



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Approved ADA TRANSIT SUBCOMMITTEE TO THE TRANSIT AND PARKING COMM

Monday, January 25, 2010

5:10 PM 215 Martin Luther King, Jr. Blvd., Room 303 (Madison
Municipal Building)

1. CALL TO ORDER / ROLL CALL

Also present: Mary Jacobs, Jeanne Brunette-Tregoning (arrived at 5:30 PM)

Staff: Ann Gullickson, Ann Schroeder

Vice Chair Tangney called the meeting to order at 5:15 PM.

Present: 5 -
Chris Schmidt; William J. Tangney; Susan M. De Vos; Carl D. DuRocher
and Kenneth M. Streit

Absent: 1 -
Michael A. Huckaby

Excused: 1 -
Ida W. Nathan

2. APPROVAL OF MINUTES

Mr. Tangney asked that the November 23, 2009 minutes have some corrections. The first line of the first paragraph on page 6 will be changed from "property owner's property" to "property owner's responsibility". On page 6 in the Transit and Parking Commission (TPC) report, it will read that the TPC "...reaffirmed the City's commitment to [the C]omplete [S]treets [concept]. Ms. De Vos moved approval of the minutes as amended; Alder Schmidt seconded. The motion carried by voice vote/other.

3. PUBLIC COMMENT

There was no public comment.

4. [16904](#)

Snow Removal Ordinance Proposed Change

a. MGO 10.28 - Snow Removal Ordinance Change Proposal to include requirement for property owner to remove snow from concrete boarding areas.

Attachments: [MGO 10.28 - Snow Removal from Sidewalks 09.pdf](#)

Alder Schmidt said he didn't know how this recommendation would go after it gets past this committee. It will go to the TPC. The question that will come up is that not all concrete pads are created equal. Some places there is just a whole area that has been paved. This Subcommittee might want to consider that before referring the recommendation. A standard pad is 5' or 6'; it seems to vary. We want to tie this to the ADA requirement. Mr. Tangney said the ordinance should say "pads should be cleared to meet ADA requirements." Ms. De Vos said there is a certain standard for sidewalks. Ms. Gullickson said there is a technical definition of a bus stop pad, but that is not going to help a citizen looking at a concrete terrace understand what area needs to be cleared. She didn't know how much the ordinance could get into the definitions of how to clean a pad. Mr. Streit wondered how we know if a particular area of concrete is a "concrete pad"? Ms. De Vos said many times it's pretty clear because there is a concrete pad by the bus stop bordered on each side by grass. Mr. Streit said he is thinking of the reverse where there is an area that is totally concrete. Mr. Tangney said where there is a concrete pad for a bus stop, that is usually by itself or immediately adjacent to a bus stop. Perhaps we could say "bus stop loading pad" or something like that. It could somehow define an area that is used to get into or out of a bus. Ms. De Vos said we might want to specify in feet how much of that area needs to be cleared. Ms. Jacobs suggested "the concrete pad designated for bus stop use." Ms. Gullickson said if we want to be more specific we could say "to a width of X feet" and then accept a friendly amendment from staff and check with Tim Sobota for what "X" should be. From a practical perspective, right now we don't have this ordinance, and contractors clean bus stops. It is the width of a scoop from a Bobcat that is cleared out. If someone has gone to the effort in front of his home or business to clear a space and it's not exact dimensions, that probably is not going to get enforced.

Mr. Streit suggested "...at least X feet of the concrete pad in front of the bus stop." Mr. Tangney was concerned about areas without concrete pads. Alder Schmidt said there should be concrete pads at all bus stops. Ms. De Vos said those bus stops simply can't be used in the winter. She said when it thaws, it turns to mud. She doesn't use those. Mr. Streit said we are imposing a burden on the average property owner. We have to think about the fact that there will be certain parts of the city where the Streets Department will come along and use their Bobcat, but we can't say that the homeowners have to shovel their grass. We need to differentiate between what we expect of the City and property owners.

Alder Schmidt said if there is not a concrete pad, riders should go to the nearest corner, which should be cleared already. In some situations the wrong areas are being cleared, and the Streets Department is working on that. Mr. Tangney wonders if we should include "curb cut" because those get plowed in. Alder Schmidt said that is already required in this ordinance, although it's called a curb ramp not a curb cut.

