



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, January 9, 2013

5:00 PM

210 Martin Luther King, Jr. Blvd.
Room 201, City-County Building
(Common Council Chambers)

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:00 PM.

Present: 9 -

Chris Schmidt; Lisa Subeck; David E. Tolmie; Amanda F. White; Gary L. Poulson; Susan M. Schmitz; Kenneth M. Streit; Kenneth Golden and Ann E. Kovich

Excused: 2 -

Bridget R. Maniaci and Margaret Bergamini

Please note: Schmitz arrived at 5:09 PM during Agenda Item E.2.

B. APPROVAL OF MINUTES

A motion was made by Streit, seconded by Schmidt, to Approve the Minutes of the December 12, 2012 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES - None.

D. DISCLOSURES AND RECUSALS - None.

E. TRANSIT AND PARKING MONTHLY REPORTS

E.1. [28716](#)

Parking: December 2012 Activity Report, November Revenue/Expense/Occupancy Reports - TPC 01.09.13

Subeck reported using a multi-space meter on a frigid day after the big December snow storm, and finding ice in the credit card reader. She was able to chip it away in order to complete her transaction. Parking Operations Manager Tom Woznick said that this becomes more of an issue during inclement weather conditions, and a feature of multi-space machines that presents a challenge in our climate. Staff was aware of the issue, and tried to get to meters and correct the situation as quickly as possible. He thanked Subeck for taking care things herself.

Woznick said the Utility had received three proposals for the Financial Sustainability RFP. A team would be evaluating and scoring them on January 28th. February 4th was the tentative date for interviewing finalists. Hopefully, an update on this could be given at the February meeting. When asked,

Woznick said the RFP was distributed to members prior to its being released.

Golden/Tolmie made a motion to receive the reports. The motion passed unanimously by voice vote/other.

E.2. [28718](#)

Metro: YTD Fixed Route Performance Indicators, Rider-Revenue-Fare Type Reports, Severe Weather Materials - TPC 01.09.13

At the request of the Chair, Metro Transit General Manager Chuck Kamp reported on the documents and process that were involved when Metro dealt with unusual snow and bad weather, like that of December 20th. Referring to the two documents at the end of the Monthly Reports (attached), Kamp discussed both as they related to the recent storm.

1) Winter Storm Pre-Event Procedures, a City document: The City activated the EOC (Emergency Operations Center) process. This was sometimes activated by meeting at the Water Utility; but on this occasion, a decision was made to meet over the phone. Regular meetings were held, starting on Wednesday, December 19th through Friday, December 21st. Metro was among the "public works agencies" (like TE, Fleet, etc.) Kamp cited the last bulleted point in the document, which said that once the EOC was activated, agencies were to "collaborate on messages and releases with the Mayor's Office and Incident Commander as final approvers."

2) Severe Weather, Metro's internal document about how staff communicated: Metro's procedures were activated any time approximately 12 inches was forecast, which was the case on Thursday and Friday mornings, Dec. 20th and 21st. Metro put staff out on the east and west side to monitor things around 3 AM, two hours before operations normally started. Metro stayed in communications with the Streets Department before it made any recommendation. Kamp made a call to the Mayor between 4 and 4:30 AM, and then communicated their decision to the media.

Golden remarked that the snow was handled perfectly by us (the City). There was some blowback from those who were confused by different messages that came out from different entities. He wasn't sure if there was a solution to this. Apparently, one day, the UW told students to use cabs, when the buses weren't running; and the Sheriff had a different instruction about whether to be out and about. It seemed the process for City and others (like MG&E/Alliant) worked, but he picked up on a level of confusion outside of the "City bubble".

Golden thought it would be better for the public if the message were consistent and coordinated with some of the other entities (the University and Sheriff's Dept. being prime examples), which could have a tremendous effect on how the public reacted to a snow situation. Golden said he wasn't trying to put burden on Metro, whose main job was to determine whether the buses should be out or not. But perhaps those (like Metro) who were part of process could see if it could be modified in such a way that there could be better coordination among public entities. This wasn't necessarily a City problem or responsibility, but the public would be better served if there were a higher level of coordination. This was not a criticism but was a constructive suggestion for how these situations were responded to.

Kamp thanked Golden for his comments. As was pointed out, a number of entities were involved that weren't with the City. Though he hadn't mentioned it, Kamp said he communicated informally with MMSD and the UW. He would keep Golden's comments in mind, in order to improve that process.

Poulson said that when he was still working, he recalled instances when buses were called off the streets later in the day (5-6 PM), and how State employees who needed to take the bus home, got the word about that. He also noted that it was possible to start service later in the day, and wondered whether Metro had considered this and what had swayed Metro not to put buses on, later on Friday. [Please note: Schmitz arrived at this point in the meeting, at 5:09 PM.]

