



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

Tuesday, October 27, 2015

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room 260, Madison Municipal Building
(After 5:15 pm, use Doty St. entrance.)

Please note: Items are reported in Agenda order.

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:00 PM.

Present: 9 - Ledell Zellers; Rebecca Kemble; Michael W. Rewey; Grant A. Foster; Aaron S. P. Crandall; Ronald B. Steinhofner; Susan M. De Vos; Scott A. Kolar and Sarah (Sally) A. Lehner

Excused: 1 - Paul E. Skidmore

Please note: There is one vacancy on the Commission. Also, following Items B. through D., Sally Lehner arrived at 5:09 PM, and Scott Kolar arrived at 5:14 PM, during discussion of the first item, Agenda Item H.1., which was taken out of order.

B. APPROVAL OF MINUTES

A motion was made by Foster, seconded by Kemble, to Approve the Minutes of the August 25, 2015 meeting. The motion passed by voice vote/other.

C. PUBLIC COMMENT - None.

D. DISCLOSURES AND RECUSALS - None.

[Please note: Item H.1. was taken up at this point in the meeting ahead of Item E.1.]

E. MADISON POLICE DEPARTMENT REPORTS ON TRAFFIC-RELATED ISSUES

E.1. [40566](#) Madison Police Department Traffic Reports, Second Quarter 2015

[Please note: This item followed Agenda Item H.1.] MPD Lt. Trevor Knight discussed the report and answered questions.

- He had tried to incorporate suggestions from the last meeting into the report.
- Even while tending to some high-profile events in the second quarter, MPD Traffic Enforcement continued their efforts. Citation counts in the 2nd quarter of 2015 were higher than those in the 2nd quarter of 2014.
- The Traffic Enforcement Safety Team had nine officers and one sergeant, who were split into an AM and a PM shift.
- All the Police units were working on the issue of drivers running red

lights-stop signs, which seemed to be on the increase.

- Ped and Bike Safety Initiatives were started in spring (2nd Q). They worked in teams for the Ped initiative, with one person recording and one person acting as the "duck" in the crosswalk. Vehicles that didn't stop were issued citations/warnings. Three officers were assigned to the Bike initiative. They observed cyclists and either educated violators or issued a citation/warning.

Foster noted that Ped safety involved crosswalk enforcement that was targeted towards motor vehicle violations; and that Bike safety was targeted towards bike infractions. Foster wondered what the bike infractions were. If they included failure to come to a complete stop at a stop sign, the MPO bike plan suggested not focusing on this issue because it hadn't been proven to improve bike safety. He wondered if the Bike Safety Initiative was moving efforts towards actually improving bike safety esp. targeting motor vehicle operation. Knight said yes, that they were trying to work with the Bike initiatives, to think outside the box. Foster said he would forward some information to Knight and members about this.

When asked how crosswalks were chosen for tests, Knight said they responded to reports from all over the City (Ex. Sherman and Northport), but that they focused mainly on Downtown. The workplan for the Ped grant called for 5-6 tests/month, while the Bike grant called for 4/month. The Bike work was assigned to the Community Policing teams, who had officers on bikes. The tests ran for four hours.

Foster referred to the crash info on page 2 of the Bach memo, involving four deaths and ten crashes with injuries or great bodily harm. After the investigations, he wondered what work was done across City staff and what conversations were held with the community to address these crashes, which this year were mostly ped and bike. He asked if these matters should be coming to PBMVC to address in a more systemic way.

City Traffic Engineer David Dryer said fatal crashes were reviewed, and if changes could be made, they were. Sometimes, there were simply no engineering solutions to crashes. Also, in many cases, with pending litigation, agencies cannot really say much. Foster asked if after the investigation or litigation was no longer active, any group did a review. Lehner thought it would be helpful if it did come before them. Dryer said this wasn't done because it could open a lot of wounds for families. Agencies did what they could to address crashes and make modifications, but sometimes it was driver, ped or bicyclist error, with few or no options available. He preferred not to bring such discussions into a public forum with family sensitivities at risk.