Ms. Gullickson said many bus stops don't have a concrete pad. She thought the group should clarify if this is a universal obligation or only where there is a concrete pad. It's not only for people who use wheelchairs but also for ambulatory passengers who have to scramble over a snow bank when they get on or off the bus. She doesn't know how successful we'll be getting the Common Council to put this responsibility on homeowners, but we can bring

up this policy issue. Mr. Tangney wondered if there is no concrete pad, just say the nearest driveway. Ms. Gullickson said we want people to get on and off the bus at bus stops, not just standing anywhere all winter. Bus drivers make adjustments right after a bad storm to stop in cleared areas, but not all winter. Mr. Streit said from Metro's perspective, it would be nice to have the burden on the homeowner to have this all cleared. But from an elected official's perspective, it is different. We need to be clear about what needs to be done. Alder Schmidt said driveways have to be cleared already. It's not reasonable to have people shoveling their grass. If there is not a normal pad, buses should pull up to the sidewalk or the intersection. They're really not supposed to use the driveways, but it happens. Alder Schmidt said the point of this was to get the concrete pads cleared. Ms. De Vos said we clear sidewalks so people can walk, and it makes sense to clear bus stops so people can board and exit the bus. We don't want to make it an undue burden on anyone.

Alder Schmidt moved to change the ordinance language to "(1) The owner of each lot or part of lot shall remove all snow and ice upon the sidewalk abutting the premises which he or she owns and at least X feet wide upon the concrete pad..." and then find out from Tim Sobota what X should be. The motion was seconded by Mr. Streit. The motion passed by voice vote/other.

Mr. Tangney asked if we could say it is preferable to have snow and ice removal done earlier than noon, but it's not required. Mr. DuRocher said because there are penalties that can be imposed, we should stick to precise language. It's not necessary to articulate all the "would be nice" thoughts, just that there is a deadline. This gets way beyond what we were trying to do and makes the language vague. Mr. Tangney also asked whether homeowners are supposed to understand their responsibilities from this ordinance or whether there something else in plain language. Mr. Streit said this is standard language; this is how you have to do it to enforce it. He guesses that the State Journal and talk radio will inform people that this is a new duty. Some people have already been doing it, some will start doing it and some will start doing it after someone complains. Ms. Gullickson said the Streets Department does a lot of public education.

5. [16905](#) ADA Paratransit Eligibility Re-Certification 2010
a. Report

Crystal Martin was absent. Alder Schmidt moved to refer this item to our next meeting; Ms. De Vos seconded. Mr. DuRocher wondered if present staff had any information about this that was timely or if referral had no consequences. Ms. Gullickson said she did not know about this item. The motion to refer passed by voice vote/other.

6. [17208](#) Reports
- a. Transit & Parking Commission
 - b. Commission on People with Disabilities
 - c. Contracted Service Oversight Subcommittee
 - d. Dane County Specialized Transportation Committee
 - e. Other Community Meetings
 - f. Report from the Chair

g. Staff Report

a. Transit & Parking Commission – Alder Schmidt said both meetings since the last ADATS meeting were very short. They received their normal reports. The agency fare was formally adopted at the December meeting. Ms. De Vos said in the January meeting they shared data about how hybrid buses are much more efficient to run than diesel. Alder Schmidt said the efficiency still doesn't make up for the additional purchase cost. Mr. DuRocher asked whether with more hybrid experience, Metro can tell whether there is even more fuel efficiency. Alder Schmidt said no, it has been consistent. Ms. De Vos said campus buses don't get as good mileage as those on non-campus routes. Mr. Streit said the difference is the load on the bus, which is more on campus, and also the more frequent stops. Ms. Gullickson said any bus on campus would get fewer miles per gallon than the equal bus on a regular route. But comparing the campus hybrids to the campus diesel buses, campus hybrids get a little bit better gas mileage than the same comparison on regular streets. We will be using the stimulus money to get 14 more hybrids so that 10% of our fleet will be hybrids. We might now start to see a fuel savings. Mr. DuRocher wondered what the current cost per gallon is. Ms. Gullickson said it is \$1.98 a gallon for 2010. Alder Schmidt said they also reviewed the ordinance change that allows buses to park across from the old Badger bus depot at the Mobil station. They also asked staff to start working on policy regarding intercity buses on city streets. There needs to be more structure and also some money changing hands since it has quite an impact. Mr. DuRocher agreed it was not a good idea. Mr. Tangney asked where the buses turn around to go back to Milwaukee. There was speculation that they go on John Nolen, but people weren't sure. Mr. Tangney said there used to be the ability to get picked up on East Washington. Alder Schmidt said that's why there needs to be a policy; that information was not transmitted to them.

