



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Approved PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

Wednesday, February 27, 2008

5:00 PM

Room LL130, Madison Municipal Building
215 Martin Luther King, Jr. Blvd.
(After 6 pm, use Doty St. entrance.)

CALL TO ORDER / ROLL CALL

- Present:** 5 -
Robbie Webber; Paul E. Skidmore; Mark N. Shahan; Susan M. De Vos and
Aaron S. P. Crandall
- Absent:** 1 -
Charles W. Strawser III
- Excused:** 4 -
Beth A. Whitaker; Judy Compton; Mary P. Conroy and Cheryl E. Wittke

A. APPROVAL OF MINUTES

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

B. PUBLIC COMMENT - None

C. [08947](#) MADISON POLICE DEPARTMENT TRAFFIC ENFORCEMENT REPORT, FOURTH QUARTER 2007

Lt. Stephanie Bradley-Wilson and Lt. Dave Jugovich were present. Lt. Bradley-Wilson advised that as part of the MPD's January assignment changes, she has moved to the South Police District and Lt. Jugovich is now assigned to the traffic enforcement section.

Lt. Bradley-Wilson briefly reviewed the 2007 fourth quarter/year-end enforcement report provided to PBMVC members.

- Calls to the Speeders Hotline usually drop in the winter, but it will be interesting to see what happens for January and February 2008 given this winter's street conditions.
- Fourth quarter 2007 citations are down compared to the same period in 2006 and 2005, and total citations for 2007 are lower than the previous two years.
- In 2007, there were 15 traffic fatalities, 8 of which involved alcohol use.

- The MPD participated in the 'Tween Safety Restraint initiative and worked in several neighborhoods to increase awareness of seat belts and booster seats.
- Extra officers were deployed on New Year's Eve to address OWI enforcement. The effort was successful and will continue in 2008.

Shahan referenced the new officers authorized in the 2008 budget and asked whether the Traffic Enforcement Safety Team (TEST) will get more officers. Lt. Jugovich stated that the decision has not yet been made. Shahan remarked that a staff increase for TEST has been brought up before, especially for the afternoon school release period. Webber referenced the School Traffic Safety Committee and relayed a complaint from Lincoln School that there's no traffic enforcement when school gets out in the afternoon. Lt. Bradley-Wilson stated she will request the afternoon patrol officers to give more attention to this time period.

Lt. Bradley-Wilson referenced a question raised at a previous PBMVC meeting whether a traffic citation could be issued based on a citizen complaint. She advised that a citation could be issued on a complaint from a reliable and creditable source. But the MPD doesn't want to go down that road since it might require the citizen to testify in court. The MPD's position at this time is that they will not issue a citation based on a citizen complaint.

Shahan asked the status of the project to focus traffic enforcement at selected intersections with a crash history. Lt. Bradley-Wilson did not know when the data will be available.

Crandall asked whether there is an opportunity to continue the campaign that focused on enforcing pedestrian rights in crosswalks. He felt there is a lack of enforcement and a lack of education and strongly encouraged another campaign. Lt. Jugovich noted the request, and Lt. Bradley-Wilson indicated the MPD has received funding from WisDOT for 2008 initiatives that include ped and bike enforcement.

D. PRESENTATIONS

- D.1. [09299](#) Wisconsin Institutes of Discovery project, pedestrian and bicycle impacts (presentation by UW-Madison staff)

The PBMVC had requested a presentation on this project, particularly the impacts on ped and bike access. Appearing were: Rob Kennedy, representing the UW-Madison; Peter Heaslett, representing the UW-Madison, John Feller of Findorff, and George Austin, representing the Morgridge Institute for Research.

Kennedy displayed a map of the project area. He stated that they hope to avoid the ped/bike problems that occurred with the University Square construction project. Feller went over the traffic control plan for the site, which is bounded by University Avenue, Campus Drive, Randall Avenue, and Orchard Street. They have established separate bike and ped lanes on University Avenue, separated by a concrete jersey barrier and fence. Signing also separates the peds and bikes. The construction will not occupy any street or bike lane on Campus Drive or Randall Avenue. Orchard Street on the east side

has been closed for the duration of the project. The cul-de-sac on Orchard will be opened in the near future for truck exiting. Construction trucks will exit through a gate onto University (rather than onto Randall). Feller noted that they have had several meetings with City staff. Heaslett mentioned that they have provided for a ped crosswalk at Randall. Webber mentioned that peds need to be on the east side of Randall to safely cross at University, so a crosswalk on the east side is necessary. Feller indicated that when the building is taken down, construction crews will need to occupy the sidewalk and one traffic lane on Randall; they are planning to do the work during spring break when most students will be gone.

Webber asked whether Traffic Engineering's comments in the 2/18/08 memo have been agreed to. Austin indicated yes except for three items: Item (a) – the Plan Commission removed the requirement for a 3-4 foot wide terrace buffer for snow storage. Item (e) – the Plan Commission removed the requirement that the Orchard Street sidewalk be concrete. Austin indicated they may end up using concrete but they are exploring other options with staff. Item (k) – the relocation of parking meters ties into other campus projects, so the Plan Commission took out this item as a condition of the SIP and added a sentence “This requirement will be addressed between the City and the University of Wisconsin in the future as part of the approval of other projects.”

