



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Approved TRANSIT AND PARKING COMMISSION

PLEASE NOTE: This meeting can be viewed in a live webcast of Madison City Channel at
www.madisoncitychannel.com.

Wednesday, November 13, 2013

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room 260, Madison Municipal Building
(After 6 PM, use Doty St. entrance.)

Please note: Items are shown in Agenda order.

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:00 PM. Poulson welcomed Bigelow, and deferred introductions until the December meeting.

Present: 6 -

Chris Schmidt; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini; Ann E. Kovich and Kenneth Golden

Excused: 4 -

Sue Ellingson; Anita Weier; David E. Tolmie and Kate D. Lloyd

Please note: There is one vacancy on the Commission in the position of 2nd Alternate.

Golden was present at the start of the meeting to make the following comments, before leaving to attend a WisDOT meeting about the Beltline.

1) WisDOT PEL Study

- A PEL (Planning and Environmental Linkages) study was being conducted by WisDOT, through which local governments were being engaged, to look at the Beltline from Cambridge to Hwy. 14/University Avenue, to consider alternatives to capacity expansion on the Beltline. Golden thought the study should extend further north, in the area where the North Mendota Parkway was supposed to begin.

- This was a critical study, in which key City officials would be involved. Perhaps Strand could make a presentation to the TPC at some point.

- One alternative showed a big, bold line through the central city identified as Transit.

- Ironically, by law, WisDOT was not able to buy buses. However, he was curious to find out if they could buy a bus barn.

- He would seek as much as he could for transit, as part of this project, and was attending the PEL meeting to see what he could get.

2) Parking's Capital Budget - Judge Doyle Square Garage: He didn't believe that Parking could afford to pay \$41K/stall for 1,300 stalls, and still rebuild two other garages over the next ten years. He hoped the TPC would express their concern about this to the JDS Committee at some point, perhaps through a formal motion.

3) Leg. File 31870, Greyhound Agreement: Instead of seeing a dollar amount in the body of the resolution, he found it in the fiscal note without an analysis.

Please note: A Roll Call is shown here to reflect that Golden excused himself from the meeting after completing his remarks.

Present: 5 -
Chris Schmidt; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini and Ann E. Kovich

Excused: 5 -
Sue Ellingson; Anita Weier; David E. Tolmie; Kenneth Golden and Kate D. Lloyd

B. APPROVAL OF MINUTES

A motion was made by Kovich, seconded by Bergamini, to Approve the Minutes of the October 9, 2013 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES

Please note: Members of the public, who arrived at 6 PM to attend the Public Hearing that had been cancelled, were invited to speak if they wished to make other comments.

James R. Aldrich, N. Segoe Road, 53705, asked that the concrete platform at the West Transfer Point be extended. When too many buses were at the WTP, they had to park beyond the platform. Snow piles in the winter made it hard for people in electric chairs and wheelchairs to reach the buses. Aldrich also asked that a platform be provided at the bus stop behind Segoe Gardens, an assisted living facility. Many residents with walkers and wheelchairs used this bus stop, which became very muddy in the winter.

Anne Johnson, University Avenue, 53726, seconded Aldrich's comments. The sidewalks at the TP's were too narrow, esp. next to the columns, which created bottlenecks for riders who had to weave in/out among other passengers. She felt the sidewalks should be extended out. Though this would require quite a bit of reconstruction, it would prevent injuries and deaths.

D. DISCLOSURES AND RECUSALS - None.

E. TRANSIT AND PARKING QUARTERLY REPORTS

- E.1. [32084](#)** Parking: October 2013 Activity Report, Revenue/Expense/Occupancy Reports & 2014 Capital and Operating Budgets - TPC 11.13.13
- Parking Operations Manager Tom Woznick reviewed the October Activity Report and the 2014 budget information (attached).**
- >> Activity Report**
- YTD revenues had increased 9% over 2012; YTD expenses had increased 5%; YTD operating income had increased 16%.
 - With most of the capital projects completed, capital costs through October were \$1.4M. Brayton Lot would be completed next spring.
 - Staff was happy with the test installation of LED lights in State St Cap, and would likely go out for an RFP next year. State St Cap was budgeted for light replacement in 2014.
 - Credit card use in multi-space meters was trending up, and likely to continue.
 - Staff was awaiting the draft of the Sustainability report, which they would review for final edits, for presentation in January/February.

