



# City of Madison

City of Madison  
Madison, WI 53703  
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## Meeting Minutes - Approved TRANSPORTATION ORDINANCE REVIEW AD HOC COMMITTEE

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Wednesday, April 27, 2016

5:00 PM

210 Martin Luther King, Jr. Blvd.  
Room GR-27, City-County Building  
Police Conf. Room

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### 1. CALL TO ORDER/ROLL CALL

DeMarb called the meeting to order at 5:06 PM.

**Present:** 3 - Denise DeMarb; Ledell Zellers and Steve King

**Absent:** 2 - Paul E. Skidmore and Rebecca Kemble

**Excused:** 1 - Mark Clear

Please note: Clear arrived 6:46 PM.

### 2. APPROVAL OF MINUTES

A motion was made by Zellers, seconded by DeMarb, to Approve the Minutes of the March 30, 2016 meeting. The motion passed by voice vote/other.

### 3. PUBLIC COMMENT - None.

### 4. DISCLOSURES AND RECUSALS - None.

### 5. 42722 History of the original structure of the Dept. of Transportation and its evolution - TORC 04.27.16

DeMarb noted that Rob Kennedy of the UW would not be available to speak because he was ill.

Golden provided a history of MDOT from when he was first elected Alder in 1989 up to the present.

- In 1989, MDOT was comprised of Metro, Parking and Traffic Engineering (TE), and was overseen by a Director. The City Traffic Engineer (CTE) position was not filled.
- The Council at the time had a low interest in working on transportation.
- A transportation study recommended a strong Council presence on the Transportation Commission (TC).
- Composed of 4 alders, 5 citizen and 2 alternate members, the TC was an all modes transportation committee, covering Metro, TE and Parking; and had a Ped/Bike Subcommittee.
- Movement began in the community to work more on neighborhood traffic issues.
- A committee was created to review MDOTs performance headed by Alder Hamblin.

- When the Director of Transportation retired in the early 1990s, as decision was made not to eliminate the Director of Transportation, but to leave it vacant and to fill the vacant City Traffic Engineer position. CTE Dryer was hired in June 1996.
- In the 1990s, Metro struggled with ADA requirements and steep increases in ridership.
- Once staffing issues were addressed, the City began a review of the Transportation Committees and structure.
- The workload of the TC at the time was too much for one Committee, and recommendations were made that the TC be split into two: the TPC and PBMVC.
- The temporary PC/TC was converted to the LRTPC, with some added public works representation (PW). Over the years the membership has been tweaked with MPO and RTA membership.
- MPO at the time was part of the RPC. Currently, the MPO is staffed by City employees.
- Suburban communities began purchasing Metro services. To guide this, a Contracted Service Oversight Subcommittee (CSOS) was created.
- CSOS is comprised of staff of the municipalities who contract with Metro. With no elected representatives as members, the Subcommittee is chaired by the Metro Manager. It was noted that Metro should not be the Subcommittee chair.
- Parking Council for People with Disabilities (PCPWD) structure should be reviewed. It has difficulty meeting quorum.
- The MPO and RPC is a significant split. The level of coordination could be improved, but the external implications of a change of this magnitude had to be considered.
- The current transportation committee structure is reasonable but TORC could consider merging PBMVC and TPC back into a TC. When the TC was split 20 years ago, change within the transit area was at a height.
- There could be benefits to an all-mode TC; but at the same time, the current committee structure seems to function. Recreating the TC would necessitate recreating the MDOT. What benefits this would bring have yet to be determined.
- TORC should review the CSOS and the potential to reformulate it with elected representatives, with current staff moved to an advisory role as a technical advisory committee.
- The ADA Subcommittee should be reviewed to determine how to address issues of quorum. Former Paratransit Manager Crystal Martin should be involved in this.
- The City should maintain the LRTPC as a standing committee; and continue to review its membership as warranted. It is a dynamic committee.

Members had the following questions.

