



City of Madison

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

Thursday, July 16, 2009

5:00 PM

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

1 CALL TO ORDER / ROLL CALL

Interim LRTPC Chair Mark Shahan called the 7-16-09 meeting of the Long Range Transportation Planning Committee to order.

Present: 7 -

Paul E. Skidmore; Michael A. Basford; Eric W. Sundquist; Michael W. Rewey; Steve King; Chris Schmidt and Mark N. Shahan

Absent: 1 -

Melanie Hampton

Excused: 1 -

Gary L. Poulson

2 APPROVAL OF MINUTES FROM JUNE 18, 2009 MEETING

Eric Sundquist noted that he was absent at the June 18th meeting. Ald. Paul Skidmore said that he was present. David Trowbridge said that their memberships were official, yet Legistar did not recognize them after their terms expired. Trowbridge said that members continue to serve until they are replaced.

The Minutes of the 6-18-09 LRTPC meeting were then unanimously approved, on a motion submitted by Ald. Paul Skidmore/Ald. Steve King (Eric Sundquist abstained).

**A motion was made by Skidmore, 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.

NEW BUSINESS

- 5 [15260](#) Adopting the Midvale-Westmorland Neighborhood Plan and recommendations contained therein as a supplement to the City's adopted Comprehensive Plan. Ald. Districts 11 & 20.

Eric Sundquist/Ald. Paul Skidmore then submitted a motion to recommend adoption of Resolution ID 15260.

Mike Rewey/Michael Basford submitted an amendment to include language - in the "Recommendation" section – that states a general policy to include bicycle lanes on all arterial and collector streets. That motion carried unanimously.

The main motion to recommended adoption of Resolution ID 15260, as submitted by Eric Sundquist/Ald. Paul Skidmore (as amended) passed unanimously.

Ald. Paul Skidmore/Ald. Steve King submitted a motion to take the Midvale-Westmorland Neighborhood Plan first, given that it would likely not take as much time. The Committee passed the motion 3-2 (Michael Basford abstained).

Jule Stroick (Planning Division) and members of the Neighborhood Steering Committee (Denise Lamb and Jon Hoffman) provided an overview of the key Plan components. Jule Stroick mentioned that Vierbicher Associates assisted in the development of the Plan.

Committee member Ald. Chris Schmidt pointed out that he had been involved in the development of the Plan. Michael Basford asked about the proposed HyVee grocery store and whether or not the land use concepts were consistent with them. Jon Hoffman said that three land use options were shown and that HyVee could be integrated into any one of them. Mark Shahan felt that the HyVee might change some of the land use concepts shown. Jon Hoffman pointed out that the schematic drawings were just ideas to be considered.

Michael Basford also asked about other redevelopment sites. Jon Hoffman said that the key sites recommended for redevelopment were along Mineral Point Road, Westgate area and the Speedway/Mineral Point/Glenway intersection area. He noted that some locations were recommended for higher-density multi-family housing as well, but much of the neighborhood was recommended to remain oriented toward single-family housing.

Mike Rewey referred to p. 63, Recommendation (a).3. He said that a bicycle linkage between Medical Circle and Odana Court should be shown as one of the options on Map 11.6. He said that some options may be cheaper and more do-able than the one currently shown. Rewey said that mid-block crossings might be appropriate at some locations and should be considered. He also felt that the Plan should recommend a general policy to include bicycle lanes on all arterial and collector streets - which is the current City policy.

Eric Sundquist asked how transit recommendations are developed and prioritized in neighborhood plans like this. Jule Stroick said that City agencies and various boards and commissions are consulted during the plan development process. Sundquist asked about lighting along the Southwest Bike Path, and if neighbors were opposed to it. Mark Shahan replied that this is a very contentious issue that needs to be handled carefully. Sundquist also asked about Recommendation T(a).8, and asked that it be clarified to indicate what types of "left turn conditions" would be needed.

Eric Sundquist also referred to p. 61 (Objectives, fourth bullet) and asked what the intent of the phrase "develop plans to improve traffic flow" meant. Jule Stroick said that adding new traffic lanes was not the intent. David Trowbridge said that language could be added to ensure that treatments such as "channelization, access management and traffic signal coordination" are considered to help improve traffic flow, focused on non-capacity expansion

options.

Mike Rewey said that the Plan included much good work, and agreed that non-capacity expansion options should be considered first. On recommendation T(a).16, he said that bicycle lanes should be included on both sides of the street. For Recommendation T(a).10, he asked about the recommendations to improve bike crossings of Whitney Way. Jon Hoffman said that kids accessing the YMCA and other uses creates safety challenges in this area that need further study.

