



City of Madison

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

This meeting can be viewed LIVE on Madison City Channel at www.madisoncitychannel.tv

Tuesday, May 23, 2017

5:00 PM

210 Martin Luther King, Jr. Blvd.
Room 201, City-County Bldg.
Common Council Chambers

****Please note - Agenda Amended to move ITEM F.1. to New Business Item instead of Discussion Item**

CALL TO ORDER / ROLL CALL

The meeting was called to order at 5:03pm.

Please note, Kemble entered at 5:05pm

Present: 10 - Ledell Zellers; Paul E. Skidmore; Rebecca Kemble; Michael W. Rewey; Grant A. Foster; Aaron S. P. Crandall; Eric C. Lewandowski; Mark D. Bennett; Susan M. De Vos and Sarah (Sally) A. Lehner

A. APPROVAL OF MINUTES

A motion was made by Lewandowski, seconded by DeVos to approve the minutes of the April 25, 2017 meeting. The motion passed by the following vote:

Ayes: 8 - Paul E. Skidmore; Rebecca Kemble; Grant A. Foster; Eric C. Lewandowski; Mark D. Bennett; Susan M. De Vos; Sarah (Sally) A. Lehner and Aaron S. P. Crandall

Abstentions: 1 - Ledell Zellers

Non Voting: 1 - Michael W. Rewey

B. PUBLIC COMMENT

None

C. DISCLOSURES AND RECUSALS

None

D. [47401](#)

REPORT OF THE MADISON POLICE DEPARTMENT

Quarterly Reports - Lieutenant Trevor Knight

Lieutenant Trevor Knight went over the Madison Police Department's 2017 First Quarter Report, and was on hand to discuss and answer questions.

E. NEW BUSINESS

E.1. [47245](#)

Creating Section 28.022 -- 00283 of the Madison General Ordinances to adopt a Master Plan for the portions of the University of Wisconsin-Madison campus zoned in the Campus-Institutional (CI) District in the 4th, 5th, and 8th Aldermanic Districts.

Rewey recommended amending the motion to add that any actual implementation of these long term projects should come back before the Pedestrian Bicycle Motor Vehicle Commission , or any commission/committee that succeeds this body. The motion passed by voice vote/other.

Registrants as follows: Gary Brown from UW Madison supports and wished to speak; Aaron Williams from UW Madison supports and was available to answer questions; Rob Kennedy from UW Madison supports and was available to answer questions.

**Gary Brown, from UW Madison Planning, gave a presentation on UW Master Plan, focusing on the parking and transportation aspects of the plan, adding that everything regarding this plan, can be found on their website:
<http://masterplan.wisc.edu/>**

Alder Zellers moved to recommend adoption of the Master Plan for the portions of the University of Wisconsin-Madison campus zoned in the campus institutional district. Alder Kemble seconded the motion. Traffic Engineer, Yang Tao, stated that many of the concepts developed by the team are long term design options, and do not lock the city of Madison into those design options. Rewey recommended amending the motion to add any actual implementation should come back to the Pedestrian Bicycle Motor Vehicle Commission, or any commission/committee that succeeds this body. The motion passed by voice vote/other.

NEW BUSINESS

F.1. [47390](#)

Crossing Guard Assignment and Modifications to Assignment

A motion was made by Zellers, seconded by Kemble, to refer the item to the June 27, 2017 meeting of the Pedestrian Bicycle Motor Vehicle Commission; to approve the continuation of the two crossing guards who met the criteria; to do speed studies with radar equipment, and use the Fast Track version of the Racial Equity and Social Justice tool on the five remaining crossings up for discontinuation; to re-notify the entities of the meeting date where the final decision will be made, and along with that notification, request they publicize that information along to their constituencies.

The motion passed by voice vote/other.

