



# City of Madison

City of Madison  
Madison, WI 53703  
www.cityofmadison.com

## 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](http://www.madisoncitychannel.com).**

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Wednesday, April 10, 2013

5:00 PM

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

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Please note: Items are reported in Agenda order.

### A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:03 PM.

Present: 7 -

Chris Schmidt; David E. Tolmie; Gary L. Poulson; Margaret Bergamini;  
Susan M. Schmitz; Kenneth Golden and Ann E. Kovich

Excused: 4 -

Bridget R. Maniaci; Lisa Subeck; Amanda F. White and Kenneth M. Streit

Please note: Bergamini arrived at 5:05 PM, after the Minutes were approved.

### B. APPROVAL OF MINUTES

A motion was made by Schmitz, seconded by Golden, to Approve the Minutes of the March 13, 2013 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. [29690](#) Parking: March 2013 Activity, February Revenue, Expense and Occupancy Reports - TPC 04.10.13

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

E.2. [29691](#) Metro: YTD Fixed & Paratransit Performance Indicators, Ridership-Revenue-Fare Type Comparisons, and Financial Reports - TPC 04.10.13

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

### F. NEW BUSINESS ITEMS

F.1. [29505](#) SUBSTITUTE - Authorizing the City of Madison Parking Utility to enter into a

purchase of service contract for up to \$59,500 with Walker Parking Consultants and amending the 2013 adopted Parking Utility operating budget to provide additional expenditure authority.

**Parking Operations Manager Tom Woznick talked about the purpose of the resolution: To move the money budgeted by Parking for the study in 2012, to the 2013 Parking operations budget; and to increase the amount from \$50K to \$59.5K (since the three proposals they had received ranged from \$60K to \$75K.) He mentioned that the Board of Estimates made some recommendations to tweak the language in the resolution. (Please see the changes reflected in the Substitute resolution.)**

**A motion was made by Kovich, seconded by Tolmie, to RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER: Recommend to Adopt Substitute (Version 2), which incorporates Board of Estimate recommendations to improve verbiage. The motion passed by voice vote/other.**

**F.2. [29708](#)**

Parking: Update on Board of Estimates action on Leg. File 29497, Report on the Feasibility of Providing Security Using City Staff, prepared by Finance Department - TPC 04.10.13

**Woznick said that the Study was accepted by the BOE, and answered questions.**

- **As to why Metro wasn't included in the group of City agencies using contracted security, Kamp said research of other transit systems showed that the presence of police at locations like the transfer points worked better than a security company. For example, police could make arrests if needed. Also, they could better develop a rapport than private security. As a result, Metro opted to pay OT to off-duty police officers.**
- **Both the Municipal Court and CDA were discussed as part of the study, since they also currently used JBM Security. (Monona Terrace was not discussed, since they did not currently use JBM.) Because both these agencies required a higher level of security than Parking, their security services included armed guards. The Study Group determined that armed guards fell beyond the scope of what Parking needed.**
- **Garages didn't have the same status as the streets. Private security could patrol in the garages, but the Police had authority on City streets.**
- **Page 5 of the report discussed the current level of security provided to Parking. Page 7 showed the level of security the Work Group determined was required by Parking, which was based on input from all the people involved, and on data about incidents in garages from 2010 thru 2012.**
- **Table 2 outlined different levels of security. The Work Group narrowed the level of security needed by Parking to Levels 2 and 3, both of which used uniformed guards with security vehicles and radios. There were four vehicles involved in doing security, basically one per ramp.**
- **Level 3 was what Parking currently had, which included pepper/OC spray, cuffs and a baton. Level 2 employed only pepper spray; no cuffs or baton. Though the cuffs and baton had not been used in incidents since 2010, their presence created a deterrent. The Work Group felt that maintaining Level 3 would be best.**
- **Though not attached to the report, data about the number and type of incidents was available since 2010. Incidents included intoxication, disorderly conduct, fights. Often, JBM was able to handle incidents without having to contact the Police. Both the Police and JBM kept track of incidents in areas under their purview, and provided reports. Based on this data, the Work Group**

felt that the Parking Utility needed to continue to provide security.

