



City of Madison

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

Thursday, February 21, 2013

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 2-21-13 meeting of the Long Range Transportation Planning Committee to order.

Present: 6 -

Margaret Bergamini; Robbie Webber; Marsha A. Rummel; Steve King; Al Matano and Mark N. Shahan

Excused: 3 -

Susan M. Schmitz; Eric W. Sundquist and Chris Schmidt

2 APPROVAL OF MINUTES

The Minutes of the 1-17-13 LRTPC meeting were unanimously approved, on a motion submitted by Sup. Al Matano/Mark Shahan.

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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 [29006](#) Adopting the recommendations of the 2013-2017 Transit Development Plan for the Madison Urban Area as a framework to guide transit system development over the 2013-2017 period.

Ald. Marsha Rummel/Ald. Steve King submitted a motion to recommend adoption of Resolution ID 29006. That motion passed unanimously.

Ald. Marsha Rummel asked to be added as a co-sponsor of the resolution.

Mike Cechvala (Madison Area TPB/MPO) provided an overview and summary of the key recommendations contained in the draft TDP.

He noted that Metro was going to be facing some serious funding challenges in the future, and that this fact may impact the types of service and/or facility improvements that will be possible in the future. Margaret Bergamini agreed with these challenges, and added that the population of the Madison region coupled with our relatively high ridership and level of service will work against us in the future. She said that federal funding is moving more toward a population-based formula approach for dispersing funds. Mike Cechvala said a regional approach to transit funding is likely the best way to address these challenges.

6 [29013](#)

Accepting the N. Sherman Avenue Transportation Study report, implementing the recommendations in the report and providing the funding to do so by amending the 2013 adopted City operating budget to appropriate \$100,000 from the Contingent Reserve.

Margaret Bergamini/Mark Shahan submitted a motion to recommend adoption of Resolution ID 29013. That motion passed unanimously.

Ald. Steve King asked to be added as a co-sponsor of the resolution.

David Dryer (City Traffic Engineer) summarized the key elements of the Sherman Avenue Transportation Study. He said they key design elements of the project include a Two-Way Left Turn Lane (TWLTL), bicycle lanes and pedestrian islands. He said that there could be some minor increases in traffic congestion in some areas, but that traffic crashes should be reduced and pedestrian and bicycle safety will be enhanced. He added that the project will costs about \$100,000.

Four members of the public wished to speak on this agenda item.

Michael Basford (1917 Schlimgen Avenue) supported the study recommendations. He said that he believes the neighborhood will eventually get used to the Two-Way Left Turn Lane included in the roadway's design, just as the community has gotten used to the use of roundabouts.

Lori Lee (Northside Business Association) said that she has been supportive of Ald. Satya Rhodes-Conway's efforts to represent the area, but that her association does not support the project. She said that the discussion of the project needed better notice and lead time to get all of the stakeholders involved. She recommended delaying a decision until May.

Jerry Kmiecik said that he does not support the new design, as it will make it tougher for motorists to access local businesses. He said that bus stops will cause delays and the pedestrian islands cause damage to vehicles.

Bonnie Mangles agreed that the bus stops will create congestion. She does not support the proposed roadway design and expressed concerns about traffic turning into area businesses (on and off Sherman Avenue).

Ald. Marsha Rummel asked what types of studies have been done on

business impacts of TWLTL conversions. David Dryer said that federal studies have shown no significant impacts, but said that the communities reviewed may not mirror the exact situation here. There are also numerous anecdotal conclusions that indicate minimal impact.

Ald. Satya Rhodes-Conway said that studies have shown a 30% increase in pedestrian and bicycle activity after such conversions. She also added that bicycle lanes on Sherman do not obviate the need for an off-street bike path in another part of the corridor. Arthur Ross (Traffic Engineering) agreed that path and on-street bike lanes complement one another and are both needed. He said on-street lanes are necessary for access to land uses along the street.

Ald. Satya Rhodes-Conway urged support for the resolution. She said that the proposed roadway design is consistent with the City's "complete streets" policy and will encourage active living. She said that the pedestrian islands will improve walking safety and she hoped that traffic speeding would also go down.

Mark Shahan asked what type of community support had been generated and whether or not the proposed roadway changes are permanent. Ald. Rhodes-Conway said that three community meetings had been held and all neighborhood associations have been engaged. She said that pedestrian safety emerged as a key issue. She added that the islands and markings are not irreversible, should there be a tremendous need to changed back to the current roadway configuration.

Ald. Marsha Rummel asked if Ald. Rhodes-Conway had reviewed studies on the subject. Ald. Rhodes-Conway said that many studies showed initial opposition, then later support for the changes.

Margaret Bergamini asked if there would be any new traffic signals along the corridor. Arthur Ross indicated not, but that new pedestrian islands would be placed at select mid-block locations.

Ald. Steve King asked about the traffic volumes on Sherman Avenue and how that might change. David Dryer said that volumes on any given street constantly fluctuate over time, but that volumes could go down a bit on Sherman (as commuters have an option to use Packers Avenue if they feel it would be faster).

Robbie Webber asked about the public comment regarding backups at bus stops. Dryer responded that cars can use the TWLTL to go around a stopped bus if they wish. He said that this occurs at other TWLTLs in the City.

Steve Fix (new LRTPC member, yet to be confirmed by Council) said that the Board of Public Works voted unanimously in support of the resolution, noting that public speakers on the issue were mainly against its passage.

Sup. Al Matano felt that Sherman Avenue does not feel safe as a driver, primarily due to the 10 foot lanes and poor left turning ability. He urged support of the resolution.

Mark Shahan recalled his efforts in this area in 1994, as a bicycle advocate. He is pleased that views have evolved on this topic and noted that the proposed design is good for all modes of transportation, not just bicycles.

7 [08484](#) **INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS**

- Note: No Discussion of Specific Items

The Committee asked that an update of the University Avenue corridor study be provided at a future meeting.

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

8 [08486](#) **SCHEDULE OF FUTURE MEETINGS**

David Trowbridge noted that agenda items for the March 21st meeting (5:00 p.m., Room LL-110) will likely include consideration of review of Madison projects to be included in the annual Transportation Improvement Program (TIP).

9 **ADJOURNMENT**

The Committee adjourned its meeting at 6:45 p.m.