Mark Shahan asked why bicycle lanes were not included on both sides of Whitney Way. Jon Hoffman said that Whitney Way is the border of the neighborhood and that crossings of various facilities (like Whitney Way) were a higher priority for the neighborhood residents.

Eric Sundquist/Ald. Paul Skidmore then submitted a motion to recommend adoption of Resolution ID 15260.

Mike Rewey/Michael Basford submitted an amendment to include language - in the "Recommendation" section - that states a general policy to include bicycle lanes on all arterial and collector streets. That motion carried unanimously.

The main motion to recommended adoption of Resolution ID 15260, as submitted by Eric Sundquist/Ald. Paul Skidmore (as amended) passed unanimously.

Michael Basford congratulated the project team for developing a very good plan with a good level of detail. He said that this is very helpful when reviewing such documents and this level of detail should become the standard for City neighborhood plans. He noted that the August 20th meeting of the LRTPC is schedule to include the Northport-Warner Park-Sherman Neighborhood Plan - and he hoped to see a similar level of detail.

4 [15062](#)

Adopting the Northeast Neighborhoods Development Plan as a supplement to the City of Madison Comprehensive Plan and authorizing the City's applications to amend the Central Urban Service Area as required to implement the development staging recommendations in the Northeast Neighborhoods Development Plan.

The Committee then voted 6-1 (Ald. Steve King voted "no") to approve the following motion, as originally submitted by Eric Sundquist/Ald. Paul Skidmore (as amended):

"The LRTPC refers Resolution ID 15062 until the August 20th LRTPC meeting, in order to (1) add language or an implementation mechanism directly into the NENH Plan, to ensure that early transit services are implemented; (2) Add language to the Plan to recommend that bicycle paths be paid for by developers at the time that the subdivision is built, just as is done with streets and sidewalks; (3) Add language to recommend that TDM plans or programs be required as a condition of development approval, for certain types of developments; and (4) add language to the Plan (p. 43) that makes it clear that the City of Madison should not participate in a study for an interchange along Interstate 94 (where extended Milwaukee Street crosses I-94)".

- Absent:** 1 -
Melanie Hampton
- Excused:** 1 -
Gary L. Poulson
- Ayes:** 6 -
Paul E. Skidmore; Michael A. Basford; Eric W. Sundquist; Michael W. Rewey; Chris Schmidt and Mark N. Shahan
- Noes:** 1 -
Steve King

Rick Roll (Planning Division) provided an overview of the key Plan components, including land use and transportation recommendations. He noted that, in order to attain the goal of 25% non-auto trip-making in the NENH area, extensive transit services, bicycle facilities and transportation demand management (TDM) initiatives have been recommended in the Plan.

Rick Roll also pointed out that a recent development has occurred that the Committee should be aware of. He said that some developers and alders are exploring the possibility of a new Interchange along Interstate 94, where Milwaukee Street is recommended to be extended. He said that the NENH land use recommendations may be affected should that Interchange become a reality.

Two members of the public wished to speak about the Northeast Neighborhoods (NENH) Development Plan. Amanda White said that she is the director of the Bicycle Federation of Wisconsin. She said that the bike connectivity in the Plan is good, but she added that off-street paths are preferred to on-street facilities in most locations (where they can be attained). She also noted that the east-west bicycle path should be extended further to the west, to connect to the regional bike path along the railroad corridor and a future transit hub at that location. She also hoped that crossings of the Interstate from the NENH to the west and south could be pursued at some locations, preferably off-street paths. Ms. White said that the term "adequate" in reference to bicycle parking facilities should be made clear. Finally, she stressed the importance of implementing public transit services early in the buildout of the NENH area, to help develop a transit culture in the area.

Fred Campbell (The Cascade Group) said that the East Side of Madison is at a competitive disadvantage when it comes to business attraction and retention, primarily due to a lack of Interstate access. He said that the West Side has better access to the Beltline and that the East Side should have the same opportunities. He said that interchange access along I-94 would be very helpful to economic development initiatives on the East Side.

Mike Rewey said that bicycle connectivity at the southern end of the NENH area should be re-evaluated. Specifically, he felt that the Door Creek crossing northeast of CTH T and Reiner Road should be an off-street path. Brian Grady said that there are some possibilities, but that Door Creek is prominent in that area. Grady said that a bicycle connection similar to the one where Broom Street meets the John Nolen bike path may be appropriate there.