- Parking staff (lead workers, technicians, cashiers) did issue citations in Buckeye Lot, Evergreen Lot and State Street Cap multi-space section; though this and all citation revenue went to the General Fund, not to the Utility.

Members commented as follows:

- Bergamini thought it would be helpful to see the actual incident reports, perhaps on an annual basis.
- Kovich came to the same conclusion as the report. To ensure proper security coverage, it was better handled by a larger workforce, by JBM. Liability was clearly a big wild card. Cost was an issue as well.
- Given its role with the Utility, Golden and Poulson felt that the TPC should have been a referral for the report also.
- Bergamini thought the report was well written and appreciated that it included the minority view. She noted that Local 60 talked about a missed revenue opportunity (from citations issued by Parking employees, as discussed in Appendix 5). Considering long-range finances for Parking, she wondered where the revenues were going. She was interested in looking at Parking's revenue stream aside from parking fees. Perhaps this would be part of the Sustainability study.

Please note: Maniaci arrived at this point in the meeting.

Present: 8 -

Bridget R. Maniaci; Chris Schmidt; David E. Tolmie; Gary L. Poulson; Margaret Bergamini; Susan M. Schmitz; Kenneth Golden and Ann E. Kovich

Excused: 3 -

Lisa Subeck; Amanda F. White and Kenneth M. Streit

**F.3.**     [29692](#)

Metro: Legislative Update, presented by Paratransit Program Manager Crystal Martin - TPC 04.10.13

Kamp mentioned that Metro Paratransit Program Manager Crystal Martin was the Legislative Chair of WURTA (Wis. Urban and Rural Transit Assn.), and had testified at the Joint Finance Committee meeting that day. Martin discussed the Governor's proposed State Budget.

- Four public hearings about the Budget were being held by Joint Finance.
- Items of concern to transit advocates was a provision that would move transit funding out of the segregated Transportation Fund into the State's General Fund. Also, transit funding would be maintained at its current level, which included a 10% cut in the last budget. Given the surplus, maintaining this cut was not necessary or justified.
- The Transportation Fund was not shrinking under the Governor's proposal, at least for highways.
- By moving transit funding to the General Fund, it would compete with initiatives in education, health care and employment.
- The fourth and last hearing would be held on April 18th in Baldwin. Written testimony was being accepted.

Referring members to the draft letter she had distributed (attached), Martin urged members to make their feelings about the transit provisions known to state legislators, emphasizing the importance of transit and the needs and trends that point to investment. She also mentioned the agenda for WURTA's Public Transportation Day on April 17th in Madison (attached).

Martin answered questions.

- Re: other transit systems to potentially partner with, Milwaukee had a large contingent at the Greendale hearing, who called attention to the prevalence of employment transportation in transit, and stressed that transit was not just an urban issue, but had many faces in terms of ride-sharing, carpooling, small shared-ride taxis in rural communities, along with inner-city buses.
- Metro might also work with Green Bay, Valley Transit, Wausau and LaCrosse, who partnered with employers in their communities to increase service and were a lot like Metro.
- The Transportation Fund which included transit was funded by the gas tax. The justification for moving transit to the General Fund was that it should be tied more closely to user fees. Transit collected fares, which were very much user fees. And there were many other programs funded by the Transportation Fund that were not associated with user fees.

Kamp said that transferring transit to the General Fund would leave them more vulnerable to receive less State funding. Over the past 15-20 years, State transit funding had gone from 42% to 32%, and moving transit to the General Fund was likely to further erode funding. If it were left in the Transportation Fund, it was more likely current funding would be maintained, or even restored to historical levels, given the increased demand for transit not only in Madison but also in other communities.

Martin mentioned that after the Green Bay hearing, Jt. Finance Co-Chair Sen. Alberta Darling remarked that the Committee had clearly heard how important education was to everyone, and compared to other items, it would win out every time. If transit were moved to the General Fund, the Co-Chair would prioritize education in the General Fund, so keeping transit in the Transportation Fund was very important.