b. Commission on People with Disabilities – Mr. Tangney said he missed the last meeting, but one big focus is that they are asking the City Council for approval that several bodies, including CPD and the Equal Opportunities Commission (EOC), would not have to go through their alder to sponsor a resolution for the Council to approve. It eliminates one step when you want to get something done. Other committees and commissions would still have to get alder sponsors. Alder Schmidt said when something is coming up, committee staff can get an alder or the Mayor to sponsor something. Usually, an alder will just sponsor something coming out of committee; it doesn't mean anything about support. This came up for EOC because their alder didn't sponsor something. Alder Schmidt had not heard a lot of support for this. He said it doesn't seem like it's been a problem very often except that one issue. Ms. Gullickson said it's not problematic for Metro. The staff person for the committee would send an email asking for sponsors. If Chuck Kamp doesn't get an email response for a sponsor for any resolution that needs to go from TPC or ADATS, he can call the alder. It's something that is routinely done for all city business. Mr. Tangney and Ms. De Vos said the City Attorney's office is not that forthcoming with information, although the City Attorney himself has been very helpful. Mr. Tangney had called to request some information, and a response had not been given to him, but to the Department of Civil Rights (DCR). Alder Schmidt said he has the impression that they are concerned about giving legal advice to people they don't directly represent (i.e. non city

employees). That is perhaps why the response was given to the DCR.

c. Contracted Service Oversight Subcommittee – We no longer have a representative from this group. Mr. DuRocher said they usually have a round table with members reporting about their community. Ms. Gullickson said Mr. DuRocher did attend as part of the TPC. He doesn't any more. Maybe we should remove this report. Mr. DuRocher said we could get minutes from those meetings in our packets. Ms. De Vos said it would be appropriate to have a report from the Transportation Planning Board (called the MPO) as they talk about ADA related items. Members thought it would be appropriate to remove the CSOS report and add one for the MPO. Alder Schmidt wondered if CSOS oversees paratransit service to some extent? Mr. DuRocher said Chuck Kamp chairs the meetings and there are handouts similar to the TPC. Each representative from contracted partners bring in a report. It's really a mechanism for a regional consciousness, which had a significance influence on regional thinking that perhaps set the stage for a regional transit authority (RTA). It has a different place now with an RTA board being formed. We may not need to keep it on reports since it has a different function now. The MPO is a federal body with city, county and state representatives. Mr. Durocher moved that for future agendas we drop the CSOS report because we have no representative, and it doesn't have the same function and replace that with a report from the MPO. Seconded by Mr. Tangney. The motion passed by voice vote/other.

d. Dane County Specialized Transportation Committee – Mr. DuRocher said there was a quick December meeting. One agenda item was to vote on the 85.21 budget.

e. Other Community Meetings –Mr. DuRocher said tomorrow night at the public library Karl Schulte would be giving the required class for sensitivity training for taxi drivers and paratransit vendors. He didn't know how Mr. Schulte would feel about a lot of people dropping in. Mr. DuRocher would be attending with the fee waived. As protocol, don't just drop in. The training is from 5 to 9 PM. Mr. Tangney had been in touch with Mr. Schulte as well. Mr. Tangney said 4 hours of training from 5 to 9 PM could be extremely difficult. It used to be one hour. He would offer to plan 3 hours total with 1 and half hours to meet the city requirement, and the balance to be done by the company itself. People can have difficulty with that time. It is dinnertime. He doesn't see the need for all these hours of training. It might be fine, but most of the training needs to be done in the vehicle. That's where drivers do their job. On the job training is much more effective than watching a video or having someone talk to you. He has heard no mention of a "sensitivity ride" which was part of the training at his former workplace. They would put new drivers through an exercise where they were in a wheelchair and didn't tie the chair down well or put the seatbelt on tightly, they took a corner too fast, they took off too fast, etc. Then after that's done they would go the same route again doing it properly. He is going to advocate that that be part of the training for all drivers of paratransit, not necessarily taxi. Mr. DuRocher said he doesn't disagree, but there are some things to keep in mind. Before we make recommendations regarding training, since the first time that Dave Schaefer and Maureen Arcand were giving the training, there is some sort of federal requirement now because trainers need certification through a University of Wisconsin – Milwaukee program. If that's true, then we're limited in what we can do about

