



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

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

Tuesday, November 27, 2007

5:00 PM

Room LL110, Madison Municipal Building
215 Martin Luther King, Jr. Blvd.

(Meeting is in lower level of building. If elevator is not
working, use lower level accessible entrance off Wilson
Street parking lot area)

CALL TO ORDER / ROLL CALL

Present: 7 -

Judy Compton; Robbie Webber; Paul E. Skidmore; Mary P. Conroy; Cheryl
E. Wittke; Susan M. De Vos and Aaron S. P. Crandall

Excused: 3 -

Mark N. Shahan; Charles W. Strawser III and Patricia A. Ball

One vacancy (Plan Commission representative)

A. APPROVAL OF MINUTES - 10/23/07

De Vos noted a correction to page 9, the comments by Steve Puntillo, 7th
bulleted item, second sentence should start with the word "They."

A motion was made by Webber, seconded by Crandall, to Approve the Minutes as
amended. The motion passed by voice vote/other.

B. PUBLIC COMMENT

None

C. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES

C.1. [08241](#) Madison Police Department Traffic Enforcement Report - Third Quarter 2007

Lt. Stephanie Bradley-Wilson began with the Speeders Hotline report. There
were 493 calls during the third quarter, but only 43% had enough information to
send out warning letters. She did not have a reason for the decline in the quality
of the calls. Conroy mentioned that the recorded message provides very specific
instructions on the required information.

Skidmore asked whether any citations were issued through calls received at the Speeders Hotline. Bradley-Wilson was not sure; the MPD does not have a system to determine how many citations could be issued from these calls. Skidmore requested that she try and find out. He has called in several times with complaint information that would warrant a citation. It was Webber's understanding that only warning letters could be sent from information received at the Speeders Hotline and that an officer had to actually observe the violation in order for a citation to be issued. Skidmore said he had been informed by a number of MPD officers that if they had enough information, they could issue a citation. Bradley-Wilson said she will get clarification on this and also find out whether it's possible to determine if someone who was sent a warning letter subsequently received a citation for another offense.

Referencing the third quarter enforcement activity report, Bradley-Wilson noted there were 4,771 citations, which was a little lower than the first and second quarters. The majority of citations issued reflect the various traffic safety activities in which the MPD participated. Bradley-Wilson noted there were 13 serious crashes, 8 of which were fatal. Five of the fatal crashes involved alcohol.

Compton wanted to know when the red light running cameras will be mounted at the test locations. Bradley-Wilson said she will find out.

Webber was impressed with some radio public service announcements about speeding she recently heard on the radio and wondered who sponsored them. Bradley-Wilson stated it was not the MPD but might be the National Highway Safety Administration.

Given the increase in police officers in the 2008 budget, Wittke asked whether TEST or patrol officers will be increased to address traffic safety. Bradley-Wilson reported that the plan is to increase TEST by 2-3 officers in 2008 and add one motorcycle officer. The increase in TEST hopefully will provide afternoon enforcement. Bradley-Wilson was not sure whether there will be more officers patrolling by bicycle.

D. NEW BUSINESS

- D.1. [08229](#) Mifflin Street Neighborhood Traffic Management Program project (1200 block East Mifflin) - Appeal of process to install speed humps

Mark Winter, Traffic Engineer 3, was present to answer questions. Ross noted that John Aagaard, the Mifflin Street resident who had requested this item be on the agenda, was not able to attend the meeting. There were two registrants who wished to speak.

David Waugh, 1213 E. Mifflin Street:

- Appeared before the PBMVC in 2005 to ask for traffic calming.
- Likes the speed humps that were installed on Mifflin Street.
- Noticed this agenda item and wanted to appear in support of retaining the speed humps.
- Felt the NTMP process was followed and was fair.
- Surprised at the opposition because they didn't speak up earlier.
- Traffic Engineering did a good job of addressing the concerns brought up at the neighborhood meeting in October.

Compton asked whether he has observed any emergency vehicles negotiate the speed humps, and Waugh stated he had not.