Bergamini felt the relationship between spending on highway maintenance, construction, and transit in rural and urban areas should be maintained; DOT shouldn't be given a chance to divorce those discussions. She hoped the draft correspondence was being shared with potential/partners in surrounding communities inc. those with shared-ride systems. Martin said that other systems, cities, private transportation entities were submitting similar comments. Bergamini also suggested that the WURTA website be updated with info about the current budget proposal, so that it could be shared with the UW campuses.

Golden suggested adding to the draft letter a % of increase since a certain year to show how much Madison ridership has grown in these past few years. He thought that human service groups who had a stake in this should also be alerted, since their paratransit constituencies tended to cut across the political spectrum.

As to who was driving the proposal to move transit to the General Fund, Martin said the idea had been discussed as part of the last State budget and had failed. No testimony or legislative initiative had come out to support the current proposal. It was simply part of the budget proposal.

Kamp noted that the statewide Transportation Development Association, which represented freight, railroad, road builders, transit and harbors were active in saying transit should stay in the Transportation Fund. Last budget,

legislators heard them and realized it was good public policy for transit to stay in the Transportation Fund. Kovich echoed Bergamini's comments and felt this was an important point to make: Keeping transit in the Transportation Fund was good public policy. Maniaci suggested that the Common Council might wish to communicate their position to the Legislature.

Poulson said they would polish up the draft and send it. Kovich/Tolmie made a motion to authorize sending a letter on behalf of the TPC to the Legislature. The motion carried. Maniaci asked members to send individual letters as well. Martin said she would forward the draft letter to members. Poulson said he would add every member's name to the letter.

Martin talked about MAP-21 and her recent trip to DC. Legislators understood the problems and felt they were solvable, but that they wouldn't be solved in the next couple of years. Transit was okay for now, but starting the year after next, things would be challenging.

Please note: The meeting proceeded to Item H.1. and the remainder of the Agenda items, in order to complete these other items before the public hearing began at 6 PM.

**G. 6:00 PM - PUBLIC HEARING: To hear public comment on proposed Metro service changes slated for August 2013.**

**G.1. [29693](#) Public Hearing on proposed Metro service changes slated for August 2013 - TPC 04.10.13**

[Please note: This item followed Agenda Items H. through J.] Poulson reconvened the meeting at 6:00 PM, and called the Public Hearing to order. He asked Metro staff to provide an overview of the proposed service changes.

Transit Schedule Planner Colin Conn said that Metro had reached a turning point and had grown beyond being a little system that functioned on policy headways. Routes 2, 15, 28, 38 were good examples of where they needed to address some critical issues facing the system, inc. loading; Route 2 was carrying as many as 90 riders/hour across town at 7 PM rather than the 40-50 it should be carrying.

Conn highlighted some of the proposed changes, reallocations and enhancements. (For details, please refer to the attached documents prepared by Metro.) Conn's additional comments included the following:

- Responding to "red dot" data, Routes 9 and 10 service would be stripped of redundancies and shifted west to capture the core of the service area on the near Eastside and attaching it to the destination areas of the Campus and UWH, pulling it out to Sheboygan Avenue.
- The resulting phasing of these and other routes would provide 10-minute service along Gorham and Jennifer going toward the Capitol. Also, a recent idea would involve Routes 9 and 10 alternately serving UWH, and tailoring service between Broom Street and Sheboygan Avenue to provide a high level of service to Sheboygan Avenue. This route design would be highly efficient and flexible. The new Routes 9-10 would serve as a good circulator for the east Isthmus.
- His main focus was Sheboygan Avenue. The proposed changes would take Route 14 off Sheboygan Avenue all the time, and the 15 off in the commuter

directions during peak periods. This shift off Sheboygan would save commuters about 5 minutes/day (=20 hours/year). This service would be replaced with cost-effective Routes 9-10.

