to close the W. Johnson crossing and modify the crossings at N. Randall and N. Orchard. The UW is working with the City on the petition.
- The vacation of W. Johnson will redirect approximately 3,000-4,000 vehicles per day.
- The UW is taking steps to mitigate the increased traffic on Randall Avenue, including the addition of a signalized right turn only lane and ped refuge island for northbound Randall Avenue vehicles turning right onto Campus Drive. This will allow vehicles to get onto Campus Drive and to queue better. The refuge island should be big enough for bicycles.
- The median on Randall across Engineering Drive will be closed to prevent eastbound Engineering Drive vehicles from turning north onto Randall. They want to reduce the number of vehicles getting into the queue. However, an opening will be provided for vehicles turning left from Randall Ave. to Engineering Drive.
- A median will be installed on Engineering Drive between traffic lanes to provide a ped refuge and to assist in preventing left turns from Engineering Drive to Randall Ave.
- Will be opening up the western end of Engineering Drive to allow motorists to turn right from the driveway between the Mechanical Engineering and Engineering Centers Buildings onto University Avenue. This should reduce the pressure on the Engineering-Randall intersection.
- The UW is contributing land to the right-of-way to accommodate bike lanes on Randall Avenue from Monroe Street to University Avenue. This will be a boon for the neighborhood.
- The union project includes a 178-stall parking ramp.
- A left-turn lane will be added for eastbound Randall to improve traffic flow.
- The loading dock on Randall will be right in/right out only.
- Will be adding a signal at Campus Drive-Johnson-Orchard to help ped crossings.

- The UW and its consultant have been working with the City on the traffic plan.
- At the City's request, the UW made sure that the South Campus Union design will accommodate two tracks and two platforms for a future commuter rail station, which is one of the reasons it's necessary to vacate W. Johnson Street.

Webber commented that this is her route to downtown and noted the drawing doesn't include the fire lane between Engineering Drive and University Avenue. She had concerns about this being a regular traffic route and asked whether delivery/service vehicles would be restricted. The fire lane is often clogged with illegally parked vehicles and service vehicles. Kennedy acknowledged the UW will have to do a better job regulating it. Webber felt the whole area from east of the parking ramp to the fire lane gets very confusing, it's not clear where the different modes of traffic should go or who has the right-of-way at the driveway intersections. Increasing the westbound and northbound traffic here is a concern, especially since the sight lines from Engineering Drive to northbound are very bad. Kennedy acknowledged that the UW needs to look at the entire area north of Lot 17 but indicated that the project schedule is such that nothing needs to be done until mid to late summer. Right now there are no actual intersections, just a "sea of asphalt." Final site restoration is on hold pending the UW Athletic Department's building plan for east of Lot 17. However, Kennedy said the UW knows it has to do something better than what's there in the meantime.

Webber also mentioned concerns about the westbound Dayton Street bike route. The route goes north of Camp Randall but when get to the end of the service drive, it's pitch black and the pillars make it difficult to see. It's not obvious that this is a westbound route. Lighting is definitely needed. Many bicyclists go out to Old University Avenue via the service road because it looks more obvious. For eastbound bicyclists who reach the end of Old University it's not obvious where to go and they often ride on the sidewalk along Campus Drive from Breese to Randall.

Webber said her concerns relate to getting from Old University Avenue to Dayton Street. The fire lane between University and Engineering drive has problems with conflicting uses, illegal parking and delivery vehicles. She's very worried about the existing usage and the plan to direct traffic out onto a fire lane. Kennedy noted the plan includes improving University Avenue for bikes and adding bike lanes on Randall. The UW will consider Webber's concerns.

Shahan referenced the drawing and asked where the sidewalk goes once you get past the vacated Johnson Street; specifically, how a ped would get to the island. Kennedy indicated the plans haven't gotten that far. Scott Langer from City Traffic Engineering was present and advised that the crosswalk has to be a certain distance from the railroad tracks. The angle will be different than for a traditional "pork chop" island and he anticipated the final design will be slightly less conducive to the normal ped route because of the tracks. Kennedy reminded members that this will be a signalized intersection. The stop bar will be behind the railroad tracks. The intersection will be No Turn on Red to protect the ped movement. Shahan asked about the hash marks on the drawing. Langer indicated the ones by the island are to make the space seem

tighter so cars will slow down but still allow trucks to make the movement. The other hashed area is a bus stop. Langer advised that Madison Metro has requested some type of protection for its bus stop, and TE is working with Metro to find a solution.

