



# City of Madison

City of Madison  
Madison, WI 53703  
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## Meeting Minutes - Approved LONG RANGE TRANSPORTATION PLANNING COMMISSION

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Thursday, July 17, 2008

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 Mark Shahan called the 7-17-08 meeting of the Long Range Transportation Planning Commission to order.

**Present:** 10 -

Michael A. Basford; Eric W. Sundquist; Michael W. Rewey; Melanie Hampton; Kevin L. Hoag; Mark N. Shahan; Tim Gruber; Robbie Webber; Satya V. Rhodes Conway and Robert J. Schaefer

**Excused:** 1 -

Paul E. Skidmore

### 2 APPROVAL OF MINUTES FROM MAY 15, 2008 MEETING

The Minutes of the 5-15-08 LRTPC meeting were then unanimously approved, on a motion submitted by Bob Schaefer/Ald. Robbie Webber.

Michael Basford wished to point out that he was present at the 5-15-08 meeting. David Trowbridge stated that Legistar does not allow attendance to be recorded until membership is confirmed by the Common Council, which must not have occurred at the time of the May meeting.

**A motion was made by Schaefer, seconded by Webber, 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 CITY ENGINEERING OVERVIEW OF PROGRESS REGARDING MADISON TRANSPORTATION PROJECTS (TO BE INCLUDED IN THE MPO'S TRANSPORTATION IMPROVEMENT PROGRAM): DISCUSSION BY COMMISSION MEMBERS

Rob Phillips (City Engineering) provided an overview of the comments provided by LRTPC on City of Madison projects to be contained in the annual MPO Transportation Improvement Program (TIP). He referred to the February 21 LRTPC meeting minutes and noted the status of the projects that were commented on.

Phillips noted that the East Johnson Street reconstruction project is scheduled for design in 2010 and construction in 2013 and bike lanes will be reviewed as part of that design. He stated that it is unlikely that the roadway width can be changed. He also said that Eastwood Drive would be resurfaced (with joint repair) in 2009, and that any major changes to that facility would not occur until farther into the future. Phillips said that could be at least five years into the future, given the pavement life the 2009 project would deliver.

In terms of the Sixth Street/Winnebago intersection, Phillips said that the project had been let and that some minor changes were made to that intersection prior to that (based on comments received). Mike Rewey said that the design is still too fast and that some of the corners should have been squared up some more. He also said that the project design was improved from the original. Ald. Robbie Webber expressed frustration that the project was not re-designed in a more significant way, noting that these concerns were brought up at a PBMVC meeting about one year ago. Phillips replied that some changes were made, but he acknowledged that it was not to everyone's satisfaction. Mike Rewey said that peer design reviews should occur that and other projects.

Rob Phillips said that he agreed with the Wirth Park path design comment, noting that the path will be resurfaced in the future. However, he added that this path involves two railroad crossings that that will add some challenges to the project. Mike Rewey said that the bike path was not flared at this location but he appreciated the flairs that were added to the standard detail that has been now added to the specifications to better accommodate bicycle turning movements at intersections.

Phillips said that Campus Drive would be resurfaced in 2009. Ald. Robbie Webber said that Campus Drive is shown on bicycle maps to have bike lanes, but that they should be more clearly marked as such. She asked that Engineering staff work with Traffic Engineering staff to ensure that the 2009 project includes that consideration.

Rob Phillips said that the intersection of Hammersley Road and Whitney Way was modified (based on LRTPC comments) to allow better pedestrian and bicycle movements.

Phillips reminded Commission members that a Public Informational Meeting would be held on the CTH M/CTH S intersection design: Thursday, July 24, 6:00 p.m. at the Community Bank (located at that intersection).

In terms of the Cottage Grove Road bridge (over the Interstate), Phillips said that it would be best to coordinate the widening of the Cottage Grove Road bridge over I39/90 with the widening of Cottage Grove Road east of I39/90 as it would serve little purpose before that occurs. He said that this was not anticipated to occur in the near future, probably 2014 at the earliest.

Phillips said that the Felland Road sewer extension (north of Burke Road) could present an opportunity for a bicycle path, and that this can be explored although the majority of the route for the sewer is within street right of way.