Foster thought this was very much a public safety issue, and that other countries delved deeply into how locations could be redesigned to prevent crashes from happening again. He felt what was happening wasn't enough; esp. having no community conversations. Dryer said that discussions were being held, with alders among others. Rewey said he wouldn't want all the incidents brought to them, but that it might be helpful for staff to provide one example of what was discussed and what was corrected; which would help members see how seriously staff worked on these and would provide more insight than what was in the paper.

Members and staff commented further.

- Lehner agreed with Foster. They should shift their framework. The goal of Vision Zero was no bike or ped fatalities. Of the five fatalities, she wondered how many were pedestrians, bicyclists or motorists.
- Knight said the Sergeant on their team was trying to develop a grassroots effort towards education, because they were seeing more individuals who were just not paying attention. The culture needed to change.
- Dryer said \$40K had been added to TE's operating budget, to be used for a ped/bike/motor vehicle safety campaign that would include ads on buses aimed at motorists. This was the first time in 19 years TE had gotten such funds.
- Steinhofer remarked that the entire community needed to be educated. When it came to their own safety, pedestrians and bicyclists couldn't rely on the laws; they needed to rely on themselves to know what was going on around them.
- Foster felt that having more detail about who was injured/died and who was at fault would help them better address the issues.
- Ped/Bike Coordinator Arthur Ross said annual Crash Reports were available that contained all this data, esp. related to fatalities.

[Please note: Without objection, the meeting proceeded to Agenda Item G.1.]

F. NEW BUSINESS ITEMS

- F.1. [39335](#) Adopting the University Hill Farms Neighborhood Plan as a supplement to the City of Madison's Comprehensive Plan.

[Please note: This item followed Item H.3.] A motion was made by Zellers, seconded by Steinhofer, to Refer the item to the November meeting of the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION. The motion passed by voice vote/other.

- F.2. [39906](#) Adopting the Emerson East-Eken Park-Yahara Neighborhood Plan (EEEEPY) as a Supplement to the City of Madison Comprehensive Plan.

[Please note: This item followed Agenda Item G.1.] Urban Planner Linda Horvath introduced Art Hackett, one of the Co-Chairs of the Steering Committee that led the planning process. Horvath provided some background.

- A Community Development Block grant was provided to do the Plan because 50% of 6,800 residents in the Plan area were low to moderate income (i.e., at or below the Dane County median).
- The planning process took 19 months, with the recommendations in the Plan being driven by the 7-member Ad Hoc Steering Committee representing the different neighborhoods in the title of the Plan, as well as Sherman neighborhood; along with a business rep from Webcrafters.
- The Committee met 20 times, held two public open houses, early and late in the process. Planning staff coordinated with other City staff to help inform the Committee recommendations.
- Public outreach included stakeholder interviews: Members talked to fifty people representing different org's in the area, such as schools, places of worship, community centers, Dane County Job Center, etc.
- They did a business survey, and had a couple of focus groups with real estate and financial people to help come up with the land-use recommendations.
- Tonight they would be focusing on ped/bike/motor vehicle items (starting on

page 47). Among the Background Maps was a map showing bike routes and paths.

- The Plan also included a long-term transportation connection map (page 52). East-west connectivity through the area was not very good. Also, the north side was somewhat cut off from this area. And though the north side was not a focus of the Plan, this area was a connection on up through. They looked at how they would connect through, if for example in the distant future, the rail yard went away.

Hackett discussed the Plan further. Please see his written statement attached for details.

- As a long-time resident of the area and biker, with the development of bike routes/paths on the east side, the situation had never been better.
- The focus of the Committee was to connect these routes to points in the Plan area, and to provide access within the neighborhoods.
- Plans for Demetral Field included a north-south path through the Park to provide access to the facilities in the Park and to neighborhoods on the south and east.
- The bike path along the Yahara by Burr Jones Field would need to connect up to the Public Market at First-E. Johnson.
- The intersection at First and E. Johnson was problematic for bikes traveling outbound (east). This may be addressed when the intersection was rebuilt (in 2019).
- The outbound path through Tenney Park on the north side of E. Johnson needed to be connected to the south side somewhere around the Yahara, which might also be addressed when the First-E. Johnson rebuild occurred.
- The intersection at Sherman-N. Sherman-Fordem was not an easy crossing for bikes. The Plan called for vacating Sherman Avenue north and east of Harbort, and curving Sherman to a T intersection and a light at Fordem.
- A challenge would be to build support for ped-bike traffic in the neighborhoods, among residents who may have different attitudes.

