

From: [Harald Kliems](#)
To: [All Alders](#)
Subject: Transportation Commission ordinance change (Agenda Item 49)
Date: Tuesday, May 16, 2023 11:59:20 AM

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Dear Alders:

I am submitting comment regarding item 49 on tonight's agenda (Amending Section 33.56(3) of the Madison General Ordinances to update membership composition).
<https://madison.legistar.com/LegislationDetail.aspx?ID=6177958&GUID=DC844F0D-5FAA-4535-87C1-B6DF84AB814A>

I'm a resident alternate member of the Transportation Commission, where this proposed change was discussed last week. The Commission unanimously recommended the change be placed on file. You can watch the discussion on City Channel: <https://media.cityofmadison.com/Mediasite/Showcase/madison-city-channel/Presentation/b14cd9dfb01249df8a15eaaa6271815c1d?playfrom=1560000>

My continued concern with the proposed ordinance change is that it constitutes a policy change: Rather than having clear requirements of whose expertise and experience is represented on the Commission, the proposed change weakens these requirements and leaves the membership composition of the TC to the discretion of mayor and council.

I want to be very clear: My concerns have nothing to do with trusting or not trusting the current mayor or council. I serve with many great commissioners, all of whom have been appointed by this mayor. But the point of the current ordinance is that trust shouldn't matter: No matter who is mayor or on the council, the current ordinance ensures that someone using transit, someone knowledgeable about disability, someone knowledgeable about equity, a member of Plan Commission etc. *will* be represented on TC. The proposed substitute currently in Legistar does not address my concerns. It has somewhat stronger language compared to the previous version, but in effect it still means membership of the TC will be at the discretion of the mayor.

I am very supportive of fixing the drafting errors in the original ordinance (number of members, correct name for the MPO) and appointing members to TC as quickly as possible. We currently operate without any alders on TC, which is not good. And I am also supportive of continuing to look into ways how all BCCs can have less duplication, more efficient meetings, and be less burdensome to resident and alder members.

Best,
Harald Kliems

6 N Allen St

From: [Ann Kovich](#)
To: [All Alders](#); [Rhodes-Conway, Satya V.](#)
Cc: [Lynch, Thomas](#)
Subject: Leg File 77406 (item #49 on the Common Council agenda)
Date: Tuesday, May 16, 2023 1:46:36 PM

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Hello, Alders. While I am Chair of the Transportation Commission (TC), these comments represent my personal observations and opinions. I support the Substitute (Version 2) in Leg File 77406 (agenda item #49 on the Common Council agenda) – Amending Section 33.56(3) of the MGO to update membership composition.

I believe the significant modifications made in the proposed Substitute (Version 2) have strengthened the language in the ordinance and addressed the concerns expressed regarding Version 1 at the 5/10/23 TC meeting. In combination, all these changes convey that only appropriately experienced and qualified people will be considered as members of the recreated TC, which should result in a balanced and effective commission.

Changes were made in Section 33.56(3)(a)(2) which strengthen the language from “shall strive to” to “shall appoint,” “shall be” and “shall, collectively, represent” requirements. This language assures that there will be necessary representation on TC from those with appropriate background and experience related to equity, the needs of marginalized communities, and issues facing people with disabilities, people walking, people biking and people using transit.

With regard to cross appointments, the proposed language is strengthened from “The Mayor shall strive to appoint” to “It is strongly recommended to the highest extent practicable that the Mayor appoint members of other City Boards, Commissions, or Committees directly related to transportation policy and implementation.” While it is highly desirable for there to be cross membership between the TC and these other BCCs, it may not be possible to continually have all these cross memberships, especially when filling vacancies in the future. Language in Version 1 of the amendments was eliminated regarding matching terms of any TC members with their cross membership terms on any other related BCCs. As noted at TC, this could potentially be very confusing as well as complicated.

Memo from Tom Lynch, Director of Transportation, which is posted in Legistar, includes the reasons why the Substitute is being proposed. For all the reasons stated above, as well as those stated in Tom’s memo, I support the proposed Substitute (Version 2). I encourage you to support the Substitute (Version 2) as well.

Thanks and best regards,

Ann

Ann E. Kovich
(she/her/hers)

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Sent from [Mail](#) for Windows 10

From: [Robbie Webber](#)
To: [All Alders](#)
Subject: Leg 77406: ord change on composition of TC
Date: Tuesday, May 16, 2023 11:26:06 AM

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Friends -

You will see that for Legistar 77406 the Transportation Commission voted to place the original version on file. I'd like to explain why that happened and also why the substitute proposed by the Mayor does not fix the problems we saw. My understanding is that Alder Figueroa Cole will be introducing a substitute that addresses drafting errors in the original but keeps the composition requirements. I urge you to pass that version.

This is not about the current administration or current mayoral appointment policies. I trust our current mayor has a strong transportation background and commitment to multimodalism. However, we are making an ordinance change that will affect appointments made by all future administrations. I have been in Madison long enough, and lived through many administrations that did not have as strong a commitment to 21st Century multimodal transportation policy and the importance to the future of the city.

Why it is important to have representation from committees and interest groups:

First, it is critically important that interest groups and modes of travel be represented on the TC. Until we have a truly multimodal transportation system and at least 50% of users regularly traveling by a mode other than personal motor vehicle, bicyclists, pedestrians, and transit users need a guaranteed seat at the table. (However, pedestrian representation could be covered by transit users, or even bicyclists, since those modes spend a great deal of time walking as well as using transit/biking.) To miss one of these perspectives is to miss a large component of the transportation system.

Having the perspective of someone living with a disability cannot be replaced in any other way, so this perspective must be required.

Finally, the crossovers with other committees lends support to both committees being represented. When a question arises as to why a certain decision was made by the other committee, the dual representative can help explain how the decision was made. At the same time, bringing the current and future plans of these committees together strengthens both.

Here, I feel that the Plan Commission is the most important committee to have dual representation. Land use and transportation have always been intimately linked, and with our new TDM and TOD zoning, this is even more so. We cannot do land use planning and approval without a transportation perspective, and we cannot do transportation planning and approval without a land use and planning perspective.

The MPO represents the region, and our transportation system does not stop at city boundaries. Our transit system now serves multiple communities, and our roads, parking, and local streets are used daily by people who live throughout the region. While we could build a transportation system with only a City of Madison perspective, I don't think that would be

very popular with our neighbors. However, given the scheduling conflict, I would put this committee second in importance.

The Board of Public Works carries out the decisions that TC makes when they approve plans. However, they have often struggled to understand why TC has been particularly adamant about details of infrastructure. This is where a crossover member can help.

The Sustainability Committee, in my opinion, could be dropped. I have not seen any policies and proposals from them that would have significantly impacted our decisions at TC.

Robbie Webber

Transportation geek

All opinions are my own, and not necessarily those of any group or organization with which I am affiliated.

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