



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.**

Thursday, October 14, 2010

5:00 PM

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

Please note: Items are reported in Agenda order.

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:05 PM.

Present: 10 -

Chris Schmidt; Jed Sanborn; David E. Tolmie; Amanda F. White; Gary L. Poulson; Duane F. Hinz; Susan M. Schmitz; Kenneth M. Streit; Jay B. Ferm and Margaret Bergamini

Excused: 1 -

Brian L. Solomon

Please note: Sanborn arrived at 5:07 PM after the Minutes were approved; and Ferm arrived at 5:16 PM during Agenda Item E.1.

B. APPROVAL OF MINUTES

A motion was made by Schmidt, seconded by Hinz, to Approve the Minutes of the September 2, 2010 meeting. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES - None.

D. ORGANIZATIONAL BUSINESS ITEMS

D.1. Introduction of new First Alternate, Jay Ferm

[PLEASE NOTE: This item followed Agenda Item F.2. Bergamini left the meeting during this item and Agenda Item E.2.] Poulson welcomed new First Alternate, Jay Ferm, and members and staff introduced themselves. Poulson invited Ferm to consider serving on one of the sub/committees connected to the TPC. The meeting then proceeded to Agenda Item E.2.

D.2. [20058](#)

Review Commission Rules and Procedures, consider proposal to change regular monthly meeting day to second Wednesdays and to approve related 2011 meeting schedule.

A motion was made by Schmitz, seconded by Tolmie, to Approve revising the Commission's Rules and Procedures to change the regular monthly meeting date to second Wednesdays, starting in May, 2011. The motion passed by voice vote/other.

E. TRANSIT AND PARKING MONTHLY REPORTS

E.1. [20148](#)

Parking: September Activity, August Rev/Exp and Occupancy Reports, and 2011 Capital Budget - TPC 10.14.10

Parking Operations Manager Bill Knobloch responded to questions:

- Wingra Lot was one of the sites chosen for a recharging station for electric vehicles because it was located on the near west side and MG&E wanted to evenly distribute the outlets throughout the city; also, an MG&E transformer was nearby.
- Stalls with outlets were not reserved exclusively for electric vehicles, any vehicle could park in them; electric vehicles came with long cords that could reach from adjacent stalls.
- Owners of electric vehicles would have an RFID chip card with GPS, which would need to be swiped to allow them to use the rechargers; others would not have access to the electricity.
- Electricity would be furnished by MG&E (not by the Utility); along with gaining revenue from the space rental, the rechargers would likely bring business into the facilities; if the machines were vandalized/stolen, MG&E would pay for repairing/replacing them.
- The new Gov East would be built in phases, starting with 630 stalls of underground parking on the MMB side of Pinckney; once this phase was completed, more spaces than now would be available, and old Gov East would be demolished.
- Until then, some combo of current Gov East and Brayton would be available for temporary parking; one lane would be left open on Pinckney one-way towards Doty, to access Gov East.
- The Mayor's Office (not the Parking Utility) was involved in negotiations with the State regarding additional spaces for the train station.
- Until the TIF was closed, Marcus Corp. had first right of refusal on the MMB block FOR BUILDING A HOTEL ONLY (emphasis added); underground parking wasn't affected by this.

Knobloch reported on a robbery the previous night, in which eleven street meters were vandalized and coin cannisters were taken. Between the cost of replacing the meters at \$500/each and the stolen cash, the total loss amounted to \$10+K. The last robbery of this type occurred in the early 1990's.

Knobloch introduced Parking Engineer, Bill Putnam. While providing a demonstration, they talked about the new multi-space meters:

- After a month in service, the first two machines at Buckeye Lot had logged 10,286 transactions and were working very well.
- Credit cards were used 57% of the time. Credit cards were easier and faster to use than coins.
- The numbers on the space stall markers identified where they were located. Stall markers could be hooded with "No Parking" or "Dis/vet Parking" bags; could be equipped with bike racks (in areas of high demand); and could hold signs, thereby eliminating some clutter along streets.
- After inputting a space number, a customer could pay by coin or credit card; the display would show how much had been paid and the expiration time.
- When satisfied with the amount of time, the customer pressed a green button to complete the transaction. A receipt was printed that customers could take with them, showing the amount paid, space number and expiration time, as

well as the date/time of the transaction (potentially helpful in resolving questions about parking tickets).

- Blue buttons were used to select money amounts for credit cards; the red button was used to stop transactions and refund any money.
- The machines were simple and straightforward, designed for people who hadn't used them before.