Kamp said this was one of the options listed under Metro's Guidelines, which had been discussed with the Mayor. The factors in this situation were the number of downed power lines and downed trees; and the number of times that Streets was having to go through intersections – more than once because they kept closing up, and the projection that this would continue throughout a good portion of Friday. As for the issue of closing earlier in the day, and when they opened or when they had a delayed opening, Metro liked to make sure they could provide service through at least the business portion of the day. With all those factors, they decided to err on the side of safety, because they didn't have enough confidence that they could provide that level of service.

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

F. NEW BUSINESS ITEMS

F.1. [28542](#)

Authorizing the Mayor and the City Clerk to enter into an agreement with the consultant team of Kimley-Horn & Associates, Inc., for South Capitol Transit-Oriented Development (TOD) District Planning Study services for the City of Madison, and creating the South Capitol District Planning Committee.

Planning Division Project Manager David Trowbridge said he would be managing the next phase of the Judge Doyle Square project, which had received federal funding in 2010 as part of the Stimulus Act. The intent at the time was to create a project that would in part operate as a multi-modal terminal, to help leverage what was going to be an intercity rail station. Though that had gone away, there were still many inter-modal opportunities in this area, esp. on those two blocks (MMB and Gov East).

When the City received the grant, they got in three phases. The first phase was to look at the two blocks, with the next phase to look at a broader 12-block district, which had been expanded out a bit and was now being called the South Capital Transit Oriented Development (TOD). Using the South Capitol TOD map (attached), Trowbridge discussed the resolution and this next phase of planning.

- The resolution called for the hiring of Kimley-Horn to help with the TOD district planning study; and for the creation of an advisory committee, the South Capital District Planning Committee.
- This next phase would look at this entire district, and how the multi-modal transportation fell together in this area.
- Acting as a spine was Wilson Street. One of the components of the study was an analysis of Wilson Street circulation. Right now, starting at Bedford, it went from one-way to two-way, three or four times, as we moved towards Blair. The study would look at circulation, bicycle accommodations, pedestrian crossings, and the important need for deliveries in the area. Though complicated, the Wilson Street context plan was an important part of the study.

- A traffic operations analysis of Wilson Street and cross streets would be done, with specialized intersection analysis and data collection. (See circles with a "3" on the map.)
- The yellow circles on the map identified major intersections that have very complicated multi-modal challenges associated with them:
 - John Nolen/Blair/Williamson: An intersection with a lot of complexity, where two bike paths came together, and which had lots of pedestrian activity and traffic, as well as a freight rail corridor. Some proposals called for burying it, and creating a tunnel; the study would look at this and do a conceptual cost analysis, to see if there was any momentum to move in that direction.
 - John Nolen/Broom and John Nolen/North Shore: These had bicycle paths and lots of ped activity along the lake shore path and towards the northwest of John Nolen.
- The study would also look at ways to get pedestrians up-top on Wilson Street (bluff) across John Nolen to the lake shore. There was a significant grade difference between them. The Downtown Plan called for the possibility of wide ped crossings (bridges) that could act as gathering places, and be a terrific amenity to the City. Three locations would be considered for such crossings (see circles with a "7" on the map), with geometric analysis, to look at how far out and wide they might be; and what visual impact they would have on Monona Terrace and on the lake from the other side. Would any of these crossings extend out into the lake? Though the three locations were shown on the map, they didn't necessarily need to be at these particular locations, depending on the interface with the Wilson Street ; but this idea had a lot of merit and they wanted the study to build on what the Downtown Plan called for.
- Another major component of the study was the potential for an inter-modal terminal somewhere in the area (see "T"s on the map), to site an intercity and local bus station that could be part of a mixed-use development. There had been a deficit of an inter-modal bus facility since the Badger Bus terminal became a mixed-use project.
- The study would look at requirements for such a terminal: how much room was needed, and what type of access/egress was needed to accommodate the buses that would use the terminal; and would include outreach to the bus companies (which had already started in different forms). They would hopefully come up with a project that could move forward and potentially get federal funding through future iterations of TIGER (Transportation Infrastructure Generating Economic Recovery).
- The "T" shown along John Nolen reflected the original location of a terminal identified in the application to the feds three years ago. But this site would create a lot of operational problems down at the John Nolen level, particularly with absence of a station facility for which the state would have provided elevators/escalators to get to the top of the bluff. Though they would be looking at this site again, they felt other locations showed more promise.
- About a fifth of the budget was devoted to public outreach, a big part of the scope of work that was important for getting people in the community and stakeholders interested in the study.
- It was hoped the Committee would start sometime in February/March. Trowbridge would periodically update the TPC.