Mike Rewey also felt that bicycle path should be paid for by developers at the time that the subdivision is built, just as is done with streets and sidewalks. Brad Murphy (Planning Division Director) said that, currently, such facilities are a mix of developer/City responsibility. Rewey said that

bike paths are transportation facilities and that such a recommendation should be included in the NENH Plan. Rewey also felt that a bike crossing of the Interstate from the NENH to the south (perhaps along the recommended Pipeline Path between Sprecher Road and Milwaukee Street) should be shown.

Eric Sundquist echoed the importance of early transit service and said that there needs to be a policy or implementation mechanism directly in the NENH Plan, to ensure that it is implemented. Sundquist also said that, on page 53, the TDM technique of "alternative work hours" may not be one to pursue for reducing trips in the NENH area. David Trowbridge said that it is a typical TDM technique, but used primarily to manage traffic flow (not reduce trips), and that reference could be removed. Sundquist also asked that vehicle miles of travel (VMT) be one of the questions included in the household surveys conducted in the NENH area. Trowbridge said that a query of residents' odometer activities (at various points in time) could be included in the survey.

Mark Shahan agreed that early transit services are important, but noted that its success would depend on increasing density along the entire transit routes shown - not just in the NENH area. Shahan also asked about the split-boulevard street cross-section for CTH T/TT and the need for four through travel lanes and a 210-foot right-of-way. He thought that two through travel lanes might be sufficient. He also said that roundabouts along that corridor (with that cross-section) may be problematic and should be revisited. Shahan said that, on Maps 8 and 9, the roundabouts should be identified in the map legends and made more clear. Finally, Shahan recommended that TDM plans or programs be required as a condition of development approval, for certain types of developments.

Mike Rewey said that, if new Interstate access is to be pursued, there needs to be a demonstrated regional need (which he does not think exists in that area). Brad Murphy pointed out that one implication of an interchange in that area would be faster development of employment-oriented development at that location. He also said there would be pressure for different kinds of commercial development there as well, perhaps contrary to the NENH Plan objectives. Rewey said that there would likely not be the political will to stop that pressure, and that the NENH land use plan would be immediately outmoded should an interchange be added there.

Ald. Chris Schmidt said that it may be wise to consider an interchange there (in the City of Madison) and have some control over the development, rather than it be added somewhere else along I-94 (further east) and allow some other entity to have land use jurisdiction. Mike Rewey said some language should be added to the Plan (p. 43) that makes it clear that the City of Madison should not participate in a study for an interchange along Interstate 94 (where extended Milwaukee Street crosses I-94).

Eric Sundquist/Ald. Paul Skidmore then submitted a motion "to refer Resolution ID 15062 until the August 20th LRTPC meeting, so that language or an implementation mechanism can be directly inserted into the NENH Plan, to ensure that early transit services are implemented." Sundquist said that the Plan's goals are not plausible unless that is in place.

Brad Murphy pointed out that an addition of new transit services requires action by the Common Council, and that budget resources would need to be found to implement those services. He said that the Plan can make recommendations, but that the Council must support the recommendation and provide the resources to implement them. Ald. Paul Skidmore felt that

the Plan has too many gaps at this time, and that he would support referral at this time. Ald. Steve King disagreed with the early transit service recommendations, noting that numerous areas in his district (that are already built) do not have transit service (or very poor service).

Mike Rewey asked for a friendly amendment to include his comment regarding bicycle path financing, and the recommended language regarding the potential new interchange at Interstate 94. Mark Shahan asked for a friendly amendment regarding TDM requirements as a condition of development approval (*summarized below*). The makers agreed.

The Committee then voted 6-1 (Ald. Steve King voted “no”) to approve the following motion, as originally submitted by Eric Sundquist/Ald. Paul Skidmore (as amended):

“The LRTPC refers Resolution ID 15062 until the August 20th LRTPC meeting, in order to (1) add language or an implementation mechanism directly into the NENH Plan, to ensure that early transit services are implemented; (2) Add language to the Plan to recommend that bicycle paths be paid for by developers at the time that the subdivision is built, just as is done with streets and sidewalks; (3) Add language to recommend that TDM plans or programs be required as a condition of development approval, for certain types of developments; and (4) add language to the Plan (p. 43) that makes it clear that the City of Madison should not participate in a study for an interchange along Interstate 94 (where extended Milwaukee Street crosses I-94)”.

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

- Note: No Discussion of Specific Items

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

7 [08486](#) SCHEDULE OF FUTURE MEETINGS

David Trowbridge noted that the August 20th meeting (5:00 p.m., Room LL-110 MMB) would include further consideration of the Northeast Neighborhoods Development Plan and a resolution adopting the Northport-Warner Park-Sherman Neighborhood Plan.

8 ADJOURNMENT

The Committee adjourned its meeting at 7:35 p.m.