Schmitz remarked that out-of-town visitors had told her how much they preferred pay-by-space meters to pay-and-display machines found in their own towns. She said merchants were thrilled with the new meters, and looked forward to being able to provide customers with pre-paid cards as gifts. Knobloch and Putnam responded to questions:

- Pre-loaded cards would become available once more meters were installed.
- It would be possible to pay by cell phone in parking structures (only), where turnover wasn't an issue.
- Small, handheld, WI-FI-enabled PCI packs connected to the network, would be used by enforcement officers to check spaces for available time/expiration.
- The system was capable of identifying expired spaces in real time. However, that wouldn't ensure those spaces were actually open, since they could be occupied by dis/vets or by parkers whose time expired.
- The new meters helped prevent people from parking in peak-hour tow-away zones (esp. on Doty and Johnson Streets). If a customer tried to pay, the machine would identify the space as a "No Parking" zone. Likewise, the machine would not let a parker pay for time that extended into the no parking/tow-away period.
- The machines would not take credit card payments in excess of the time allowed. However, like the current pole meters, the new machines would take coin payments in excess of the time limit. The machines couldn't segregate what coins to keep/return. During trials, if more coins were inserted than were needed, all the coins would be returned. Customers hated this and the feature was turned off. To mitigate against excess payments, customers would see that available time was not advancing with excess coins.

Streit/Tolmie made a motion to receive the report. The motion passed by voice vote/other. With no objection, the meeting proceeded to Agenda Item F.2. in order to accommodate visitors wishing to speak.

E.2. [20171](#)

Metro: YTD Fixed Route Performance Indicators, Rider-Revenue-Fare Type-Route Reports, YTD Paratransit Performance Indicators, Paratransit RFP 8060, & 2011 Capital Budget - TPC 10.14.10

Metro General Manager Chuck Kamp noted Metro had applied for some funding from the US Department of Transportation, through a new grant process called "State of Good Repair". Metro had been encouraged that they might have some valid capital replacement items that would fall under routine replacement in the grant; but Metro was not given the funding. Metro would inform the Commission if adjustments needed to made to the Capital Budget in the future based on that. Kamp wasn't sure what if any adjustments might need to be made. For 2011, grants were expected to come from normal formula funding, fixed guideway funding, and some earmark funding. Earmark funding across the state had dropped 50-75% over the past five years, and Metro wanted to test the new (grant) program to see if it would help make up of some of the difference. Hinz/Streit made a motion to receive the report. The motion passed by voice vote/other. [Please note: Bergamini returned, and Sanborn and Ferm left at this point in the meeting.]

F. NEW BUSINESS ITEMS

F.1. [20142](#) Metro: Update on low-income bus pass program - TPC 10.14.10

Kamp summarized the info on the chart of 2010 Monthly Sales & Ridership (attached), which showed that sales of the Low-Income passes averaged 285/month. This was consistent with the limit of 300 passes/month that was budgeted. Over the first nine months, there had been only a couple of times when a sign had to be posted the last couple of days of the month saying that passes were sold out. So there had been some restriction, but not a lot. Kamp pointed out the poster used on buses, describing new requirements of the program in alternate languages. No action was needed on this item. [PLEASE NOTE: The meeting proceeded to Agenda Item F.3.]

F.2. [20176](#) Metro: Discuss proposed route change(s) and schedule public hearing for November meeting - TPC 10.14.10

[PLEASE NOTE: This item followed Agenda Item E.1.] Referring to the maps shown in the Proposal (attached), Kamp described the difficulty Route 38 buses had negotiating the right turn from northbound Groveland Terrace onto eastbound Pflaum Road, since a pedestrian refuge island had been installed (for important safety reasons) at the intersection of Pflaum and Groveland. Barely doable now, the maneuver would become undoable or unsafe in the winter. He pointed out the two options being proposed to change the route, moving it from Groveland to Kvamme Lane or to Joylynn Drive. Metro had distributed flyers and posted info on its website about the two options, and was seeking permission to hold a hearing about the proposal at the November meeting.

District 16 Alder Judy Compton said she was not thrilled about taking the bus off of Groveland Terrace, and made the following comments:

- The Glendale Neighborhood came into the City in the 1960's with 1½ inches of oil and gravel and no base for streets; already 25 years old at that time, the streets needed total replacement.
- For various reasons the streets have not been redone, which has led to functional obsolescence and varied quality.
- Groveland had been withstanding the bus for some time, and rather than moving service to Kvamme and accelerating destruction on another street, perhaps it could be arranged for Groveland to work for a while.
- The ped island was installed after a young man was hit on Pflaum.
- The left-hand turn from Pflaum down Groveland worked just fine.
- And though initial attempts to turn right from Groveland onto Pflaum weren't easily executed, drivers were now executing the turn; the turn could be executed with care.
- Among options discussed with Metro was one to run the northbound bus on Kvamme temporarily, until Joylynn was redone in spring.
- Since Joylynn connects to Turner (also slated for work), buses could efficiently travel straight across Pflaum, esp. if a signal were installed to give buses a chance to cross.
- It was not as efficient to make a short turn to the right from Kvamme onto Pflaum and backing up traffic for a few seconds before making a immediate left turn onto Turner; also, car drivers behind the buses would have to adjust more for buses slowing to make the turn at Turner, than they now did for buses coming from Groveland.

