



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.*

Wednesday, June 12, 2013

5:00 PM

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

Please note: Items are shown in Agenda order.

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:03 PM.

Present: 9 -

Sue Ellingson; Chris Schmidt; Anita Weier; David E. Tolmie; Amanda F. White; Gary L. Poulson; Margaret Bergamini; Ann E. Kovich and Kenneth Golden

Please note: There are two vacancies in the First and Second Alternate positions. Schmidt arrived at 5:10 PM, during Item E.1.

B. APPROVAL OF MINUTES

A motion was made by Golden, seconded by Bergamini, to Approve the Minutes as amended. The motion passed by voice vote/other.

C. PUBLIC APPEARANCES - None.

D. DISCLOSURES AND RECUSALS - None.

E. TRANSIT AND PARKING MONTHLY REPORTS

E.1. [30535](#)

Parking: May 2013 Activity Report, and April Revenue/Expense/Occupancy Reports - TPC 06.12.13

Parking Operations Manager Tom Woznick responded to questions about a problem that had occurred with credit cards and multi-space meters.

- This was the only time that something like this had happened since his arrival.
- A network failure with AT&T had put the system at risk for not being able to provide reliable info so customers could pay for their parking and Enforcement could monitor it.
- Customers had still been able to pay with coins.
- "Pay by Cell" would have been a better alternative, and was the oncoming back-up plan, once it could be expanded beyond the pilot at Buckeye Lot.
- In the interim, Parking had requested that the system go on a private network, to reduce the possibility of such an event in the future.
- Parking was also purchasing ten CDMA modems, which would work on 3G

Verizon technology, for use in higher-use meters inc. those with a higher failure rate, to test them against the AT&T network to determine what would be the most reliable network to have.

- "Pay by Cell" would be a good back-up, esp. since customers would be using it normally once it went systemwide.
- Even though rare and almost impossible to anticipate, staff would continue to take measures and actions to minimize the potential of circumstances and events similar to this.
- It was suggested that a note be sent to Municipal Court Judge Koval, should any tickets connected to this show up there.

Kovich and Woznick reported developments at the Judge Doyle Square Committee.

- Both proposals were being moved forward: JDS and Journeyman had both been invited to participate in the RFP process. The two groups were required to meet with Woznick to talk about parking concerns.
- The JDS Committee would meet on June 19th to move the RFP along.
- Re: the high cost of stalls at JDS, the Journeyman RFQ estimated a cost of \$41,430 for parking, which was very close to Kimley-Horn's estimate.

Since the cost of the spaces at JDS was going to be substantially higher than it would ordinarily be, Golden wanted the Commission (as Parking's board) to be involved in a discussion about JDS in conjunction with the Sustainability Study at some point, before JDS moved forward.

Weier/Kovich made a motion to receive the report. The motion passed by voice vote/other. [Please note: At this point, the meeting proceeded to Agenda Item F.2.]

E.2. [30536](#)

Metro: YTD Fixed and Paratransit Performance Indicators, Financial Report, Performance Measures, Rider-Revenue-Fare Type Reports - TPC 06.12.13

Schmidt/Weier made a motion to receive the reports. The motion passed by voice vote/other.

F. NEW BUSINESS ITEMS

F.1. [30440](#)

Metro: Update on Transit security efforts - TPC 06.12.13

[Please note: This item followed Agenda Item F.7.] Metro Transit Service Manager Ann Gullickson introduced MMSD School and Safety Coordinator Luis Yudice, MPD Capt. Joe Balles, and Ronald Cato and Floyd Rose of 100 Black Men of Madison.

Gullickson provided an overview of the incident reports (attached). The most common incident they encountered was "Disruptive Behavior and/or Vulgar Language". She outlined initiatives that Metro had taken, to deal with a range of security issues on buses:

- Over the past eight years, cameras had been installed on buses, and they now could provide images to the MPD and MMSD to help identify individuals and hold them accountable for their behavior.
- Drivers received security training developed by the National Transit Institute, which focused mostly on customer skills training, to help drivers learn how to defuse situations, and to recognize when not to intervene and call for

assistance. Refresher training was held every summer. Drivers were most interested in learning how to deal with security issues on the bus where they and passengers felt vulnerable. This was a real challenge, and Metro wanted to support them.

