



# City of Madison

City of Madison  
Madison, WI 53703  
www.cityofmadison.com

## Meeting Minutes - Draft LONG RANGE TRANSPORTATION PLANNING COMMITTEE

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Thursday, March 27, 2014

5:00 PM

215 Martin Luther King, Jr. Blvd.  
Room 300 (Madison Municipal Building)

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### 1 CALL TO ORDER / ROLL CALL

LRTPC Chair Robbie Webber called the 3-27-14 meeting of the Long Range Transportation Planning Committee to order.

**Present:** 11 -

Ken Golden; Margaret Bergamini; Robbie Webber; Marsha A. Rummel;  
Bradley A. Cantrell; Steven M. Fix; Steve King; Chris Schmidt; Susan M.  
De Vos; Al Matano and Mark N. Shahan

**Excused:** 1 -

Eric W. Sundquist

### 2 APPROVAL OF MINUTES FROM SEPTEMBER 26, 2013 AND JANUARY 30, 2014 MEETINGS

The Minutes of the 9-26-13 LRTPC meeting were unanimously approved, on a motion submitted by Margaret Bergamini/Brad Cantrell.

The Minutes of the 1-30-14 LRTPC meeting were unanimously approved, on a motion submitted by Ald. Chris Schmidt/Brad Cantrell.

**The Minutes of the 9-26-13 LRTPC meeting were unanimously approved, on a motion submitted by Margaret Bergamini/Brad Cantrell.**

**The Minutes of the 1-30-14 LRTPC meeting were unanimously approved, on a motion submitted by Ald. Chris Schmidt/Brad Cantrell.**

### 3 PUBLIC COMMENT

There were no members of the public wishing to speak to items not on the agenda.

### 4 DISCLOSURES AND RECUSALS

There were no disclosures or recusals reported by Committee members.

### NEW BUSINESS

- 5 [32805](#) Adopting the Bus Size Study Final Report and recommendations contained therein.

Steve Fix/Sup. Al Matano submitted a motion to recommend adoption of Resolution ID 32805. The motion passed unanimously.

**This Resolution was Return to Lead with the Recommendation for Approval to the TRANSIT AND PARKING COMMISSION**

Mike Cechvala (Madison Area MPO/TPB) provided a summary of the key findings and recommendations contained in the Bus Size Study Final Report. He noted that, after detailed evaluation of the system and its routing/service needs, the study concluded that the City could use 38-48 large articulated buses and possibly 5-6 smaller transit vehicles.

Mike Cechvala noted that there needs to be a purchase of at least 10 vehicles of any specific type in order to be cost-effective (from a maintenance and logistical standpoint). He also noted that Metro's current maintenance facility cannot accommodate any new vehicles (let alone its existing vehicle fleet), and that this is a key issue to be addressed whether or not the fleet is expanded.

Ken Golden said that there is not enough bus garage space, so detailed recommendations on what Metro should do are not appropriate until that issue is fully addressed.

Sup. Al Matano congratulated Mike Cechvala on a fine report, and added that a key outcome of the report should be the fact that empty buses are a myth perpetrated by those who do not support transit. Mark Shahan noted that the transit system may need a significant overhaul, included the bus garage, in order to address overcrowding issues and move forward.

Margaret Bergamini also noted that small buses are not more efficient, which is another myth that should be dispelled as a result of this study effort.

Steve Fix asked about the former Cub Foods area on the east side and whether or not it could accommodate some bus storage needs. David Trowbridge reported that it is now being used for this purpose, although on a short-term basis. He said that other City agencies are also eyeing that site for a potential vehicle service location.

**6      [32670](#)**

Accepting the Interim Report: "Demographic Change and the City of Madison: Findings of the Common Council Legislative Agenda Work Group on Demographic Change and Recommendations for Action" and approving a plan for implementing recommendations therein.

Ald. Marsha Rummel/Margaret Bergamini submitted a motion to recommend adoption of Resolution ID 32670, and forward comments (as reflected in these meeting minutes) to the lead committee and Common Council.

The Committee offered specific recommendations for the Common Council Organizational Committee:

1. Amend Recommendation #1 to support the development of a housing *policy* for seniors designed for public transit and pedestrian access with a portion of affordable units. The word *policy* would replace the word *project* in the draft resolution. There is a need for senior housing throughout the city, it should not be limited to one

- project.
2. Amend Recommendation #2 to change the livability assessment unit of comparison from Aldermanic Districts to a more fine grain geographic unit. Transportation corridors may provide a better unit for measuring livability across the city.
  3. Endorse the amendments proposed by the Community Development Block Grant Committee which highlight the root causes of disparities. The Madisonians most affected by disparities are those who need transit. The role of public transit is to support access to jobs and build economic opportunities throughout the community. And adding transit capacity is required to grow access to jobs and economic opportunities.

