



**City of Madison**  
**Meeting Minutes - Final**  
**TRANSIT AND PARKING**  
**COMMISSION**

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

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Tuesday, October 25, 2005

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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Following the joint meeting in Room 260, the Transit & Parking Commission will reconvene in Room 300, Madison Municipal Building, for the remainder of its meeting.

**A. CALL TO ORDER**

**Present:** Ald. Kenneth Golden, Ald. Noel T. Radomski, Ald. Jed Sanborn, Carl D. Durocher, Amanda F. White, Chris R. Carlsen, Tim Wong, Sharon L. McCabe, Diane L. Paoni and Kenneth M. Streit

**Excused:** Kevin L. Hoag

**B. SPECIAL ORDER OF BUSINESS RE:**

[02207](#) Adopting and confirming the City of Madison Comprehensive Plan.

B.1. 5:00 P.M. Joint meeting with the Pedestrian/Bicycle/Motor Vehicle Commission for the purpose of a question and answer session with staff from City Planning

*PBMVC members present: Forster Rothbart, Shahan, Logan, Conroy, Wittke, DeVos, Compton (5:15), Skidmore, Webber, Strawser (A1), Kugler (A2).*

Purpose is to afford commissions an opportunity for questions/answer session with City Staff relative to the transportation elements of the Comprehensive Plan. Following this session, the item is to be referred to the November meeting when the full plan and legislation will be available. Action is requested at the November meeting.

Trowbridge highlighted the more substantial changes made as a result of comments received from prior reviews:

**P3-10:** Policy 4 appeared in both the bicycle section and objectives and policies for roads and was intended to give bicycles a status in terms of functional classification.

**P3-13:** Added new objective - Transportation Demand Management (TDM). Strawser asked if the reference to transportation allowances was another way of referring to parking cash outs. Trowbridge responded that as well as other incentives to lower costs.

**P3-15:** Added a Policy 8 to look at where there were disconnects due to cul-de-sacs and other non-traditional street designs as it related to pedestrian accommodations, such as providing a crossing for long blocks.

**P3-21:** Added Policy 5 related to bicycle parking facilities in both public and private areas.

**P3-21:** Clarified Policy 7 as it related to locating bicycle parking at ancillary developments and major transit stations.

**P3-21:** Policy 9 was revised to deal with the issues of cul-de-sacs and non-traditional street designs and need to provide crossings and linkages within neighborhoods.

**P3-22:** Policy 1 referred to the need to look into under-served trail networks, and he referred to the number of comments they had received from north side residents about the lack of bicycle facilities.

**P3-26:** Change in the objective for Air Transportation to include reference to increasing direct and non-stop flights out of Madison as an economic development goal.

**P3-26:** Policy 2 explored opportunities to provide a direct link with the Airport and the Interstate Highway system. He acknowledged this would be a challenge but pointed out successful airports found this to be critical to their success. This too was an economic development goal.

**P3-31:** Implementation Recommendations:

\*Explore feasibility of a street utility as a way to cover some of the transportation costs. Paoni asked if this was similar to what was being done in Oconomowoc. Trowbridge was not familiar with what was being done in there.

\*Trowbridge said they had received a lengthy letter of comments from the Tenney-Lapham neighborhood indicating a desire to look again at the street network in their area and the broader Isthmus area. An implementation element had been included to conduct an update of the Isthmus Traffic Redirection Study, initially completed in the late 70's and updated in the 80's.

Conroy referred to page 3-23 and the policies on parking and asked about accommodations for people with disabilities. Also, she referred to issues related to providing special accommodations in areas in which there would be a high density of elderly residents. Trowbridge said a reference to parking for people with disabilities could be incorporated. In terms of the latter comment, he sought clarification if the goal was to increase pedestrian opportunities and Trowbridge

believed that was included in the pedestrian section. Wittke said an example in point would be the area around Hilldale along Segoe Road. Trowbridge added there was a section dealing with barriers to pedestrian mobility and this might be where this issue was addressed.

Durocher referred to a section under Transportation Objectives and a map, which outlined proposed streetcars and he asked Trowbridge to expand on it in relation to the Comprehensive Plan. Trowbridge pointed out that in the comprehensive plan they attempted to not be specific about potential routes and had included the only documented recommendation for anything along these lines and it came from Transport 2020 commuter rail project (that is, included a recommendation to look into a street-running option). A concept in Transport 2020 was to link bus transfer points within the City and future expansions beyond that could follow. The first step was to link Metro's transit facilities and this is the reason for their inclusion in the comprehensive plan. He emphasized the number of other processes which are involved in transportation planning, including the need for involvement from stakeholders, more detailed planning efforts, etc.

Wittke asked how the comprehensive plan was expected to be used. Trowbridge said this was something that wasn't totally clear within the Planning unit. However, it was expected that it would be used to guide the planning processes. The Planning Unit was looking at issues, such as, would approval in the comprehensive plan require updating of existing, approved neighborhood plans? He said he didn't have a good answer and referred to the challenge as it would relate to transportation planning efforts led by regional and local entities. Wittke asked if PBMVC should use it to guide their recommendations and Trowbridge responded yes.

Golden offered some suggestions related to the plan:

P3-4: Under Policy 2, he suggested the word "coordination" in the context of the regional transportation plan be changed to "consistency".

P3-7: In relation to the comment under building placement and orientation, the issue of the location of parking in relation to the building is needed and should explicitly state that parking should be in the back or sides of the building and might reference some minimal, if any, parking in front.

P3-8: In the discussion relative to small block size, he noted that he had read that in Portland they had actually identified a number of feet for the optimum block size. He suggested some numerical standard as a goal.

