



City of Madison

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

Thursday, April 16, 2009

5:00 PM

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

1 CALL TO ORDER / ROLL CALL

LRTPC Chair Mark Shahan called the 4-16-09 meeting of the Long Range Transportation Planning Commission to order.

Present: 10 -

Carl D. DuRocher; Gary L. Poulson; Mark N. Shahan; Paul E. Skidmore; Tim Gruber; Eric W. Sundquist; Robbie Webber; Satya V. Rhodes-Conway; Melanie Hampton and Robert J. Schaefer

Excused: 2 -

Michael A. Basford and Michael W. Rewey

2 APPROVAL OF MINUTES FROM MARCH 19, 2009 MEETING

Sup. Melanie Hampton asked that her comment be clarified (page 3) to indicate that the VMT reduction goals are two times the current amount. Chair Mark Shahan also wished to clarify the suggested changes to the resolution (inserting "motor" before "vehicle" on pages 2 and 3 of the resolution).

Bob Schaefer pointed out a typo on page 4. David Trowbridge said that he would make these changes.

The Minutes of the 3-19-09 LRTPC meeting were then unanimously approved, on a motion submitted by Bob Schaefer/Gary Poulson.

A motion was made by Schaefer, seconded by Poulson, 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

4 [13482](#)

Adopting Phase 1 of the Shady Wood Neighborhood Development Plan as a supplement to the City of Madison Comprehensive Plan, and authorizing the City's application to amend the Central Urban Service Area to include the Phase 1 development staging area identified in the plan.

Gary Poulson/Bob Schaefer submitted a substitute motion: "The LRTPC recommends adoption of Phase A of the Shady Wood Neighborhood Development Plan; and that development of Phases B

and C needs to await the preparation and adoption of the Shady Wood NDP, as to Phases B and C."

That substitute motion passed unanimously (Ald. Paul Skidmore abstained).

Gary Poulson/Bob Schaefer submitted a substitute motion: "The LRTPC recommends adoption of Phase A of the Shady Wood Neighborhood Development Plan; and that development of Phases B and C needs to await the preparation and adoption of the Shady Wood NDP, as to Phases B and C."

That substitute motion passed unanimously (Ald. Paul Skidmore abstained).

Excused: 2 -

Michael A. Basford and Michael W. Rewey

Ayes: 9 -

Carl D. DuRocher; Gary L. Poulson; Tim Gruber; Eric W. Sundquist; Robbie Webber; Satya V. Rhodes-Conway; Melanie Hampton; Robert J. Schaefer and Mark N. Shahan

Abstentions: 1 -

Paul E. Skidmore

Michael Waidelich provided an overview of the Shady Wood Neighborhood Development Plan (NDP) area. He said that this area includes many important natural features, including the terminal moraine of the last Ice Age glacial retreat in Wisconsin. He said that the northeast quadrant of the NDP area is ready to develop now, and can be provided with City services; but that development here needs to relate to future development in the rest of the planning area, which is not expected to develop for many years, and which the City cannot provide services to at this time, in any case.

Waidelich said that the Ice Age Trail is an important consideration in this NDP area, and that preservation of an open space corridor encompassing key glacial features is recommended in State and County plans, and in the City of Madison Comprehensive Plan. Waidelich noted that there are conceptual recommendations for the open space corridor and a possible trail route on the plan map, but that the actual location of the trail would be negotiated with property-owners over what could be a fairly long period of time. He pointed out that the resolution as drafted only adopts Phase 1 of the Plan (referred to as Phase A in the plan), and that recommendations covering the other parts of the NDP planning area would need to be adopted at a later point in time if the resolution passes in its current form.

Michael Waidelich summarized the recommended street, bicycle and pedestrian corridors in the NDP, noting that no street crossings of the Ice Age Trail are proposed. A street crossing of Lower Badger Mill Creek is illustrated on the plan map, but staff is not sure whether this crossing is feasible, given the wide drainage corridor and soil conditions in the area. He referred to a City of Verona map that showed some conceptual street alignments in the area that are included in Verona's long-range plans. He said that City staff generally agrees with most of the conceptual alignments, but would not recommend the proposed east-west street that would cross the terminal moraine. Staff also has concerns with the alignment of a proposed street south of the NDP area that appears to be aligned over Lower Badger Mill Creek (which is below ground at this point), and would like to keep Shady Oak Lane from becoming a primary thoroughfare.