Trowbridge answered questions.

- Relationship of this study to JDS, and to parking issues in the area: JDS was viewed as a multi-modal facility; not just for parking but also for a bicycle station. An RFQ was being prepared for the two-block (JDS) project, whereby

development firms would hopefully come forward with more detail about the bike station as well as parking. Linkages to JDS was something they wanted the TOD study to build on. The TOD study was longer-term, and the two-block district was geared more towards the project level; but they certainly wanted the study to tie into that energy.

- Parking in the corridor: The study would not be talking about new parking facilities/structures, but would have to deal with on-street on Wilson Street, which was a buffer for pedestrians and served businesses; a constrained right-of-way where they wanted to do quite a bit.
- If the TOD study recommended moving forward with components, projects and facilities, the Master Transportation Plan was poised to deal with specifics that could be integrated into it.
- The transportation recommendations of the Downtown Plan flowed right into the TOD study. The study would not amend the Downtown Plan, but would add more detail, more context to it. The Downtown Plan did not go into the level of detail about transportation that it might have. It called for doing more in this (TOD) area, in terms of traffic analysis and multi-modal access.

Kovich noted that parking would be addressed by the JDS project and was a big piece of JDS, which was shorter term. It would have to work into everything else in this transit plan.

A motion was made by Kovich, seconded by Schmitz, to Return to Lead with the Recommendation for Approval to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION. The motion passed by voice vote/other.

Present: 10 -

Bridget R. Maniaci; Chris Schmidt; Lisa Subeck; David E. Tolmie; Amanda F. White; Gary L. Poulson; Susan M. Schmitz; Kenneth M. Streit; Kenneth Golden and Ann E. Kovich

Excused: 1 -

Margaret Bergamini

Please note: Maniaci arrived at 5:24 PM, as the motion was being made on Item F.2.

F.2. [28719](#)

Metro: Request for Public Hearing in February re: Verona Routes - TPC 01.09.13

Kamp said that Metro had been working with Epic for the past several months. Both Route 55 (from West Transfer Point to Epic), and the 9-month old Route 75, were experiencing overcrowding. Being such a long ride, Epic asked Metro to look for ways to improve the situation.

When Route 75 was added, it was done without a hearing since service was simply being added. And though Metro was now adding service to both routes as well, Epic had asked that the time be compressed for all the rides that took place. Though Metro knew of no one who would object, it was possible this compression might be viewed as a reduction in service. So to err on the side of caution, Metro was asking that a public hearing be held.

The proposed changes (attached) had been conceptually approved by Epic. If the Commission approved Metro's request for the public hearing, flyers showing the proposed schedule would be placed on the buses. If the proposal was approved by the Commission, the new schedule would go into effect roughly in March. Epic would notify its employees. Kamp noted that many Epic

employees were signed up for text alerts also, and Metro would make sure to communicate with everyone.

When asked, Kamp said that Verona was involved, but not in funding. Verona applied to WisDOT separate from Metro, because they were eligible for a slightly higher level of state and federal funding. That would help make this work and control local funds that Epic would have to put on the table to a reasonable amount. And it did not impact the state and federal funding that the City of Madison and its partners got. Verona was involved in the applying and approving, not in the funding. As far as the changes, Verona was really relying on Epic for the route configuration.

Subeck/White made a motion to hold a public hearing at the Commission's February 13th meeting at 6 PM. The motion passed unanimously by voice vote/other.

F.3. [28510](#)

Authorizing the Mayor and City Clerk to enter into an agreement with Dane County for the following purposes in the calendar year 2013: (1) providing the Transit Utility with MA Waiver Community Integration Program (CIP) funding; (2) providing Dane County with State 85.20 funding by the Transit Utility for the County's provision of accessible transportation for persons unable to use the Transit Utility's paratransit services within its service area.

Kamp said this was a long-standing agreement and extremely important part of Metro's coordination with Dane County for specialized transportation and regional cooperation. Kamp noted that Commissioner Golden was very involved in the creation of this method for sharing funding and transportation responsibilities, which helped improve availability of service to people with disabilities in the community. It had worked successfully, and Metro was seeking reauthorization of the agreement.

A motion was made by Subeck, seconded by Golden, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

F.4. REPORTS OF OTHER COMMITTEES - None.

[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

G. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

G.1. General announcements by Chair - None.

G.2. Commission member items for future agendas - None.

ADJOURNMENT

A motion was made by Maniaci, seconded by Golden, to Adjourn at 5:28 PM.
The motion passed by voice vote/other.