



City of Madison

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

Thursday, July 15, 2010

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room LL-110 (Madison Municipal Building)

Present: 10 -

Gary L. Poulson; Margaret Bergamini; Robbie Webber; Paul E. Skidmore;
Tim Gruber; Eric W. Sundquist; Steve King; Chris Schmidt; Charles A.
Erickson and Mark N. Shahan

1 CALL TO ORDER / ROLL CALL

Chair Robbie Webber called the 7-15-10 meeting of the Long Range Transportation Planning Committee to order.

Mike Rewey and Tim Gruber also present; official LRTPC members but not yet in Legistar

Present: 9 -

Gary L. Poulson; Margaret Bergamini; Robbie Webber; Paul E. Skidmore;
Eric W. Sundquist; Steve King; Chris Schmidt; Mark N. Shahan and
Charles A. Erickson

2 APPROVAL OF MINUTES FROM JUNE 17, 2010 MEETING

Mark Shahan asked that the paragraph on page 4 (about review and tracking progress of TDM activities) be amended to read:

“Margaret Bergamini wondered which committee would be responsible for reviewing TDM plans and requirements, and tracking progress toward meeting plan goals. She and mark Shahan suggested that it could possibly be LRTPC, TPC, or Plan Commission - depending on the approach. She said that the two-page policy paper could be re-written to include the review/approval process.”

David Trowbridge said that he would make this change. The Minutes of the 6-17-10 LRTPC meeting were then unanimously approved, as amended, on a motion submitted by Ald. Steve King/Tim Gruber.

Tim Gruber, Mike Rewey and Sup. Chuck Erickson noted that they were all in attendance on June 17th. David Trowbridge said that Legistar does not include their names in the system, even though they are confirmed LRTPC members.

**A motion was made by King, seconded by Poulson, to Approve the Minutes.
The motion passed by voice vote/other.**

3 PUBLIC COMMENT

There were no members of the public wishing to speak in regard to future LRTPC agendas.

4 [14029](#)

**REVIEW AND DISCUSSION OF ISSUES PERTAINING TO INTERCITY
PASSENGER TRANSPORTATION AND POTENTIAL MULTI-MODAL
TRANSPORTATION STATION/TERMINAL IN THE CITY OF MADISON**

Tim Anderson introduced himself to Committee members, noting that he has been a planner in Madison for a number of years. He said that he and a group of other planners, architects and design professionals had been asked by Downtown Madison Inc. (DMI) to help develop ideas for the City's Downtown Plan. He provided an overview of some of the ideas the group has come up with for a downtown rail station, and ways to help link Lake Monona to the downtown area better. He said that he would like to share some ideas for future consideration.

Mike Rewey referred to one of Mr. Anderson's suggestions about possible turning Wilson Street into a two-way street. Rewey felt that this was possible, but that parking may need to be removed in some places. Tim Gruber agreed but felt that the intersection of Williamson, John Nolen and Blair needs special attention (for all transportation modes that travel through that intersection). Tim Anderson described a concept to bury John Nolen Drive/Blair Street under the intersection and allow street access from Williamson Street through the intersection (southwest) to Wilson Street. Gary Poulson said that this intersection design holds promise, but that it would likely be very costly.

Margaret Bergamini referred to the station building design, and wanted to ensure that the views from the building were as good as they could be (and not just views of the side of a parking ramp). Mark Shahan said that bicycle access (from the Lake Monona path) to the station building is very important, given the high level of bike traffic using the path. He also said that auto drop-off areas need to be thought through carefully.

Eric Sundquist said that the arcade idea for Pinckney Street may see some resistance. Tim Gruber felt that the front door of the station building should be at the corner of Pinckney Street and Wilson Street. Mark Shahan said that station access to parking will be an important design consideration, and said that access from the Government East ramp block should be looked into.

One member of the public, Royce Williams, wished to speak. He said that the City of Madison needs to take control of the planning and design issues, and added that there needs to be a clear delineation of responsibilities between WisDOT and the City. He said that it is unclear who designs the station, who operates the station, and which entity is paying for what. He said that there is too much ambiguity regarding the amount of parking needed, and what entity will operate the facility. Mr. Williams also wondered whether or not the Monona terrace station would serve trips eventually heading to the Twin Cities (when that service is in place), or whether a second station would be developed for that. He said that these details are critical to the decision making process, and he expressed frustration that they are unknown at this time.

Chris Klein (Mayor's Office) pointed out that the project will hold a Public Information Meeting on July 29th, with some details yet to be announced). He said that, based on his past employment with the Department, he is certain WisDOT is committed to providing for a robust public outreach

program with this project.

Tim Gruber said that, given the fact that the Wisconsin DOA building is a planned unit development (PUD), a potential station proposal at that site would need to go through an major or minor alteration process at the Plan Commission. Robbie Webber said that the development of a bicycle station at the intermodal facility should be a primary design consideration, and that the concept has widespread support.

Margaret Bergamini said that WisDOT needs to provide more detail on the station development process, particularly if the City of Madison (esp. Parking Utility) is expected to participate financially. She said that the 2011 budget process is beginning for the Utility, and that the Transit and Parking Commission need more detail.