[Please note: Schmitz left at 5:50 PM, at this point of the meeting.] Compton did not think the situation was ideal. She hoped the Commission would not support the change, but wouldn't fight it if the group felt should be done. Groveland and Turner had both (already) been hurt by bus use. Compton had also heard that when buses used to travel on Kvamme, fumes collected in a pocket on Kvamme and created a hazard for a resident with allergies, which was why the route was moved to Groveland. A route on Joylynnne was preferable to one on Kvamme. Another option might to split the route: to go south on Groveland and north on Kvamme, traveling Kvamme only half the time. Compton responded to members. It would be difficult to change the shape of the ped island since it had just been placed. Also, this wasn't really necessary because drivers seemed able to adjust and make the right turn off Groveland. Along with sidewalks funneling to Groveland, Groveland also had the benefit of being closer to Madison residents at the end of Tompkins, who would have to walk further if the route were changed.

White/Tolmie made a motion to hold a hearing at the Commission's November meeting. During discussion, Ferm said that he biked Pflaum regularly, and didn't find snow to be an issue. He wondered if Metro could research this for their presentation at the hearing. In response to Bergamini, Compton said she would ask the person from TE who worked with Metro on the design of the island and traffic calming to attend the hearing. A vote was taken, and the motion passed by voice vote/other.

F.3. [19578](#)

Authorizing the Mayor and the City Clerk to enter into an agreement with Meriter Health Services, Inc. for the provision of unlimited ride passes to its employees and volunteers for Metro Transit fixed route and ADA paratransit services, with reimbursement to the transit utility for employee and volunteer trips for the period December 1, 2010 through November 30, 2011 with one automatic renewal for the period December 1, 2011 through November 30, 2012.

[PLEASE NOTE: This item followed Agenda Item F.1. Sanborn returned to the meeting during the presentation on Items F.3.-F.4.] At Poulson's recommendation and with no objection, Agenda Items F.3. and F.4. were taken up and considered together. Kamp said new one-year unlimited ride pass agreements with Meriter and St. Mary's had been negotiated with one-year optional extensions. Both organizations were satisfied with the program, as reflected by their ridership increases over the past couple of years. A motion was made by Tolmie, seconded by Schmidt, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by the following vote:

- Excused:** 3 -
Solomon; Schmitz and Ferm
- Ayes:** 6 -
Schmidt; Sanborn; Tolmie; White; Hinz and Streit
- Abstentions:** 1 -
Bergamini
- Non Voting:** 1 -
Poulson

F.4. [19581](#)

Authorizing the Mayor and the City Clerk to enter into an agreement with SSM Health Care of Wisconsin, Inc., owning and operating St. Mary's Hospital Medical Center for the provision of unlimited ride passes to its employees and volunteers for Metro

Transit fixed route and ADA paratransit services, with reimbursement to the transit utility for trips taken for the period January 1, 2011 through December 31, 2011 with an automatic renewal for one year from January 1, 2012 through December 31, 2012.

A motion was made by Tolmie, seconded by Schmidt, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by the following vote:

Excused: 3 -

Schmitz; Ferm and Solomon

Ayes: 6 -

Schmidt; Sanborn; Tolmie; White; Hinz and Streit

Abstentions: 1 -

Bergamini

Non Voting: 1 -

Poulson

F.5. [19785](#)

Authorizing the Mayor and the City Clerk to enter into an agreement with Dane County for the following purposes in the calendar year 2010: (1) providing the Transit Utility with MA Waiver Community Integration Program (CIP) funding; (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.

Metro Paratransit Program Manager Crystal Martin said the 2010 agreement with Dane County Human Services was a pass-through for Medicaid funding for individuals that were in supported employment mostly, in the CIP/COP waiver programs. Ridership from this program was projected to be 7% in 2010. This 7% increase combined with the fact that total paratransit ridership was relatively even for the year, meant that more rides were funded.

A motion was made by Bergamini, seconded by Sanborn, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER . The motion passed by the following vote:

Excused: 3 -

Schmitz; Ferm and Solomon

Ayes: 7 -

Sanborn; Tolmie; White; Hinz; Streit; Bergamini and Schmidt

Non Voting: 1 -

Poulson

F.6. [20071](#)

Authorizing the Mayor and the City Clerk to enter into agreements with Abby Vans, Badger Bus Lines, and Transit Solutions Inc. for the purpose of providing Complementary Paratransit Services to Metro Transit for a term of 2½ years ending in June 2013 with two additional one-year options ending in June 2015 that may be executed by the Metro Transit General Manager.

