



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

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

Tuesday, September 26, 2006

5:00 PM

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

Minutes amended at 10/24/06 meeting (item E., public hearing on annual traffic signal priority list, General Comments/Questions)

Items reported in the order listed on the agenda, although items D.1 and F.1 through F.4 were taken up prior to the public hearing.

CALL TO ORDER AND ROLL CALL

Present: Robbie Webber, Paul E. Skidmore, Michael Forster Rothbart, Matthew A. Logan, Mary P. Conroy, Cheryl E. Wittke and Susan M. De Vos

Absent: Carl R. Kugler

Excused: Judy Compton, Mark N. Shahan and Charles W. Strawser III

Ald. Skidmore gave advance notice that he would be late and arrived at 6:30 p.m.

A. PUBLIC COMMENT

Ted Voth, Jr., 1146 Williamson Street, #3, requested that the PBMVC consider a future agenda item regarding pedestrian safety related to bicyclists on sidewalks. As a pedestrian, he often encounters bicyclists on the sidewalk in the Williamson Street area and wondered if there's a way to educate bicyclists.

B. APPROVAL OF MINUTES - 8/22/06

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

C. MADISON POLICE DEPARTMENT REPORT ON TRAFFIC RELATED ISSUES

No report this month.

D. OLD BUSINESS

D.1. [04583](#) Interim Redesign Options for Blair Street-John Nolen Drive-Williamson Street Intersection

Dan McCormick, Assistant City Traffic Engineer, gave an informational presentation on the current design ideas for the subject intersection.

- City Engineering is interested in doing some small changes yet this year. Proposed ideas include a cut-out in the island to allow bicyclists to approach the railroad crossing at a perpendicular angle, increasing the corner space area at the Gateway corner, marking a more deliberate crossing on Blair Street in front of MGE and moving back the stopbar at MGE.
- The Master Plan photos depict potential larger scale improvements identified

by staff. These include creating an exclusive left turn lane on John Nolen Drive approaching Blair/Williamson, realigning the John Nolen channelized free flow right turn lane to bring it straight up to the intersection (Plan 1) or keep the free flow lane but tightening it into a 90-degree angle (Plan 2), eliminating the blind right turn from Machinery Row onto Williamson Street, and at the Gateway corner consider closing the driveway or access along the rail corridor and making it primarily a ped/bike crossing.

- The design is looking at more motor vehicle storage room for Blair to Williamson left turns, storage for 2-3 cars to allow traffic behind to get through.
- Exploring with WisDOT the option of allowing U-turns at the signal at Monona Terrace.
- Looking at problems associated with Machinery Row and Law Park driveways being so close together.
- No major plans for quadrant 4 (northwest) pending redevelopment of the Essen Haus property.
- Quadrant 3 (southwest) is of lesser priority.
- Staff need to look at signal modeling to show trade-offs.
- These potential improvements are open for review and comment. The next step is for TE to meet with City Engineering and develop an estimated budget for the larger projects. Staff will then meet with the property owners. After that, staff may schedule a public informational hearing. Staff has already met with the area alder, who is interested in removing the free flow right turn lane.
- Island cut-out and ped crosswalk ramps/markings by MGE might be done this year.
- Bike boxes on westbound Williamson and island cut-out will improve railroad crossing for bicyclists.
- As far as timeline for the major changes, first have to get consensus and then determine whether funding is available
- Items suggested by members (1) connect East Wilson to John Nolen at Hancock Street. It would create another railroad crossing but would reduce the traffic at the John Nolen-Blair intersection. (2) Coming off the bike path and going up Wilson, there's a railroad crossing gate "right there" such that if a ped is waiting to cross, it blocks the sight line between the ped and motorists coming around the corner, could that be moved or adjusted?

E. 6:00 P.M. PUBLIC HEARING ON ANNUAL TRAFFIC SIGNAL PRIORITY LIST

[04581](#)

Annual Traffic Signal Priority List Public Hearing

Brian Smith, Traffic Signal Engineer, gave a brief presentation. The public hearing provides an opportunity to review intersections for which signals have been requested and then have the Commission give direction to staff as to which ones should be studied further.

