



# City of Madison

City of Madison  
Madison, WI 53703  
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## 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](http://www.madisoncitychannel.com).

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Wednesday, April 13, 2016

5:00 PM

215 Martin Luther King, Jr. Blvd.  
Room 260 (Madison Municipal Building)  
Meets 2nd Wednesday of the month.

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Please note: Items are reported in Agenda order.

### A. CALL TO ORDER/ROLL CALL

**Present:** 7 - Rebecca Kemble; David E. Tolmie; Wayne Bigelow; Gary L. Poulson; Margaret Bergamini; Kenneth Golden and Kate D. Lloyd  
**Excused:** 2 - David Ahrens and Ann E. Kovich

Please note: There are two vacancies on the Commission: One alder member and one in the position of Second Alternate.

### B. APPROVAL OF MINUTES

A motion was made by Tolmie, seconded by Bergamini, to Approve the Minutes of the March 9, 2016 meeting. The motion passed by voice vote/other.

### C. PUBLIC APPEARANCES - None.

### D. DISCLOSURES AND RECUSALS

Please note: Kemble recused herself from Item F.3. when the item was taken up.

### E. TRANSIT AND PARKING MONTHLY REPORTS

#### E.1. [42412](#) Parking: April 2016 Activity Report and February Revenue/Expenses Reports - TPC 04.13.16

Asst. Parking Utility Manager Sabrina Tolley said that the Judge Doyle Square proposal had gone to the Board of Estimates on Monday for a recommendation to Council. They selected Beitler as developer, option B, with mostly underground parking and apartments above. There is also some commercial retail and a bike facility. Parking will be equal to the needs of the facility with additional private parking. The Parking Utility will own that parking facility. It will probably move forward as a hybrid option with some underground and some above ground parking. The action the Council will take is on whether to recommend going ahead with exclusive negotiations with this developer. They could also choose to go against the BOE recommendation and proceed with the Vermilion proposal.

Golden/Bigelow made a motion to receive the report. The motion passed by voice vote/other.

E.2. [42413](#)

Metro: YTD Performance Indicators, and 10-Year Reports on Ridership & Financial Performance - TPC 04.13.16

Transit General Manager Chuck Kamp said the packets include the usual reports as well as the ten year comparisons requested by the commissioners. Spreadsheets in Excel format were also emailed by Ald. Ahrens request.

Commission Chair Gary Poulson asked Colin Conn to come up to the table, and Chuck Kamp said that Transit Schedule Planner Colin Conn has been with Metro for 37 years. He began as a driver, became a supervisor in dispatch, showed talent for scheduling and then became scheduler, a key position for any route, service, or schedule changes. He is retiring in early May, and we wanted to thank him for his services.

Conn said he is humbled. Poulson presented Conn with a service appreciation award on in grateful recognition of 37 years of exacting attention to creating routes and driver assignments as well as overall dedication to moving people efficiently throughout the greater Madison area.

Alex Garcia is Conn's replacement. Golden/Bigelow made a motion to receive the report. The motion passed by voice vote/other.

F. NEW BUSINESS

F.1. [42420](#)

Parking: Action on proposed parking rate changes, effective June 2016 - TPC 04.13.16.

- There were proposals from staff, and then some changes recommended by the TPC Subcommittee.
- At the State Street Capitol Ramp, staff recommended an increase from \$1.00 to \$1.10, while the Subcommittee recommended a decrease to 90¢.
- At the Overture Center Ramp, staff recommended an increase from 75¢ to \$1.10, while the Subcommittee recommended an increase to \$1.00.
- Tolley said although occupancy was expected to increase somewhat at the State Street ramp, if nothing changed, a 38% net operating revenue decrease was projected. The Parking Utility had a number of large capital expenses in the next couple of years of about \$800,000. There was a small margin of revenue at the State Street Capital ramp which accounted for the revenue decrease projection.
- The purpose for changing rates was to change utilization at various ramps to even occupancies out.
- Based on feedback, there would be no change to Special Event fees.

Golden/Bergamini made a motion to approve the parking rate change proposal to include the TPC Subcommittee changes. The motion passed by voice vote/other.

F.2. [42316](#)

Amending Sections 12.138(11), 12.142(3), 12.1425(3)(b), and 12.145(3) and creating Section 12.142(1)(e) of the Madison General Ordinances to increase the rates for metered parking and residential parking permits.