The Committee then voted in favor of the motion to recommend adoption (8-1; Susan DeVos voted “no” on the motion, voicing concern that housing should not be segregated by age).

**This Resolution was Return to Lead with the Following Recommendation(s) to the COMMON COUNCIL ORGANIZATIONAL COMMITTEE**

Heather Allen (City Attorney’s Office) provided an overview of the key findings and recommendations contained in the Interim Report: “Demographic Change and the City of Madison: Findings of the Common Council Legislative Agenda Work Group on Demographic Change and Recommendations for Action”. Some of the issues discussed and comments provided include the following:

- As the transportation committee we should focus on providing access to all of these opportunities.
- Land use, settlement patterns and the location of development impact access to jobs and other resources. If we want people to get to places we can’t keep building isolated places. Bus routes have to be established first to support the development. Development follows the transit and transportation corridors.
- Senior housing provided by the private market is often located outside of transit corridors, and those developments are frequently approved by the Plan Commission. However disconnected senior housing developments should not be approved.
- In some neighborhoods such as the near East side (District 6) seniors do not have many options to stay in their neighborhoods. As a result there is a tremendous demand for senior friendly housing such as the Union Corners project - but there is a gap between the growing demand and the types of housing development proposals.
- There is a market for this type of housing, and the City can help to lead developers to understand this demand. Two examples of housing built to accommodate everyone include the Reservoir apartments and townhomes located at 202-210 N. Blount Street and the Avenue Cooperative located at 1900 East Washington Avenue.
- The Thornton Place redevelopment in Seattle was transit focused.

Areas such as East Towne Mall could serve as sites for similar transit oriented housing development.

- Recommendation #3 is pecking around the edges of what the city can do. There is a limit to what the city can do, and what the private sector can do. Even for college educated kids it is difficult to get a job in their profession. If college educated people are having trouble, the issue is deeper than simply access to internships - it is about availability of jobs long-term. The City of Madison should lobby Congress about changing what we invest in.
- Skilled trades are desperate for new people - need to focus on apprenticeships. Staff noted that this is a priority for the Madison Employment Plan as part of the BIG STEPS program.
- There is a tremendous demand for Certified Nursing Assistants (CNAs) in the health care industry. Hospitals need help to build the career pipeline, to find and train candidates for these positions. The barriers to do this work by private employers alone are too high, but with public support or a coalition the conduit to these careers can be strengthened. For example the Urban League is working on hospitality industry training to help increase access to employment. Another committee member noted that the shift of tasks from nurses to CNAs reflects a general trend of lowering skill requirements, thereby lowering the wage scale. This trend will reduce the proportion of well paid positions. Instead of this shift there is a need to reinvest in our infrastructure and in our people.
- Madison should be focusing on industry clusters where we have an advantage: health care, food, energy and technology.
- Need a two generation approach - working with kids and parents to build support for both.

Ald. Marsha Rummel/Margaret Bergamini then submitted a motion to recommend adoption of Resolution ID 32670, and forward comments (as reflected in these meeting minutes) to the lead committee and Common Council.

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who need transit. The role of public transit is to support access to jobs and build economic opportunities throughout the community. And adding transit capacity is required to grow access to jobs and economic opportunities.

Robbie Webber said that there should be strong emphasis on providing transportation choices to achieve these goals. She also said locations of land uses are important in achieving the goals and responding to the emerging demographic changes. Susan DeVos added that transit corridors need to help shape land use over time.

7 [33503](#)

#### UPDATE ON PROJECT PROGRESS: SUSTAINABLE MADISON TRANSPORTATION MASTER PLAN (TMP)

David Trowbridge reported that the Transportation Master Plan process is moving forward, and a public visioning workshop is schedule for April 24th (5:30 - 8:00 p.m., Madison Senior Center, 330 West Mifflin Street).

He said that the public are invited to attend the workshop to share insights into the future of land use and development in Madison. The public comments received at the workshop will help create land use scenarios for testing of transportation system alternatives later in the planning process.

The public workshop is designed to provide an opportunity to:

- Map and describe ideas about where the next 100,000 residents of Madison should live;
- Comment on two future development scenarios for Madison in 2050;
- Identify places that could be redeveloped or where there could be infill development; and,
- Discuss the important forces, changes, trends, assumptions, and big transportation opportunities that should be considered when planning for the future.

8 [08484](#)

#### INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS

##### - Note: No Discussion of Specific Items

Mark Shahan noted that the Madison Area MPO is starting a regional bicycle plan process, and he reported that he will be serving on the technical advisory committee.

There were no other announcements or information submitted by the Chair or Committee members.

9 [08486](#)

#### SCHEDULE OF FUTURE MEETINGS

David Trowbridge noted that the April 30th meeting would likely be a joint meeting (with PBMVC) and would address the annual Transportation Improvement Program projects and the proposed CTH M/CTH PD intersection revisions.

**10      ADJOURNMENT**

The Committee adjourned its meeting at 7:25 p.m.