Shahan referenced the entrance to the new parking ramp and asked if the westbound Dayton bike lane will end at Orchard. Langer replied that it currently ends, and there's no room to continue the bike lane until Wendt Library is demolished. Shahan was concerned that the new island will create a "pinch point." Right now a car can go around a bicyclist, but with an island this will be a problem. Langer indicated that TE is working on a solution. Shahan preferred to see more room added somehow, even if it's not a full bike lane, because it's pretty tight around the island. Ross noted that it's a painted island, not a raised one.

Motion by Webber/Skidmore to recommend approval of the resolution with a correction that references to "West Randall Avenue" be changed to "North Randall Avenue." Further, that before traffic is officially directed to what is now the fire lane between Engineering Drive and University Avenue, the plan come back to the PBMVC for comments, particularly to address (1) concerns about the mix of uses currently operating there and the configuration of the driveways and streets, (2) the Metro bus stop on Campus Drive, and (3) the location of the sidewalk to the "pork chop" island on the south side of Campus Drive.

Kennedy confirmed the plan will come back to the PBMVC when it's further along.

Motion carried unanimously.

- C.2. [12851](#) Creating Section 12.132(689) of the Madison General Ordinances to prohibit parking at all times on both sides of a segment of Rieder Road.

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

Webber questioned why parking was being prohibited at all times on both sides of Rieder Road since streets without parking often have a speeding problem. Ross commented that such restrictions are usually requested by the residents and then posted on a trial basis. Shahan offered that the restriction might be due to a sight line issue related to the prohibition of left turns from Rieder onto USH 51.

- C.3. [12852](#) Creating Section 12.132(690) of the Madison General Ordinances to prohibit parking at all times on a segment of the east side of Melvin Court.

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

- C.4. [12853](#) Creating Section 12.132(691) of the Madison General Ordinances to prohibit parking at all times on the north side of Stephen Street.

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

vote/other.

- C.5. [12854](#) Creating Section 12.1332(66) of the Madison General Ordinances to prohibit parking except for common motor carriers on a segment of the north side of Harvey Street.

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

Items C.5. and C.6. both relate to parking on Harvey Street. Webber noted that parking is tight in this area. Shahan pointed out that item C.6 repeals the "Parking Prohibited at All Times" restriction for a segment on Harvey, and item C.5. creates a loading zone in the same segment.

- C.6. [12855](#) Repealing Section 12.132(633) of the Madison General Ordinances to eliminate a segment of the north side of Harvey Street from the "Parking Prohibited At All Times" section.

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

- C.7. [13031](#) Update on the Glacial-Drumlin Trail connection to Madison (informational report)

Motion by Skidmore/Webber to refer to the January meeting due to Ald. Compton's absence, carried unanimously.

- [13029](#) University Avenue 2009 roadway project (informational report)

Attachments: [University Ave construction limits map.pdf](#)

Chris Petykowski from City Engineering gave a PowerPoint presentation.

- There is a lot of construction planned for the Gorham/Broom/Gilman/Campus Drive/University corridor.
- Project is divided into four segments. (1) University Avenue from Hill to Farley: concrete joint repair. (2) University Avenue from Farley to Campus Drive: break up the concrete pavement into a base of rubble and then put down an asphalt overlay. (3) University from Breese Terrace to Broom Street: concrete pavement replacement. The old concrete will be taken out, utilities will be redone, and a new concrete pavement will be put down. (4) One block of Gorham (Broom to State), two blocks of Broom (Johnson to State) and two blocks of Gilman Street: some of the blocks are included in the State Street Plan and will include terrace work and new lighting. It's possible the block of Gilman north of State Street will be delayed until 2010.
- The work will be done under three contracts.
- A new bike lane will be added on University Avenue between Breese Terrace and Campus Drive.
- The contraflow bike lane will be widened (from 8' to 9'-9.5').
- Bike lane markings will be increased.
- Ped crossing at Bassett Street will be improved. The Board of Public Works recommended tightening up the radius and dealing with illegal parking of delivery vehicles in the bike lane.
- A ped sign will be added to the crossing at Broom Street and a marked bike lane on Broom Street will be added.