The following individuals registered and spoke: Megan McGarry of 3513 Burke Ave - supports; Sara Kiley of 4605 Armistice Lane - supports; Dawn Cunningham of 710 Powers Ave - supports; Madison Police Department Traffic Bureau Crossing Guard Supervisors, Patti Knoche and Virginia Krank were available to answer questions.

City Engineer, Gretchen Aviles-Pinero went over the results of the Crossing Guard Assignment and Modifications Study.

DeVos asked if the Racial Equity and Social Justice tool was used during this study, as transportation seems to be a main issue among the marginalized community. City Engineer, Arthur Ross stated not explicitly.

Alder Skidmore wondered if the public had a reasonable idea that a final vote was going to take place tonight. Crandall asked if the school communities were notified of this meeting. Aviles-Pinero stated yes. Ross further stated that each principle, PTO, Alder and Neighborhood Association was notified that this study would be taking place beginning in October of 2016 and that a determination would be made at the end of the school year 2017. Ross said that each Principle, PTO President, Alder and Neighborhood Association was given the same information on the study the commission received.

Alder Kemble asked when Principles and school communities were notified of the meeting tonight. Ross stated they were notified of the results of this study and of this meeting last Thursday, the 18th of May. Alder Kemble was concerned that five days notice was not enough time for principles to communicate to families and interested parties that a decision was going to be made at this meeting tonight.

Lehner echoed the concerns raised by Alder Skidmore and Alder Kemble on the lack of notice. Lehner also echoed DeVos' concern that the Racial Equity and Social Justice tool was not used in this study. Lehner made a motion to refer, have the racial equity and social justice tool used at each location and analyze; documentation of when principles, PTO's, Alders and Neighborhood Associates were contacted; documentation of the engagement with the communities and what TE did to work with the schools and the parents. Lehner also mentioned the policy they adopted states the commission is supposed to be receiving monthly counts of crossings, but they have not.

Foster asked if any of the schools made an effort to work with Traffic Engineering. Aviles-Pinero said they heard from the principle at Hawthorne, parent teacher groups Midvale and Hamilton, and after the letter went out, they heard from a parent at Crestwood and principle at Kennedy.

Bennett asked about intersection safety at Lexington and Fair Oaks. Ross stated they have pedestrian islands. Bennett commented on the eighty-fifth percentile speed greater than forty miles per hour statistic. Ross stated the numbers were not based on an actual speed study, but on estimated guesses by the traffic engineers and that they did no formal speed study.

City Traffic Engineer, Yang Tao commented that Madison is ranked the third safest in the country for pedestrian safety. Tao stated they could look into possible speed boards for this location. At Lehner's request, Ross explained the process to request additional crossing guards to the registrants.

Crandall stated that as president of the Spring Harbor Neighborhood Association, he could attest that the City did notify the principles, alders and neighborhood associations back in October and then again on Thursday about the continuations/discontinuations, and there may have been a disconnect and/or lack of communications between board members, PTO, Alders and constituents, principles, etc with distributing the information with interested parties.

Foster acknowledged and thanked staff for the thoroughness of the study. Foster also requested the process be updated to give principles, PTO, Alders and Neighborhood Associations a month's notice in the future.

Alder Zellers made a motion of continuation of Old Middleton and Rose Crossing and Fair Oaks and Lexington Crossings and move referral to the June 27th meeting of the commission the remaining crossings on the agenda, and along with that, direct staff to re-notify the entities they notified before of the date of the meeting where this decision will be made, and along with that notification, request they publicize that along with their constituencies. Zellers agreed it was not sufficient notice and echoed Fosters comment that the process be updated to give people more time, as well as thanking staff for the data in the study.

Rewey requested the social equity impact be looked at statistically by staff at each of the crossings. Foster recommended using the Fast Track version of the Racial Equity and Social Justice tool. Lehner echoed the request that the Racial Equity and Social Justice tool be used, and asked Alder Zellers if the motion could include using the tool on the crossings up for discontinuance. Lehner pointed out that on page eight of the policy, it states the City will offer assistance to help the school community to increase the number of elementary school students walking to school and using the crossing in order to retain the school crossing guard assignment. Ross stated that the City did reach out to the school, but they did not get much response. Alders Zellers amended her motion to add that the Fast Track tool be used. Kemble seconded.