- Parking staff would present their analysis of the Judge Doyle Square proposals at the 11/25/13 JDS Committee meeting (later changed to 12/2/13).
- >> Capital Budget
- Project 1: A significant item in the Capital Budget was \$1.115M for remediation at the garages: About half (\$527K) going to State St Cap (for lights and stormwater/sewer issues); and (like recent years), close to \$250K going to Gov East.
 - Project 2: Costs for the Judge Doyle Square garage were budgeted at \$2M for planning and \$5M to start construction in 2014.
 - The detail shown in the narrative about the JDS garage was changed at the Council and did not reflect its final form. Notably, the final sentence about reauthorization from 2013 was struck: There was no authorization in 2013 budget; it was part of the 2014 budget. This error would be addressed in the errata document.
 - Project 3: Single-space meters would be replaced by equipment with smart meter technology, to make the entire system credit-card and pay-by-cell capable, a big enhancement for customers.
 - Project 6: Old elevators at Overture and State St Cap needed some significant repairs/upgrades. Costs for elevator maintenance came and went in annual budgets.
- >> Executive Budget Highlights
- Item 1: Money was budgeted to upgrade signage inside the garages, to add multi-space meters, and to replace two vehicles that had gone beyond their useful life.
 - See attached document for info about Items 2-7.

Woznick answered questions.

- For several years, Parking had envisioned having 600 spaces at Gov East – a small increase from the existing 520. Rolled into the 600 was a small number of (40) municipal fleet spaces, and a 5-10% increase in public parking. What was being shown as a higher number of total spaces included parking for mixed-use development.
- A small (2%) decrease in actual revenues vs. budget at Gov East was due to the amount of remediation during the entire summer. Budget was based on the number of spaces predicted to be available, and significant remediation minimized that. This was likely to continue as remediation continued..
- All capital expenditures came out of Parking's Reserves, which contained the Utility's funds. Reserves fluctuated throughout the year, between \$22M-\$22.5M.

Kovich/Bigelow made a motion to receive the report. The motion passed by voice vote/other.

E.2. [32085](#)

Metro: YTD Fixed & Paratransit Performance Indicators, Financial Report & Performance Measures, Ridership/Revenue/Fare Type Comparisons, Hybrid Statistics, and Driver-Reported Incidents - TPC 11.13.13

Metro Transit General Manager Chuck Kamp highlighted the following items in the Quarterly reports (attached).

- YTD Fixed Route ridership was up 47K. The increase in September 2013 (vs. 2012) was due to an extra weekday in the month.
- Chargeable and Preventable accidents were up, due to a record number of new drivers; over half occurred in the (crowded) garage. By contrast, they had a record low in 2012. Most of the chargeable accidents were minor, but they had asked their insurance company to do an analysis.
- Road calls were up 100 at the end of the 2nd Quarter. In the 3rd Quarter, they

went up just 12 more: The rate was decreasing. Maintenance had started a new procedure: If a repair issue appeared twice in a short period, they looked into why. Some issues were related to more/older buses.