Robert Klebba, 1213 E. Mifflin Street:

- Started the NTMP process for speed humps four years ago.
- Process was very fair and it was easy for residents to access the information about the street's ranking from year to year, which projects were getting done and which were delayed, etc.
- Traffic Engineering did a great job answering residents' concerns.
- One tweak to the NTMP might be to meet with the residents before the survey goes out, but that's up to Traffic Engineering.
- The Fire Department garage is behind his house on East Washington. Fire trucks going east go around the 1200 block of East Mifflin Street and he has seen them negotiate the speed humps on a regular basis. The vehicles do need to slow down, especially the ladder trucks, but they don't use Mifflin Street as a regular route.

Skidmore asked for clarification on what the PBMVC is being asked to do. Ross stated that when Mr. Aagaard's complaint was first received, Traffic Engineering tried to address his concerns by holding a neighborhood meeting. Winter indicated that Mr. Aagaard wanted this item on the agenda to present evidence that the NTMP process wasn't followed and that there were significant flaws in the process such that the PBMVC should recommend that the matter go to the Council for action to remove the humps. In response to a question from Compton, it was noted that Mr. Aagaard did not request that the item be referred to another agenda, and Ross indicated that TE recommended no further action. Webber was satisfied that the process was followed. In response to her question, Winter confirmed that Mifflin Street is 36 feet wide. The NTMP Manual states that speed humps should not be considered on streets greater than 32 feet wide. Winter indicated that City Traffic Engineer Dryer had put in this language to prevent speed humps on higher volume streets. But Webber pointed out that the NTMP Manual already has street functional classification and average daily traffic criteria for speed humps so she felt the street width criteria was redundant. In response to Skidmore's question, Ross stated the survey received 70% support. After the survey deadline, Traffic Engineering held a neighborhood meeting to address questions and concerns before moving forward with the implementation.

Skidmore remarked that he has been involved in 5 or 6 NTMP projects. Residents seem in favor of traffic calming until staff comes up with a specific plan, and then it runs into controversy. He felt the Mifflin NTMP project followed the process and he did not feel any further action was warranted. Referencing Klebba's suggestion to have a neighborhood meeting prior to the survey, Compton did not want to make this mandatory. She felt Traffic Engineering works with the alder

on whether a meeting is necessary. Winter confirmed that staff do consult with the alder as to whether a meeting is desired/necessary. Compton felt the decision to hold a meeting is an issue for the residents and the alder.

Motion by Compton/Webber to receive the appeal but take no action on it; motion carried with De Vos abstaining.

D.2. [08169](#)

Adopting the Southwest Neighborhood Plan and recommendations contained therein as a supplement to the City's adopted Comprehensive Plan. Ald. Districts 1, 19, & 20.

This Resolution was Return to Lead with the Recommendation for Approval to the PLAN COMMISSION

Excused: 3 -

Mark N. Shahan; Charles W. Strawser III and Patricia A. Ball

Ayes: 5 -

Judy Compton; Robbie Webber; Paul E. Skidmore; Mary P. Conroy and Aaron S. P. Crandall

Noes: 1 -

Susan M. De Vos

Non Voting: 1 -

Cheryl E. Wittke

Archie Nicolette and Linda Horvath from City Planning were present and distributed an area map depicting the location of various Plan recommendations. They also displayed a large map showing the Plan area boundaries. Efforts were focused on four sub-areas that were targeted because of crime, housing conditions, etc.

The neighborhood steering committee developed the Plan recommendations. The top recommendations, in priority order, are: (1) the assignment of additional police services/resources; (2) expansion of the Meadowridge Library (important neighborhood resource); (3) promote variety in home ownership programs; (4) increase in programming for youth, adults and seniors; (5) develop a better communication system between the neighborhood and the Police Department; and (6) purchase an ambulance for the area fire station.

Nicolette noted that this Plan was written from a safety perspective so it is organized differently than most other neighborhood plans.

Members then heard from two members of the steering committee.

Durrell Ramer, 5706 Piping Rock Road:

- One of the biggest issues from a motor vehicle standpoint is the need for traffic signals, particularly at Raymond-Whitney Way. This is a busy intersection, with the Meadowridge Shopping Center on one corner and a church on another. A Walgreens has recently opened at the shopping center, which has increased the traffic volume. A signal would improve safety for children traveling to/from Orchard Ridge Elementary School.
- Signals were also requested at Schroeder-Struck and McKenna-New Washburn Way.
- Additional streetlights were recommended at a number of locations to improve safety.