- Golden mentioned it would be preferable in future to address residential and permit parking at separate times since it's not under the purview of the Parking Utility.
- Tolley said Ald. Verveer had some comments about wedding receptions and funerals getting an exemption for free meter hoods and also companies such as cable companies setting up cones rather than paying for meter hoods. Those comments are not reflected in the ordinance.
- Golden said it wouldn't make sense to raise rates where meters are underutilized. Tolley said the utility has lost money overall at a good portion of meters even with good occupancy.
- It would make sense to look at the location of the 10-hour meters in the future.

A motion was made by Golden, seconded by Bigelow, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other. [Please note: The meeting proceeded to Item H.2. at this point.]

F.3. [42134](#)

Amending Section 12.915(8)(a) of the Madison General Ordinances to limit late-night traffic on State Street to vehicles licensed with the City.

Ald. Kemble recused herself from this item because she is a worker/owner of a licensed, regulated taxi company. She clarified that Alder Veveer is the sponsor of this ordinance change. Kembel was mistakenly listed and subsequently removed.

Poulson invited registrants to speak first.

1) Christina Ballard, 700 Cottage Grove Road, 53716 spoke representing Badger Cab and Cab Drivers for Madison Safety, 3819 Monona Drive, #31, 53714. She supports this ordinance change. Licensed cab companies and their driver pay fees to the City. The companies pay \$1750 every two years for licensing and \$65 per vehicle. Drivers pay \$25 annually for their permit. This money is used for a variety of reasons: to keep streets updated, safety reasons and law enforcement. Transportation Network Companies (TNCs) by their own admission are not transportation companies; they are technology companies. They have offshore IP addresses and are not paying taxes. They claim their drivers are have sensitivity training, extensive knowledge of streets and defensive driving. She has seen Uber drivers turn the wrong way down streets. The people on State Street are especially vulnerable during evenings due to alcohol use, and drivers need to be trained to deal with that. TNC drivers are not trained. When the State legislation went through, they established three periods of insurance coverage for TNC drivers: period 1 requires the driver to have personal liability, period 2 requires them to pick up a commercial rider, and period 3 is only when a commercial passenger is on board. Only then does the TNC liability insurance kick in. If there is an accident on the way to the call, they will not be covered. According to investigations by Cab Drivers for Madison Safety, not a single TNC driver has purchased commercial liability coverage.

2) Adam Chern, 4217 School Road, 53704. He has been a night driver for Union Cab for 24 years. He thanked the TNC Subcommittee for the work they've done; unfortunately, the State has overridden those efforts. He wants to address vehicles on State Street, which is a pedestrian haven. There is an increase in traffic as TNCs have become the largest fleet of for-hire vehicles.

They circle around trying to get fares. They are amateurs looking for extra money. Their behavior is troubling; they are not stopping in safe areas or loading on the proper side of the street. They are busier following the little blue dot on their phone and not aware of surroundings. Sometimes there are 8 or 10 cars grouped up. He has seen unapologetic driving and loading on State Street even when officers are present – once on a pedestrian plaza. He has also witnessed a TNC vehicle going the wrong way down a one-way street and miss stopping at a pedestrian crossing. It is imperative that all vehicles using State Street are responsible and clearly marked. We can't ensure they are clearly marked, but we can deny them access to this sensitive area. He holds his fellow licensed taxi driver to high standards and expects them to follow all applicable ordinances on the mall. Officers and the general public can call to report problematic behavior by licensed cabs to be investigated immediately by the dispatcher. This is not available for TNC vehicles.

3) Peter Brian Kelley, 3147 James Street, #2, 53714. There is a unique driving environment on State Street. He has been a night driver with Union Cab for about two and a half years. Uber enters cities and ignores its rules. Uber's training video is less than 16 minutes long. It trains drivers on how to use the smart phone app. Driver training is one sentence: "Make sure you follow all driving laws." Then it continues to emphasize being fast and getting there in time to maintain customer ratings. He wonders how much Uber drivers know about laws. They stop in the right or left lane waiting for customers on University. Other drivers have to stop suddenly or weave into other lanes. He's also seen them use bike lanes. Many pedestrians and bikes cross State Street without concern for motor traffic; this is largely the appeal and the reason motor traffic is restricted. Opening State Street to untrained, hurried traffic would be a move away from the intent for a safe experience.