- System-wide, ridership was up 0.4% and productivity was up 0.3%. Without UW routes (cut by 10% last year), ridership was up 2.6% and productivity was up 1.7%.
- Productivity for Verona Route 75 was up over 57%. This was unusual, given that the route began just 1½ years ago. Normally new routes (like Routes 31, 32, 35) started below the mid-point and worked their way up. They were pleased that in the first month, Route 31 was at 6 rides/hour and Route 35 (Grandview Commons area) was at 17 rides/hour – a very good start for those.
- Monthly (Sept.) ridership was up 1.9% system-wide, due to the extra weekday. Without Campus routes, it was up 4.1%.
- YTD Paratransit ridership was down 1%. Passenger accidents were down, but vehicle accidents were up due to turnover, and related to mostly minor issues. All the vehicles had cameras, which helped with coaching drivers about how to handle chargeable accidents better.
- "Late cancels" were now included among "No shows", which was why they were up from 1.3% to 2.1%.
- Although ridership, including cash ridership, was down slightly, individual categories were up: (Developmentally Disabled) DDS Trips that had MA Waiver support were up 3K.
- About 19% of paratransit service was provided by Metro Direct, and about 81% was provided by contractors as shown.
- On-time performance continued to be above 90%, the industry standard.
- The 2014 budget contained federal grant money for a new position to perform in-house assessments of ADA certifications, from which we might expect to see some shift from Paratransit to Fixed Route and slight changes in the number of ADA certifications.
- Reserves at the end of 2012 were \$198K, and between \$700-800K would be added this year. Passenger revenues were driving this positive budget variance. Money contributed by partners was not included in this number.
- Looking at the (similar) amounts underbudget in salaries/wages and overbudget in OT, Metro had had an unusual number of retirements, resignations and terminations over the past two years. Hour for hour at time and a half, one might expect the OT to be more than it was. It would be good to see OT come down, which they worked hard to control. But then there wouldn't be the savings in regular salaries/wages due to vacancies, both in driver and maintenance units.
- Operating revenue/Operating cost had increased nicely, even with other operating costs going up due to normal cost trends. Fixed Route cost/trip had gone up only a nickel, due to the rise in ridership and revenues. Cost/ride had been kept fairly consistently under \$3 over the past several years.
- Route ridership and revenue comparison: Despite a small increase in ridership, total revenues had gone up \$600K.
- Fixed Route Rides: Campus Route 80's rides, for which fares were not paid, were down 200K. Cash/Ticket/Pass rides were up.
- Staff was analyzing the dynamics that might explain the increase. Re: % drop in rides/revenues among the schools and hospitals with unlimited ride passes, perhaps this was due to drivers checking ID's; and perhaps these riders were shifting to 31-day or cash ridership. Notably, 31-day passes were up by 20%. Some of this contributed to why cash revenues were up more than ridership.
- Hybrid stats showed that generally hybrids outperformed diesels, esp. on MPG. The older hybrids were costing a slight bit more because of certain

mechanical issues; and because 2/5's of the older hybrids were on Campus, where buses saw more wear and tear. Newer hybrids that were spread out all over the system performed better, both on MPG and CPM.

- Twenty new buses were being assembled in November, with delivery in December and an in-service in January.
- Driver-reported incidents: YTD numbers were very close to last year's, with variations among categories. Of concern, assaults were up from 10 to 26. Also of concern was Disruptive Behavior/Vulgar Language, which though down overall, was still the #1 category and a focus of the "4-M" Team: Metro, MMSD, MPD and Mayor. The Team met regularly, and in response to concerns expressed by the 100 Black Men, were looking into how to engage the community in assisting with this issue. New MMSD members had joined the group.
- All the Transfer Points had stimulus-funded, updated cameras: The feed from the TP's could now be viewed live by the Police stations, and helped the schools get access to the videos rapidly. This was helping the schools help Metro to find those kids causing disruptive behavior and address the issues.
- A positive result of involvement by the Mayor's Office had been to agree with Metro's request for an additional \$25K for security at TP's.

While sharing everyone's concern, Bergamini pointed out that 500 incidents had occurred out of 10 million rides. This would indicate Metro was safe. Though Bergamini's point was well-taken, Kovich observed that each incident had a "spill-over effect" on other riders, who were stressed and made uncomfortable by it. So she appreciated all the attention given to the issue. Kamp mentioned the exclusion process whereby someone involved in a serious offense was excluded from the bus system for a period of time. The person could make an appeal, and the decision would be reviewed.

Schmidt/Kovich made a motion to receive the report. The motion passed by voice vote/other.

F. NEW BUSINESS ITEMS

- F.1. [31870](#) Authorizing the Mayor and the City Clerk to execute an agreement with Greyhound Lines, Inc. to help defray maintenance costs for the Dutch Mill Park & Ride lot for a term of three years (October 1, 2013 - September 30, 2016), with an option for one three-year renewal (October 1, 2016 - September 30, 2019) to be exercised administratively by the Metro Transit General Manager.