- A long-standing Team called "4-M", comprised of Metro, the Mayor's Office, MPD and MMSD, met regularly.

Balles talked about his and MPD's involvement with Metro security issues.

- He had been working with Metro for five years. In 2009, he became Captain of the So. Madison District, where the South Transfer Point (STP) was located.
- In 2008-9, Metro and MPD started talking to each other and began digging into what was going on, with a focus on the STP.
- At that time, thirteen school routes passed through the STP between 2:30-4 PM, and brought 450-500 middle-schoolers into the S. Park Street area. Rather than staying at the STP to catch their next bus, students dispersed and went to Penn Park, McDonald's or the Villager Mall. It was like an unsupervised recess for a couple hours every afternoon.
- Now only two school buses of middle-schoolers came to the STP in the afternoon. Kids were bused directly back to their neighborhoods. It cost a bit more, but it helped bring some of the situation under control.
- They also worked on the environment at the STP, making it known to the public that it was part of the Transit system, much like an airport terminal. People were treating the STP like a park, grilling, picnicking and imbibing.
- They started enforcing a No Trespass ordinance. Few citations were issued now, but at the beginning, this strategy sent a message and bought some order to the area.
- In 2009, Metro began exploring private security options for the STP. Similar to the Downtown Safety Initiative in 2007-8 to hire MPD officers on OT to provide deterrence presence in the Downtown/State Street late at night, they tried something with Metro that was friendlier. Starting in June 2009, they placed a Neighborhood Officer at the STP from 3 to 7 PM. They saw changes within two months.
- The program had grown and now Metro provided \$75K to the MPD for 1,200 hours of police services in the late afternoon at all the transfer points from St. Patrick's Day to Halloween.
- Drivers and the officers interacted a lot at the transfer points. Though hard to measure, relationships were being built at the operational levels. Drivers were filing more incident reports. Between the cameras and the police, now drivers were seeing some results, that people were being held accountable.

Yudice said everyone would agree that for a healthy community, safe, reliable public transportation was needed. Madison had this, and was fortunate that people were using transit and ridership was growing. However, some issues still needed work.

- Many people relied on Metro, not only to get to school, but also to go shopping. Kids in poverty didn't have the luxury of parents driving them to school or activities. They had to ride the buses, and so we needed to make the buses as safe as possible.
- Despite all the good things that were being done, some challenges still existed.
- For example, the Exec. Director of the Kennedy Heights Neighborhood Center shared that some of her kids knew which buses to ride and which to avoid. The buses to avoid were those that stopped at the North Transfer Point because it was such a dangerous place.

- Based on the data, those who were creating most of the problems were primarily middle school-aged kids.
- Metro was doing a great job being pro-active and creative about this issue. They realized that kids weren't able to identify with drivers because many drivers rotated and were not on the same bus every day. Through the Positive Behavior and Support Program, they introduced the bus drivers to the kids, which helped build relationships. The kids got to know the drivers, which made a big difference.
- Progress had been made, and the 4-M collaboration had been very productive. Still, for some community members, riding the bus could be a scary proposition.

Ronald Cato, Community Development Energy Grants Administrator, managed the Green Madison program. He took the bus to reduce his carbon footprint. Cato told members about an incident he witnessed on March 8th on Route 5. (Please see Cato's correspondence attached.)

- He had a very upsetting experience, the most egregious display of language and behavior he had ever witnessed, which left him mentally and physically shaken.
- He wondered what he could do as a citizen. He called Metro to report the incident and to find out what their procedure was, when something like this happened. He was told it was up to driver discretion.
- The driver did nothing to intervene. He never asked the teenagers to lower their voices nor did he call Metro or the Police, to get support to help defuse the situation.
- By contrast, while riding on the AM Route 3 recently, a new driver stopped his bus and politely asked some loud, rambunctious students to lower their voices and behave, and said this was what he expected for the rest of the school year. This approach was very effective. The situation was currently resolved.
- He had seen the gamut of pro-actively addressing a situation, and another situation with no input from the driver.