P3-9: In the section about transit-oriented development, he suggested adding something about seeking expedited review and approval of those kinds of developments.

P3-11: In the section addressing capacity increases, he referred to the situation on East Washington in which street capacity was increased significantly without adding traffic lanes, and he thought this section should emphasize engineering as the best way to increase capacity-it did not need to be the only means but should be the means emphasized. Examples of how capacity had been increased on East Washington was restricting driveway access, eliminating cross roads and adding turn lanes.

P3-14: He suggested they incorporate explicit reference to the increased use of in-street yield to pedestrian signs in neighborhood business districts.

P3-15: He cited a mistake in Objective 9 as it related to "reduce the costs to provide transit" and said such outcome was remote; they might be able to reduce costs per trip so thought that clarification should be incorporated.

P3-23: He suggested adding discussion about street parking. There were many places in the City where roads were built with no parking at anytime and he suggested this created a suburban form. Rather they should be pursuing a more urban form with street parking as well as street parking near activity centers.

P3-24: He referred to areas such as the Research Park, which had no on street parking for no good reason. He suggested that if such parking were included in the planning consideration, less off-street parking might be required and could become infill sites for development.

P3-24: He suggested adding something about coordinating parking rates and transit fares; in other words, when transit fares are raised, parking rates be increased as a way to mitigate transit ridership losses.

Webber commented on the following sections:

P3-8: In the section related to transit oriented developments (TOD) and parking, she suggested adding a reference to bicycle parking for areas that serve as multi-modal centers.

P3-10: In objective 5 about alleviating traffic congestion, she thought there could be some mention in the plan about the fact that alleviating traffic congestion should not degrade the safety of users of other modes of transportation moving along or across the corridor.

P3-11: She questioned the inclusion of the statement of considering the conversion of two-way streets to one-way streets. She referred to the pros and cons on either side of the issue. Trowbridge commented that the one-way operation allowed for tighter intersections and lessened crossing distances. There were some schools of thought that one-way streets were safer for pedestrians, while others believe that one-way streets created more speeding problems. He pointed out this was the reason for using "consider" in this statement.

P3-11: She referred to another opportunity to add a policy as it related to pedestrian and bicycle accommodations along and across roadways being modeled when undertaking roadway expansion to ensure that safety will not be compromised.

P3-15: Pedestrian accommodations, policy 7, addresses existing barriers to mobility and she thought it should be clear that this is true in new developments-not just retrofitted areas. She said she had some language that she would share with Trowbridge. She thought this might be where Golden's suggestion about block face size might be located, including if a block were longer than a certain distance there should be a mid-block cut-through/walkway to complete the grid for pedestrians. Trowbridge commented that he was in agreement with the concept but was a little concerned about putting numerical standards in the comprehensive plan; that there were other processes where this would come into play. Webber asked if there was a current, written policy; McCormick said it was likely identified in the subdivision regulations where it addressed blocks of "x" feet having a pedestrian walkway may or shall be provided. Webber thought that if this were in the subdivision ordinance, she didn't see a problem with including it in the comprehensive plan as well.

Shahan referred to the following:

P3-3: Shahan referred to the deleted paragraphs and asked for an explanation . Trowbridge said they were repeated in other chapters of the plan.

P3-5: At the top of the page he noted the revision to use the term "efficient" over "effective" and suggested that this change be carried out in the report; that there were other locations such as in the note under Policy 3 where "effective"

was used and it might also be changed to "efficient".

P3-9: At the top of the page where the last sentence was deleted as it related to TOD density, he asked if this change was because it was too specific. Trowbridge responded that TODs vary in scale and size and it was felt the statement was too restrictive.

P3-10: He appreciated policy 4 on developing a hierarchy of bicycle corridors.

P3-13: He said there was a lot of TDM definition but wondered if some policies were needed. He wondered would TDM be wanted in all new developments or just some of them, should there be some kind of warrant system to determine when needed, etc.? How would this apply to redevelopments; would it be expected? Should there be some specific measurable goals and reference could be made to EPA program and tie it into transit oriented development and whether TOD would be required. It should be clear that the City would have a Demand Management Program for its employees, particularly since the City was expecting this of others. It should include an outreach to neighboring municipalities and County to get them on board to do something similar.

P3-14: He suggested the City's Pedestrian Plan should be referenced and identified by name in the comprehensive plan.

P3-21: He found Policy 5 under Bike Parking to be good.

P3-23: He referenced the section on encouraging short-term use for visitors and shoppers and said that if that concept were taken to an extreme without qualifying it, it could be interpreted as encouraging shopping trips to be made only by car. He wondered if there was a way to rework this since this was not a message he thought they should convey.

P3-26: Relative to the policy on Airport and access to the Interstate, he didn't understand how that could be accomplished nor did he like the idea. Trowbridge pointed out the policy was phrased as "explore" opportunities and it was an economic development goal.

Noting the reference to Isthmus Redirection, Shahan asked about the West Side Arterial Study and asked if it was currently happening. Golden thought the Pioneer Plan was based on it and TDM components.

In response to a question from Paoni, Trowbridge referred to page 3-33 in the implementation table, which dealt with amending the zoning and subdivision ordinances as a follow-up activity.

Paoni asked how the City's comprehensive plan compared with other cities; Trowbridge said he didn't have that information.

In response to a question, Trowbridge stated that the full ordinance on the Comprehensive Plan would be available for the next meeting, when each Commission would be asked to forward a recommendation, including specific comments to the Plan Commission.