Chair Mark Shahan then invited members of the public to speak on this topic.

The first registrant was Joe Campana (representing Diane Kammer, 3105 Woods Road). Mr. Campana handed out a map highlighting a recommended bicycle/pedestrian path along the property of Ms. Kammer. He said that this was not necessary and that he requested removing this path from her property, or mapping it to the south of her property. He also said that she objects to the Ice Age Trail being shown on her property.

The second registrant was Ron Trachtenberg, representing Hawk's Creek development. Mr. Trachtenberg said that he supports the resolution to adopt the northeast 40 acres of the NDP and urged the Commission to recommend adoption.

The third registrant was Ken Keryluk (3010 Shady Oak Lane). Mr. Keryluk felt that there is too much green space shown on the plan map and that he wants to work with the City to address these issues. He said that he is not in a position to develop the property at this time, but is willing to work with City planners toward a future solution.

The fourth registrant was Gary Werner. Mr. Werner said that he has been working on the Ice Age Trail for about 25 years. He wished to commend Planning Division staff for their sensitive approach to the natural areas of the NDP. He said that the Ice Age Trail is one of only ten U.S. trails that have been designated by Congress, and that the Ice Age Trail system will be about 1,000 miles long when completed.

Gary Poulson said that the protection of Richardson's Cave was important, and asked Werner whose jurisdiction it is in. Werner said that rules for the use of trail areas are under the jurisdiction of local governments in the area, but that the prohibition on motor vehicle use of the trail was set by Congress, for example.

Eric Sundquist asked how property is acquired (or how easements are used). Gary Werner said that the system requires a "willing seller" and that negotiations take place with individual property owners to acquire parcels needed to establish the trail. He said that sometimes parts of parcels or whole parcels are purchased and sometimes scenic or access easements are obtained. He also said that, by law, fair market value is paid for properties purchased.

Bob Schaefer asked about maintenance of the trails. Werner said that the Ice Age Trail Foundation provides funds for the construction and maintenance of trails. He said that maintenance of trails is by agreement and uses mostly volunteers. He said that the level of support provided to the trail varies among municipalities and added that security would be provided by local police or sheriff. Werner also said that lighting is not a part of the Ice Age Trail design, as it is mostly a rural facility.

The fifth registrant was Don Ferber. Mr. Ferber said that he is a volunteer for the Ice Age Trail. He pointed out that the trail is an amenity for neighbors in the area as well as other community residents. He said that trail restoration is a big part of the volunteer work, including the development of buffers along neighboring properties and removal of invasive species.

Ald. Robbie Webber said that bicycle paths in the Shady Wood NDP should connect to the larger bicycle route network to the north. She added that Mid-Town Road is in poor shape for bicyclists and needs to be upgraded, perhaps with paved shoulders. She also said that pedestrian connections to the existing cul-de-sacs off of Shady Oak Lane would be desirable.

Eric Sundquist said that the use of “Phase A” or “Phase 1” needs to be consistent in the resolution and the NDP text. Sundquist also asked why the later phase of the NDP are being dealt with now. Michael Waidelich replied that the planning process is intended to show how all the parts of the NDP area would fit together to create a coherent neighborhood when the area is fully developed.

Mark Shahan said that the light green dashed lines indicating boulevard streets need to be added to the map legend. In addition, he said that proposed roundabout locations should be shown on the transportation map and added to the NDP text. Brian Grady (Planning Division) said that two possible roundabout locations include the intersections of Woods Road/CTH PD and Mid-Town Road/Meadow Road.

Mark Shahan also asked about the right-of-way for CTH PD. Michael Waidelich said that the recommended right-of-way is 120 feet. He added that CTH PD will likely be a 4-lane facility in the future, due to projected growth in the City of Verona, regardless of what happens in the Shady Wood planning area. Shahan also said that the language should make clear that only one part of the NDP is being adopted as an element of the Comprehensive Plan, and that recommendations for the other phases would be adopted at a future point in time.