Floyd Rose, President of 100 Black Men of Madison and 36-year resident of Madison, commented as follows.

- Their concern was that this incident was not an anomaly but was a microcosm of a broader picture.
- It was important to separate fact from fiction, and to take preventative steps to stop unacceptable behaviors.
- With a professional police department and good community policing, the city had certain skills and expertise to address this.
- The city was transforming into a more urban climate. If we weren't trying to improve things, it would get worse.
- Their organization worked with people and to help prevent problems that led to incarceration. Behaviors could be proposed to get ahead of the problem.
- Glad that Cato had stepped forward, he asked that these kinds of things be investigated.
- This was their third meeting about the incident. They wanted to be part of the solution. Together, we could make this the community we wanted it to be.
- As Balles mentioned, perhaps it would be useful to study which routes had the most problems, and focus on them.

Kamp said data was collected by transfer point and by driver. Metro could look at their complaint database for feedback about security by route. The 100 Black

Men had asked Metro to do a customer survey to get more data by route. Metro would take this suggestion to the next step. Though reporting was improving, Balles noted that drivers did not always file a report; the 4-M Team would look at ways to improve documentation by next fall. A survey to collect data about specific routes would be helpful.

Members, panelists and staff discussed current data collection and strategies, as well as possible ways to improve security.

- (Golden) The idea of a "neighborhood officer" at transfer points, was intriguing. Perhaps a strap-hanger message could be placed on certain buses with the name and number of an officer, to create a notion that a specific police officer cared about their bus. Further efforts to develop community policing concepts would be good.
- (Gullickson) The "Count of Driver" report reflected data from incident reports filled out by drivers. Driver cooperation in this was improving. They knew that Metro was following up with the 4-M Team, and people were being held accountable.
- (Gullickson) Drivers saw strategies being implemented. Example: If certain students were involved in an incident, their principal could replace their regular Easy Rider pass with a Limited Easy-Rider pass, only good for Monday-Friday to 6 PM. Principals could then follow-up with these students.
- (Gullickson) A third of the drivers (about 100) got refresher training every year.
- (Balles) The chart showed more incidents occurring every year, but they had probably been under-reported previously; drivers were providing better documentation now.
- (Bergamini) Anecdotal evidence was valuable, so collecting soft data might be helpful too.
- (Kamp) A few years ago, drivers were more often heard to say that enough wasn't being done. But now, drivers felt things were being done, and they had lots of employee involvement. But even with good progress being made, this was overshadowed by the work left to be done.
- (Tolmie) Youth probably didn't even know how to file a complaint. The complaint form was too complicated and time-consuming, and could be made easier.
- (Staff) They would look at ways to improve the online complaint form. Metro's Customer Service phone number was shown on bus stop signs, and could be posted on buses as well. People could also email Metro using "mymetrobus.com".
- (Kovich) Since more reporting was good, it might be a good to look at ways to improve the exchange of information. Perhaps staff could update members about this effort so they could find ways to help Metro. She hoped the guests would be invited back also.
- (Kamp) Updates could be part of their Quarterly Reports, and would include a summary of their next steps.
- (Golden) The City's "Report a Problem" was good, except for mandatory fields. Such systems should be developed from the perspective of the potential user (like a middle-schooler or a senior). Some questions to ask: Will anonymous reports be accepted? Will the fields accept general info? Getting the report was the important thing.
- (Rose) The survey should be more than anecdotal, so it had "legs". Also, we shouldn't assume all riders had the same skill set. Some were functionally illiterate; and not everyone had access to a computer or an email. But everyone still had a right to express their concerns. Madison was a tale of two cities,

with a big university as well as kids who couldn't read and seniors who were trying to figure out work-arounds on the bus to avoid being mugged – serious matters that he hoped the Commission wouldn't blow off.

- (Kamp) Cameras recorded sound. Each bus had full coverage, with six cameras that recorded 1-2 weeks of data. If they knew of an event, they could pull it and archive it indefinitely.
- (Schmidt/Balles/Bergamini) To evaluate behaviors and possible under-reporting, videos could be randomly examined and get a baseline. This would be a good project for a UW grad student/intern. Bergamini offered to help set this up.
- (Yudice/Bergamini) It was important to think about demographics and who would fill out surveys. It might be useful to go out to neighborhoods to do face-to-face, non-threatening surveys. Contacts at neighborhood centers could help with this effort.