Members and staff commented on the Plan.

- Kemble was glad to see that the Plan called for sidewalk on Pennsylvania Avenue, esp. north of Sixth Street, which was a major employment-school area with many pedestrians and bikers. Horvath said the Plan called for sidewalk on both the west and east sides of Pennsylvania, and they would need to work with City agencies on this. Dryer said sidewalks were primarily driven by Alder desires for implementation.
- Hackett said the crossing at Sixth to Pennsylvania was very difficult for bikers, and they were still looking for a good solution. Foster traveled through the intersection and agreed with Hackett. He was surprised there wasn't something they could do there; the road was so wide and traffic was so fast.
- In response to similar comments by Foster about Sixth and E. Wash., Dryer said that it was going to be signalized. Foster was glad to hear that, esp. with the new development there, and with Sixth being an important corridor for peds and bikes.
- Foster felt that it would be important to figure out the Fordem intersection and the First-E. Johnson intersection.
- Horvath confirmed that the City owned some right-of-way and a bike path was planned from Commercial north to connect to the path at Aberg.
- Foster noted the importance of improvements to the crossing at Aberg from the north end of the neighborhood to the Shopping Center, as well as the path

under Packers that continued onto Aberg, which was threatening.

- With the potential of an airport hotel opening, Hackett said there had been some talk of connecting up Pancratz Street with Shopko Drive. This, like Union Corners, was across from the Plan boundaries; but because of their impact, they had to be considered.

- Re: the area around East High School, Horvath said the Plan had recommendations to improve crossings at Second Street, and to review the turning movements at North-Milwaukee and E. Washington; Sixth would be signalized. The Plan also talked about possibly buying Taco Bell at Oak, and connecting North Oak to Marquette. Many improvements had been made; and there weren't many more that could be done. Hackett said that E. Washington simply was a high-volume corridor, totally at capacity sometimes.

A motion was made by Zellers, seconded by Kolar, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION. The motion passed by voice vote/other. Rewey complimented Horvath on the better detail for ped and bike in the Plan than he had seen some of the older areas.

F.3. [40565](#)

2015 Annual Traffic Signal Priority List

Traffic Engineer Brian Smith discussed the review process for the Traffic Signal Priority List.

- A letter (attached) containing the schedule for this year's procedure was sent out to residents who had contacted TE, to all the neighborhood associations, and to all the Alders.

- This was the first of two meetings. Those who had contacted TE asking for a signal at a specific intersection had been invited.

- The draft Traffic Signal Priority List (attached) was essentially a copy of last year's final Priority List. TE was reviewing all the crashes from 2014 to update that info, as well as counting some additional locations that had been requested, which were not previously on the list and included: Tancho Drive and American Parkway, Henry and W. Washington, Bassett and University, and Woods and Midtown.

- After hearing from registrants tonight, the Commission could make their recommendations to staff re: intersections to study further. Staff would report back at the January 26th meeting, at which time the 2015 Priority List could be finalized and adopted.

Registrant Jean Jacobson, Exec. Director of Oakwood Village-Prairie Ridge, spoke in favor of installing a traffic signal at the intersection of Tancho Drive and American Parkway. She also presented a petition from 138 residents of Oakwood-Prairie Ridge requesting the same. (See Jacobson's written statement and map, and the petition, attached.) With 370 older adults and 250 staff, Oakwood-Prairie Ridge residents were concerned about the increased volume of traffic on streets around their campus, and how this affected their ability to safely access their community. The criteria for traffic signals that would apply to this intersection were: pedestrian volume (inc. AmFam employees, apartment dwellers and children), traffic volume (with several businesses and the new UW Hospital in the area), and intersection topography (inc. a hill).