Bob Schaefer asked how transit service would be provided to the area. Michael Waidelich said that Mid-Town Road would likely have transit service at a future time, but this is not anticipated in the nearer-term, and details will need to be worked out as the area develops.

Ald. Paul Skidmore said that he is uncomfortable with the resolution and could not support it. He also said that he was concerned with potential “inverse condemnation”, whereby a property owner’s future use of land is negatively affected without compensation. He also felt that the land use plan is not ready at this time. He said that Plan Commission should address this issue.

Ald. Tim Gruber/Gary Poulson then submitted a motion to recommend adoption of Resolution ID 13482 (with the clarification of Phase A or Phase 1). Chair Mark Shahan asked for discussion on the motion.

Ald. Robbie Webber pointed out that Phase A is only a small portion of the NDP area, and that the City should not adopt plans in a piece-meal fashion. She also said that neighborhood plans place limitations on the use of peoples’ lands all the time and that she does not understand Ald. Skidmore’s concern with “inverse condemnation”. Ald. Paul Skidmore said that he would like the Plan Commission to address the constraints placed on some lands. He said that he supports the Ice Age Trail and the use of environmental corridors in Madison, but does not support the resolution. He said that he does not support the adoption of one subdivision outside the context of the entire NDP.

5 [14029](#)

**REVIEW AND DISCUSSION OF ISSUES PERTAINING TO INTERCITY
PASSENGER TRANSPORTATION AND POTENTIAL MULTI-MODAL
TRANSPORTATION STATION/TERMINAL IN THE CITY OF MADISON**

Ald. Satya Rhodes-Conway said that Wisconsin DOT prefers an airport station, but that the City of Madison would benefit from a downtown station as well. Ald. Tim Gruber agreed, but noted that the airport station might

help economic development in that area. Eric Sundquist said that there needs to be a City of Madison strategy on the station issue. Ald. Robbie Webber said that the issue of curbside loading for intercity buses needs further discussion, noting that heavy buses affect the condition of local streets. Mark Shahan said that there should be an ordinance to deal with such issues, and that PBMVC is the proper commission to address these types of issues. Ald. Webber asked that LRTPC be kept in the loop. Bob Schaefer said that the airport is a better location for a station because it saves time for the Twin Cities travelers and has plenty of needed parking available. He also expressed concern about train speeds and safety along the rail corridor.

Ald. Satya Rhodes-Conway said that the UW's future needs require a downtown station. She also agreed that the airport area could see an economic benefit with a station and noted that connections between the stations and many other places throughout the City needs to be thought through. Bob Schaefer said that bus shuttles should be considered.

David Trowbridge said that he was working on a resolution regarding the anticipated

Milwaukee to Madison high speed rail service (and station locations), and that LRTPC would be actively involved in that process over the next several months.

6 [08484](#)

INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS

- Note: No Discussion of Specific Items

Chair Mark Shahan said that he was not being re-appointed to PBMVC, and would not be Chair of LRTPC any longer. The Commission then unanimously passed a motion (submitted by Ald. Satya Rhodes-Conway/Carl Durocher) to thank Mr. Shahan and express the LRTPC's appreciation for his work and leadership over the past several years.

Ald. Paul Skidmore announced that he was continuing on PBMVC and would like to stay on LRTPC. Ald. Robbie Webber said that she would no longer be an alder, but would like to continue as a member of LRTPC. However, she said that she would first need to be appointed to PBMVC as a citizen member. Ald. Tim Gruber said that he has resigned the Common Council and LRTPC. The Commission thanked him for his work on LRTPC as well.

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

7 [08486](#)

SCHEDULE OF FUTURE MEETINGS

David Trowbridge noted that the May 21st meeting (5:00 p.m., Room LL-110 MMB) would likely include further discussion of the downtown multi-modal transportation facility.

8 **ADJOURNMENT**

The Commission adjourned its meeting at 7:20 p.m.