



Meeting Minutes - Approved
LONG RANGE TRANSPORTATION
PLANNING COMMITTEE

Thursday, June 16, 2011

5:00 PM

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

1 CALL TO ORDER / ROLL CALL

LRTPC Chair Robbie Webber called the 6-16-11 meeting of the Long Range Transportation Planning Committee to order.

Present: 6 -

Margaret Bergamini; Robbie Webber; Lucas K. Dailey; Steve King; Chris Schmidt and Mark N. Shahan

Excused: 5 -

Gary L. Poulson; Tim Gruber; Eric W. Sundquist; Susan M. Schmitz and Charles A. Erickson

2 APPROVAL OF MINUTES FROM MAY 19, 2011 MEETING

Margaret Bergamini noted that the hyperlink on Legistar was not active, for accessing the draft Minutes. David Trowbridge said that he would look into the issue.

The Minutes of the 5-19-11 LRTPC meeting were then unanimously approved, on a motion submitted by Ald. Chris Schmidt/Ald. Steve King.

**A motion was made by Schmidt, seconded by King, to Approve the Minutes.
The motion passed by voice vote/other.**

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 [17817](#) REVIEW OF VARIOUS TRANSPORTATION PROJECTS IN CURRENT
(AND POTENTIAL FUTURE) TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR THE DANE COUNTY AREA**

David Trowbridge noted that, in addition to the overview of street, bicycle and pedestrian projects to be included in the TIP (provided annually by City Engineering staff), Metro has been asked to provide an overview of transit

projects to be included. Chuck Kamp (General Manager, Metro Transit) provided this overview, and some of the highlights are below.

Mr. Kamp said that federal funds to be used for bus replacement is decreasing from about \$10 million per year to about \$7 million. He said that Metro is generally able to replace about 4 buses per year.

Chuck Kamp said that fare collection equipment on buses will begin to be replaced, which will ultimately allow Metro to utilize smart card fare collection. He also said that a site analysis of the Metro maintenance facility (and potential replacement options) is ongoing.

Chuck Kamp also pointed out that several federal planning grants are included in the TIP, and that the execution of these grants are subject to federal labor laws (which have been an issue with the State budget). He said that these issues will need to be resolved.

The LRTPC thanked Mr. Kamp and looked forward to receiving annual updates on these types of Metro projects in the future.

6 [21481](#)

To approve the Madison Sustainability Plan.

LRTPC Chair Robbie Webber noted that the Transit and Parking Commission recently submitted its comments on the draft Sustainability Plan to the Sustainable Design and Energy Committee (SDEC), rather than recommend adoption at this time. She asked LRTPC members if they would also like to take that approach. The LRTPC agreed to that (see LRTPC member comments below).

This Resolution was Return to Lead with the Following Recommendation(s) to the SUSTAINABLE DESIGN AND ENERGY COMMITTEE.

LRTPC Chair Robbie Webber noted that the Transit and Parking Commission recently submitted its comments on the draft Sustainability Plan to the Sustainable Design and Energy Committee (SDEC), rather than recommend adoption at this time. She asked LRTPC members if they would also like to take that approach. The LRTPC agreed to that.

Mark Shahan submitted several comments:

(Page 20): Add Goal 7 - Adopt a "fix it first" policy for road construction & maintenance. Maintain existing road infrastructure before adding lane miles or creating new roads. Consider "Road Diets" to calm traffic, provide a better environment for human powered transportation, & decrease road costs.

Add Goal 8: Integrate modes to allow seamless switching between modes.

- Bikes on buses
- Downtown multimodal station
- Park and ride
- Pedestrian and bicycle links to bus routes

(Page 21): Add to Goal 1, Actions - Revise & update the Pedestrian Plan.

(Page 22, comment on requiring TDM plans): Good idea but implementation difficult. Maybe state something about increasing the types/number of developments covered as infrastructure needed for TDM improves.

Add to Goal 2, Actions: Require TDM plans for all developments ≥ 100 homes or 1,000 trips.

Create ped/bike/transit infrastructure at the time of development, similar to how public streets are treated.

Place a priority on filling gaps in the sidewalk system along and to bus routes, especially bus shelters.

(Page 23): Add to Goal 3, Actions - Make roads pay for themselves by considering a transportation utility like the storm water utility to pay for roads.

(Page 25): Comment on hiring consultant: It will be difficult to hire new people. This position will need to show savings from not hiring such a person.

(Page 26): Add to the end of Goal 6 language - "and Between the Transportation Commissions and Committees".

Add to Goal 6, Actions - Involve commissions/committees early on in the process regarding major transportation decisions, such as the TIP and TDM policy.

Regarding the idea of special assessments for street use by trip generation, Margaret Bergamini said that the biggest impact on street wear and tear is the weight of the vehicle (not the number of trips). Ald. Steve King said that this would have a negative impact on businesses that generate numerous trips, which will give them another reason not to locate in Madison.

Chair Robbie Webber also submitted numerous comments. In general she said that she supports the comments provided by the TPC regarding TDM measures and "Smart Park".

(Page 20) Goal 1: Engage and educate public on sustainable transportation

(Page 22) Goal 2:

- Change TDM requirement for events to 1,000 people (or trigger a City review of the type of TDM plan necessary)
- Install charging stations for electric cars at new city ramps and lots; also, at any new parking facility with greater than 500 spaces
- Plan for, or estimate, the time it will take to extend transit service to new developments
- Plan for and map major pedestrian and bicycle facilities in new developments; ensure that these are well integrated with existing and planned corridors in other parts of city (esp. for bicycle network); include planned and estimate time of completion for overcoming physical barriers (mostly large roads)
- require a "safe routes to school" plan for any new school site

(Page 24) Goal 4: Add “assess non-motorized flow/traffic numbers, as well as motorized traffic, on major pedestrian/bicycle arterials and collectors”.

(Page 25) Goal 5: Add a “Smart Trips” program; this program should be proactive, not just reactive; the current program focuses on employers (mostly large employers); there should also be a focus on residents and at the neighborhood level.

(Page 25) Goal 5: Add “develop TDM templates and suggestions for residential, workplace, and retail developments (as well as event planning).

Margaret Bergamini said that a ride matching system should be part of any TDM strategy. She also said that, in general, the Sustainability Plan should list out priorities of what should be funded first.

David Trowbridge said that he would be sure to forward these comments to the Sustainable Design and Energy Committee (SDEC).

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 reported that the City-wide VMT data has been computed, and a trend from 2008-2010 has been started. He summarized the City of Madison VMT numbers for those years (see below).

2008: 4,832,693
2009: 4,737,710
2010: 4,738,070

He noted that these VMT figures have been relatively steady, likely due to the slowdown of economic activity in the City (and region).

Trowbridge also referred to a trend of Metro’s annual transit ridership, which has been tracked since 1970. He said that there has been a notable increase since the early 2000’s. Margaret Bergamini said that much of the increase is due to growth on UW Campus routes.

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

- Note: No Discussion of Specific Items

Chair Robbie Webber reported that she and Eric Sundquist recently met with Anne Monks (Mayor’s office) regarding a number of issues, including the advancement of transportation demand management (TDM) measures. She said that the Mayor is generally supportive of the approach and is interested in discussing these issues further.

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 July 21st meeting (5:00 p.m., Room

LL-110) will likely include an update on planning for the previously named "Public Market Square" and an update on the MPO's Congestion Management Process (CMP).

10 ADJOURNMENT

The Committee adjourned its meeting at 6:35 p.m.