Registrant E.H. Shields, resident of Oakwood-Prairie Ridge for 15 years, spoke in support of installing a traffic signal at Tancho and American Parkway, based on the significant growth in the area.

Registrant Rev. Jack A. Geistlinger, resident of Oakwood-Prairie Ridge for 3 years, spoke in support of installing a traffic signal at Tancho and American Parkway, because of increased traffic due to the opening of many new apartments in the area. The intersection was especially dangerous for drivers traveling on Tancho Drive turning left onto American Parkway towards E. Washington. Drivers might see the intersection was all clear, but with the hill just to the north, they couldn't see oncoming cars, which were often traveling fast. Also, more visitors were coming to Oakwood, to visit residents and also to attend events held there; and they weren't familiar with the corner, making the situation esp. dangerous for them.

Registrant Anna Ironside, Concord Avenue, 53714, a parent of three school-age children at Hawthorne Elementary, spoke in support of traffic control at Concord Avenue and Mayfair Road.

- Mayfair had no traffic control along its entire length; and Concord had one Yield sign.
- Many young families were moving into the neighborhood, and this intersection was two blocks away from Hawthorne. As mentioned, older kids didn't always pay attention; and during school drop-off and pick-up times, traffic in the neighborhood increased significantly.
- It was not usually a very busy neighborhood, but Mayfair was very well traveled most of the time. The intersection was on a hill, and a hedgerow obstructed one of the corners. People drove fast down Mayfair.
- She and neighbors thought something needed to be done. She contacted Alder Ahrens, who suggested she attend this meeting. She wanted to make her neighborhood safer for all the kids walking to/from school.

Ironside answered questions. The neighborhood was mostly residential. But there was a VW dealership at the Stoughton Road end of Concord; and in repairing vehicles, they sometimes tore up and down Concord and Mayfair to test-drive cars. Regarding adding a crossing guard there, she thought installing a stop sign would help a lot, and having a crossing guard would be a bonus, esp. to allay the fears of parents.

District 15 Alder David Ahrens discussed his concerns about three locations.

- Concord and Mayfair intersection: Lexington Avenue, which intersected with Mayfair, was very industrial, and people sped down it. Five years ago, the population in this area was more elderly, and now more young families lived there.
- Dempsey Road at St. Dennis Elementary School: Dempsey Road ran for one mile from Cottage Grove Rd. to Milwaukee St. with no traffic control or calming, and people drove fast, which posed particular risks to St. Dennis School. A small traffic refuge island was located in front of the school that did little to slow traffic. Likewise, Dempsey Road on the south side of Cottage Grove had no traffic control/calming.
- Now that it had been resurfaced, Maher Road from Major Avenue to Dempsey/Cottage Grove was also being used as a speedway.
- He suggested a stop sign at the school; and for the rest of the neighborhood, traffic calming in the form of speed humps.

Regarding Dempsey, Dryer noted that the Cottage Grove-Hwy 51 reconstruction had pushed more traffic into nearby neighborhoods. Ironside clarified that she

wanted a 4-way stop at Concord and Mayfair; Concord already had a yield, but it was Mayfair that was the issue. The only Crossing Guard in the neighborhood was at Fair Oaks and Lexington.

Rewey pointed out the written comments that had been submitted from the Sherman Neighborhood Assn. regarding Packers and Schlimgen; from others regarding Watts and Commerce, Henry and W. Washington, Cottage Grove and Grandview, and Traffic Enforcement Concerns regarding Regent-Speedway and Highland, Mineral Point and Yellowstone (attached). DeVos mentioned Monroe and Knickerbocker. Later in the meeting, Dryer said Monroe Street would be addressed with the reconstruction; but if that didn't proceed, interim modifications would be made.

Smith said staff was recommending further study at American Parkway and Tancho, Packers and Schlimgen, Bassett and University (a ped crossing), and Blackhawk and Pleasant View (a joint project with Middleton). Henry and W. Washington had not been on TE's list, but they would be taking counts at that intersection and at Woods and Midtown to see where they ranked. Results would be reported at the January meeting. Dryer said that the list was based on citizen input. If staff saw an intersection that needed signalization, they brought it to PBMVC for approval.