Registrant Carl Durocher, 1441 Williamson Street, 53703, made the following comments:

· Paratransit provided 300,000 rides/year; 75-80% of these rides were sub-contracted out, with an emphasis for several years now on using local providers, and working with them to increase their capacity, to spread the workload around and put the City in a better bargaining position.

- Though the RFP had five respondents, the resolution recommended contracts with those ranked top three.
- Representing himself only (and not ADATS), he had registered in opposition to the resolution; though not strongly opposed, he had some questions.
- Two local businesses, Capital Express and Badger Cab, were dropped.
- Badger Cab was unique among providers because it had a fleet of sedans for ambulatory riders, used propane fuel, and could be responsive to sudden changes; also, many thought it preferable to use smaller vehicles for transport when possible.
- Plus, sedans were easier for some ambulatory passengers to board than large, wheelchair accessible vehicles with lifts or high steps, esp. for people who might be frail, unsteady on their feet or used walkers.
- He wondered why contracts were not given to all five bidders (vs. the three); for the reasons given, why not keep all the providers on the list of paratransit providers?

Martin made the following remarks:

- The resolution recommended 2½-year contracts with Abby Vans, Badger Bus Lines and Transit Solutions, starting January, 2011, with two additional one-year options.
- The terms of the contracts ended on June 30th, allowing new contracts to begin July 1st, during the summer, an easier time of year operationally to transition to new providers.
- In preparing for the RFP process, Metro had solicited input from various stakeholders (inc. current and potential contractors) regarding the challenges of providing service.
- From a technical standpoint, the proposals were among the best ever presented; very thorough in showing how they would meet the criteria of the RFP.
- The pricing was competitive, and based on the three companies selected, would meet the proposed 2011 budget.
- Depending on various state-wide initiatives for human services transportation that could impact demand for ADA paratransit, the two companies not selected were told they could be contacted and there might be an opportunity for additional awards in the future.

[PLEASE NOTE: Ferm returned to the meeting during discussion of this item.] Martin responded to questions. She said she felt that the three companies would be enough to cover capacity. Metro currently contracted with four companies, inc. Capital Express, which did 15 trips/day; so this was not really a capacity issue. When asked if any of the firms had sedans, Martin said Abby Vans was currently acquiring equipment for this contract and would be coming before ADATS for feedback. Though mini-vans were typically recommended for this type of work, they were open to suggestions and might consider a different vehicle type.

Noting that Badger Cab did poorly on the supplemental questions, Schmidt asked what the questions were. Martin said that based on input from last summer, they had two questions for the companies that proposed "by the trip" and two for those that proposed "by the hour". [Please note: Sanborn left at 6:15, at this point in the meeting.] For "by the trip" companies (inc. Badger), one question was: How would the proposer ensure that "hard to serve" trips would be effectively served compared to other trips at the same time of day or with a similar situation? For example, a "hard to serve" trip might be during

commuter hours when a rider needed a reverse commute. How would these trips be well served? The other question was: When you have competing events, like a UW Badger game, and high demand, how would you make sure the Metro rider was as well served as they usually were?

A motion was made by White, seconded by Streit, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by the following vote:

- Excused:** 3 -
Solomon; Sanborn and Schmitz
- Ayes:** 6 -
Schmidt; White; Hinz; Streit; Ferm and Bergamini
- Abstentions:** 1 -
Tolmie
- Non Voting:** 1 -
Poulson

**G. 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
Ad Hoc Committee to Develop Parking Strategic Plan
Low Income Bus Pass Program Committee
Madison Area Transportation Planning Board (MPO)

No action was needed on these items.

H. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

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

Poulson made the following remarks:

- An update on the TDP would be scheduled at one of the next two meetings.
- Attorney Michael May had sent staff an email, regarding a proposed new ethics code related to disclosures and recusals at City meetings, which would become part of the standard agenda. Members would be given more info about this if/when the code was adopted.
- Members were asked to review the new Rosters, and provide staff with any changes/additions to their contact info and committee appointments.

H.2. Commission member items for future agendas

Hinz wondered when the draft Downtown Plan (distributed to members as an informational enclosure) would become more "final", and when the best time would be to make comments/suggestions. White said that the draft would be finalized by the end of October, and would then be introduced at the Council

and referred to committees. She thought it wise to make suggestions now, as individuals. Schmidt thought it would be spring or summer before the plan was returned to the Council to be finalized. Bergamini added that substantive comment was still being solicited and collected, and early input was important.

ADJOURNMENT

A motion was made by Ferm, seconded by Tolmie, to Adjourn at 6:25 PM. The motion passed by voice vote/other.