Poulson thanked the panelists for their time and comments. The Commission would continue to work on this issue, which was very important to everyone on the Commission. [Please note: Ellingson left at 7 PM, at this point in the meeting. Following this item, the meeting proceeded to Agenda Items E.2., F.3 through F.6., G. and H.]

F.2. [30153](#)

SUBSTITUTE-Authorizing the Mayor and City Clerk to execute a contract with Raymond P. Cattell, Inc., and amending the 2013 adopted Parking Utility capital budget to provide additional expenditure authority.

[Please note: This item followed Agenda Item E.1.] Woznick said the original estimate for repairs at Brayton Lot had been \$225K. Of the four bids received, the lowest was \$298.6K+. With the change in costs, Parking's capital budget had to be amended to provide additional expenditure authority. This was a maintenance project that had been planned for quite some time. The issue of stormwater control had come up, and staff was working with Engineering to put in a rain garden on the Hancock side of the Lot, which they hoped would address these concerns. Staff had met with Alders Rummel and Schmidt, and would be meeting with the First Settlement neighborhood. They were seeking approval of the contract so that repairs could proceed.

Sixth District Alder Marsha Rummel talked about the issue of stormwater management at Brayton Lot.

- She had learned of the resolution through another party, who asked why stormwater techniques weren't being applied to this resurfacing project.
- After talking to staff, she understood their position. But she wondered how long it would be before the Lot would be redeveloped; meanwhile, they would be putting pollutants directly into the lake. Though this might be legal, on behalf of her constituents, she wanted to discuss the issue more before setting the project in motion.
- The neighborhood had been talking about Brayton Lot for a long time (inc. designs for a public market).
- She wasn't really opposed to the item. But she wasn't ready to support it either. She wanted to attend the neighborhood meeting, and hear all the options.

When asked about deferring the item to July, Woznick and Parking Engineer Bill Putnam commented on timing and costs for the repairs.

- Work was set to begin the third week of July (right after the Art Fair), and hopefully would be completed by early September (before Iron Man and

schools started). The Lot had high demand year round. The project would take 5-6 weeks, and delaying would be a problem.

- Pictures of Lot conditions and concepts for terraces were presented (attached).
- Initial estimates for rainwater mitigation were \$5-10K, which would be added to the cost shown in the resolution.
- The repairs would involve resurfacing. Areas of major concern were islands that had deteriorated, and curbing and pavement that were uneven, broken up, and rutted. As a result, customer safety was a big issue and maintaining the Lot was very important.
- Bids ranged from \$298.6K to \$314K, all within 5% of each other. The Lot was approximately 100K+ square feet; putting the cost at \$2.84/sq.ft., inc. concrete repair of the islands and asphalt resurfacing. With 240 spaces, the per stall cost would be about \$1,250. The Lot had 90% occupancy, and 2012 revenue was \$500K.
- The Lot was opened in 1952. No records of the last resurfacing could be found.
- A delay would likely push repairs into next year, and the project would have to be re-bid. In the meanwhile, with uneven surfaces and trip hazards, the safety of the public was at issue. Repairs had been delayed for years, waiting for the next big thing to happen.
- Any reconfiguration of the Lot would trigger reconstruction and requirements to get up to current code; so they were locked into maintaining.
- This was envisioned as a maintenance project rather than a redevelopment because redevelopment would be very costly, and 35 stalls would be lost in this high-occupancy facility. Working with engineers on this as a maintenance project, they could avoid disturbing 4,000 sq. ft. of soil and having this become a half-million dollar project. Also, with each stall providing revenue of \$2,000/year, the loss of revenue annually from 35 stalls would be substantial.

Having used the Lot, White felt it needed a lot of work. Golden suggested that the resolution could be moved forward and the project kept on schedule if some contingency language about stormwater mitigation was added.

Registrant Bert Stitt, S. Franklin Street, 53703, spoke in opposition to the item.

