



# City of Madison

City of Madison  
Madison, WI 53703  
www.cityofmadison.com

## Meeting Minutes - Approved LONG RANGE TRANSPORTATION PLANNING COMMITTEE

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Thursday, May 16, 2013

5:00 PM

215 Martin Luther King, Jr. Blvd.  
Room LL-110 (Madison Municipal Building)

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### 1 CALL TO ORDER / ROLL CALL

LRTPC Chair Robbie Webber called the 5-16-13 meeting of the Long Range Transportation Planning Committee to order. Ald. Steve King, Ald. Marsha Rummel, Mark Shahan and Susan DeVos were in attendance, contrary to Legistar records.

**Present:** 5 -

Margaret Bergamini; Robbie Webber; Eric W. Sundquist; Chris Schmidt and Al Matano

**Excused:** 1 -

Steven M. Fix

### 2 APPROVAL OF MINUTES

The Minutes of the 4-18-13 LRTPC meeting were unanimously approved, on a motion submitted by Ald. Chris Schmidt/Eric Sundquist.

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### 3 PUBLIC COMMENT

There were no members of the public wishing to speak in regard to future LRTPC agendas.

### 4 DISCLOSURES AND RECUSALS

There were no disclosures or recusals reported by Committee members.

### NEW BUSINESS

#### 5 [30129](#) CONSIDERATION OF LONG RANGE TRANSPORTATION PLANNING COMMITTEE STANDING MEETING TIME

The LRTPC unanimously voted to move its standing meeting time to the fourth Thursday of the month, on a motion submitted by Margaret Bergamini/Eric Sundquist.

#### 6 [27697](#) OVERVIEW AND DISCUSSION OF ISSUES PERTAINING TO MADISON TRANSIT CORRIDOR STUDY AND BUS RAPID TRANSIT (BRT)

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**ALTERNATIVES IN THE CITY OF MADISON**

Bill Schaefer (Transportation Planning Manager, Madison Area TPB/MPO) summarized some of the information contained in the final report of the recently-completed BRT study. He said that, if a project were to move forward, several steps would need to be taken, including more detailed planning, engineering and financial analysis.

Margaret Bergamini said that the current bus maintenance facility is over capacity and would need be addressed. She hoped that a federal TIGER grant could be pursued to meet this challenge. She also expressed concerns about financing, and hope that progress could be made toward advancing a regional transit authority (RTA) in this region.

Eric Sundquist said that the community should not limit its thinking within current financial constraints, and should rather develop a project that is best for the area in the long term. He also said that a recently reconstructed roadway should not be off limits to a future BRT project (if that is the only reason).

Margaret Bergamini said that the ridership projections are likely under-forecasting, noting that UW bus pass usage has gone up 5% per year (when it was assumed that it would level off over time). She also suggested stronger parking enforcement to help transit vehicles move faster through problematic corridors. She urged applying for a TIGER grant to address need of vehicle fleet, such a clean vehicles. Ms. Bergamini also said that incremental improvements are still very useful, if a larger project seems out of reach for near-term financial reasons.

Sup. Al Matano said that the ridership model should also be adjusted to factor attractiveness of premium transit vehicle (like rail systems have experienced). He also urged project planners to focus on a quality system, rather than satisfying federal transit (FTA New Starts) evaluation criteria.

Susan DeVos agreed that ridership may be better than expected, if frequency of service is much better (as currently envisioned for a new BRT system). Robbie Webber also said that BRT systems do a much better job getting people on and off vehicles (saving significant trip time, compared to a traditional bus). She said that efficient BRT vehicle doors and fare collection approach really makes a difference.

Margaret Bergamini also said that snow removal challenges may be less for a BRT-type system.

David Trowbridge noted that further evaluation of BRT will be conducted as part of the Transportation Master Plan process, and that LRTPC will be involved in those evaluation processes.

7      [21087](#)      **review AND DISCUSSION OF annual report describing trends in traffic and mass transit volumes IN THE CITY OF MADISON, including, aggregate vehicle-miles traveled (VMT)**

David Trowbridge referred to the VMT summary tables, showing trends over the past few years. He also noted transit system ridership trends over the past few decades.

Margaret Bergamini noted that the number of autos per household is dropping, and that younger generations are opting to live a less auto-oriented

lifestyle. She said that the City should have a goal to reduce auto ownership, where possible.

Eric Sundquist noted that he has been researching VMT trends for some time and distributed some graphics to illustrate how Madison area trends compare with the rest of the U.S. He said that VMT per capita (a key indicator) has been going down locally and nationally, which means that people are driving less overall. He said that this could be reflecting more trip chaining, shorter trips or more walking (or other modes) for short trips.

Sundquist also pointed out that transportation funding is experiencing serious challenges, as the gas tax revenues cannot keep up with system needs.

Mark Shahan said that VMT could be measured against a number of indicators, to show how businesses and residents are financially affected by their trip making decisions. He said that, for example, lower taxes are beneficial to the City as a whole and trip behavior is directly related to tax expenditures (in many different ways).

David Trowbridge said that the Transportation Master Plan process will be developing performance measures and asked Committee members to think about way that VMT could be used as a specific measurement tool as part of that planning process.

8      [08484](#)      **INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS**

- **Note: No Discussion of Specific Items**

Eric Sundquist noted that the Federal Highway Administration (FHWA) recently expanded the National Highway System, which limits what local units of government can do with those facilities. He said that the City of Phoenix had taken an unusual approach toward maintaining control over its local street cross-sections that Madison should consider.

There were no other announcements or information submitted by the Chair or Committee members.

9      [08486](#)      **SCHEDULE OF FUTURE MEETINGS**

David Trowbridge noted that the June 27th meeting location will be announced in the near future.

10      **ADJOURNMENT**

**The Committee adjourned its meeting at 6:40 p.m.**