Smith said they used the simplest criteria for the List to make ranking possible. However, different intersections around the city that may not have ranked high on the List, had nonetheless been signalized based on pedestrian, bicycle and vehicular traffic and based on some of the other criteria.

Foster listed some ped/bike crossings, which were very challenging to cross and which could benefit from study: Southwest at Northshore, Southwest at W. Washington, Southwest at Midvale, Cap City at Fair Oaks, and Cap City at Cottage Grove. Although these locations might not call for signals and might be improved with alternate mechanisms, he felt they should be part of a review process because they reflected long-standing issues for the ped/bike community.

Dryer noted that these locations were not assessed and would require substantial budget amendments. Smith said the Priority List dealt with conventional signalization, but other treatments could be considered for some of these situations.

Dryer explained that the Signal Priority List was designed to respond to citizen requests for traffic signals. The List wasn't open for hawk treatments or islands for ped/bike crossings. Staff was aware of issues with some important ped and bike path crossings city-wide, for which they had some ideas.

With respect to ped/bike crossing projects, requests for studies were generally made by the alders throughout the year. There was not a set review process for them. Anyone could request that TE review a crossing and they would do so. This sometimes resulted in a dichotomy of opinion. With the number of intersections involved, staff could do cursory reviews; but with short staffing, detailed studies of fifteen intersections wasn't feasible.

Smith added that putting some crossings on the List might not serve them well,

because using the Signal criteria, they would end up at bottom of the List. They'd be better off being treated separately as a special request. Dryer noted further that ped/bike funding got cut this year.

Just as the Signal Priority List provided a useful overview, Lehner suggested that it might be helpful to look at ped/bike crossings in a similarly systematic way. Rewey asked that TE provide a list of these other crossings that wouldn't necessarily fall into the Signal List but which they were considering for separate review and treatment. Dryer said facilities at bike path crossings (such as beacons, hawk lights, signals) had no assessable parties; and some of these alternate treatments could cost hundreds of thousands of dollars, for which the Council would have to determine the benefit.

[Please note: The meeting proceeded to Agenda Item H.3. Also, Kemble and Crandall left at this point in the meeting, at 7:30 PM.]

F.4. [40580](#) Proposed 2016 PBMVC Meeting Dates

[Please note: This item followed Agenda Item F.1.] Rewey pointed out the 2016 meeting schedule, which was accepted without action. [The meeting proceeded to Agenda Item H.2.]

G. UNFINISHED BUSINESS ITEMS

G.1. [36916](#) Review and Action on Recommended Changes to the Criteria for the Adult School Crossing Guard (ASCG) Program

Please note: This item followed Agenda Item E.1.] Pedestrian-Bicycle Coordinator Arthur Ross and Crossing Guard Supervisor Patti Knoche discussed the proposed changes to the School Crossing Protection Criteria, and answered questions.

- Taking into account the suggested changes to the point values, Ross said an assessment of the number of new intersections that would now fall into this would be difficult to do and very hypothetical.

- Changes in the draft included:

- * Page 3, updated the sight distance table to reflect updates in the Green Book.

- * Page 4, increased the number of points assigned to the number of school children crossing, inc. assigning points to lower numbers of students than previously.

- * Page 4, increased the number of points for speeding, made that more progressive.

- * Page 4, increased the points for the initial crash involving a student, to ~20% of the points needed to meet the criteria.

- * Page 6, added info re: the procedure to discontinue an ASCG location.

- As for the number of new locations that now might meet the criteria, there was no way to know. A few locations that had always been on the cusp would be pushed over by this, but the Commission had usually approved those anyway. The changes might make a small difference.

- The process to set up a new location was typically done by request and review. The process was more proactive when a new school opened, and sites were analyzed to determine if an ASCG was needed.

When asked about the rationale for the number of points assigned to an initial crash involving a student, Ross said any given crash was fairly random. A significant number of points was assigned to a second crash because a second crash indicated the crash was not random, that something more was going on. Members were welcome to suggest something different.