- Are other cities contributing to the MPO currently? Yes, but this was a small amount.
- Can the Committee have an org chart with all the committees, their membership, and their role? Strange responded that he would be discussing this shortly.

6. 42723

Structure of transportation in other cities, Common Council Legislative Analyst Heather Allen - TORC 04.27.16

Allen discussed her research of transportation organizational structures in

other cities. Please see related documents and her PowerPoint attached.

Members had the following questions and observations pertaining to Allen's presentation.

- The Walk Score can be a subjective metric. It is a function of destinations to walk to, as much if not more than the availability of transportation infrastructure or transportation-related decisions.
- The City of Raleigh is in the process of creating a DOT, which is the reason they were identified as a municipality to be reviewed. But they were just beginning, so no information was currently available.
- Whether Triangle Transit is comparable to an RTA, it is a regional transit system but she didn't know how it is funded.
- At Milwaukee County DOT, TE is part of the Transportation Services section, which was also comprised of Transit, Highway Maintenance, Airport, and Transportation Services.
- Buffalo does not have a DOT and their transit is handled via RTA and regionally funded.
- Minneapolis transit is regional.
- Minneapolis and Portland are the only municipalities reviewed with BRT.
- Milwaukee County transit is planning to contract/operate the City of Milwaukee streetcar line.
- Portland recently hired a Director of Transportation as a non-elected position.
- Portland has a very good working relationship with their State government. Portland also has very strong land-use controls, similar to Europe.
- Allen will check to see if the transit score for Madison encompasses service only within Madison.
- Golden commented that relations need to be improved between the ex-urban communities and the City of Madison.
- LRTPC staff David Trowbridge commented on how the City was planning to undertake an economic study of regional transportation in the region, looking to build coalitions with the business community to show the economic benefits that better transit can provide for the region. The coalition will include the Urban League as well.
- Golden suggested the Committee consider Alder Palm's work with the RPC and greater Madison Vision.
- Population demographics were changing in Dane County, with the ring communities now having populations in excess of the City of Madison.
- TPC Chair Gary Poulson commented on the committee structure. He sees paratransit as transit, and perhaps Parking could be moved out of the overview of TPC. But he has not developed a strong desire either way.
- Deputy Mayor Anne Monks noted quorum issues at some of the subcommittees; and felt that perhaps there was a better way to get the input of the special needs/disabled populations, perhaps through periodic engagements with them as a group and listening in an organized way as to what their needs are rather than through the committee structure.
- Alder King commented on the many-leveled structure of government in Wisconsin.

7. 42724

Existing transportation ordinance and the process for reviewing it, Asst. City Attorney John Strange - TORC 04.27.16

Strange discussed his research of the ordinance structure of the City and history of MDOT. Please see related documents and his PowerPoint attached.

Members had the following questions and observations pertaining to Strange's presentation.

- Golden commented that Metro is owned by the City, but 20% of the match is provided by other communities. This should be the time to reach out to regional partners, and it would be a courtesy to involve them in the discussion.
- TPC staff Anne Benishek-Clark noted that the TPC sets rates for both Metro and Parking; and that TPC resolutions are created and kept separately to memorialize these TPC's actions.
- TPC Vice-Chair Margaret Bergamini wondered whether residency requirements for Madison committees had always been a requirement historically.

Please note: Zellers excused herself and left the meeting at 6:40 PM; and the Committee voted to stand informal. Clear arrived at 6:46 PM and the Committee voted to resume discussions.

**8. GENERAL ANNOUNCEMENTS BY CHAIR.**

DeMarb noted that the next TORC meeting will be May 25th. Committee records and files could now be found in Legistar. Items were labeled TORC with the date of the meeting appended, to help find them.

**9. FUTURE AGENDA ITEMS.**

**10. ADJOURNMENT.**

A motion was made by Clear, seconded by King, to Adjourn at 6:50 PM. The motion passed by voice vote/other.