Shahan noted the registration of Michael Barrett (2137 Sommers Av), who registered in opposition to the plan and did not wish to speak.

Logan referred to P3-21 and a change to Policy 4: Special attention should also be given to ensuring pedestrian and bicycle access to schools and that the City should encourage school design and financial incentives and other means set forth as safe and convenient use of non-motorized transportation for students. Logan said he would forward the wording to Trowbridge.

Forster Rothbart asked if the maps provided included changes that might have been suggested; Trowbridge indicated they were being worked on this.

Wong commented as follows:

P3-10: Policy 4 - He referred to discussions in the mid-1990s when they were developing the bike map. They had talked about how they could produce a map that would be useful to a person unfamiliar with the area and one which showed the connectivity of the bike paths and routes. They had considered having a numbering route system similar to what's used for buses. He felt the idea of bicycle corridors was good but it could be augmented with a helpful map informing persons how to get from one location to another.

P3-11: Relating to Policy 3, he suggested it read like an open-ended invitation to traffic engineers to go crazy. In policy 4, in the transportation system management strategies, he did not like the word "improve traffic flow" - for example, when applied East Washington Crossings he saw an impossible situation. He suggested that when traffic flow is improved, one actually weighed the balance of transportation options toward the automobile. He, too, did not like the consideration of converting two-way streets to one way in policy 6-he believed it increased speed and in fact he supported recent discussions to convert existing one-way streets back to two-way streets.

P3-22: He did not consider mopeds as a pedestrian element. He said a problem with mopeds was they were using facilities designed for bicycles and riding on sidewalks. He urged that the laws be changed that now allow mopeds to park in bike racks. He referred to the polluting impacts of mopeds. Trowbridge commented about enforcing existing laws, including those that address driving responsibilities on the road and mopeds. The efforts of the UW in this area were mentioned. Wong suggested they work toward the redefinition of a moped to require them to have pedals, or else it would not meet the requirements for a moped and the laws associated with them.

P3-26: Relative to the Airport policies, he said as an Eastsider he had problems with anything that would improve air passenger service because of 1) noise, and 2) suggested that to move toward longer distance and non-stop service led to more flights and more pollution. Another concern was that when hopping on a flight was made easy, it was less likely that high-speed rail would be considered. He wanted to specifically see better transit service-not the once per hour bus to a transfer point. Instead they should have some kind of transit from the airport to downtown or UW or express rail. It was suggested that if he had some specific route ideas, he should forward the information to staff. He supported policy 2 for airport for obvious reasons.

Durocher reminded TPC members of their regular agenda so suggested they wrap up their questions so that they could recess for that purpose.

White thought there was a lack of reference to carpooling in the plan and promotion of this mode was an important transportation element. Perhaps it could be its own category or reflected under Demand Management element. She noted the City's commitment to the Rideshare program and thought reference to that would be appropriate.

Conroy asked about public hearings. Trowbridge said an official public hearing would be held later this year-the schedule was still being worked out. They were at the stage of getting comments from commissions and hoped to have them in

the next month. Conroy asked about neighborhood involvement. Trowbridge said there had been eight or more meetings throughout the City and there had been considerable outreach with the comprehensive plan development.

Golden/Carlsen of the TPC moved to recess the TPC meeting and move to the third floor for the regular TPC meeting; carried unanimously.

B.2. TPC discussion and referral of ID 02207 to the TPC's 11/10/05 meeting for formal action

Chair Durocher reconvened the TPC meeting at 6:07 p.m. He indicated he was unsure of the process. The TPC has two standing subcommittees, the ADA Transit Subcommittee and the Parking Council on People With Disabilities, and he felt they should be given an opportunity to weigh in on Plan comments that relate to their purview. He noted that ADATS next meets on Nov. 3, and their comments could be forwarded to the TPC for its 11/10 meeting. However, the Parking Council will not be meeting until after the TPC's 11/10 meeting. Golden suggested referring the Plan to the two subcommittees but due to the timing concerns, authorize each subcommittee to transmit their recommendations directly to the Plan Commission. If the subcommittees have differences with the TPC's recommendations, the Plan Commission can reconcile them.

Motion by Golden/McCabe to refer this item to the ADA Transit Subcommittee and the Parking Council on People With Disabilities, and subject to timing the subcommittees be authorized to directly communicate their recommendations to the Plan Commission if they can't meet the TPC's meeting deadline; carried unanimously.

**C. APPROVAL OF MINUTES - 9/8/05 and 9/28/05 (joint meeting)**

A motion was made by Ald. Sanborn, seconded by White, to Approve the Minutes. The motion passed by acclamation.

**D. PUBLIC COMMENT**

*None*

**E. TRANSIT AND PARKING REPORTS**

E.1. [01992](#) Parking July 2005 Revenue Report (Sept. meeting)

See discussion under item E.2.

E.2. [02184](#) Parking August 2005 Revenue Report

McCabe wanted to know the method used by Parking staff to calculate the average weekday occupancy. Joanne Easland, Parking Analyst, stated that staff use vehicle counts (generated by the new parking equipment) for the period 10:00 a.m. to 2:00 p.m., which is the highest use part of the day. The counts are taken every half hour. They look at each weekday and take the average for the month. McCabe noted that if she tries parking at Government East on a weekday, it is typically full by 8:30 a.m. - does this mean the counts don't take include those who park earlier in the day. Bill Knobeloch, Parking Operations Manager, explained that if the early parkers are still there at 10:00 a.m., they are counted. Government East has the highest turn-over, with an average length of stay of 3½ hours.