Kamp said that Metro was approached by Greyhound around the time that Badger Bus pulled out of Dutch Mill. They had reached this tentative agreement, and Greyhound had started service there. The \$8,400 in the fiscal note was based on a formula that corresponded to the number of boardings/day. Metro tracked their costs over the year. The amount reflected their costs on average, and was comparable to what others had been paying (per boarding). BOE had approved the item now before them. A motion was made by Kovich, seconded by Bigelow, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

G. INFORMATIONAL PRESENTATIONS

- G.1. [32068](#) Metro: Proposed bus stop reductions/relocations project (E. Gorham & E. Johnson) - TPC 11.13.13

Kamp said this was part of the TDP that Metro had worked out with the MPO. This would be the first corridor to be thinning out stops. Metro Transit Planning and Scheduling Manager Drew Beck and MPO Transit Planner Mike Cechvala discussed the project and answered questions. (See map and info sheet attached.)

- The idea stemmed from one of the common comments made by customers that it took too long to get places; buses were stopping and dropping off/picking up people every block or two.
- With increased ridership, they were already finding that not only was there overcrowding, but it was also taking longer and longer to get people on/off the bus at each stop.
- When the system was set up in 1998, most of the core routes had a fair amount of time to get across town, and there was a lot of scheduled time.
- It was getting harder to get into the transfer points on time for people to make connections to other routes.
- Thinning had the potential to make trips a little quicker, by not having as many stops along these routes.
- In 2014, Johnson Street was going to be rebuilt from N. Hancock out past Ingersoll almost to Baldwin.
- The stops at the signalized intersections would be improved. Stops at Blount, Paterson and Ingersoll would be placed at the far side of the intersection (vs. stopping at the signal), which offered some nice operational advantages. Buses wouldn't have people making right turns in front of them at the intersections, which was a safety problem, esp. as the bus was about to pull out.
- They would not be improving the in-between stops at the non-signalized intersections.
- Metro had had discussions with the Alder and the Tenney-Lapham Neighborhood Assn. that had been positive. People thought it made sense, and agreed that buses were stopping too frequently and running late. They had indications that the neighborhood supported this.
- People understood that this might create increased walking distances for some riders, but it might actually improve them for others.
- The plan would be implemented once construction was finished, in fall 2014.
- Though Gorham wasn't being reconstructed, they were looking at thinning out stops there as part of this trial.
- Success would be measured by closely tracking on-time performance and customer feedback. Missed transfers were tracked by complaints, and staff was aware of those that were chronic. The fewer complaints, the better they were doing.

Bergamini suggested that another measure would be an increase in Paratransit use in the corridor, if Paratransit riders no longer could easily use Fixed Route service because their stop was now further away. She knew of a social service facility at the stop at Livingston and E. Gorham that would be eliminated. Poulson recommended that this plan go to ADATS, since this was an important issue for them.

When asked about the possibility of other pilot programs, Cechvala said the TDP looked at three corridors: Johnson/Gorham, Jennifer and Monroe Streets. the first two being those with the biggest need. In his experience with Seattle's King County Metro where they closed 150-200 stops, they received consistent support overall. They ran into a few situations where a rider lived close to a stop and needed to be close to a stop; and they had to adjust a few things. But

generally they found it to be very effective in making the service faster and more attractive.

G.2. [32145](#)

Metro: Proposed Additional Trip to Epic - TPC 11.13.13

Poulson noted that the Commission had previously authorized Metro to work with Epic to provide trips to/from Verona. Metro now had a proposal for an additional trip. Kamp said that after the proposal was placed on the agenda as an informational item, Epic had approved a specific scenario (shown in the Hand-out attached). Verona began service in 2012. Verona applied for state and federal funding, and this new service would be eligible for additional state funding in 2014. Metro had calculated the net cost, and was seeking the group's nod to go forward and work out the details. Epic wanted to start the service on Monday, December 2nd. Metro was trying to accommodate their growth in employment and move quickly.