- People on University Avenue who needed to go past Sheboygan Avenue outbound couldn't even get on a bus. Also, with the new design, the majority of buses coming thru Sheboygan would start out empty.
- By realigning their schedules and separating Routes 14 and 15 by 15 minutes on shared streets, service to the far Eastside could be expanded at almost no cost, to serve Metro Terrace/Wyalusing/Grandview Commons area on the north loop, and Buckeye/Kings Mill area (with 500 dwellings) on the south loop. These routes would provide 15-minute service from ETP to downtown.
- The current Route 18 was designed by stakeholders in the the Allied Drive area many years ago, who needed a route from the STP to the WTP through Allied.
- The problem with Route 18 was that the STP and WTP were too far apart geographically, esp. during peak periods, when it was an extreme problem, putting too much stress on drivers to make connections with other buses at the TP's.
- The proposal would remove the Coho Loop from the route, saving 2-3 minutes in both directions; and it would keep the route on Allied Drive where bus stops were heavily used, and take it off Red Arrow Trail where stops were less heavily used, saving 1.5 minutes. This change would improve on-time performance (to 90%+ vs. 70-80% now).
- To compensate for this, a "flipping" Route 40 would serve the Coho Loop, and the Grandview/Todd and Caddis Bnd areas to/from the STP.
- Route 28 would no longer run "via Sherman", and would stay on Fordem (with the most riders). Metro had received no feedback at all about this.
- New Route 31 would provide "push-pull" service to/from ETP-LHS-Owl Creek.
- Fitchburg had requested that the first trip on Route 44 in the AM from Nobel-Fish Hatchery to STP be eliminated.

When asked, Kamp said the proposed Routes 14 and 15 were the most controversial, and referred people to the summary of comments ("Feedback Table" attached). Conn said he was surprised by the number of people who did not want the Route 14 taken off Sheboygan Avenue; though not surprisingly, he had received positive feedback from riders who lived west of Sheboygan Avenue, because they would save time on their commute.

Conn said that for 25 years, he had never let the Sheboygan Avenue riders down with regard to providing high-quality service, and he would not let them down in the future. Having the Route 14 go straight out and back would be a nice change; there were a lot of dwelling units off of Regent and Mineral Point all the way out to Tree Lane. Not traveling through Sheboygan would save all of them time and attract more passengers to route. They could replace the service on Sheyboygan with the "extras" they ran now.

Conn said that Metro ran 85 "extra" buses/day on the system vs. the 12-15 they should be running. They had to clean this up. They had reached the point where they were out of buses. He couldn't double up and lose a bus for 70 minutes going out to Junction Road and back; he needed the bus back in 35 minutes.

Poulson advised registrants they could ask questions during their time if they

wished, and opened up the Hearing to public comment. [Please note: Any written comments provided by registrants, have been attached to this Item. Please note also that for the sake of personal privacy, the City Attorney's Office has advised staff to discontinue the practice of publishing the entire address of registrants in committee minutes. However, this information is kept on file and can be provided upon request.]

1) Susan DeVos, Midvale Boulevard, supported keeping the Routes 14 and 15 on Sheboygan Avenue at all times, but limiting them from picking up passengers between Sept. thru mid-May or when Routes 9 and 10 were running. She also supported changes to Routes 71 and 72 (to skip stops), and Routes 9 and 10; and commented on issues related to routing and scheduling. (See DeVos' statement attached.)

2) Bill Tangney, E. Washington Avenue, member of ADATS, who advocated for people with disabilities, said he was pleased with the proposed changes, but felt that Metro's informational documents could have been written in a simpler, more effective way. Some people wouldn't be able to comment on the proposals because they couldn't read/understand them. (See Tangney's suggestions for improvements attached.)

3) Kari Ehrhardt, Sheboygan Avenue, spoke in opposition to taking Routes 14 and 15 off of Sheboygan Avenue. Even though proposed changes on Routes 2, 9 and 10 would provide more service to the area during peak hours, service to the area after 6 PM during non-peak hours would be more limited. (See Ehrhardt's statement attached.)

4) Richard Hare, Gammon Road, said he liked most of the proposals, but wished the Route 18 would provide a safer way (than just the Todd Drive stop) to get to the South Frontage Road area near Egg & I and other businesses, which had no sidewalks and was difficult to traverse in the winter.

5) Laurie Wermter, Williamson Street, spoke in support of the proposed improvements to Route 9 and 10, which would provide a much-needed "downtown circulator", and would allow people along the Jenifer and Johnson corridors to get from one side of the east Isthmus to the other. She wanted service along the mainline routes (Rts. 3 & 4 and 2 & 6) to be maintained, and the new 9-10 to be run year-round. She also called for a westside circulator, like the old Route 8. (See Wermter's statement attached.)