Locations already scheduled for further study are:

Sixth Street -East Washington Avenue

Commerce-Watts

Midtown-Hawks Landing-Hawks Ridge (after the area develops)

Junction Road-driveway between Copps and Target

Mineral Point Road-Westmorland

Requests have also been received for Cottage Grove-Thompson,
Milwaukee-Sprecher, Colony-Gammon, Gammon-Tree, Northport-School,

**Schlimgen-Packers, Raymond-Whitney Way, and
Gammon-Longmeadow-Stonefield**

Following public hearing testimony was received:

RAYMOND ROAD-WHITNEY WAY

Lisa Veldran, 5738 Kroncke Drive, support

Lily Veldran, 5738 Kroncke Drive, support

Larry Luther, 1702 Golden Oak, representing the Meadowood Neighborhood
Association

Matt Veldran, Dane Co. Supervisor-District; Scott Peters, President, Orchard
Ridge Community Club; Diane Harrington, Co-President, Orchard Ridge
Elementary School; Karen Northey, Co-President, Orchard Ridge Elementary
School; Larry Luther, President, Meadowood Neighborhood Association; Barb
Dorn, Principal, Orchard Ridge Elementary School, support
Nancy Jackson, no address given, oppose

OLD SAUK-WESTFIELD

Richard Ihlenfeld, 7613 Sawmill Road, support

Don Michalski, 21 Drumhill Circle, representing the Wexford Village Homeowners
Association, support

Stephan Wald, 910 N. Westfield Road, support

OLD SAUK-LONGMEADOW-STONEFIELD

Stephan Wald, 910 N. Westfield Road, support

MILWAUKEE-WAUBESA

Margo Tiedt, 50 Bradford Lane, representing Atwood Community Center, 2425
Atwood Ave., support

ATWOOD-WAUBESA

Margo Tiedt, 50 Bradford Lane, representing Atwood Community Center, 2425
Atwood Ave., support

NORTHPORT-SCHOOL

Jill Jokela, 5 Hallows Circle, East Attendance Area PTO Coalition representative
to the Northside Planning Council, support

PACKERS-SCHLIMGEN

Mo Cleland, 1518 Pleasure Drive, Brentwood Village Neighborhood representative
to the Northside Planning Council, support

COMMERCE-WATTS ROAD

Petition with 120 signatures from All Saints Retirement Neighborhood, 8202
Highview Drive, for signal or all-way stop at Watts Road-Commerce Drive

There being no further registrants, the public hearing was closed.

DISCUSSION

Raymond Road-Whitney Way

- Has met the warrant for many years, especially during the a.m. peak.
- The last count was done in 2005 and when that count was compared to 2002,
it did not look like traffic had increased.

- Definitely are delays in the a.m. and p.m. peak.
- Concern expressed about students trying to cross the street, but staff did not envision a signal increasing ped safety due to the fact turning traffic often doesn't yield to peds.
- There are adult school crossing guards at Raymond-Gilbert and Whitney-Russett but many of the students cross at Raymond-Whitney because it's closer for them
- The crash history is good, only two motor vehicle crashes per year since the 4-way stop went in. With a signal, peds will have a longer delay and crashes could increase. A signal will be most beneficial for motorists but only during the couple hours each day during the peak traffic periods.
- No criteria for the distance between signals. Staff considers whether a signal will improve the operation or safety of the intersection; if the answer is "no" to both, then a signal is not recommended.
- Signal at Raymond-Whitney would help to some degree to create a gap at other locations to make it easier to cross.
- Question was raised whether a roundabout might be another solution, but staff noted that there are ped concerns with roundabouts and generally they don't solve a lot of ped problems.

Old Sauk-Westfield

- Delays do not meet the warrant but at some times of the day it is difficult to cross.
- Part of the problem is that Old Sauk narrows from four lanes to two and traffic backs up.
- Concern expressed that the intersection is quite dangerous and actual traffic speeds are much higher than the posted speed limit.
- Skidmore will be asking the Police Department to do a speed and volume study.
- Traffic Engineering did a turning movement and delay counts in 2003.

General Signal Comments/Questions

- There is a ped volume warrant but it's usually difficult to meet except for locations with large pedestrian volumes, such as was the case at Johnson-Murray on the UW campus.
- Accessible signals are installed on a case-by-case basis upon request. De Vos remarked that the City does not put in accessible signals automatically but says the policy is to have it requested. But it doesn't say that it has to be requested by a visually impaired or blind person. It doesn't say that this is despite the fact that all the statistics say that they should go in automatically.
- Most "No Right Turn on Red" prohibitions are in areas with high ped volumes or at locations with ped concerns. Prohibiting right turns on red can create problems. Turning motorists are required to yield to pedestrians.
- Countdown signals are being installed on wide streets (typically four lanes); not needed for side streets.
- Those who submitted a signal request during the year are notified of the public hearing and are sent the same packet of material sent to the PBMVC. After the signal priority list is finalized, it will be on the City's website.
- The City's Affirmative Action and IS agencies are working to make City information/forms accessible for the visually impaired.
- A question was asked about pedestrian-activated signals and the fact that there is no policy about installing them but that they do exist in Madison.

Smith reiterated the intersections already slated to be studied (Commerce-Watts, Junction-Copps driveway, Mineral Point Road-Westmorland, Sixth-East Washington, MidTown-Hawk's Landing) and asked that the Commission recommend no more than three or four additional locations for further study:

Motion by Webber/Skidmore to add to staff's list the following three intersections: Raymond Road-Whitney Way, Old Sauk Road-Westfield, and Northport Drive-School Road; carried unanimously.

