



# City of Madison

City of Madison  
Madison, WI 53703  
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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Tuesday, April 24, 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 5:03 p.m.

**Present:** 7 -

Lisa Subeck; Michael W. Rewey; Aaron S. P. Crandall; Robert M. Holloway; Ron J. Prince; Susan M. De Vos and Ronald B. Steinhofer

**Excused:** 4 -

Lanh X. Nguyen; Bridget R. Maniaci; Jill Johnson and Robbie Webber

### A. APPROVAL OF MINUTES

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

### B. PUBLIC COMMENT - None

### C. DISCLOSURES AND RECUSALS - None

### D. INFORMATIONAL PRESENTATIONS

#### D.1. [26105](#)

Review of various transportation projects in current (and potential future) Transportation Improvement Program (TIP) for the Dane County area.

Chris Petykowski and Rob Phillips, City Engineering presented the proposed Transportation Improvement Projects to the Commission. De Vos asked why sidewalks, which provide for the most fundamental form of transportation, are assessed to property owners, but bike paths are not. Phillips stated that the policy is to assess abutting landowners and that bike paths are not attributable to a particular parcel.

Rewey asked about the project on Anderson Street by the airport. Phillips replied that it is not a scheduled project. Rewey stated that he would like to see the Perry Street overpass scheduled and not continue to be delayed each year. Rewey stated that he saw the Parks Plan at last night's Plan Commission meeting and the plan includes looking at creating a large Yahara Hills community park. Rewey suggested that Engineering coordinate with Parks Department and DOT to get crossings and access to the park.

Holloway asked if there are plans to redesign the Blair and John Nolen

intersection when it gets reconstructed in the next couple years. Petykowski responded that they will look at reconfiguring that intersection.

Steinhofer asked if there will be an overpass on Stoughton Road at Buckeye and Pflaum. Petykowski stated that there is no project planned, but DOT is conducting a study.

Crandall asked if there will be bike lanes on East Johnson that continue to First Street. Phillips stated that it could be done with ten foot lanes, and they are in support of it, but may depend on federal funding. If they cannot get federal funding for the 10 foot lanes, the City may have to do on their own to get the bike lanes in.

## E. UNFINISHED BUSINESS

### E.1. [25057](#) Approving and Adopting a Policy for Traffic Signal Assessment

Registrants: Joan Emmerich, 7212 Saukdale Dr, 53717 registered in opposition to item E.1. Maynard Schneider, 20 Saukdale Tr, 53717 registered and spoke in opposition to item E.1. Schneider stated that he is the secretary of Saukdale Condo Unit Owner's Association and Joan Emmerich is the president. Schneider stated that the Commission's discussion covered much of what he would have said as well. Schneider stated that he is not aware of any cities in Wisconsin that have policies as complex as Madison's. Schneider stated that several other condo associations are in support of Schneider's position on the signal assessment policy. Schneider stated that the policy is based on trip generation and that single family homes generate 9.8 per day and condos generate 3.5 to 5.8 trips per day and single family homes are exempted, and how could a condo that generates few trips per day not be exempted from being assessed. Schneider stated that he would propose that trip deductions not be given to anyone, that distance from the signal not be used to determine assessment, that homeowners and condos pay the same amount, and that if the policy is changed, that the policy be retroactive to 2011.

Discussion: David Dryer and Brian Smith, City Traffic Engineering presented the background and an overview of the draft proposal. Engineering is reviewing all assessment policies, and the traffic signal assessment is one of the first ones being reviewed. The policy that the PBMVC saw at last month's meeting was the policy that has been in place for the last 16 years. They developed an updated policy looking at the traffic generation of parcels. De Vos asked if condos are being assessed differently than single family homes. Smith stated no, the assessment is based on density per parcel, not on the type of ownership. Smith stated that single family homes are dispersed over a larger geographic area and their cumulative impact on traffic generation is lower than more dense parcels. Holloway asked if the assessment could be done based on cost in dollars and dividing evenly among properties. Dryer stated that the assessments are based on how the property is creating the demand for a signal, and there is more of a need for a signal in areas of high density. The properties creating the need for a signal are the ones that are assessed. Dryer stated that assessing every person is also administratively impractical and would require significantly more staff time.