- The neighborhood had some basic questions about the wisdom of doing this.
- The Lot was a huge piece of property in Downtown Madison.
- In the context of their neighborhood being continuously asked to go along with high-rise development and the removal of traditional neighborhood housing, this was a place where a lot of value could be added to the tax base, without tearing anything down.
- The City should be orchestrating its thinking about these things in a more complete fashion than simply resurfacing a lot.
- The neighborhood didn't understand the immediacy of this. The Lot had been in its present condition for many years. He crossed the Lot regularly, and didn't find it horrid.
- Along with two other locations, the Lot was in the scope of the City to possibly become a transit hub at some point.
- Why spend \$300K or more, when these and other possibilities for development were in the offing?
- First Settlement had paid for a study of the Lot ten years ago, that looked at how the Lot might best be developed, and included a proposal for underground parking and ideas to route this traffic to reduce the impact on the

neighborhood.

- It was not a wise investment, esp. for an area that was being reviewed for how it might be used.
- Though stormwater was a concern, this should have happened 20 years ago.
- Agencies should consult with neighborhood and engage the public in front of a project. City officials should talk to departments about the importance of consulting the immediate neighborhood, when planning and before getting too far along with any project. This would save time and grief.

Re: current planning and potential development of the Lot, Rummel said the South Capital Transit-Oriented Development planning process had identified the Lot as one of three possible spots for an intercity bus hub. The timeline for a recommendation on this was unknown.

When asked "why now", Woznick talked about the history of the project. In 2008, repairs were considered and then deferred, pending the outcome of discussions about proposals for redevelopment that included a City Market at the location. Planning for a Brayton Garage project was begun, with early drafts of the 2008 capital budget including \$400K for 2009 and \$9.6 million for 2010. When it seemed Brayton redevelopment was not imminent, \$150K was put in the 2010 capital budget for repairs. But because of discussions with the State to buy the Turner portion of the Lot, this was deferred. In 2011, the budget contained \$180K for repairs, which increased to \$220K in 2012. Because it got to be too late in the year to do the project, it got pushed into 2013. The project had not come out of nowhere.

Woznick said the condition of the Lot was very poor. Risk Manager Eric Veum had told the Utility that if they were aware of issues, they needed to make repairs or make the public aware of the offset so they could avoid it. The Utility couldn't put this off forever. They would like to see redevelopment as well, but when would this happen? Meanwhile, they couldn't continue to put hundreds of customers at risk for their safety every day. They wanted provide the proper level of safety to their customers.

White noted how long projects in the city tended to take. Redevelopment at the Lot was likely to be some years off. Meanwhile, the Lot was in really bad shape – a hazard. The lakes were also in bad shape, and doing this project would help with stormwater. When asked, Rummel listed the two other possible sites for an intercity transit hub: The original location identified for the downtown high-speed rail station, and the area between W. Wash.-Regent and the Kohl Center.

With mixed feelings, and aware of the history of the Lot and the neighborhood study, Bergamini moved (to recommend to the Board of Estimates) the approval of the resolution with an amendment to be added as follows: "Subject to the inclusion of appropriate stormwater mitigation facilities." Schmidt seconded the motion. Bergamini said the language was deliberately vague. She knew that pricetags for rain garden mitigation could vary, and the design needed to be site-specific. Also, money might be available outside the Utility's budget. And as shown in the hand-outs, there were relatively simple ways that wouldn't necessarily slow down the project. Staff should be allowed to do their job; and cost overruns (if any) could be resolved.

Bergamini suggested the language be added before the final paragraph, as

follows: "BE IT FURTHER RESOLVED that the contract will be executed subject to the inclusion of appropriate stormwater mitigation facilities." Schmidt noted that dollar amounts could be discussed at BOE. The motion passed by voice vote/other. [Please note: The meeting proceeded to Agenda Item F.7.]

Please note: A Roll Call is shown here to reflect that Ellingson left the meeting at 7 PM, before consideration of Items F.3. through F.6. She was present when action was taken on Item F.7. earlier in the evening.