Zellers echoed Ross's statement the criteria is where the tool should be used looking forward.

Alder Kemble requested a speed gun be used, in order to have accurate data to base their decision on. Alder Kemble also requested the number of overall elementary aged students be added to the Midvale and Mineral Point data.

Alder Skidmore stated he will be supporting the request for referral, but not for approving the two crossings, as he wanted them all to be looked at. Alder Skidmore pointed out that alders can order staff to do speed studies, and also echoed Lehner's request that the equity tool be used.

Bennett suggested the Fair Oaks and Lexington crossing guards hours be extended by fifteen minutes to help the students leaving the bike safety program early. Ross informed the commission that the school district can hire crossing guards on their own. Lehner pointed out that part of the policy, on page three it states that the eight-fifth percentile speed is made with a radar unit.

Ross stated they could get the speed study and Racial Equity and Social Justice tool used on the crossings and still make the referral date of the June 27th PBMVC meeting.

Foster asked to clarify the motion. Rewey stated the motion was to refer the item to the June 27th meeting, approve the two continuations of guards, do speed studies and use the Fast Track version of the Racial Equity and Social Justice tool on the five remaining crossings.

The motion passed by voice vote/other.

G. DISCUSSION ITEMS & UDATES

G.1. [46131](#) Construction Accommodation of Bicycles and Pedestrians

Assistant City Traffic Engineer, Yang Tao, gave an overview of the safety accommodations for pedestrians and bicyclists in and around work zones, explaining this policy was drafted in order to write down, formalize and codify these guidelines for consistency. Tao invited recommendations and comments.

Foster referenced that some signs are placed behind trees and difficult to see, and asked if there was a way to highlight proper signage procedures to ensure signage is made more visible to pedestrians and bicyclist. Tao said it was a good suggestion. Foster also asked if it was possible to further define pedestrian accommodation rules around construction, and asked if there was a way to add "separation" to the definitions so that is it clear what "separation from motor vehicle traffic and may be separate from bicycles" expectation means to contractors.

Members of the commission thanked Traffic Engineering for codifying these policies.

G.2. [47393](#) Top of State Street Bike Connection

Assistant City Traffic Engineer went over the proposed changes to the top of State Street, including an ordinance update to allow bikes to ride through, as well as curb cuts on the West end of Mifflin Street, and adding bicycle symbols on the roadway, making the entire area shared by bicyclists and pedestrians. Foster thanked engineering for the helpful curb cut change. Foster mentioned an issue of cyclists going up Carroll street often cut building corner close to get to the other curb cut sidewalk further east, and thought there might be an advantage to try and pull some of the cyclists onto the street earlier by perhaps widening out the curb cut in perhaps phase two of this plan. Crandall asked for engineering to look at the opportunity to do a raised crossing, at a future date. Zellers asked engineering to look at actual flows of pedestrian traffic when considering installing new crosswalks, as most pedestrians tend to go diagonally at that crossing. Foster suggested filling the designated raised circle to help establish the area as more of a people zone and signal who has priority. Foster also said the crossing at Fairchild and Mifflin is a challenging crossing with fast traffic and asked it get on the radar for potential future projects. Tao agreed, saying that is why they installed flashers in that area, and they have seen improvement. Tao invited the commission to send in any comments and recommendations they might have.

A Public Hearing will be held at the Downtown Coordinating Committee June meeting regarding the proposed ordinance update.

****PLEASE NOTE the meeting progressed to ITEM G.7. at this point.**

G.3. [47394](#) Wilson Street Update

Registrant Peter Wolff of 945 Jennifer Street neither supports nor opposes.