In terms of the Sherman Flyer bicycle path, Larry Nelson said that various options off the railroad corridor are being considered, due to the lack of interest by the Union Pacific Railroad on the issue. Ald. Satya Rhodes-Conway said that she has a meeting planned next week with Oscar

Mayer officials that could present some opportunities.

Mike Rewey then provided a number of comments on the 2009 TIP project list (which was distributed with the meeting packet). He said that Anderson Street (from the Starkweather Creek to USH 51) needed bicycle lanes. Ald. Satya Rhodes-Conway added that bike access from MATC to north side neighborhoods (at Packers Avenue) was important.

Mike Rewey said that University Avenue (between Segoe Road and Shorewood Boulevard) needs bicycle lanes. He also said that Fair Oaks Avenue (between Milwaukee Street and the railroad tracks) needs bike lanes. He said that the Milwaukee Street intersection is especially bad for bicycles. Rewey added that Femrite Drive to the east of the Interstate needs paved shoulders.

Chair Mark Shahan said that Gilman Street should remain one-way. Ald. Robbie Webber said that Gilman Streets should have wider sidewalks and a better pedestrian environment, noting that it could be a really great pedestrian street. Mike Rewey said that Old Middleton Road needs bicycle lanes, and Ald. Webber agreed. Larry Nelson said that neighborhood reviews of the various design options was ongoing.

Ald. Tim Gruber asked about the potential for a bicycle path through Rennebohm Park, noting that there could be some nice opportunities there. Larry Nelson said that the Parks Department would take the lead with that type of project.

Larry Nelson then summarized the various bicycle capital projects that are being advanced. He said that there needs to be a better process for sorting through and prioritizing the very many projects that are suggested (in many different forums). Mark Shahan said that he put a spreadsheet together to help get these ideas on paper. Ald. Robbie Webber said that she appreciated City Engineering and Traffic Engineering for noting their comments on these projects, as it helps to understand engineering/technical barriers to moving projects forward.

Eric Sundquist asked some questions about the bicycle path design through the Monroe Street/Regent Street intersection. Rob Phillips said that the design of the intersection is being researched at this time.

The Commission thanked Rob Phillips and Larry Nelson for attending the meeting and answering the numerous questions from commissioners.

5 [10772](#)

Adopting the final report of the Long Range Metro Transit Planning Ad Hoc Committee and the recommendations contained therein.

**This Resolution was Return to Lead with the Following Recommendation(s)**

**The Commission voted unanimously to recommend adoption of Resolution ID 10772, on a motion submitted by Ald. Robbie Webber/Ald. Tim Gruber.**

Dane County Supervisor Mark Opitz noted that he is the current Chair of the Metro Ad Hoc Committee and thanked the work of Ald. Satya Rhodes-Conway (fmr. Chair) for her work in developing the Final Report. Opitz said that the LRTPC was provided an earlier draft of the Report and

noted that it has been modified since then, based on comments received by the public during an extensive outreach program.

Chuck Kamp (General Manager, Madison Metro Transit) provided a brief overview of some of the Report's recommendations, focusing on the longer-range items. In particular, he said that moving forward with the establishment of a regional transit authority (RTA) was very important, as was creating a plan for future express and/or bus rapid transit (BRT) service. He noted that the Metro funding system (like all transit systems in Wisconsin) is broken and in need of an overhaul - particularly given the importance of public transit in the community's health and future growth/development.

Ald. Rhodes-Conway said that the public outreach for the development of this Report was extensive and that feedback was very good. She said that little things about transit service mean a great deal to people and she felt that the Report focuses heavily on the experience of the transit rider. Ald. Rhodes-Conway also said that the Report focus on important long range goals - such as establishing better express/rapid service, creating high quality service to key employment/activity centers, expanding ride pass programs and evaluating the location of Metro garages and transfer points.

Ald. Tim Gruber said that that increasing higher-density development around transfer points is a good idea that should be explored further. Ald. Rhodes-Conway agreed, noting that the level of foot traffic around the transfer points will be helpful in getting more people to utilize transit.

Chair Mark Shahan said that the area around the West Transfer Point has some great opportunities for redevelopment. Michael Basford felt that same way about areas near the North Transfer Point.