Foster pointed out the data from the Police Traffic report that showed over 200 warning letters or citations were issued by ASCGs in the 2nd Quarter, which indicated the number of potential issues with motor vehicles in these areas. He thanked Ross for his work on the procedure piece, esp. working with the principal, parent/teacher group and alder in efforts to increase the number of students.

Knoche echoed Knight's comments about educating drivers, pedestrians and bicyclists about the need to pay attention. The number of ASCG letters/citations on the Traffic report could be triple if Guards were able to record everything. CGs saw what everyone else did: Drivers were inattentive.

Lehner thought the ASCG warnings/citations were extremely valuable in improving safety, and wondered if they should take them into account when looking at discontinuance. While there may be fewer children crossing, the Guard still played an important role for the school zone.

Ross felt this was a fairly subjective piece of info, and what they were trying to do with the criteria was to compare locations on a basis that was consistent, objective and replicable. Lehner felt this info was important when looking at discontinuance. Ross said then they might as well do a study about how well people observed the rules; this wasn't different in any one location vs. any other. Knoche agreed with Ross that this was very subjective and highly depended on the individual Guard assigned to each location, and their ability to see and record the license plate, and get the make/model of the vehicle.

Lehner also thought the neighborhood association should be involved in the request and discontinuance processes, and that the request process should be laid out inc. who would be informed. Ross said that when a request was made, the requestor was asked to first contact the principal so that the request would go thru the School Traffic Safety procedure, for the request to come from a school and not from an individual. He said this info could be included in the document.

Ross responded to other comments by Lehner: The width of the street was included in the gap section. When a study was done, the number of trucks could be counted.

Lehner suggested that perhaps the criteria applied to K-Grade 2 should be applied to older kids as well. New studies showed that 11-year olds and under didn't even register cars going over 20 mph. Just because students were in 3rd grade or higher didn't mean that the criteria should be harder for them.

Ross said the criteria for K-Grade 2 had been reduced to the level where they would normally be discontinuing a Guard. He asked if Lehner was suggesting they reduce the criteria completely to a much lower level. If so, that would have a significant impact on the number of Guards and on the budget. That

would mean having a Guard at every location where 15 kids crossed.

Lehner said yes, this was what she wanted; for more kids to feel comfortable walking and biking to school, and when they did, for them to be safer. They should be considering the costs of a child being hit by a car or bike; as well as all the studies that showed benefits of kids walking, biking and getting more exercise.

A motion was made by Zellers, seconded by Crandall, to Approve the draft Criteria with the following additions:

- To add notification to the neighborhood association when considering a discontinuance.
- To clarify the procedure (now in place) for contacting the City to do a study for a new ASCG, with the process being through the principal to the School Traffic Safety Committee.
- To add the observation of the percentage of trucks when a study was conducted.

The motion passed by a vote of 6 to 2, as follows:

Ayes: 6 - Ledell Zellers; Rebecca Kemble; Grant A. Foster; Ronald B. Steinhofner; Scott A. Kolar and Aaron S. P. Crandall

Noes: 2 - Susan M. De Vos and Sarah (Sally) A. Lehner

Excused: 1 - Paul E. Skidmore

Non Voting: 1 - Michael W. Rewey

Ross said he would draft the Criteria with the additional changes, and it would then be taken to the Common Council for adoption before it became their policy. He would be looking to the Alders on the Commission to be sponsors. [Please note: The meeting proceeded to Agenda Item F.2.]

H. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS

H.1. [40579](#) Update on Cottage Grove Road from I-94 to Sprecher Road-Geometric Plans and Specifications

[Please note: This item preceded Item E.1.] Glen Yoerger of City Engineering and Scott Langer of City Traffic Engineering, presented information about Phase 1 of Cottage Grove Road Reconstruction, a DOT-funded project.