Wong felt the occupancy of each ramp is overstated because only the peak hour parking is counted, yet staff is using that for the percentage occupied.

Golden remarked that the TPC used to get more comprehensive reports with half-hour period data, but now the TPC is not getting enough data to see how well the PU is doing with respect to occupancies. The occupancy numbers for the Overture Center and State Street Capitol Ramps are very low. He felt it's getting to the point that if this trend continues, it's going to be difficult to justify construction of a mid-State Street ramp. Knobeloch acknowledged that peak occupancy at Overture is only about 55%, and Golden remarked that this ramp does not appear to be recovering from the Alliant move. Knobeloch advised that Metropolitan Place across the street from Overture is renting monthly spaces, which is competition. Carlsen mentioned that the major construction projects in the vicinity of these two ramps may have influenced some people to park elsewhere but they will come back once the construction is done. Golden remarked that if these occupancy percentages persist into the fall, it would be appropriate for the TPC to look at intervention. In the past when some ramps were under-utilized, the PU used a pricing strategy to move people around. Knobeloch noted that the TPC approved a strategy to help the Overture Center Ramp by allowing monthly parkers. However, revenue didn't go up and the assumption is that most monthly parkers were former daily parkers. Golden reiterated that the TPC may want to revisit this issue in the early winter.

Golden commented that the on-street meter utilization illustrates the ridiculousness of the perception that there's "no parking" in Madison. He would like the PU to pursue a strategy of changing selected street meters to long-term parking (this is something he suggested to former Parking Manager Robin Williams). Knobeloch advised that other cities have done this and it could be pursued.

Golden thought it would be interesting to track gas prices and parking utilization to see if there's a modal shift. Knobeloch stated that staff has not seen a reduction in traffic counts.

In response to Knobeloch's statement that the availability of public parking at Metropolitan Place is affecting the occupancy at the Overture Center Ramp, Wong wanted to know why the City allowed Metropolitan Place to build excess parking that competes with the City spaces. White advised that Metropolitan Place is starting its second phase of construction and the parking spaces per unit will go down as tenants occupy the new space. Knobeloch advised that the same thing happened with the Block 89 project. The parking was built first, while the office



space is being built in phases. Block 89 initially offered parking to the public but when the next phase is finished, the parking will be filled by tenants. Golden stated that the City encouraged Metropolitan Place to build structured parking, which meant it needed to be constructed during phase 1. Phase 2 will include a grocery store in addition to more condos, and there will no longer be an over-supply of parking. Metropolitan Place's parking ratio will be consistent with other downtown buildings. The City knew that the excess parking would be a short-term problem.

White wanted to know the status of the mid-State Street ramp. Golden stated the City is \$5 million short on financing it.

Motion by Golden/Carlsen to accept the July and August reports.

Referencing the August activity report which indicates that the PU's 2006 operating budget did not include a rate increase, Wong felt that parking rates should be increased because bus fares were increased. Knobloch advised that the PU doesn't know how much to increase rates because of the uncertainty with a mid-State Street ramp. If the ramp is not built, the PU doesn't need a rate increase. Wong felt a rate increase would be a deterrent to parking and would encourage alternative modes.

Motion carried unanimously.

- E.3. [02227](#) Metro YTD August Performance Indicators and Sept. info as available

Debo reported that ridership increased 13.8% from August 2004 to August 2005, and preliminary September data indicates an 8% increase from 2004 to 2005. She believed there will be a 3% overall ridership increase by year end. Staff believes that some of the ridership increase is related to gas prices. Metro has not seen a ridership loss from the August fare increase.

Wong asked if there is data on ridership by fare type. Ridership is up despite the fare increase, but is the growth simply due to unlimited ride pass agreements? Debo replied that for the next meeting she will provide a comparison of ridership by fare type. Wong felt it would be interesting to see if the non-unlimited ride pass ridership is decreasing because of the fare increase. Sanborn requested that Debo also provide a comparison of actual revenues versus projections for the fare increase. Debo noted that the fare increase wasn't implemented until August 9 and the September data is actually only through mid-September. There is a lag in the data until the December report is done in 2006. However, she will provide what information she can. In response to a question, Debo advised that the August report only shows data through August 8, which is prior to the fare increase. She won't be able to get a good picture until several months have gone by. Golden commented that the time period of the report should be more clear and that the report should not be called the "August" report if the data only goes through August 8.

In the Fixed Route Operating Statistics, Ridership data, Golden pointed out that the Variance column is the same as the 2005 Actual column. Debo will check with Metro staff as to why this occurred. Wong asked for a clarification of "non-revenue rides" and Debo stated it includes UW routes 80, 81 and 82 and rides for children under five years of age.

Paoni noted that the new automated farebox equipment will be more accurate in counting trips, and she wondered how the TPC will know how much of the ridership increase is an actual increase versus simply better counting. She wanted to know what month should the TPC consider the data to be reliable from the new equipment. Debo stated that July was a transition month, and each month gets better. They will never really know how much of the increased ridership is from actual riders versus improved reporting. The new system is certainly more accurate. Durocher felt the TPC can assume the previous data was accurate and compare it with the data the TPC now has. Paoni expressed concern that the TPC will not be able to get an accurate idea of the impact of the fare increase on ridership. Durocher stated there is nothing that can be done about the previous data.

Durocher pointed out that the Performance Indicators report shows that ridership is up significantly. He noted that one of the objectives in the Comprehensive Plan is to reduce car usage by increasing the use of alternative modes of transportation. While there are pending budget issues facing Metro, this objective should be kept in the forefront. There's a strong case to support public transportation given Metro's ridership numbers and the Comprehensive Plan objective.