Bob Schaefer felt that the transfer points made many transit trips more inconvenient and that travel time is the most important issue for most riders. He said that neighborhood circulator service should feed trunk-line transit at key transfer areas, and that would speed up travel time. He felt that smaller buses could be used for neighborhood circulator transit service, perhaps operating like taxis. Ald. Satya Rhodes-Conway said that the issue of creating shorter travel times was discussed a great deal by the Committee.

Ald. Tim Gruber said that park-and-ride facilities should be structures, rather than surface parking lots. He said that surface lots do not allow for a desirable pedestrian environment and are better for accommodating high-density development.

Mark Shahan said that express bus service to outlying communities should be stressed. He said that Dane County should be more active in planning for this type of service, as an important complement to the regional transit vision anchored by the recommended Transport 2020 commuter rail service. Ald. Satya Rhodes-Conway said that the express service recommendations of the Report focused mainly on the core Metro service area, due to the financial limitations of extending too far into the periphery. Shahan said that the financial structure for public transportation in Dane County could change in the future, which would create more opportunities for high quality regional transit service.

Eric Sundquist said that encouraging "choice riders" to use public transit will be very important. he added that travel time and time waiting for transit is

important to those potential users. He said that expanding the use of Intelligent Transportation Systems (ITS) technologies to help people better manage travel time issues will be very important in capturing those potential riders. He also said that the use of traffic signal priority for buses should be explored to help with transit travel times.

Bob Schaefer said that transit users should be expected to pay more for the services they use, and not just rely on tax payers. He said that this is especially true for those who can afford it. Schaefer also said that the environment for bus riders needs to be improved, to enhance the rider's sense of safety and security.

Ald. Robbie Webber said that public transportation in this country is facing a golden opportunity, in light of high gas prices, air quality and global warming issues and the increasing cost of building and maintaining highways. She said that the "multi-modal" aspects of trip making need to be discussed more, noting that using more than one mode of transportation for making trips is appealing to greater segments of society. Ald. Webber pointed out that premium transit service (such as express service) might be priced higher than other transit services, to better reflect the higher quality of transit being provided. She also liked the idea of expanding re-fillable fare cards as a way to get more people to use transit.

Ald. Webber felt that the transfer points should be made to be more inviting public places, with vendors and other services available. She said that this would help create a safer-feeling environment for people. She also liked the idea of better parking at transfer points. Finally, Ald. Webber felt that straighter bus service (rather than service that meanders through neighborhoods) should be considered to help speed up travel times.

Michael Basford said that contacts with neighborhood associations should be coordinated as a way to increase the use of transit ride passes (Recommendation #2). He also said that better bus service during late nights is important, especially for bar patrons. He also said that different card reading technology should be looked at to help make using transit even easier.

Ald. Tim Gruber said that many Metro riders drive into City neighborhoods and park on the street, then catch a bus the rest of the way. He said that this should be discouraged, but that larger retailers could be contacted to see if their parking facilities might be used for park-and-ride users (given that riders may patronize their business).

Mark Shahan said that special events in the City often conclude later in the evening, and better bus service should be available for that. He also agreed with the multi-modal aspects of trip making and said that better sidewalk facilities are needed in some areas. He reiterated his support for using a volunteer "adopt-a-shelter" program to allow for citizens to shovel snow at shelters, where appropriate. Shahan felt that the old individual Metro route maps were useful and that the Ride Guide is often difficult to figure out. He also felt that high-capacity transit corridors should be developed as part of a larger system plan, so that individual developments can dedicate space for high-capacity transit lanes and have a good idea where they will ultimately connect to. Shahan also said that the idea of "bike-and-ride" facilities should be explored further (given the broader appeal transit may have for people these days).

6      [08484](#)      **INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS**

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

Eric Sundquist asked that air quality issues be placed on a future LRTPC agenda. He said that, in particular, he would like to know how air quality impacts could be included as criteria in the review of individual development proposals. The Commission agreed to do so. David Trowbridge said that he would add this item on a future agenda.

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

7      [08486](#)      **SCHEDULE OF FUTURE MEETINGS**

**- Next Meeting: Thursday, August 21st, 5:00 p.m., Room LL-110 MMB**

David Trowbridge noted that the Thursday August 21st meeting (5:00 p.m., Room LL-110 MMB) would, at a minimum, include review of the Meriter West Campus Master Plan and the LRTPC's Organizational meeting.

8      **ADJOURNMENT**

**The Commission adjourned its meeting at 7:50 p.m.**