- Starting in Spring 2018 and running until Mid-Summer, Phase 1 would extend from 350 feet east of I-39/90 to S. Sprecher Road.
- Not yet scheduled, Phase 2 would extend from S. Thompson Drive to 350 feet east of I-39/90, and would include replacing the Interstate overpass. WisDOT was currently doing a corridor study and EIS, after which they would determine geometrics. Start of Phase 2 was a ways out. [Please note: Lehner arrived at this point in the meeting.]
- Phase 1 (P1) would replace old asphalt, add sidewalk where it didn't now exist, provide continuous bike lanes.
- The design currently called for two through lanes (one 10-foot and one 11-foot) and a 5-foot bike lane in both directions, added turn lanes, new sewer and water, sidewalk, and updated signals and lighting.
- P1 included five intersections: two signalized (at North Star and at Sprecher),

and three not. The infrastructure on the north side around Gemini had recently been constructed, and they hoped to match the median so as not to reconstruct these new facilities, which covered about a quarter of the project.

- In the future, the intersection at McLean would be signalized. For now, ped-actuated flashers would be installed; this being a major crossing from Richmond Hills to the grocery store at Grandview Commons. A lot of infrastructure for the flashers could be used for the future signal.
- From McClellan-Severson going east, was a rural section with no existing curb and gutter; where medians and sidewalk would be added. Efforts would be made to save trees by such things as routing sidewalk around them. Any tree trimming would be done in March; and they hoped to avoid root cutting.
- At Sprecher, the signal would be updated. The ultimate plan was to relocate Sprecher to the east, so the work here would be for the interim, to tie the intersection to the rural section further east. [Please note: Kolar arrived at this point in the meeting.]
- Environmental concerns inc. erosion and storm water, which the project would address. A storm water retention pond to treat storm water coming off of Cottage Grove Rd. would be constructed in SE quadrant of Sprecher intersection, which the City owned.
- Along with adding missing sidewalk on both sides of Cottage Grove Road to meet pedestrian needs, KIM-style street lighting would be continued through the length of the project.
- Traffic in both directions and access to businesses and residences would be maintained.
- Being federally funded, they would have to comply with state and federal design standards. Roadway funding would be split 50/50 between federal and local sources; water main would be funded 100% locally.
- Assessments would follow standard City assessment policy.

Yoerger noted the 2016-2018 timeline for various parts of the project. Langer said they had to follow State standards. They were currently conducting classification counts to determine the % of trucks, buses, and larger vehicles were on the roadway. If large vehicle traffic met the threshold of less than 6% per hour, 10-foot travel lanes could be used. If the % were above this threshold, they would have to get an exception to design standards.

Langer said they were looking at possibly putting in two 10-foot travel lanes, to allow a 2-foot marked buffer and 4-foot bike lanes.

- Cross-sections in the draft Transportation Master Plan was calling for buffered bike lanes on major arterials.
- Here, a portion of the road was already built on half the road, and they really couldn't throw out the existing cross-section. They didn't want to rip out curb that was only a year old.
- But if they were allowed to go down to 10-foot travel lanes, they could include the buffers; and they'd only have to re-mark the road, which was fairly easy to do.
- A limited number of crossings over the Interstate made this roadway important for cyclists.
- People would have to get comfortable with 10-foot lanes, but it would also keep speeds down. The current speed limit was 40, but they were considering dropping it to 35. Being a County highway and because the County set speed limits, the County would have to agree to this.
- WisDOT would have to approve the exception to 11-foot standards, unless the

large vehicle % fell below the threshold. Other major arterials had 10-foot lanes, inc. parts of Midvale and E. Wash.

- It wasn't clear whether they would get approval. But maybe they could make the case that these facilities were needed, and because part of the road had already been built, they didn't have the flexibility to create two 11-foot lanes.
- They would apply for such an exception in late 2016.

Members expressed appreciation for the effort to create buffers, which were good for cyclists and motorists; and hoped that similar effort would be put into the (DOT) bridge over the Interstate. When asked about costs for re-doing the new sections if exceptions weren't approved, staff said costs for curb-gutter alone would be \$150-200K; this did not include the costs of buying more right-of-way and additional grading. Members noted that this would be the only access for cyclists over the Interstate between Milwaukee and Buckeye for many years to come, and the area was growing; it might be worth the investment.