Debo had provided the preliminary September financial data. Metro will burn through the \$920,000 contingency reserve very fast in 2005. Revenues are within where they need to be, but Metro has seen a massive increase in the cost of fuel and Debo will be meeting with the City Comptroller to discuss this. Metro might

need money from the General Fund to end 2005 because of fuel costs. The bottom line shows a small YTD income of \$225,588 but many adjustments in expenses will be made at the end of the year. Metro is currently \$584,000 over budget, and this reflects only the first month of the big fuel increase. Debo was very concerned about the rest of the year. Wong noted that gas prices have dropped over 50¢/gallon from their peak and he wondered about diesel fuel prices. Debo reported that diesel prices took a jump ahead of recent Hurricane Wilma. The cost was \$3.00/gallon for the last shipment, which is the highest she has seen it. She hoped it would not remain that high. In 2002, Metro paid 55¢ a gallon for diesel. In response to a question from Paoni, Debo stated that the ultra low sulfur diesel costs about 27.5¢ a gallon more than regular diesel but Metro is getting a payback from MGE on the differential so it is not costing Metro more to use the ultra low fuel in 2005. In June 2006, Metro will be required to use ultra low sulfur fuel but hopefully the price will come down by then. Wong asked whether the 27.5¢ differential is fixed, i.e., does it remain at that level regardless of the price of diesel. Debo stated the assumption is that there's an 18¢ differential on average.

Motion by Radomski/White to accept the report carried unanimously.

## F. NEW BUSINESS

- F.1. [01865](#) Repealing Sections 8.18, 8.186, 8.187, 8.189 and recreating them as Section 8.18 of the Madison General Ordinances to unify parking regulations for City parks under one section number and add parking regulations for Henry Vilas Park, and amending Section 1.08(3)(a) of the Madison General Ordinances to update references for violations of Sections 8.18, 8.186, 8.187 and 8.189 in the bail deposit schedule.

**A motion was made by McCabe, seconded by Wong, to Return to Lead with the Recommendation for Approval to the BOARD OF PARK COMMISSIONERS McCabe stated she lives in the area of the Henry Vilas Zoo and was very pleased to see the parking restrictions. The motion passed by acclamation.**

**Enactment No:** ORD-05-00177

- F.2. [02200](#) Authorizing the Mayor and the City Clerk to enter into an agreement with Dane County for the following purposes in the calendar year 2006: (1) providing the Transit Utility with MA Waiver Community Integration Program (CIP) funding and State 85.21 funding by Dane County for the provision of paratransit services; (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.

**A motion was made by McCabe, seconded by Wong, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by acclamation.**

**Enactment No:** RES-05-00907

- F.3. [02196](#) Authorizing the Mayor and the City Clerk to enter into an agreement with Dane County to provide Group Access Service for the City of Madison for the calendar years 2006, 2007, 2008, 2009, 2010.

A motion was made by McCabe, seconded by Wong, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER Durocher requested that Crystal Martin, Paratransit Program Manager, explain the Group Access Service (GAS) program. Martin advised that Dane County provides group transportation for seniors for trips within Metro's paratransit service area (grocery shopping, attend day care programs, medical appointments, etc.). This is a cooperative funding arrangement wherein Metro passes through to Dane County the State funding that Metro receives for GAS in Madison. Durocher commented that the program takes a load off Metro. Debo asked why the resolution authorizes agreements through the year 2010. Martin stated that Dane County contracts over a five-year period and it avoids having to come to the TPC each year. The resolution is contingent on the City receiving 85.20 funding and the County receiving 85.21 funding.

The motion passed by acclamation.

Enactment No: RES-05-00905

F.4. [02197](#)

SUBSTITUTE - Authorizing the Mayor and City Clerk to enter into an agreement with Dane County to amend the 2005 contract for the purpose of providing the City with MA Waiver Community Integration Program (CIP), to offset approximately 60% of the cost of eligible paratransit trips provided by Metro Transit in calendar year 2005.

**Fiscal Note Required / Approval to the Comptroller's Office/Approval Group**

A motion was made by Ald. Golden, seconded by Carlsen, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER Crystal Martin, Paratransit Program Manager, noted that the resolution needed to be amended to reflect a revised dollar amount based on new data from Dane County. The motion passed by acclamation.

Enactment No: RES-05-00906

F.5. [02216](#)

Authorizing the Mayor and the City Clerk to enter into agreements with Badger Cab, Badger Bus Lines, Inc., Laidlaw Transit Services, Inc., and Transit Solutions, Inc., for the purpose of providing Complementary Paratransit Services to Metro Transit for a term of three years ending December 31, 2008, with an option for years 2009 and 2010.

A motion was made by Ald. Golden, seconded by McCabe, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER Martin advised that the current contracts expire at the end of 2005. Metro went out to bid for a contract term of three years, with an option to extend for an additional two years. Five providers submitted a proposal. Metro is recommending contracts with four companies to begin January 1, 2006. Martin remarked that it's a very competitive environment and some current providers submitted a bid less than their current price. One provider increased their price significantly more than anticipated so Metro will reduce the number of trips with that provider. Debo stated that staff were very satisfied with the bids. However, paratransit ridership is going up almost 10% and this will drive up the overall cost of the program. Paratransit costs may be \$ 183,000 above budget in 2006 because of increased ridership. Martin stated that the paratransit program has often seen modest annual growth of 2-3%, but this is the first time in the past 15 years that growth has reach almost 10%. There are about 3,000 total eligible riders every month but only about half of those take trips . Those taking trips are using the system more aggressively. Martin has been working with other entities re: the "shedding" of riders to paratransit.