6) Yvonne Schwinge, Sheboygan Avenue, said she liked the changes to relieve overcrowding on the Route 2; but expressed concerns about Routes 14 and 15, inc. taking them off of Sheboygan Avenue, the changes to the south loop from the ETP, and the lack of improvements to the route 2 on Saturdays, when overcrowding was also an issue. Focusing most on Campus and downtown, she felt the changes would cause issues for riders to other locations. (See Schwinge's statement attached.)

7) Barb Klich, Agnes Drive, expressed concern about bus routes and the need for accessibility and shorter walking distances to medical clinics located at the edges of Madison (McKee), Monona and Middleton.

8) Sue Gauthier, Maple Wood Lane, expressed concern about service cuts to Route 25, in particular, the 5:07 PM departure from American Family, which she

used currently. Her employer would not allow her to leave earlier. The next nearest stop at High Crossing involved a 25-30 minute walk one way, and treacherous walking conditions.

9) Scott Jones, Dunning Street, spoke in opposition to cutting Route 25 in half. He felt other options should be provided if the 5:07 PM were to be cut (Ex. cut the earlier bus, because those riders could wait for a later bus, while riders of the 5:07 would be stranded; or loop the Route 36 into the business park.) Cutting the 5:07 PM time would force him to use a car.

10) Tzu-Hsuan Chung, University Avenue, did not speak; registered neither to support nor oppose the proposal.

11) Ann Schomisch, University Avenue, opposed the elimination of stops on Route 71 and 72, particularly at University Station (Ridge), near the UW Health Clinic. The Clinic had limited parking; but if employees had to take 2 buses to get there, they would be likely to drive. (See written comments attached.)

12) Avinash Chowdhary, Gilman Street, did not speak; registered in opposition to the service cut to Route 25.

13) Anand Nageswaran Bharath, Sheboygan Avenue, spoke in opposition to removing Routes 14 and 15 from Sheboygan Avenue; which would shift the congestion from these routes to Routes 9 and 10, and which would end way too soon, at 6:30 PM. Peak hours for graduate students were between 4 and 9 PM; who also needed service over the summer.

14) Alder Lauren Cnare, representing District 3, spoke in support of expanded (commuter) service to the far east side of Madison (Reston Heights, east of the Interstate); where 2,400 people lived, who either had to walk a mile to get to a bus stop, or had to drive to the ETP. She had received many enthusiastic emails from residents in this area. These people would really appreciate bus service in the area, which would complete a part of the city that was still growing and would help people develop good sustainable (transit) habits. Commuters would prefer more frequent service.

15) Katie Watson, Fish Lake Road, registered in opposition. After asking questions about Route 15 to/from Deming Way, she felt the new times would probably work for her. She suggested that it would have been helpful to post the proposed schedule changes on the website before the meeting, so registrants (inc. those with accessibility needs) could have been better informed.

16) Ric Poole, Warwick Way, Chair of Madison College (MC) Commuter Services Committee, spoke neither in support nor in opposition, but exchanged contact information with the Commission. MC had five locations around the city. Service to downtown was good; service to the westside location was "iffy". The school was in the process of surveying students to learn where they boarded/left their buses, and which routes they used.

Bergamini mentioned the data that Metro had, about usage of all the different passes, inc. MC's, sorted by route. Conn said it would be helpful if MC's night schedule were more standard, in order to develop a bus schedule around it.

17) Paul Devine, Post Road, discussed several routes inc. Routes 2, 18, 40, 44 and 48. Route 2: Restore downhill bus stop westbound on Highland Avenue at UWH entrance. Routes 44 and 48: Rt. 48 was the only bus from southside to hospital. Though the Mayor of Fitchburg was asking to cut service, riders in the area needed and wanted the all-day service on these routes. Route 18: Keep the 18 on the Coho Loop, because Rt. 40 was the only other bus that served this area. Rt. 18 was more on time than the Rt. 40. Changes to Rt. 40 would reduce the service and affect riders in the Valley View area.