Present: 8 -

Chris Schmidt; Anita Weier; David E. Tolmie; Amanda F. White; Gary L. Poulson; Margaret Bergamini; Ann E. Kovich and Kenneth Golden

Excused: 1 -

Sue Ellingson

F.3. [30441](#)

Metro: Review of WisDOT performance audit process - TPC 06.12.13

Kamp talked about the Key Performance Measures and the State audit process. The audit report showed how Metro compared to its peers across the country. Kovich noted that Metro scored really well. Kamp said Metro was working on its "expense per revenue hour", but its ratings were good overall, esp. "passenger per capita". Bergamini remarked that a low expense ratio might seem good, but could be a sign of cutting things too close administratively. Golden advised people to look behind the numbers; every city defined "administration" differently. Kamp told members about the National Transit Database (NTD.gov), where performance statistics for 500 transit systems could be found. The audit report seemed dated because of the time it took WisDOT to audit and clear info from all the transit systems. Metro periodically checked with DOT as to when the next audit would occur.

F.4. [30341](#)

Authorizing the Transit General Manager to file an application for a Section 5337 State of Good Repair Formula public transit capital grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695.

Poulson asked that Items F.4., F.5. and F.6. be considered together. Kamp noted that the dollar amounts of the grants had changed, due in part to the Sequester.

A motion was made by Kovich, seconded by Schmidt, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

F.5. [30342](#)

Authorizing the Transit General Manager to file an application for a Section 5339 Bus and Bus Facilities Formula public transit capital grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695.

A motion was made by Kovich, seconded by Schmidt, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

F.6. [30343](#)

SUBSTITUTE. Amending RES-13-00296 (Legistar File #29169) authorizing the Transit General Manager to file an application for a Section 5307, public transit

capital, capital maintenance, and capital planning grant with U.S. Department of Transportation and authorizing the Mayor and the City Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695.

A motion was made by Kovich, seconded by Schmidt, to RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER: To approve the Substitute (Version 2). The motion passed by voice vote/other.

F.7. [30378](#)

Adopting the Arbor Hills - Leopold Neighborhood Plan as a Supplement to the City of Madison Comprehensive Plan.

[Please note: This item followed Agenda Item F.2. Ellingson was present during discussion and action on this item.] Linda Horvath of the Planning Department reviewed the Staff Report (attached), using maps to identify the two neighborhoods (Arbor Hills and Leopold), and the three jurisdictions in the area (Madison, Fitchburg and the Town of Madison). She made additional comments as follows.

- Many of the residents relied on transit to get around, both to get to the STP and the Villager Mall, where important services were offered, as well as to the Fitchburg City Center (FCC), where the community center and library were located.
- A fairly large population around the Nine Springs Golf Course needed to get to the FCC. However, the City didn't provide much regular transportation. What was available ran mostly in the AM's and PM's and not on weekends. This made it tough for residents to access their own city services. Unfortunately, cuts were made by Fitchburg to their transit service this year.
- Though not under the jurisdiction of Madison, a primary recommendation of the Plan was to increase service along Fish Hatchery down to the FCC. (See Page 53 of the Plan, attached.) Representatives from Fitchburg were involved in the planning process.
- Some upcoming changes to the Route 18 corridor would affect both neighborhoods.
- Pages 58-59 had recommendations for improving some of the waiting areas, with such things as more comfortable seating.
- A cluster of Town of Madison bus stops along the Beltline Frontage Road with high-speed traffic, were right on edge of the road. A large apartment complex (with 300 people) was located here. Mothers with small children used these bus stops, definitely a safety concern.
- Other recommendations included adding sidewalks, to make it a better area for pedestrian movement and would help people trying to get to/from bus stops.

Registrant Sheri Carter, President of the Arbor Hills Neighborhood Association, spoke in support of the plan and discussed sidewalk improvements that would help with transit as well.

- A path would be going up along the Beltline Frontage Road. They had a lot of traffic coming down from Dunn's Marsh along the Frontage Road, to get to the bus stop at Kingston. As part of the Town of Madison, this area on the Road had no sidewalks. With people driving at highway speeds on the Road, this was very treacherous, esp. in the winter.
- Streets traveling south off the Frontage Road (Kingston, Grandview) in the Town also had no sidewalks, and people walked in the street. In the winter, these streets were not cleared as well as they could be, making it dangerous.
- They wanted to create a safe and consistent way to walk and bike through

Arbor Hills to get to Leopold School, as well as to places along Fish Hatchery that people wanted to go to.