Beck said that the latest hand-out was basically Option 2, with a three-minute adjustment in a PM arrival time, from 5:25 to 5:28 PM, in order to navigate rush-hour traffic. They were fortunate to be able to find a bus to do this.

- Currently, the first bus leaving Epic at 5:02 PM was a "crush" load, with riders standing right up to the yellow line and hanging onto the bars, while the bus zoomed down Verona Road.
- Another trip was needed to siphon off some of these riders, if possible. Epic was of the opinion that a lot of people could change their shift time to a half hour later. So Metro targeted the new trip between the two existing trips (at 5:32).
- For the reverse PM commute to Verona, people working downtown currently had a long wait between the two PM trips, esp. if their shift ended at 4:30 PM. The alternative was to travel out the WTP and transfer, which do-able but long.
- The additional trip from the Square to Verona allowed Metro to restore a really good departure time for a lot of commuters.

Members discussed whether a motion was needed. Poulson noted that the Commission had already given general authority to Metro to work with Epic. He wasn't certain that they needed to vote on each and every trip, esp. if Epic was paying for the service. Schmidt said that the process was murky. After further discussion, members agreed that since this was put on the agenda as an informational item, they couldn't vote on it, and would put it on the December agenda for action then. The proposal added service, so a public hearing wasn't needed.

H. **REPORTS OF OTHER COMMITTEES (for information only) - No action was needed on these items.**

[07828](#)

ADA Transit Subcommittee
Contracted Service Oversight Subcommittee
Parking Council for People with Disabilities
Long-Range Transportation Planning Commission
State Street Design Project Oversight Committee
Joint Southeast Campus Area Committee
Madison Area Transportation Planning Board (MPO)
Judge Doyle Square Committee
Bus Size Steering Committee

I. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

I.1. General announcements by Chair (Verbal announcements, for information only)

Poulson asked staff that Agendas/Minutes from the Sustainable Madison Transportation Master Plan Oversight Committee be forwarded to members.

I.2. Commission member items for future agendas

Bergamini seconded Golden's comments and asked that a presentation be made about the proposals for Judge Doyle Square, which would have a big impact on Parking. Kovich said George Austin could give an update. She had been sharing member concerns with the JDS Committee, and could relay any recommendations. With the deliberation process unfolding rapidly, she invited TPC members to attend upcoming meetings to hear discussion and to comment. All the info materials were posted on the JDS webpage. Poulson said he would talk to Austin about coming to a future meeting. A Parking staff analysis of the proposals was being prepared for the JDS Committee and could be provided to members.

Poulson said he would ask Golden to follow up on his idea that Strand and Associates attend a future meeting.

In response to some questions from Bigelow, Schmidt talked about the various plans and cost estimates for replacing Gov East. Originally, cost for above-ground parking was estimated at approx. \$20K-\$25K/stall. Then, the TPC asked the Utility to look into creating 2-3 levels of large, underground floor plates, which at the time was estimated at approx. \$31K/stall. Costs later shot up when the train station project came up and ULI became involved, and the idea of going deeper and creating six levels of underground parking drove up the cost and put the estimate at \$41K/stall. Depending on the configuration that would be chosen, that number could change and even drop down. Poulson noted that the Utility had been talking about replacing Gov East for 5-6 years. To be part of the larger JDS effort to redevelop the area, Parking had deferred their plans.

Kovich noted that the South Capitol District (TOD) Planning Committee would be meeting the following night, when options for a multi-modal, intercity bus station would be discussed. How Metro would link up to this was critical. She thought members might be interested in learning more about this.

[Please note: At this point, Poulson told citizens who had arrived that the public hearing had been cancelled since no fare or service changes were needed; the final Metro budget provided sufficient funds to address the fuel deficit issue. However, he invited those who wished to speak, to do so. Please see Agenda Item C. for these remarks.]

ADJOURNMENT

A motion was made by Bigelow, seconded by Kovich, to Adjourn at 6:09 PM. The motion passed by voice vote/other.