



# City of Madison

City of Madison  
Madison, WI 53703  
[www.cityofmadison.com](http://www.cityofmadison.com)

## Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

*This meeting can be viewed LIVE on Madison City Channel at [www.madisoncitychannel.tv](http://www.madisoncitychannel.tv)*

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Wednesday, February 29, 2012

5:00 PM

Meets the 4th Tuesday of the month;  
215 Martin Luther King, Jr. Blvd.  
Room 260 (Madison Municipal Building)  
(After 6 pm, use Doty St. entrance.)

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### CALL TO ORDER / ROLL CALL

The meeting was called to order at 5:00 p.m.

**Present:** 5 -

Robbie Webber; Aaron S. P. Crandall; Robert M. Holloway; Ron J. Prince  
and Susan M. De Vos

**Excused:** 6 -

Lanh X. Nguyen; Lisa Subeck; Bridget R. Maniaci; Jill Johnson; Michael  
W. Rewey and Ronald B. Steinhof

### A. APPROVAL OF MINUTES

A motion was made by De Vos, seconded by Crandall, to Approve the Minutes.  
The motion passed by voice vote/other.

### B. PUBLIC COMMENT - None

### C. DISCLOSURES AND RECUSALS - None

### D. POLICE DEPARTMENT REPORTS

D.1. [25453](#) Madison Police Department traffic reports, fourth quarter 2011.

Lt Bitterman presented the 2011 4th quarter and year-end traffic enforcement activity report. In the 4th quarter 2011, there were 4933 citations issued which was a slight decrease department wide compared with the 4th quarter of 2010. There were 1575 citations issued by the TEST team which was a 4 % increase compared with the same period in 2010. Total citations issued department wide were down 15% overall from 2010. The decrease in citations issued was largely due to the reassignment of duties for officers as a result of the protests in the 1st and 2nd quarters of 2011 and an increase in homicides and robberies in 2011.

PD traffic specialist investigated seven significant crashes which resulted in two fatalities. Three of the seven crashes are being investigated for driver use of drugs and alcohol. Holloway asked if there is anything that could be done to address dangerous situations where the crashes occurred or if the crashes were related to driver behavior. Bitterman stated that they review crashes to

determine factors contributing to the crash and the TEST unit puts together a crash report identifying the top ten highest crash areas and recommendations for improvements. Bitterman stated that anytime there is loss of life in an accident, there is a significant investigation done. PD will pull on-board computer systems from vehicles and try to reconstruct the accident to determine what happened. Traffic engineering completes an annual traffic crash report to identify problem areas where safety could be improved. Bitterman stated that driver distractions and behavior are often major factors of crashes rather than causes related to the roads.

Nguyen arrived at 5:17 during item D.1. Johnson arrived at 5:22 during item D.1. A new roll call is shown to reflect this.

**Present:** 7 -

Lanh X. Nguyen; Jill Johnson; Robbie Webber; Aaron S. P. Crandall;  
Robert M. Holloway; Ron J. Prince and Susan M. De Vos

**Excused:** 4 -

Lisa Subeck; Bridget R. Maniaci; Michael W. Rewey and Ronald B. Steinhofner

## **E. INFORMATIONAL PRESENTATIONS**

Maniaci arrived at 5:38 during item E.1. A new roll call is shown to reflect this.

**Present:** 8 -

Lanh X. Nguyen; Bridget R. Maniaci; Jill Johnson; Robbie Webber; Aaron S. P. Crandall; Robert M. Holloway; Ron J. Prince and Susan M. De Vos

**Excused:** 3 -

Lisa Subeck; Michael W. Rewey and Ronald B. Steinhofner

### **E.1. 25120**

Presentation and Discussion on CTH M (Cross Country Rd to Prairie Hill Rd)  
Preliminary Design

Chris Petykowski from City Engineering presented the preliminary CTH M design plans and alternatives and are seeking public input. This is a joint project with Dane County, City of Verona, and City of Madison. Goals of the design are to accommodate safe routes for all modes of transportation, allow for future growth, and minimize impacts on right of ways. The project considers 20 year growth projections to plan for development.

County PD & CTH M options include a round-a-bout or a split grade jug handle which would also accommodate future traffic. A traffic signal is not a viable option and would fail in less than 10 years. A signal would work with the proposed design at Midtown & CTH M. A round-a-bout was considered but would have more right-of-way impacts. The costs associated with a round-a-bout or traffic signal at this location are similar. The main difference between the two options is the right-of-way impacts of a round-a-bout.