City Engineer, Jim Wolf, gave an overview on the history and previous proposals on Wilson Street, between Hamilton and Martin Luther King Jr. Blvd. Wolf stated the Tax Increment Financing (TIF) district used to help fund this project is closing in September, so in order to use the TIF money they need to get it under contract and out for bids by June 23rd, at the latest. Wolf went over the current proposal, reconstructing Wilson street at the same current width, with the existing lane configuration, but install a modified curb section on the south side in order to have better flexibility in the future with bike accommodations once the area is more fully developed. The commission discussed the proposal and options. Foster asked to hear the motion that was approved at the Board Of Public Works meeting. Phillips stated the motion was that a plan would be prepared prior to make Wilson street ped and bike friendly prior to the opening of the Judge Doyle Square project. Foster reiterated his desire to get projects before this body sooner, so they can start the conversations earlier in the process.

G.4. [47395](#) Cannonball Path Phase 6

City Engineer, Lisa Colman went over the Cannonball Path Project.

G.5. [47396](#)

Wingra Path Resurfacing

Phillips requested the commission look over the resurfacing project at their leisure, and contact Engineering with their comments.

Item G.5. deferred to June 27, 2017 meeting - if needed.

G.6. [47397](#)

Southwest Path Resurfacing

Phillips requested the commission look over the resurfacing project at their leisure, and contact Engineering with their comments.

Item G.6. deferred to June 27, 2017 meeting - if needed.

G.7. [47398](#)

Ped/Bike Underpass under RR between Lien and East Spring

Assistant City Traffic Engineer and City Engineer, Rob Phillips discussed the proposed partner project with the Wisconsin & Southern Railroad (WSOR) for the City to act now and utilize a space about nine-feet wide to build an underpass for roughly three to four hundred thousand dollars. Or the City can wait until a later date and build a fourteen-foot underpass for an estimated cost of over a million dollars. Staff did not have a recommendation, and added the project is not in the capital budget at this time.

A motion was made by Kemble, seconded by Foster to extend the meeting beyond eight-o-clock. Bennett requested a re-vote to extend the meeting at nine-o-clock. The motion passed by voice vote/other.

After much discussion and questions, Phillips said Engineering would continue to pursue the project and look at all the options to attempt to get the wider width if possible.

****PLEASE NOTE - the meeting progressed to ITEM G.3. at this point.**

H. ORGANIZATIONAL MEETING TOPICS

H.1. Election of Officers

Item H.1. deferred to June 27, 2017 meeting.

H.2. [43826](#)

2017-18 Annual Work Plan and Rules for approval

I. [42190](#) Potential Future Meeting Topics - PBMVC

- Public Hearing Soliciting Input on New Projects
- Bicycle Moped Parking Study
- Crossing Guard Assignment and Modifications to Assignment
- East Johnson Street
- Buckeye Road
- 2016 Crash Report
- B Cycle Update
- Annual Traffic Volume Report
- East Washington Corridor Study
- Sustainable Madison Committee Carbon Emissions Report
- John Nolen Drive Corridor Design
- East Wilson-East Doty-South Pinckney Review
- Crossing Guard Assignment and Modifications Process Review
- Intersection Control Review/Process
- Atwood Avenue Reconstruction

Chair Rewey, asked commission members to contact him if they had requests for future meeting topics.

J. **REPORTS**

J.1. **15487** Reports of other Committees/Commissions (verbal updates may be given as available)

Plan Commission
Long Range Transportation Planning Committee
Joint West Campus Area Committee
Joint Southeast Campus Area Committee
Bicycle Facilities Maintenance Policy Workgroup
Transportation Ordinance Review Ad Hoc Committee

None

J.2. Reports of Officers and Members for Information

None

ADJOURNMENT

A motion was made by Crandall, seconded by Zellers to adjourn. The motion passed by voice vote/other. The meeting adjourned at 9:01pm.