Chair Robbie Webber asked that WisDOT should plan to attend future LRTPC monthly meetings, as they have committed to doing. The Committee thanked Mr. Anderson for his ideas and concepts.

5 [18538](#)

Amending the Mid-Town Neighborhood Development Plan, a supplement to the City of Madison Comprehensive Plan, to provide more detailed recommendations for the western part of the planning area and to include additional lands west of Meadow Road, and authorizing the City's applications to amend the Central Urban Service Area as required to implement the recommendations in the Plan.

The LRTPC voted 6-1 to recommend adoption of Resolution ID 18538 (Margaret Bergamini voted "no"), and to forward the LRTPC Minutes as comments for the Plan Commission to consider, on a motion submitted by Mark Shahan/Ald. Paul Skidmore. The Committee also thanked Mr. Grady for his presentation.

Excused: 3 -

Gary L. Poulson; Eric W. Sundquist and Charles A. Erickson

Ayes: 5 -

Paul E. Skidmore; Michael A. Basford; Steve King; Chris Schmidt and Mark N. Shahan

Noes: 1 -

Margaret Bergamini

Abstentions: 1 -

Robbie Webber

Brian Grady (Planning Division) provided an overview of the main components of the Mid-Town Neighborhood Development Plan Amendment (NDP) - including the natural features, property ownership, land use recommendations, street network, and bicycle and pedestrian system recommendations.

A member of the public, Ron Boehnen (3420 Sugar Maple Lane), wished to make some comments about this agenda item. He wished to commend Brian Grady and Michael Waidelich for the way they conducted the neighborhood listening session. Mr. Boehnen urged support for the street network recommendations and pointed out a number of existing traffic problems in the area. He said that CTH M and Mineral Point Road traffic is very challenging to access and that improvements need to be made. He cited a

serious problem with traffic cutting through the neighborhood, using local residential streets. He said that traffic speeds are unsafe on Sugar Maple Lane, and he noted that the street is a Fire Route because it is faster than other routes.

Ald. Steve King noticed some recommendations for “carriage lanes”, and said that he does not support them.

Chair Robbie Webber pointed out that the bike/ped paths through the area parks should be at least 10 feet wide, given that they will be used for both transportation and recreational purposes.

Mark Shahan said that there needs to be good east/west street access to Olson Elementary School. He said that local streets should be direct, to provide a good bicycling route alternative (especially for less bold bicyclists). He also pointed out that a better street grid will help with the traffic issues alluded to by Mr. Boehnen, by providing numerous routes for vehicles to use. He said that traffic calming should be used in many places to help slow vehicles down.

Shahan said that, in general, the grid street system should be improved throughout the NDP area. However, he said that if the auto grid cannot be improved, at least do so for bikes and pedestrians. He said that good bike/ped connections should be made from the local streets within the Mid-Town Neighborhood to the north-south bicycle path along the Lower Badger Mill Creek corridor. He also recommended that the southerly extension of South Point Road connect to Hill Creek Drive at the existing street stub, rather than having it connect with Sugar Maple Lane.

Margaret Bergamini expressed disappointment about the public transit improvements in this area. Brian Grady said that some of the transit service to the Epic complex in Verona could be re-routed to serve the neighborhood. He also said that connections could be pursued to the north of the NDP area. However, he added that it is not typical for NDP amendments to include such specific recommendations for future public transit service. Bergamini said that there should be a stronger transit component.

Mike Rewey agreed that connectivity and the grid system is extremely important to bicyclists and pedestrians, even if it is not practical to achieve for auto traffic. He urged the use of bicycle lanes on local streets, and not just arterials and collectors - especially those local streets that provide good, direct connections through the NDP (and across arterials to abutting neighborhoods). He said that these types of improvements to local streets will help people to become more comfortable bicycling. Rewey provided staff a marked-up map of some possible additional connections to consider. He also agreed with the comment to provide a 10-foot bicycle/pedestrian path through parks, to facilitate good transportation options.

Robbie Webber said that safe routes to schools are a very important component of these NDPs, and that speeding traffic (mainly from parents dropping off kids) is a serious issue in these areas. She agreed that better bicycle and pedestrian connections in the neighborhood would help provide a school transportation option (and hopefully reduce auto traffic at the schools). She noted that Red Tail Drive has been noted by neighbors in the area as having as a serious speeding/cut-through problem. She said that lane marking and traffic calming can be helpful, and she strongly urged these types of improvements near Olson Elementary School (as well as along Red Trail Drive).

6 [17145](#) **DISCUSSION OF POTENTIAL APPROACHES TO ADVANCE
TRANSPORTATION DEMAND MANAGEMENT (TDM) INITIATIVES IN
THE CITY OF MADISON**

The LRTPC unanimously recommended referring ID 17145 to the next meeting,
on a motion submitted by Mark Shahan/Ald. Steve King.

7 [08484](#) **INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION
MEMBERS**
- Note: No Discussion of Specific Items

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

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

David Trowbridge said that the August 19th meeting (5:00 p.m., Room 300)
would likely include, as a standing agenda item, a report on the progress of
the intercity passenger rail station evaluation.

9 **ADJOURNMENT**

The Committee adjourned its meeting at 7:05 p.m.