Lisa Subeck, 818 S. Gammon #4:

- Concerns also included transit service, including the belief that Metro is not running efficiently enough in this area. This makes it difficult to get to jobs, especially for parents who need to drop off children at daycare. Getting downtown can be very time consuming.
- The area has a large number of apartments serving a low income population and many of these residents don't have other transportation options.
- Recommended express bus service to downtown.
- Also recommended more transit service for those who work hours other than 8 am-5 pm; currently it's a big challenge to get to a job when it take so much time using the bus.
- Other transit recommendations include ridership amenities at bus stops and the transfer station. Subeck remarked that more pleasant conditions could help with encouraging more pleasant behavior.
- Recommendations include traffic calming at various intersections with heavy ped traffic.
- Recommended ped/bike improvements include a connection between the Heistand greenway and Hammersley Park bike path; sidewalk along south side of Hammersley Road, sidewalk curb cut and median cut through at Raymond and greenway, and improvements along Russett and Dorsett.

Ramer and Subeck emphasized the neighborhood's top priority is safety.

Compton asked why the recommendation is for sidewalk on only one side of Hammersley, and Ramer indicated the topography of the other side is a problem, it drops off like a cliff. Compton asked if the residents are okay with being assessed for sidewalk. Subeck replied this might be a problem when it comes time to actually put in sidewalk, but the steering committee felt that the sidewalk is important as a safety feature. Compton inquired whether the City is proposing a way to deal with this other than through assessments. Nicolette noted that the Plan makes the recommendations; implementation of those recommendations takes another process.

Skidmore commented that it's a great plan and felt a number of the recommendations would work to slow down traffic.

In response to a question, Ramer indicated that the recommendation for an underpass of the Beltline at either Grand Canyon or Forward is consistent with the recommendations that came out of the West Beltline Committee. The Greentree Neighborhood Association is opposed to an underpass due to fears it will encourage cut-through traffic, although other neighborhoods want it. Ramer noted the recommendation was worded that if a Beltline under/overpass is approved, staff will work to mitigate the neighborhood impact. Subeck added that the Plan encompasses several neighborhoods and the steering committee and staff worked hard to balance the needs and desires of the various neighborhoods. The underpass recommendation might not be good for the "little picture" but they felt it is good for the "big picture."

In response to Skidmore's question, Subeck stated the Plan has buy-in from the three alders representing the area. Skidmore emphasized that the Plan is a good first step, but implementation is another process. There will probably be those who will oppose the traffic signals, traffic calming, etc. because the measures would slow them down when driving.

Crandall asked if the Plan area encompasses the same segment of Hammersley currently being addressed by Traffic Engineering, and Ross said it does. He noted that TE has also made some recent improvements to Schroeder Road, including bike lanes and ped crossing islands.

De Vos inquired as to why so few recommendations deal with the area north of Schroeder Road. Subeck noted that the area north of Schroeder is largely commercial. Nicolette advised that the Plan appendices contain some references to the northern area. He explained that the Plan area had to be large enough to include Oakwood Village in order to be eligible for CDBG targeted neighborhood funding. De Vos commented that the University Research Park area is not being dealt with at all. Nicolette indicated that the appendices have some recommendations for further study. Ross pointed out that it was also important to include the northern area from a transportation perspective since access across the Beltline is an important issue and needs to be addressed in the recommendations. Nicolette agreed, noting that one goal is to connect the neighborhoods to the south with the job opportunities in the north.

De Vos did not support the recommendation to build a park-and-ride lot at the West Transfer Point, fearing it would stack the deck against a potential move of the transfer point to a more vibrant area, such as the Meadowridge shopping

center. Subeck indicated that the location of the transfer point was not as important as the efficiency of the bus routes. De Vos noted that some people consider it very important to have a transfer point located where riders could do various errands while waiting for a bus, and the current site does not have the amenities that you would normally associate with a transfer point.

Motion by Compton/Webber to recommend adoption.

Compton noted her support is based on the assumption that there is agreement on the recommendations. She felt an underpass of the Beltline could lead to speeding cut-through traffic. Prior to implementation, she would want to see full neighborhood approval. Webber pointed out that every recommendation in the Plan is dependent on funding and there will be a full process prior to implementation of any recommendation.