18) Christina Johanningmeier, Bluff Street, spoke in opposition to changes to Route 14; wanted it to continue to serve the Hoyt Park neighborhood esp. going west to the Hilldale-DOT area. With all the development in the area, having access to bus service and not having to own/use a car was becoming ever more important. In her experience, ridership on the Route 14 did not dip that much when class was not in session.

19) Selena Pettigrew, Atticus Way, President of the Allied Dunn's Marsh Neighborhood Assn., spoke in opposition to changes to the Route 18, which would take service off of Red Arrow Trail/Crescent. This would be challenging to young and old people, who may have trouble walking a longer distance. Populations on both Red Arrow and Crescent needed service; however, more transit-dependent riders lived on the upper end of Red Arrow.

Poulson read the comments of the following registrants, who did not speak. Please see their written comments attached.

20) Diane Paoni registered in opposition: Unless going to UW/H service would decrease greatly at Sheboygan on Routes 14 and 15. Non-UW/Hospital riders would walk further. Changes would decrease connectivity and increase trip time. Taking routes off the Square complicated transfers; shouldn't be done to save UW students 2 minutes. Routes 9 and 10 would not serve as a substitute.

21) Scott Custis, Union Street, opposed taking Routes 14 and 15 off of Sheboygan, which would reduce service to residents there and to DOT employees. Routes 9 and 10 would go to UWH and Campus, but not to the Square or transfer points, making transfers from other lines very difficult. This change would have big negative impact on his commute.

22) Terry Caggill, High Ridge Trail, favored adding an additional bus to Route 15 in the AM and Route 47 in the PM: Rt. 15, to leave University/Park to go to Excelsior Drive off Old Sauk Road at 8:30 AM, and another bus besides the 6:18 PM on Rt. 47 (esp. in the wintertime) for the return trip at night. Using Routes 47 and 15 to get to/from work, took an hour each way; and other options took even longer. Perhaps the Route 40 could be stopped after 8 PM.

23) Daphne Shannon-Lewis, Rosenberry Road, opposed changes to Route 18. Buses was the only means of transportation for many residents in the Allied/Fitchburg/Red Arrow/Frontage community to get to work, school, and grocery store. They needed the service to survive.

24) Jack Heabler, Pheasant Ridge Trail, supported time efficiencies related to connections at transfer points and Park/University (vs. missed connections currently); and supported having buses to outlying areas like Middleton.

Metro Planning and Scheduling Manager Drew Beck and Metro Transit Planner Tim Sobota joined Conn and Kamp at the table to answer questions.

- **Current Route 18 south of Hwy. 12/18:** Most of the route ran in Fitchburg, and the Fitchburg Mayor and residents wanted the route to remain as it was. As to how critical this change was in helping with time problems on the 18, it would save 1 to 1-1/2 minutes.
- **Proposed Route 15:** In terms of running the route on/off Sheboygan during different times of the day and whether riders there were confused by this and/or perceived that it was being replaced adequately, the change was a variant on the route; and riders there, who were pretty savvy, would figure it out. The main reason for the change was to address the complaint of riders who lived beyond Sheboygan, who had trouble getting home because of full buses going by and having to wait a half hour for the next bus. Other routes would provide equal or better service to Sheboygan riders, and taking the 15 off Sheboygan would make that route 2-3 minutes faster.
- Staff would take all the comments and look at what changes they might make to include in their recommendations in May.
- **Impact of these changes on Paratransit and the ADA 1/4-mile requirement:** Because of the Owl Creek Route, there was a net increase to the Paratransit service area, with no reductions otherwise. Because of Routes 19 and 40, the Paratransit service area remained the same around Red Arrow and Coho. Paratransit was available in areas where fixed routes ran continuously throughout a service day. For example, Owl Creek would have only peak (commuter) service on weekdays, so no Paratransit would be available to Owl Creek on weekdays. But, Owl Creek would have continuous (traditional) service on weekends, qualifying it for Paratransit then. Routes 25-26 served the American Family Quadrant throughout the day, so the area qualified for Paratransit. The issue of Paratransit service had not come up in meetings with Owl Creek NRT.
- **Possibility of a cut-across from Red Arrow via Jenewein on Route 18:** Islands made turning movements onto Jenewein nearly impossible. When buses used to travel on Jenewein and problems with riders arose, they ran into jurisdictional issues, not knowing who to call.
- Though Fitchburg would like Route 18 to stay the same, the driving force behind the proposed change was the chronic lateness at the transfer points.
- **How proposed changes related to cost and Budget:** The changes would fit into the amount approved in the Budget, and added in terms of the fares. This included Route 18. By adding the service to the City of Madison, there would be more dollars that were Madison's share for Route 18 than currently exist. More miles in Madison would use some of the funding, as would Owl Creek and changes on the University Avenue corridor; the three key items in the Budget.
- **Routes 9-10:** Extending PM service to the west probably made sense, and hearing the testimony had helped. Much of this was budget-driven, and not having the schedules completely put together, it was hard to know if this was feasible at this point. With limited resources, additional PM service would probably not be extended to the east side, but rather would focus on service between Broom Street and Sheboygan Avenue for the UW students who needed it.
- Right now at night, there were four buses an hour between Campus and Sheboygan Avenue: Route 2 twice an hour, Route 14 and 15 once an hour each. Under the new proposal, there would be an increase to five buses an hour until 7:30 PM: Route 2 would have 15-minute service or four buses an