Sidewalks are planned to be on both sides of streets except along Morse Pond where people could use the multiuse path and then cross back over the road at PD. This is a deviation from the usual plans, but is proposed due to the lack of land space by the pond. Webber stated that if there is a bus stop, then there must be a sidewalk. Phillips stated they will check with Metro to make sure there are no stops along this stretch by Morse Pond.

Holloway asked how bikes use round-a-bouts. Petykowski stated that

bicyclists can take a lane and use the round-a-bout the same way that a motor vehicle would, or they can take the bike path exit and then cross as a pedestrian. Members asked about the option of an overpass for pedestrians rather than an underpass. De Vos stated that people feel safer using an overpass rather than using underpasses. Petykowski stated that underpasses are less expensive and that bicyclists and pedestrians can also cross at grade as a pedestrian rather than using the underpass. Overpasses however, are a viable alternative.

Weber stated that PD and Midtown are about a mile apart and expressed concern that pedestrians would not be able to get across the street safely. People will not walk a mile out of their way to get to a crossing, and will instead try to cross where needed, which could be dangerous. Phillips stated that right now the area is UW land and golf course so they do not anticipate people crossing at this point. Holloway responded that the way things are built may determine demand and use, and we should not design in ways that impede pedestrians and bicyclists. Phillips stated that they are working to incorporate bicycling as a viable commuting option and are open to comments on ways to improve.

The plan is getting public input right now. The plan will be refined with continued public comment and will be brought back to the PBMVC for a geometric design approval this summer.

## F. UNFINISHED BUSINESS

### F.1. [24468](#)

A SUBSTITUTE Resolution Adopting the Downtown Plan as a Supplement to the City of Madison Comprehensive Plan.

A motion was made by Maniaci, seconded by Crandall, to Return to Lead with the Following Recommendation(s) to the PLAN COMMISSION.

- Remove the path on East Dayton shown on page 87 from the plan.
- Add to recommendation 149 on page 86: "Consult with Triangle Neighborhood on East Campus Mall connections."
- The city should recognize the environmental costs of continuing to rely on automobiles long term, and should seek the cooperation and support of our County, State and Federal partners for a long range strategy that envisions a downtown Madison where motorized vehicles are significantly deemphasized as the primary means of getting to and circulating around the downtown. This vision must include multi-year efforts to educate the public and policy makers about the types of land use and infrastructural changes needed to make this vision possible. This vision must also include the creation of high(er) frequency, high capacity transit service and improved non-motorized transportation options for the movement of people to and around the downtown with the goal of a modal breakdown for all trips to the downtown area of 20% ridesharing, 20% biking, 20% walking, 30% riding transit, and 10% driving single occupant vehicles.
- In addition to, and separate from recommendation 140, add a recommendation that the City should invest in public bicycle parking infrastructure targeted toward older downtown residential districts.
- Install color coded wayfinding markers in the Capitol Square area including the inner and outer loop
- City should fund a TDM or Smart Trips program for downtown businesses, residents, and events.

- Lower transit fees for low income residents.
- Have a core bus system running 24/7 that can accommodate 2nd and 3rd shift workers, as well as 1st shift workers.

The motion passed by voice vote/other.

## G. NEW BUSINESS

### G.1. [24593](#)

Adult School Crossing Guard Studies

- Leopold Elementary School: Post Road at Leopold Way
- Randall/Franklin Elementary Schools: Drake at Randall

**A motion was made by Maniaci, seconded by Crandall, to Refer to the next PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION meeting. The motion passed by voice vote/other.**

## H. DISCUSSION ITEMS

### H.1. [25457](#)

Review of a potential four-way stop at Baldwin and East Wilson and potential reversal of the stop signs at Dickinson and East Wilson - for discussion only.

**A motion was made by Maniaci, seconded by Crandall, to Refer to the next PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION meeting. The motion passed by voice vote/other.**

## I. REPORTS

### I.1. 15487

Reports of other Committees/Commissions (verbal reports for information only)

Plan Commission  
Long Range Transportation Planning Committee  
Joint West Campus Area Committee  
Joint Southeast Campus Area Committee

**LRTPC - reviewed the Downtown Plan and the Transportation Master Plan.**

## J. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

- J.1. General announcements by Executive Secretary - None
- J.2. General announcements by Chair - None
- J.3. Commission member items for future agendas - None

## ADJOURNMENT

**A motion was made by Crandall, seconded by Maniaci, to Adjourn. The motion passed by voice vote/other. The meeting adjourned at 7:47 p.m.**