modifying the training. It's also important to remember that the training is required for anyone who wants a taxi permit. Then the relevance of the training is for ambulatory people with perhaps sensory disabilities. Perhaps we could put the requirement for onboard training for contractors in the Request For Proposals that Metro issues. That could be done by the company separate from this training, which is for getting taxi permits. Mr. Tangney said that for on the job training, his company would train a new driver for three working shifts, 6 to 8 hours per shift. When he was uncomfortable with a driver and the communication didn't seem to be good, then they might switch trainers. If people didn't have the skill for dealing with paratransit customers as a driver, they were let go, put in a taxi or in an office job because they weren't safe to drive paratransit. Mr. DuRocher said that was good to keep in mind to put in an RFP. A letter from Randy Bartels on this topic was distributed. Ms. Martin has talked to him and let him know that some of these concerns will be addressed in the next RFP.

Mr. Tangney said he thinks Mr. Bartels is right on target. If these things are happening, they need to be fixed and the best way is in the vehicle. We used to think it was ok to load people sideways because we could fit more people in. That was mainly contracts for larger groups of people like Central Wisconsin Center. But if you stop quickly, people hit their ribs on the armrest and things like that. So facing forward is really important.

MPO Update – Alder Schmidt said they passed a transportation improvement plan (TIP). Entities within the MPO boundaries – more than just Madison - will follow this. There was not much related to ADA except regarding mass transit, which is really referred to the RTA. The MPO opted not to push for bus rapid transit lanes on the East Washington expansion/rebuild.

f. Report from the Chair – Ms. Brunette-Tregoning wanted to thank Mr. Tangney for taking over before her arrival at 5:30. She welcomed back Mr. DuRocher as a member of the Subcommittee. She wished Ms. Martin a speedy recovery thanked other staff for being available.

g. Staff Report – Mr. DuRocher wondered if there was any update on the status of replacement vehicles for paratransit. Four arrived in December and are getting radios installed. Metro saved money by doing the paint job, and two are out of the paint shop. Ms. Gullickson said in about 10 days, two of the buses would be in service to replace the Elf low floor vehicles. The others are behind. The high floors will be up for replacement in two years. They do not have a rear door. We are hoping the new paratransit vehicles are a more reliable vehicle than the ELFs. Eldorado Low Floors (ELFs) have been unpopular with drivers, passengers and maintenance staff. They have been frustrating for the five-year time period we had to keep those. Part of what we used the stimulus funding for was to increase the budget so that we could purchase low floor paratransit vehicles. They cost \$120,000; we had budgeted \$65,000, but that was for high floor. If they turn out nicely for us, we'll see if we can go with all low floors when we replace the rest of the paratransit fleet. We'll have about a year of service with these before deciding on the rest of the replacements. Mr. DuRocher asked if Metro could have afforded low floor paratransit vehicles without stimulus funding. Ms. Gullickson said we did not budget for them. But being able to afford them depends on how you want to spend your money. That is a decision we're going to have to make - if we want

to make room in our budget to upgrade what we're getting in paratransit.

7. [08706](#) Other Transit Related Announcements

Ms. Brunette-Tregoning said we get paratransit indicators each month, but it is not on the agenda. She suggested we have these as an agenda item. Also, we have to look at the time we spend on agenda items so we don't run out of time for later items. Mr. Tangney said training for paratransit drivers should be a regular on-going item on our agenda. Ms. Brunette-Tregoning said we have it on the agenda for next month. We can have a discussion and see where it goes from there.

8. ADJOURNMENT

Mr. DuRocher moved adjournment; Ms. Jacobs seconded. The motion passed by voice vote/other. The meeting adjourned at 6:42 PM.

[17206](#) Attachments: Performance Indicators Oct 2009 and Nov 2009

Attachments: [Para Indicators Oct 2009.pdf](#)
[Para Indicators Nov09.pdf](#)