hour, and Route 15 would travel there once an hour. After 7:30 PM, there would be three buses: Two Route 2's and one Route 15. A matrix would be provided for the next meeting, to show this.

Following are comments made by members:

- Tolmie remarked that he rode the 15 and lived in an area where service came/went throughout the day. He found the schedule very easy to read and understandable. This sort of routing/scheduling was fairly common.
- Bergamini requested that info be made available about the impact on Paratransit when route changes were proposed.
- Maniaci really liked the looks of the east leg of Routes 9-10. However, user groups had pointed out that having them end around 6 PM was too early. She felt it should be a priority to extend this time; esp. since the argument for making changes was the high capacity of riders that the routes would serve. If this was going to be a core route, the end time should be extended out two hours, to capture the Sheboygan Av riders, even with the likely price tag involved. Otherwise, she really liked the efficiency of the route and what had been done with it.
- Maniaci thought the PM service should be extended on the east leg of Routes 9-10 as well, esp. since night time service to the east side on the Route 81 had been cut by the UW. With the population growth and ridership growth, she understood how difficult it was to string together a comprehensive and workable system. But she asked staff to do what they could, and not favor the west side over the east side.
- Along with staff, Tolmie pointed out that the proposal seemed to add PM service to the Sheboygan Avenue area.

## H. ORGANIZATIONAL BUSINESS

- H.1. Due to a recent change in the Common Council 2013 meeting schedule, staff proposes to change the date of the Commission's November meeting, from November 6th to November 13th, 2013.

Golden/Tolmie made a motion to change the regular meeting date for the November meeting to the second Wednesday, November 13, 2013. The motion passed by voice vote/other.

## I. REPORTS OF OTHER COMMITTEES - for information only (Most recent meeting minutes attached, if available)

[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

No action was needed on these items.

## J. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

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

Poulson noted the vacancies that would be opening up on TPC subcommittees, due to Ken Streit's departure: ADATS, Parking Council for People with Disabilities, and State Street Design. He invited members to consider serving on these committees. Schmidt mentioned that the Mayor would be naming Subeck to ADATS to fill the Alder position vacated by Maniaci. Also, two new Alders would be named to TPC. Schmitz said she would serve on the the State Street Design Project Oversight Committee. Poulson also pointed out the Info Enclosure announcing the Transit Corridor Meeting on 4/15/13.

Maniaci said she would continue to work for a late night bus option, and would likely bring this to a future meeting, hoping to have something in place by September. Golden recognized Alder Maniaci for her contributions to the TPC, and her enthusiasm and advocacy on behalf of her constituents; she had been a credit to the office and a credit to herself.

Poulson then recessed the meeting until 6 PM, when the Public Hearing was to begin.

**J.2. Commission member items for future agendas - None.**

**ADJOURNMENT**

A motion was made by Maniaci, seconded by Tolmie, to Adjourn at 8:10 PM. The motion passed by voice vote/other.