Subeck stated that this seems to be punitive to condo owners. Ron stated that if you dissipated the density of a condo, it would require more streets and

maybe more signals. Holloway added that the density that condos provide reduce the cost of other city services such as the cost of plowing in front of a condo which costs less than it would to plow miles of streets if they were dispersed. Dryer stated that any lot less than one acre also gets 40 trip discount. Four-plex and six-plex units would have zero assessments under the new draft policy, and mainly the large condos and apartments would be assessed. Subeck stated that in a large condo complex, each unit is owned by individuals, not one entity, and questioned why the single family home next door should not get assessed when all of the condo owners are being assessed.

Subeck stated that the signals should be assessed per unit instead of per parcel. Steinhofner stated that the policy is complicated and no matter how it is structured, it is not going to be perceived as fair. Commission members stated that the policy should be revisited since it goes against the City's policy toward encouraging density.

Smith stated that assessments are based per parcel based on the trips generated per land use, for commercial and residential. Uses such as fast food drive throughs, banks, etc are assessed differently for commercial properties based on the use, and for residential districts, assessments are also based on type and land use.

A motion was made by Subeck, seconded by De Vos, to Return to Lead with the Following Recommendation(s) to the BOARD OF PUBLIC WORKS to reject the current policy and proposal and request that City Engineering and Traffic Engineering return to the Commission with a revised proposal for traffic signal assessments that would assess properties per household unit rather than assess single family homes and condos differently, and which continues to factor trip deductions based on proximity to the signal. The motion passed by voice vote/other.

**E.2. [25669](#)**

AMENDED SUBSTITUTE - Accepting the report by Strand Associates - East Johnson Traffic Study and maintain the one way pair street system of East Johnson Street and East Gorham Street and authorizing City Engineering and City Traffic Engineering to proceed with a design for reconstruction of East Johnson Street with one-way traffic. (2nd AD)

**Jeff Held, Strand Associates, presented the results of the East Johnson Study.**

**Registrants: Timothy Olsen, 1331 E. Johnson Street, 53703 registered in support of E.2. Olsen spoke and stated that Johnson and Gorham is already at capacity and will not accomodate future growth. Olsen spoke in support of accepted the report of Strand to keep the one way, but to not preclude the possibility of conversion to two-way. Olsen stated that this study looks at maximizing capacity of vehicular traffic only, and not at economic vitality. Olsen stated that one-way traffic reduces property values, and that property values on two-way streets are higher than on one-way streets. Olsen stated that traffic exceeds the speed limit with great frequency and that two-way traffic would reduce speeds. Olsen stated that he would prefer to see it converted to two-way now, but that sufficient information and education has not been presented to gain full support of the two-way conversion now, so he supports accepting the report and leaving the option to convert to two-way open.**

Rewey noted that the majority of speeding occurred in the two-way section by Tenney Park and that the light timing was such that a person going the speed limit cannot make it through the lights. Subeck stated that property values are down and change for a variety of reasons. Subeck moved approval of version 1, which does not include the language about keeping the option open to converting to two-way in the future. Subeck stated that the report was quite clear that maintaining the one-way pair is the best option and that they should move forward with construction with the intent to optimize the street and pedestrian and bicycle facilities with the one-way design.

A motion was made by Subeck, seconded by Rewey, to Return to Lead with the Recommendation for Approval of Version 1 to the BOARD OF PUBLIC WORKS. The motion passed by the following vote:

**Ayes:** 5 -

Lisa Subeck; Michael W. Rewey; Robert M. Holloway; Ron J. Prince and Ronald B. Steinhofner

**Noes:** 1 -

Susan M. De Vos

**Excused:** 4 -

Lanh X. Nguyen; Bridget R. Maniaci; Jill Johnson and Robbie Webber

**Non Voting:** 1 -

Aaron S. P. Crandall

## F. DISCUSSION ITEMS

- F.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.

**This item was referred to next the May PBMVC agenda.**

## G. REPORTS

- G.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

**No reports were given. Minutes of other commissions and committees are available online.**

## H. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

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

**ADJOURNMENT**

A motion was made by Holloway, seconded by Steinhofer, to Adjourn. The motion passed by voice vote/other. The meeting adjourned at 8:09 p.m.