



City of Madison

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

Meeting Minutes - Approved DOWNTOWN COORDINATING COMMITTEE

*Consider: Who benefits? Who is burdened?
Who does not have a voice at the table?
How can policymakers mitigate unintended consequences?*

Thursday, February 18, 2021

5:30 PM

Via Virtual Meeting

CALL TO ORDER / ROLL CALL

Present: 9 - Michael E. Verveer; Patrick W. Heck; Gregory O. Frank; Adam J. Plotkin; Ted Crabb; Barbara Harrington-McKinney; Davy Mayer; Sandra J. Torkildson and Madison T. Taychert

APPROVAL OF January 21, 2021 MINUTES

A motion was made by Crabb, seconded by Frank, to Approve the January 21, 2021 Minutes. The motion passed by voice vote/other.

PUBLIC COMMENT

1. [61242](#) Public Comment

Tiffany Kenney, Executive Director of Madison's Central Business Improvement District (BID) registered to speak on Item 3.

DISCLOSURES AND RECUSALS

None

2. [63692](#) Report of Mall Maintenance and Special Events 2021

Mark Kiesow, Parks Staff, updated the Committee on Mall Maintenance activities. Kiesow gave an update on snow removal and the cold temperatures. The snowflake lights stayed up later due to the cold temperature but will be coming down in the next two weeks. Mall staff has been helping post the "Winter is Alive" posters in the kiosks. Kiesow has been working on a Mall Damage Recovery Plan. This plan is a listing of damaged City property and the proposed parts and labor needed to restore the items. The list includes damaged recycling/trash bins, Plexiglas covers for kiosks, planter tubs, and broken bus shelter windows, among other items.

Verveer asked for a copy of the restoration plan when it is available, and whether or not Parks has enough funds to cover the costs. Kiesow believes that their restored Parks budget will have enough funding to fix the damage.

3. [64207](#) Downtown Transit Discussion

Tiffany Kenney, Executive Director of Madison's Central Business Improvement District (BID) registered to say that the BID supports the Bus Rapid Transit (BRT) program, and knows that a successful BRT is good for the downtown. She added that the BID is also supportive of the current proposal to remove several bus routes off of State Street onto other routes. The BID is always looking to promote safety, accessibility and economics of the Downtown area. The BID invites City of Madison Transportation Staff to give tonight's presentation to the BID Board at their earliest convenience.

Tom Lynch and Mike Cechvala, City Department of Transportation Staff gave a presentation on transportation issues related to State Street.

Frank said that reconsidering the idea of busses on State Street is a once in a generation opportunity, and would like to take the opportunity to experiment. Mayer said that the sidewalks widths vary along the street, and a redesign would benefit some more than others.

Crabb asked if the BRT routes travel all the way down to Lake Street. Staff replied that the proposed BRT routes only use the 100-300 block of State Street, however there are several routes, including the UW routes that travel to the end of State Street. Cechvala also noted that Metro is just beginning a system wide network study that could potentially re-design all of the City's bus routes. This study will happen over the next year and could be implemented starting in 2022 - 2023 in advance of BRT system operations.

Crabb said that he was heavily involved in the last re-design of Sate Street, and that the 20 ft. fire lane is really the driver to what could/could not happen in the street. Crabb added that Pearl Street in Boulder is 88' wide and has parallel routes that offer fire, bus and vehicular access in a much easier way than State Street. He added that he is appreciative of Metros work to take as many routes off of the street as possible.

Mayer said that he was glad for the specifics on the FTA funds, as that had been unclear to him in the past. Verveer asked staff to pull the other attachments from the TPPB agenda on the Bus route changes and add them to the DCC agenda file for the Committee members to see.

Verveer said that he had a conversation with the Mayor about these issues, and that while they do not agree on everything, they both agree on a few key points. The DCC should be the main forum for this policy discussion, and there is no need for a separate committee. They also agree that to the extent possible, as many hybrid and electrical busses as possible should be prioritized for routes that travel on State Street.

Verveer would like Staff to invite the City Fire Inspector to an upcoming DCC meeting to learn more about the 20' fire lane and the implications of the lane

on potential opportunities for a redesigned street.

Heck said that the larger systemic wide study of the system will likely affect routes throughout the City, including routes downtown, and could greatly affect downtown transit even before BRT is implemented.

A motion was made by Crabb, seconded by Mayer, the Committee endorses the current Metro proposal to reroute several busses off of State Street, would like City staff to prioritize hybrid and electric vehicles downtown, as well as study the larger metro system to remove as many routes off of State Street as possible and consider the future of bus service on State Street. It is the position of the committee that the DCC wants to continue to be involved in future decisions about bus routes, and Bus Rapid Transit along State Street. The motion passed by voice vote/other.

ADJOURNMENT

A motion was made by Frank, seconded by Crabb, to Adjourn at 7:10 p.m. The motion passed by voice vote/other.