- State Street Mall is still part of the fixed guideway system and as such brings federal funding specifically because it is limited to access by vehicles other than buses. In theory, allowing more access for private cars could jeopardize that funding.
- If State Street is open to Uber, what is to stop any person driving there saying they are an Uber driver.
- State Street is a pedestrian mall and has bus service until 3:30 AM. There are a lot of people walking there who are not in the most alert state. Mixing in more traffic is a bad idea.
- We don't have very much knowledge of TNC drivers and their background and experience.

Bigelow moved to recommend adoption of the substitute amendment.  
Bergamini seconded.

This Ordinance was **RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER: Recommend to Adopt Substitute (Version 2).**

**Ayes:** 5 - David E. Tolmie; Wayne Bigelow; Margaret Bergamini; Kenneth Golden and Kate D. Lloyd

**Recused:** 1 - Rebecca Kemble

**Excused:** 2 - David Ahrens and Ann E. Kovich

Non Voting: 1 - Gary L. Poulson

F.4. [42418](#) Metro: Request for public hearing in May regarding proposed fare changes - TPC 04.13.16

- Members were reminded that the May 2016 TPC meeting will be at Monona Terrace.
- It was suggested to emphasize that the \$2 cash fare won't change. The proposal reflected targeted increases in specific fares.

Golden/Tolmie made a motion to approve Metro Transit's request to hold a public hearing on proposed fare changes at the May 2016 TPC meeting. The motion passed by voice vote/other.

G. **6:00 PM -- PUBLIC HEARING: To hear public comment on proposed Metro Transit service changes to Routes 5, 13, 17, 18, 19, 26, 30, 31, 33, 36, 49, 51, 56, 57, to go into effect in August, 2016.**

G.1. [42425](#) Metro: Public Hearing and subsequent documents regarding proposed Metro service changes, effective in August, 2016 - TPC 04.13.16 & 05.11.16

- Route 5 is being changed in response to a turning issue. The schedule issue will be fixed by shifting the route over to Park Street. This is also in response to feedback from Burr Oaks residents and making service fair for both sides of Park Street. Route 13 will be moved to serve this area and take advantage of the reconstructed Bridge. There is minimal impact to Route 13 but good improvement for Route 5 users.

- Route 18 proposal is a significant change. It currently has vias on Raymond and Midvale loops. Metro will lose the ability to make a left turn when reconstruction is completed, so it moves to Hammersley Road and pick up service there. This also restores service to an area lost on the 18 a few years ago where there is Goodwill and Home Depot. This will serve the Allied loop with both vias (Midvale and would become Hammersley). The problem this creates to servicing Chalet Garden is solved with Route 19.

- Route 19 – The peak currently serves the Chalet Gardens loop. This proposal would also serve it in the off peak. This also gives drivers a bathroom break and simplifies the service making it more standardized AM to PM for customers.

- Route 26 – In a previous change, Metro proposed removing Route 25 and replacing it with the 26, but that didn't happen. Now it's confusing service. This proposal has the 26 servicing the hospital and city loop. This simplifies the route and provides consistency of service.

- Route 36 – This is an add on route interlined off the Route 6, 20 or 30. The proposal is to operate this as a 9 minute route and help recovery time for Route 6 which really needs it. Route 26 will serve areas not served by 36 in this scenario.

- Route 30 – Swanton road has redundant service with this and Route 33. Developments with Porchlight and others are going in this area. The proposal

shifts all Route 30s to Nakoosa and provides 30-minute service.