Re: ped crossings, Langer said a flasher system was intended to help; and by tightening the road, speeds were also likely to come down. The medians were being kept wide and radiuses tightened, and to make the refuges feel safer and aid clearing. The road reconstruction was not so much about the grocery store as it was about the dense developments in the area, where residents had limited transit and were more car-oriented. Cottage Grove and the entire east side were also growing, and they were planning for the next 20 years relative to this.

Re: initial development and right-of-ways, staff hoped the Master Plan would address both cross sections and right-of-ways, to make sure that developers provided enough right-of-way to accommodate other modes. The relocation of Sprecher would occur when the areas around it were developed and right-of-ways opened up. Rewey thanked staff for their presentation.

H.2. [39765](#)

Update on Complete Streets

[Please note: This item followed Agenda Item F.4.] Rewey said the Legislature had basically done away with Complete Streets, and communities would have to make some sort of concerted request to make sure projects were included. DOT hadn't developed a procedure for doing this yet. They were in consultation with FHWA because of some conflict between the State law and what FHWA expects. There was no conclusion on how this would be handled as to whether they could make one blanket request for every project to have it, or if they would have to deal with each project individually, which would be a headache. [The meeting proceeded to Agenda Item H.5.]

H.3. [40567](#)

Capital City Path (Isthmus) Lighting Improvements

[Please note: This item followed Agenda Item F.3.] Per the map attached, Staff had done a walk-through of the area with the Alder, Engineering, Parks and interested local residents. After evaluating the lighting, they made a few changes:

- They rotated a light at Livingston, to shine over the Path vs. over the roadway, which greatly improved lighting on the Path.
- They had MG&E install new wood poles, to provide lighting on at Path at Blount and at Paterson.

- They learned of the demolition of a State building at Dickinson where lights had been turned off along the path. So they had MG&E install two poles for temporary lights there. At some point, they would install City-type poles there permanently.
 - Park had done some trimming so the light could shine better.
 - They would also be switching over to LED fixtures between Livingston and Paterson, which provided white rather than yellow light and improved color rendition at night.
 - The changes improved the lighting substantially.
- [The meeting proceeded to Agenda Item F.1.]

H.4. [40568](#) Progress Update on the Platinum Bicycling Committee Report, 2015

By consensus, this update was deferred to the November meeting.

H.5. [40518](#) Accepting Nominations for the 2015 Jeffrey Clay Erlanger Award

[Please note: This item followed H.2.] Rewey pointed out the info in the packet about the Jeff Erlanger award.

I. REPORTS OF OTHER GROUPS (for informational only) - None.

I.1. Bicycle Facility Maintenance Workgroup update

Rewey said the City would be doing a salt brine experiment on the Southwest Path this year, to see if it could be more effective using less salt in a timely manner. If this worked, it would be extended to other bike paths. Also, brooming would be used instead of plowing on lighter snows.

I.2. [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
Sustainable Madison Transportation Master Plan Oversight Committee
Bicycle Facility Maintenance Policy Workgroup (PBMVC Workgroup)

J. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

J.1. General Announcements by Executive Secretary - None.

J.2. General Announcements by Chair

In response to Rewey's request for a volunteer, DeVos said she would serve on the Joint West Campus Area Committee. Rewey would pass this along to the Mayor's Office as his recommendation. Someone from Zeller's district had been named by the Mayor to fill the Ped Advocate position on PBMVC, which was awaiting Council approval.

J.3. Commission member items for future agendas

Steinhofer asked about the possibility of prohibiting left turns at the intersection of John Nolen-Wilson-Williamson Street, esp. during rush hour. Dryer said they had looked at the intersection many times. If turns were restricted there, it would just push the congestion to other intersections. They were trying to get the State to program a project, because Highway 151 was a State facility. Plus, driveways in the area needed to be reconfigured, and bicycle connections needed to be cleaned up.

ADJOURNMENT

A motion was made by Foster, seconded by Steinhofer, to Adjourn at 7:45 PM. The motion passed by voice vote/other.