Golden asked to what extent is the ridership increase consistent with all paratransit riders versus MA waiver riders. Martin advised that MA waiver riders are up 5.7%, whereas the overall YTD increase in ridership is 9.3%. She stated that most high utilization users are MA waiver.

The motion passed by acclamation.

Enactment No: RES-05-00908

F.6. [02217](#)

Amending 3.51(4)(k)3. of the Madison General Ordinances changing the makeup of the Contracted Services Oversight Subcommittee by adding a member representing the City of Verona and deleting a member representing Shorewood Hills.

A motion was made, seconded by Wong, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER Durocher stated that Ald. Sanborn and Chris Carlsen currently serve as TPC reps on this subcommittee. Golden reported that he broached the MPO about having a member representative. The MPO members felt that MPO staff Bill Schaefer, who routinely attends the CSOS meetings, could provide the necessary linkage.

The motion passed by acclamation.

Enactment No: ORD-05-00178

F.7. [02241](#)

Cameras on buses and at South Transfer Point, Metro staff report for 10/25/05 Transit & Parking Commission agenda

Georgian Springen, 6211 Bridge Road, Monona, registered in support.

- She is a Metro bus driver.
- Wanted to know the status of the security plan, including installation of cameras.
- Cameras would be a deterrent.
- In addition to cameras, need to do more to prevent incidents.
- Had cameras before on some school routes; did not stop all the bad behavior but cameras were useful in identifying the students involved.
- There are particular problem routes, problem times, and problem transfer points.
- She really likes the new banning policy but wanted to know when it will take effect.

Paoni asked what Ms. Springen thought of cameras being on only 10-15 buses. Ms. Springen stated there is a difference of opinion among the drivers, and some want cameras on all the buses. She herself preferred to target the problem areas. If Metro had the money, she would probably want cameras on all the buses. In the past, Metro only had four cameras for the school routes.

Ann Gullickson, Transit Service Manager, reminded TPC members that the last time she appeared before them, the TPC authorized Metro to consider cameras and to come back with a plan. As outlined in the memo provided in the agenda packet, Metro looked at a variety of camera options and is recommending digital cameras with the recorder on the bus. Metro does not have the staff to watch live cameras. The digital cameras can record for 36 hours before recording over the images. If there is an incident that Metro wants to retain, it can be bookmarked and prevented from being recorded over. All buses are equipped with a silent alarm and when the driver presses it, the recording will be bookmarked five minutes prior to the alarm being triggered since some incidents begin before the driver is aware. Gullickson was not sure of the cost for 15 cameras but that will be part of the RFP process. It might be that Metro is not able to do all 15 cameras, and she hoped that Metro would get recommendations from the vendors as to what's appropriate. But the authorization, if approved by the TPC, is for up to 15 cameras.

Randy Boyd, Metro supervisor, was also present.

Debo noted that Metro is working with the Police Department and the School District. White asked whether the purpose of the cameras is to deter or whether it's to identify problem riders. Gullickson replied it's both. The main purpose is deterrence and it is hoped the cameras will have a calming effect. The Police Department is very interested in Metro having this equipment. When the police are called to the scene, the camera will provide an objective account of what occurred; it will not be the driver's word against the passenger's. Debo advised that when Metro previously used cameras on school buses, the information was shared with the School District and Metro would do the same with the new cameras. White felt the cameras will act as a deterrent for only a short period of time if there's no follow-up. Gullickson assumed that the word will trickle into the community once the follow-up starts. She wants to see how useful the equipment is and whether to extend it to more of the fleet.

Boyd stated that he rides "undercover" and will follow problem students into school. He watches about 12 routes. Cameras would go a long way toward

identifying the students. He has been threatened, and cameras would be useful in showing what happened so that it's not just his word against the passenger's. It would be very useful to have cameras at all transfer points. It means he would no longer have to be on the front line of enforcement. Boyd noted that when the community group got involved at the South Transfer Point, the problems really went down. Cameras would be a wonderful tool to help address the problems.

Debo remarked that Metro is seeing the same youth behavior that is occurring in society at large. Gang activity is on the rise, which is one more reason to have this type of equipment.

Wong asked why the proposal is for cameras on five school routes and 10 fixed routes. Are the regular buses used for school service? Gullickson stated that the information from drivers is that the problem extend beyond student behavior, it is more criminal activity that occurs on mainline service especially during evenings and weekends. She emphasized that the problem could be on any bus, at any time. She advised that Metro does not have a segregated fleet, although typically the older buses are used for the supplemental school service. If cameras are installed on 10 newer buses, eventually those buses will be used for school service. The cameras are not movable from bus to bus.

In response to Wong's question, Gullickson stated that funding for the cameras is included in Metro's capital budget (80% federal funding). Wong wondered whether the Police Department and the School District should share in the cost, but Debo commented that it doesn't work that way.

Boyd stated that most problems are caused by riders 17 and younger on both the school and regular routes. While the South Transfer Point is the worst, he felt all transfer points should have cameras. There is a gang presence at the South Transfer Point and he felt the problem will get worse if security is not improved.

If a passenger is removed from the bus, Carlsen asked whether the camera will provide an instant replay so the passenger can be arrested. Gullickson replied no. Metro wants to keep the bus on its schedule for the other passengers and does not want to idle the bus while the police review the camera images. Streit noted that the Police will have reliable probable cause to make an arrest.

Carlsen was glad to see the issue of cameras before the TPC again. He was upset when the TPC removed cameras from the ITS bid a few years ago.