Webber was pleased to see the Plan's focus on safety. One aspect of safety is to have more residents out on the street being the eyes of the neighborhood. She noted that 18% of the households don't have a motor vehicle, so it's important that the transportation recommendations include non-motorized modes. Webber pointed out that there's an existing underpass for peds and bicyclists at Grand Canyon Drive. If a motor vehicle underpass is built, she strongly suggested that it not be at Grand Canyon and leave that underpass for non-motorized traffic. Webber remarked that under/overpasses are very expensive, especially if they handle motor vehicle traffic, so implementation of this recommendation is probably a long way out. She reiterated that the existing underpass at Grand Canyon is a good location for non-motorized traffic to cross the Beltline.

Skidmore emphasized that nothing in the Plan commits an agency to doing anything; this is only a Plan that provides the framework. Again, there will likely be opposition to some of the recommendations when it's time for implementation.

De Vos referenced the Tenney-Lapham Neighborhood Plan taken up by the PBMVC a few months ago and felt there was a double standard. The Tenney-Lapham alder spoke to the PBMVC in support but the PBMVC voted to only accept that Plan. For the Southwest Plan, no alder appeared yet the PBMVC is speaking laudably about the Plan and is recommending adoption. She felt there has not been enough critical analysis. Webber commented that each neighborhood plan needs to be evaluated on its own merits. Skidmore recalled that the Tenney-Lapham Plan included a major transportation recommendation to change the one-way Johnson/Gorham pair to two-way travel, contrary to city's traffic flow plan. That recommendation would have a major impact on the entire city and seemed outside the purview of a neighborhood plan. Everything in the Southwest Plan seems to be consistent with existing plans and has the support of TE staff. Webber felt the PBMVC's role is to concentrate on the transportation aspects of neighborhood plans, and the recommendations for transportation in the Southwest Plan are very good. Compton did not believe the PBMVC treated the Southwest Plan differently than the Tenney-Lapham Plan. The Plans have different recommendations and thus the different PBMVC actions.

De Vos stated she would vote against the Plan. She had unanswered questions and there are land use issues related to what used to be the Research Park that have not been addressed. She did not like the idea that some of the land would

be used as a parking lot for the West Transfer Point.

Motion carried with De Vos voting no.

- D.3. [08070](#) Amending the Master List of Street Names and Designations and amending the City Engineers Street Numbering Map (Official Map), referred to in Sections 10.34(1) and 10.35, Madison General Ordinances. Changing the existing name of Whenona Drive to Cochise Trail from Clover Court to the existing north terminus at vacated Whenona Drive, also being the Daisy Drive Bike Path and Marlborough Park Bike Path Spur at Marlborough Park.

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

- D.4. [07857](#) Authorizing the Traffic Engineering Division to accept a grant for \$113,600 from the Wisconsin Department of Transportation to maintain and expand a safety education program and authorizing the Mayor and City Clerk to enter into the grant contract.

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

Ross advised that this is a routine resolution to accept a grant from WisDOT for funding for the Pedestrian-Bicycle Safety Educator position in the Traffic Engineering Division.

E. UNFINISHED BUSINESS

- E.1. [08224](#) Pedestrian/bicycle capital projects ranking

A motion was made by Compton, seconded by Webber, to Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION. The motion passed by voice vote/other.

F. REPORTS

- F.1. [07831](#) 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
Platinum Biking City Planning Committee

Plan Commission: no report (Plan Commission rep position is vacant)

Long Range Transportation Planning Commission: Did not meet

Joint West Campus Area Committee: No meeting

Joint Southeast Campus Area Committee: No report (representative was absent)

School Traffic Safety Committee: Webber reported that the committee is meeting at different schools to give members a better idea of the issues to be addressed.

Platinum Biking Committee: Ross stated that the Plan is almost ready. The committee is meeting on December 4. He anticipated the Plan being referred to City committees in early 2008. In response to Webber's question, he indicated that most of the public feedback on the draft Plan has come from known bike advocates.

G. REPORTS OF OFFICERS AND MEMBERS FOR INFORMATION/DISCUSSION

G.1. Executive Secretary Report

None

G.2. Items by Chair

None

G.3. Items for referral and/or announcements

Skidmore requested two items: (1) possible sound barriers by the Beltline in the Sauk Creek Neighborhood (requested by petition of residents); and (2) possible change to traffic ordinance to prohibit or drastically limit passing on City streets.

ADJOURNMENT

A motion was made by Compton, seconded by Webber, to Adjourn . The motion passed by voice vote/other.