F. NEW BUSINESS ITEMS

- F.1. [04272](#) Creating Section 12.792 entitled "Neighborhood Electric Vehicles Allowed" to permit and regulate the operation of such vehicles on Madison streets and amending Section 1.08(3)(a) to establish a bail deposit amount for violations of the section.

A motion was made by Conroy, seconded by Webber, to Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION Arthur Ross stated that staff's recommendation is to refer to a future meeting. The resolution is not fully developed yet. The motion passed by acclamation.

- F.2. [04416](#) Authorizing the Mayor and City Clerk to execute a lease with Group Health Cooperative of South Central Wisconsin for City-owned property held for future transportation purposes.

A motion was made by Conroy, seconded by De Vos, to Return to Lead with the Recommendation for Approval to the BOARD OF ESTIMATES Re: item 2 of the BE IT RESOLVED clause, PBMVC members questioned whether the reference to September 1, 2005 was correct or whether it should be 2006 (and thereby changing the lease end date to 2016).

Ross explained that the resolution allows Group Health to lease the same parcel of land they had leased previously, minus the portion of the parcel the City used for the bike path. The motion passed by acclamation.

- F.3. [04539](#) 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 Buckeye Extension of the Capital City Trail, located in the Southeast ¼ of Section 9 and Northeast ¼ of Section 16, Town 7 North, Range 10 East, City of Madison, Dane County, Wisconsin. and approving plans and specifications for said project. (15th & 16th ADs)

A motion was made by Conroy, seconded by Webber, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion passed by acclamation.

F.4. Annual review of STP Urban Priority and TIP Projects

Larry Nelson and Rob Phillips of City Engineering gave an informational PowerPoint presentation on the City of Madison Transportation Improvement Program and briefly reviewed projects on the horizon through 2012. (The PowerPoint presentation is available on the City's website at <http://www.cityofmadison.com/engineering/Tip_07_PBMV_92606.pdf>)

- Cost of adding curb and gutter to reconstructed streets is about \$20/foot.
- Dane County is programming improvements to University Avenue in 2011. The City has also programmed Old Middleton Road for 2011, but both would not be done at the same time. Whatever happens with the rail initiative will impact both projects.
- Extension of Shorewood bike path to Middleton is not yet programmed, would be tied in with rail initiative.
- CTH S and CTH M: proceeding to acquire land ROW in conjunction with UW Research Park to connect Pleasant View Road to intersection of Valley View and CTH M. Then in 2011-12, hope to have project at Mineral Point Road-Junction Road.
- In discussion with Union Pacific, in conjunction with DNR and Fitchburg, to acquire land for Military Ridge Trail extension.
- Working with Union Pacific on Buckeye extension to the Capital City ped/bike trail.
- Reconstructed bridges over Interstate 39/90 will provide bike/ped facilities.
- For the projects scheduled in 2007, approximately 75% are maintenance and 25% add capacity. Nelson will provide Webber with spreadsheet indicating which 2007 capital projects are maintenance versus capacity expansion.

F.5. Overview of Traffic Engineering Division functions, staff time devoted to those functions, and implications for the Traffic Engineering Division budget

Staff is waiting for data from IS.

Motion by Webber/Skidmore to refer, carried unanimously.

G. REPORTS OF OTHER COMMITTEES - SUMMARY OF ACTIVITY

G.1. Plan Commission

Forster Rothbart reported they had a brief presentation on the westside bike plan and were asked for input. The other major item is the Cherokee Park development plan. He has a number of ped/bike concerns and it might be a good idea for the PBMVC to provide input.

G.2. LRTPC - 8/17/06 minutes

Logan reported they asked staff to come up with recommendations regarding the referral process for transportation impacts of development plans. They also talked about the Regional Transportation Plan.

G.3. Joint West Campus Area Committee

No one present to give the report.

G.4. Joint Southeast Campus Area Committee

No one present to the give the report.

G.5. School Traffic Safety Committee

Webber reported they are working on a matrix to streamline the process and put

all the information in one place so when a principal requests an assessment of traffic around the school, they know what's been done, who did it, etc. Wittke stated that Walk Your Kids To School is next Wednesday and will include a traffic safety plan (drop off/pick up) developed by Van Hise Elementary for use by other schools. Webber was assured by the Mayor's office that walk routes will be updated.

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

H.1. Executive Secretary Report

None

H.2. Items by Chair

None

H.3. Items for future agendas and/or announcements

None

ADJOURNMENT

Upon a motion by Webber/Skidmore, the meeting adjourned at 7:20 p.m.