Streit asked what type of behavior gets someone banned from the bus, and Boyd replied that it's defined in the new policy. Gullickson stated that the information is shared with other agencies involved in the person's life, e.g., Metro will meet with the School District and the student's parents. Banning is not the first step. Debo confirmed that the School District is aware of the policy and is very supportive.

Paoni wanted to know how the new policy is advertised. Gullickson stated that Metro is not planning on doing that. Supervisors and drivers are aware of it, but Metro did not anticipate having a "marketing" campaign. Paoni felt passengers should have advance warning of the new policy. Gullickson and Debo disagreed. Paoni suggested including the policy in the Ride Guide. Boyd stated that the people he has contacted are very supportive of the policy.

Motion by Wong/McCabe to approve the staff report.

Debo explained that approval means that Metro will prepare an RFP and go out for bid. Metro will then come back with a resolution to proceed with a contract.

Golden expressed concern about the proposal. Once this gets to the Common Council, it might not have support. There is no documentation. When the City passed its truancy ordinance, they worked with the Police, the municipal court and the School District since there was a concern that the court would be overwhelmed. They developed a very coordinated program that was adopted by the Council and the School Board. When Cherokee Middle School had a problem with students on the bus, a written safety plan was developed that included the creation of a middle school ID card. Students could have their ID and bus pass pulled if they misbehaved. Having some cameras did help to calm the situation. Golden was convinced that cameras have to be part of the safety plan, and the Council's approval was that cameras could be considered as part of a safety plan. But so far the only thing that has come to the TPC has been cameras. He heard about cooperation with the MPD and Captain Wheeler, but he wants to see a lot more than what's here. There needs to be something that discusses strategy, how to enforce the ban, referrals for prosecution, are there ordinances that cover these things, input from the City Attorney's office, etc. Golden felt the long-term effect of cameras is to record a crime happening, not to deter it. He acknowledged that the cameras will be a very useful MPD tool for apprehensions. Golden cautioned that use of cameras might not prevail at the Council; a report with more information needs to be provided.

Carlsen noted that the last time the issue of cameras was before the TPC, some of the members linked bus cameras with having cameras in downtown bars. The three alders on the TPC withdrew their support for the resolution to purchase ITS equipment if cameras remained part of it. The TPC and Metro need to move forward and may need to expand the plan in order to get support, but the camera issue is related only to Metro. Debo stated that the preamble in the resolution authorizing the purchase will provide background information. Golden stated he did not oppose cameras when properly used for a function. But even since this issue came up, he has tried to make sure that Metro is not putting all its eggs in one basket. Some of the elements that he mentioned previously have to be part of the security package. He felt both the drivers and the passengers would prefer a comprehensive safety plan. His criticism is the lack of a comprehensive plan.

Boyd stated he believed that cameras will serve as a deterrent. Again, most of the problems are caused by youth 17 or younger. Once it becomes known that there are repercussions, cameras will act as a deterrent. He agreed with the need to involve schools, parents and the community.

Sanborn recalled that an earlier security plan had talked about improved lighting at the South Transfer Point and perhaps some "dummy" cameras. Is that still on the burner? Debo advised that South Transfer Point lighting is in the capital budget but not dummy cameras, there are pros and cons to having dummy cameras. Ann Gullickson noted that the earlier memo had a more developed security plan, and that can be included in the package that Golden is talking about. There is a lot of support from the community and the MPD, and Metro can put together something that shows that cameras are only one tool. Paoni



supported a complete safety plan, not just cameras. She felt it won't take too long for the offenders to find out where they can stand at the transfer point without being recorded by the camera. Gullickson agreed that cameras will not solve all problems. Paoni commented that Metro supervisors should not be doing law enforcement and she hoped that MPD becomes more involved.

Durocher advised that the motion is to authorize Metro to issue a Request for Proposals and go out for bid. Debo explained that a resolution authorizing the City purchase the equipment would come back to the TPC. Gullickson did not know how long the entire process will take.

Golden offered an amendment, accepted as friendly by Wong and McCabe, that at the time when the resolution authorizing the contract for the cameras comes before the TPC, it come with a comprehensive safety plan that includes community involvement, coordination with the MPD and the MMSD as to how the camera evidence is used, and a prosecution strategy for the City Attorney and District Attorney offices.

Motion carried unanimously.

F.8. [02249](#) Metro service change proposals

Debo advised that Metro staff has met many times to talk about this and used the on-board data extensively. Metro is not enthusiastic about service cuts but it has a responsibility to stay within its budget. Debo remarked that the TPC needs to make some progress on discussion of these items and decide what it wants to do. The City budget is not finalized and hopefully the Common Council will add money to fully fund Metro. But in the event that doesn't happen, the TPC needs to make some headway in discussing service cuts. Wong asked if anyone had a sense of the likelihood that the Council will come up with an additional \$550,000. Golden advised that one proposed budget amendment would make the City's contribution equal to the amount projected to be generated by the fare increase. Another amendment would bring in an additional \$270,000. However, the amendments are not a sure thing, and Golden did not know what other competing amendments will be offered to increase the City budget. Wong noted that the City is not bound by a 4.13% increase as originally thought and could actually raise taxes by an additional 3%. He preferred to wait until the Council decides the budget before deciding what (if any) cuts to target. Debo indicated the TPC could do that, but there's an incredibly long lead time for making the changes and they must be implemented by the March driver pick. Waiting until later in the year will increase the amount of service that needs to be cut.