- Additional ped lighting.
- New signal on University Avenue at Orchard Street, with a large red concrete crosswalk similar to the East Campus Mall crossing of University Avenue.
- Will install new terrace trees in the blocks that are getting the "State Street Terrace Treatment"
- In the block where WID/MIR is going in, the contraflow lane median will be restored after WID/MIR is completed.
- Widening the contraflow lane will result in shrinking the median (which could be a ped issue).
- There will be additional signing to alert bicyclists entering the contraflow lane from the roadway as well as painted markings on either side of the island to indicate the direction of flow.
- A signal will be added at Johnson-Brooks.
- The University-Gorham-Broom segment is scheduled to start March 15. The western end should be done by the end of August so that it doesn't interfere with the start of school and the UW football season. The State Street end should be done by late September-October.
- The University-Campus segment is scheduled to start May 18, the day after UW commencement. This is a smaller scope project and should be done by the end of August.
- W. Gilman will also start after commencement. The block from University to State should be done by the end of August. Engineering is still debating whether to do the second block this year.

Due to the size of the project and to accommodate the UW's planned replacement of utility tunnels, there will be a "project gap" and the segment between Park Street and East Campus Mall will not be done until 2010.

Shahan noted that the parking on Gorham Street is a problem for the bike lane. Langer said the travel lanes are only 10 feet wide and can't be reduced. Shahan suggested removing a parking stall or two before the curve and the start of the bus/bike/right turn only lane.

Webber asked about the lane configurations through the campus area. Langer advised that during Phase 1, the contraflow bike lane will need to be relocated out a little bit to accommodate utility work. The lane will be maintained while UW is in session. While the drawing shows three travel lanes, the right lane will basically serve a bus lane due to the numerous stops while school is in session. There is also a center lane and a third lane, which also serves as a left-turn lane. For the most part, the sidewalks should remain open unless it's necessary to close one for utility work. Mills Street will be closed at the intersection for sewer work. At the eastern end, most of the utilities are on the south side. From mid-March to mid-May, the contraflow lane will be closed from Bassett to Lake. Gorham Street will be one lane between State and Bassett and will be very congested. It was Langer's understanding that Metro will use State Street during this period.

Phase 2 (mid May to mid June/early July) will be the most difficult from a traffic standpoint. In mid-May, the contraflow lane and a travel lane will be closed. Bicyclists will be routed to Dayton Street. Intersection turn lanes will be maintained, and the intersection closings will be staged.

Phase 3 is the west end. Buses will operate in the open lane so that there's no need for temporary bus stops in the construction zone.

Phase 4 will include pouring the median for the contraflow lane.

Langer clarified that Phase 1 is basically the utility work, Phase 2 is paving the roadway and Phase 3 is shifting traffic to the other side of the road.

Webber clarified that westbound bicyclists will be competing with other modes for the travel lane. Langer said there will be a signed detour but if bicyclists are on University Avenue, they will need to share the lane; it will be a hardship for all modes of transportation.

In response to Shahan's question, Petykowski said a project web site should be available by the end of January. The City will have weekly meetings with the contractor and bi-weekly meetings with the businesses.

D. REPORTS

- D.1. [10610](#) REPORTS OF OTHER COMMITTEES/COMMISSIONS (verbal reports for information only)
Plan Commission
Long Range Transportation Planning Commission
Joint West Campus Area Committee
Joint Southeast Campus Area Committee
School Traffic Safety Committee

Plan Commission: Whitaker did not have anything to report.

L RTPC: The meeting is on Thursday.

Joint West Campus Area: The main topic of discussion was Union South.

Joint Southeast Campus Area: Chuck Strawser was not present to give the report.

School Traffic Safety Committee: The meeting is on Friday.

E. REPORTS OF OFFICERS AND MEMBERS FOR INFORMATION/DISCUSSION

- E.1. Executive Secretary Report (verbal reports and/or announcements)

Ross did not have anything to report.

- E.2. Items by Chair (verbal reports and/or announcements)

Shahan reported that he was informed by City Traffic Engineer David Dryer that Traffic Engineering and Engineering are working on the problem of motorists parking along the Southwest Bike Path during football games.

- E.3. Member requests for future agenda items and/or announcements

Crandall said he had been advised that the signing for the restricted lane on the Square is missing. The lane should be signed "Buses, Bikes and Right

Turns Only.” Webber mentioned that she had previously requested that the signs be lowered so motorists can more easily see them. Crandall indicated the diamond pavement markings are also very faded. He has noticed an increase in through traffic in the right lane.

ADJOURNMENT

A motion was made by Skidmore, seconded by Webber, to Adjourn . The motion passed by voice vote/other. The meeting adjourned at 6:25 p.m.