Shahan noted that ped access will be maintained on Randall and University while Campus and Orchard will be closed off to peds/bikes. Feller confirmed that the curb cut in the northwest corner of University Avenue is for construction purposes (truck exiting) and will be closed off when construction is done.

Kennedy pointed out that this project implements elements of the Campus Master Plan, such as setting back both the WID/MIR and Union South buildings to allow ROW for bike lanes. The Regent Neighborhood Association and others have asked for easy access to get north-south between the neighborhoods and the UW. Randall is very busy and Orchard doesn't go through. Kennedy noted that the UW is working with City staff to come up with a way to get to Monroe Street even though currently there are no more opportunities to set back buildings on the east side of the street. For the Union South project, the UW is asking to vacate Johnson Street, which involves working with the Railroad Commissioner and need to prove to TE that it will work. A right turn lane would go in at the north end of Randall to get onto Campus Drive more easily than now, and an island would be installed as a ped refuge. The UW is working on preliminary plans with Traffic Engineering. The layout for the relocated Union South building will include room for a future commuter rail station.

Kennedy advised that lost street parking will be replaced by an underground facility on the southeast corner that will have green space on the top. There will also be a bike station that includes sheltered parking and bike repair space, the first station in Wisconsin. Hoofers will operate it.

When they did the commuter rail station layout, they retained enough room for an eventual ped/bike path. This area will be a hub for different modes of transportation and will be a plus for the neighborhood.

The UW has requested the City to install ped crosswalk signals, similar to those at Johnson and at University.

Webber referenced concern about a parking ramp exiting onto Dayton Street, which is an important ped/bike corridor and also serves as a boundary between the campus and the residential area. Kennedy indicated that Traffic Engineering has also expressed concern. He stated that the firm that was hired will do a lot of traffic impact modeling for the ramp. The ramp will hold about 270 cars, and most of the parkers will stay the entire day. He felt there will be limited impact on Dayton Street Will but traffic simulations will be done. Webber mentioned that she doesn't want the same problem that occurs on Doty Street at rush hour when parkers from the Block 89 ramp are leaving. Having most parkers stay the entire day is not necessarily an advantage if they are leaving at the same time. Kennedy noted that WID faculty will have staggered hours. From working on the Regent-South Campus Plan, Webber was aware there are plans that Orchard down to Regent would be a ped/bike friendly corridor, and she wanted to ensure that the crossing of Dayton is not impaired by vehicles exiting the ramp.

Webber asked about the bike parking. Austin indicated the plan calls for 98 bike parking stalls on all four sides of the development. The Urban Design Commission asked that this number be increased, so they are trying to add 25-30 spaces on Orchard Street. There will be lockers and showers in the building basement. An area adjacent to the Service Building is being proposed for moped parking.

Crandall asked whether the new signals will be timed to have a traffic calming effect. McCormick advised that there will be progression to keep the motor vehicles moving along University Avenue. Will be here really more for the ped and bike crossings of the street, like Brooks and Mills.

Shahan noted the Randall-Campus Drive intersection has an acute angle and asked whether the right turn will have an island; Kennedy replied yes. McCormick agreed that the turn is very tight. Traffic Engineering is trying to make the island as large as possible to remove conflicts with right turning vehicles. He indicated the intersection should operate similar to the John Nolen Drive-Blair Street intersection.

A motion was made by Webber, seconded by Crandall, to Take A Recess. The motion passed by voice vote/other.

Ald. Skidmore needed to leave to attend another meeting he was chairing, so members took a recess to see whether quorum could be restored.

Quorum was not restored, and the meeting adjourned at 6:04 p.m. All remaining items on the agenda were automatically referred.

E. NEW BUSINESS

- E.1. [08946](#) University Avenue contraflow bike lane maintenance/snow removal

- E.2. [08820](#) Creating new Section 12.1335(4)(d), renumbering current Section 12.1335(4)(d) to Section 12.1335(4)(e), amending Section 12.1339, amending Section 12.141(2), creating new Section 12.141(3), renumbering current Sections 12.141(3)-(9) to Sections 12.141(4)-(10), and amending Section 1.08(3)(a) of the Madison General Ordinances to further deter snow parking violations and more efficiently allow for cleaning of the streets.

- E.3. [08945](#) Red Tail Drive traffic circles

- E.4. [08944](#) 2008 Neighborhood Traffic Management Program Priority List

- E.5. [08943](#) Back-in angle parking

- E.6. [04272](#) THIRD SUBSTITUTE - 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) of the Madison General Ordinances to establish a bail deposit amount for violations of the section.

F. UNFINISHED BUSINESS

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

G. REPORTS

- G.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

H. REPORTS OF OFFICERS AND MEMBERS FOR INFORMATION/DISCUSSION

- H.1. Executive Secretary Report (verbal report)

- H.2. Items by Chair (verbal report and/or announcements)

- H.3. Member requests for future agenda items and/or announcements

ADJOURNMENT