Wong asked what is driving the \$556,000 shortfall and whether it reflects the increased ridership Metro is seeing. Debo stated that Metro's budget includes the revenue projection from the fare increase but revenues from increased ridership is not built in. As it now stands, the \$556,000 shortfall is growing and any ridership/revenue increase would be a plus. The increase in fuel costs is greater than when the budget was put together. Further, Metro is expecting an \$183,000 increase in paratransit costs due to ridership growth that was not reflected in the 2006 budget when it was submitted. Debo advised that the Board of Estimates has asked Metro for an outside number of how bad the fuel overage could be and she will put together something. She can play around with ridership to see what happens with the numbers.

Motion by Wong to refer this item to the Nov. meeting, failed to get a second.

Carlsen understood what needs to take place, but the TPC just got done raising fares and now it's preparing to reduce service. He would really like to know what the Common Council plans to do as far as Metro's budget. Service cuts are an emotional issues for riders, and the media will rip apart Metro. Debo emphasized that Metro staff never said that there would not be service cuts. If fares were not increased enough to cover the shortfall, Metro would look to the City to make up the difference. But if the City doesn't pick up the difference, then service cuts are necessary. Carlsen was concerned that the TPC is taking the next step toward service cuts when they don't know whether it's necessary.

Golden asked for the following information: (1) the number of riders affected by each cut; (2) whether back-up service is available for some of the cuts; (3) the numbers for an implementation date in June or July instead of March; and (4) how will the 10% spike in paratransit ridership be addressed.

Golden also requested that the Metro reports be prepared in a larger-size font.

Paoni suggested that Metro consider reducing service to the UW, but Debo pointed out that the UW entirely pays for its service. Paoni commented that the

UW pays only half price for a lot of its service. Debo disagreed and said that the UW is a very important contract partner and pays for their service as well as a good portion of overhead.

Paoni wanted to move as quickly as possible on the cuts if they are necessary. The budget deficit keeps growing while the TPC delays taking action. Also, there would be a better connection in the public's mind that the cuts are related to the Council's budget action if the cuts are made soon. Debo pointed out that the TPC needs to hold a public hearing first and there needs to be a certain amount of notice before the hearing can be held.

Motion by Golden/Wong to refer this item.

Streit was disturbed by the motion to refer. He felt the TPC is putting its head in the sand. Rather than waiting for the Common Council to decide, the TPC should take a hard look at the proposed cuts, some of which should occur regardless of what the Council does. The TPC is the steward for Metro. No one on the TPC said that there would not be service cuts.

Durocher noted that Golden has requested more data, including the number of riders that would be affected by the various cuts, and this is important data for the TPC to have in its deliberations.

Motion to refer carried unanimously.

F.9. [02235](#) Transit and Parking Commission 2006 meeting schedule

Wong mentioned that he serves as an election official and cannot meet on election days. Members discussed whether they wanted to continue to avoid meeting on dates when the BOE has budget meetings, which typically involves rescheduling the TPC's September meeting. The aldermanic members indicated they did not see a need to avoid meeting when the BOE has budget meetings. [Ed. note: Ordinance ID #02324, introduced to the Common Council on 11/8/05, establishes a policy that boards, committees and commissions shall not schedule meetings on the same nights that the Board of Estimates is considering the annual Operating and Capital budgets. If the ordinance is adopted, the TPC will need to adhere to this policy.]

Members agreed to meet on the second Thursday in July (13th) and Nov. (9th) since the Common Council is meeting on the second Tuesday.

G. OLD BUSINESS

G.1. [02080](#) Report re: Parking on the Capitol Square.

There was a limited number of copies of a memo from Ald. Webber to the PBMVC and TPC re: use of the right lane on the Square and implications for all traffic.

TPC members were unclear as to what action, if any, was expected. White indicated she had some concerns about the report.

Motion by Golden/White to refer to the next meeting, carried unanimously.

- G.2. Update on miscellaneous items: input concerning fare increases; service discussions with Oregon, Cross Plains, Maple Bluff; Clean Air Action Days; advertising in shelters

**Debo stated she will be bringing forward a resolution re: having the City reimburse Metro for free fares on the 2005 Clean Air Action Days. Golden advised that he will be submitting a budget amendment for reimbursement for the 2006 Clean Air Action Days.**

**Debo reported that if the City gets approval from the State, she will bring forward a proposal for ads in bus shelters.**

## **H. REPORTS OF OTHER COMMITTEES/COMMISSIONS/AD HOC GROUPS (presented for information only)**

**Motion by Golden/Radomski to accept reports H.1 through H.7, carried unanimously.**

- H.1. ADA Transit Subcommittee - 9/1/05 minutes
- H.2. Contracted Service Oversight Subcommittee - 9/22/05 meeting notes (no quorum)
- H.3. Parking Council for People With Disabilities - 10/18/05
- H.4. Long Range Transportation Planning Commission - 9/15/05 minutes
- H.5. Mid-State Street Parking & Mixed Use Facility Evaluation Team
- H.6. State Street Design Project Oversight Subcommittee
- H.7. Joint Southeast Campus Area Committee

## **I. GENERAL DISCUSSION ITEMS**

- I.1. General announcements by Chair

**Durocher asked for volunteers (1 alder, 1 citizen) to serve on a taxicab license denial appeal hearing, and Radomski and Streit volunteered.**

**Durocher also requested that White, Golden and Debo work with him on setting up the retreats discussed at the Sept. 8 TPC meeting.**

- I.2. Commission member items for future agenda

*None*

## **ADJOURNMENT**

**Upon a motion by Carlsen/Wong, the meeting adjourned at 8:37 p.m.**