- Bus pads had been added to a couple of locations on the Frontage Road. More consistency would be good.
- They had seen some hits and near-misses along the Road, and the whole neighborhood was behind these improvements.
- It would be good to add transit service throughout the area. However, a big disconnect existed between the Leopold School area and the Fitchburg areas south along Fish Hatchery; which included the Fitchburg Library, the closest library for the entire area. This was a rough walk also.

Horvath and Carter answered questions.

- Regarding high priority improvements to areas in the Town of Madison: The boundary agreement/land swap with the Town would not occur until 2022. The Town had been part of the planning process, and seemed willing to install sidewalks along Grandview. Like Madison, the cost would be assessed to the property owners. The Plan also called for adding sidewalks along the Frontage Road, to create continuous sidewalk there.
- The improvement along the Arboretum was going to be an elevated ped/bike multi-use path, which would be built this year and would come out of the State's budget as part of the Verona Road project.
- They were in discussion with the Town about installing more bus pads, but it was a slow process. The Town was aware that they would be disappearing; and neighbors hoped to get more bus pads before the Town closed its doors.
- The Fitchburg portion of the study area had high-density housing; where half the population of the study area (3,000 people) lived.

Metro Transit Planner Tim Sobota answered questions about Metro's involvement.

- The TDP didn't get into multi-jurisdictional service questions much, esp. Fitchburg service.
- As far as Route 18, the upcoming changes would provide service between Dunn's Marsh and the Coho area at night and on weekends, but not midday between peaks.
- With big road re-configurations from the Verona Road project, and with what Fitchburg and the neighborhood wanted to do in a southern direction, Metro would need to re-examine the route structure in the whole area (on both sides of Verona Road south of the Beltline). Right now, they were moving things around and trying to accommodate as best they could. But with funding and reconstruction changes, opportunities could open up in the future.
- Re: bus stops along the Frontage Road, Metro had worked with Engineering and WisDOT at Landmark Place and Todd Drive interchange, to bring them up to ADA accessible standards (curbs, ramps, boarding surface, crosswalks). But stops in the Town of Madison right-of-way (at Grandview, Alhambra/River Bend apartments) were not improved, and were the few remaining rural cross-section locations with gravel shoulders and no defined curb. They were nowhere near ADA standards.
- As far as service improvements, there was a strong orientation for providing service up to the Villager Mall and the Goodman Library there.
- Re: the multi-jurisdictional aspects of the Plan, inter-jurisdictional funding arrangements affected how routes were aligned. Any changes to Route 18 involved changes to billing in all the jurisdictions, and created new challenges.
- Other jurisdictions paid for stops and service in their own jurisdictions.

Horvath talked about Fitchburg's reaction to the Plan. The new Mayor had been supportive about providing better service up to north Fitchburg. However, they hadn't put money in the budget towards this. In fact, they had made cuts to service (\$4K this year/\$12K annualized, out of a \$200K budget). Horvath added that strategies in the Plan were not just about changing service to the area, which involved multi-jurisdictional budgetary issues. It was also about bringing services to the area. For example, the Fitchburg Library had agreed to bring services to the neighborhood. The Goodman Library intended to do likewise; the Beltline was a major barrier for those who didn't have a car.

A motion was made by Kovich, seconded by White, to Return to Lead with the Recommendation for Approval to the PLAN COMMISSION. The motion passed by voice vote/other. [Please note: The meeting proceeded to Agenda Item F.1.]

**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
Madison Area Transportation Planning Board (MPO)
Judge Doyle Square Committee
Bus Size Steering Committee

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 noted that officers would be elected, and rule changes could be offered at the July meeting. A discussion of Judge Doyle Square would be placed on a future agenda. White mentioned her temporary move to Maple Bluff, which could affect her standing on the Commission. Should she lose her position, she wanted everyone to know how much she enjoyed working with them.

H.2. Commission member items for future agendas - None.

ADJOURNMENT

A motion was made by Tolmie, seconded by Golden, to Adjourn at 7:15 PM. The motion passed by voice vote/other.