- Route 33 – This route has a difficult time turning onto Cottage Grove Road, so the proposal is turning on to Sharpsburg instead.
- Route 56 – The left turn is a problem on McKee Road with more retail. The proposal shifts off of Maple Valley and goes to an easier controlled intersection turn.
- Route 49 – This has a reverse loop. The proposal is to take people to commercial areas and then pick up in residential areas going to transfer points. Travel time will be the same from the Mickelson Road area. Travel from the Swan Creek area will decrease from 25 minutes to 6 minutes. Fitchburg will be presenting this at their commission meeting.
- Route 51 – This was forced onto Piping Rock in the past, and the sight line is not good. The Route 50 has 30-minute service in this area, which provides some duplication. The proposal is to move the route to Hammersley to save turns and time, go through the loop in the opposite way of the 50 so residents on Raymond Road don't have to go through the full loop to get the WTP. This improves service to NRT neighborhoods.
- Route 17 – The proposal is improved weekend service driven by NRT work. Residents used to have to ride far to get to groceries, so this is an improvement. The proposal is all day service on weekends. This helps food deserts on the north side and helps people get to weekend employment.
- Route 31 – The proposal is increasing the schedule per NRT feedback. Evening weekday service is being added as well as weekend service.

Public registrants were invited to speak.

1) Kim Owens, 1902 Londonderry Dr, #325, 53704. She has been waiting for the Route 17 changes for a long time. This will help people living in low income and elderly housing on the north side. It was a long ride to the grocery store and it required transfers. It was difficult to make plans on the weekends because so much time was dedicated riding the bus to errands. Service to Woodman's is important. She also appreciates changes to the Route 30, although she wonders why there isn't better access to the Walmart. It sounds like other service will complement the Route 30. Walmart, which will become a supercenter, is an important resource for people and there is good safety in that area, compared to all the cars and no sidewalks on one side at the SouthTowne Walmart location.

2) Jerel Alexander, 2219 Woodview CT, #5. He takes the Route 5 often where the Route 13 doesn't go. He also takes it when he can't get the Route 4. He sees a lot of other people taking the Route 5. He's concerned about whether that route will still go on West Washington and to Journey Health.

3) Evelyn Shimshak – 205 Van Densen ST, 53715. She is a Route 13 rider from Olin Avenue and has some concerns about the changes. She likes the streamlining of the Route 5 but has concerns about the Route 13 and eliminating stops on Badger Road. They are not heavily used, but people use

them to cross the pedestrian bridge to the south side of the Beltline and to continue up the hill to housing or the bridge. Another concern is the longer, slower route to or from the STP for some residents. There are late arrivals to transfer points on both ends. Taking the 13 to transfer to the eastbound Route 6 at Park and Johnson won't happen anymore if the route is lengthened. Bram's Addition riders going north would go to Park and catch the 5 and then transfer to the 4 to go to Campus rather than a more convoluted trip. She likes that riders from Lakeside/Olin area would get a direct stop at the library instead of having to walk from the STP. She likes the easier access to the pool, but that is open at limited times. Maybe have a small shuttle between that and the STP during summer and open pool hours. The Route 13 was just lengthened by adding Frances Street, now this is adding more time. Some of these changes would just cause further delays.

4) Poulson read comments from registrant Mary Suess, 2321 Traceway Dr., #208, 53713 who wanted to oppose changes on Routes 5 and 13 because she has spoken to two dozen other people who also oppose changes. People who use wheelchairs would like to see the Route 5 leave the ETP on the half hour to get to other routes at the STP. Others, especially employees and shoppers would like to see bus shelters on the Route 16 at the Walmart and Kohls. She would also like better maintenance of the transfer points during inclement weather.

5) Amanda Love, 3566 Sargent Street, 53714 – Adding additional trips on Route 17 is helpful between the north and east sides. Since Routes 20 and 30 are no longer necessary for that trip, they could be helpful for Madison College students who live in the Hayes loop on Route 6 to have service on Route 20. There is currently no connection, and many students live in this area.

6) Lori and David Hobbes – 2718 Union Street – They had some concerns not related to the service changes:

- Often buses come early/leave early, and then they have to wait 30 minutes for the next bus. This has been verified by Metro who then reimburses them with two ride tickets.
- Some drivers won't let people talk on their cell phones. Supervisors have said talking on cell phones is allowed.
- There are quite a few good drivers too.
- Once a driver didn't stop for her son when he was very close to the bus stop at Milwaukee and East Washington.

Poulson said that Metro appreciates hearing this feedback. Metro will forward any more feedback to the Commissioners as well as responses to the feedback heard today.

[Please note: At this point, the meeting proceeded to Item F.3.]

## H. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS

H.1. [42416](#) Comparison 2008 and 2015 On-Board Bus Surveys, presented by Mike Cechvala, MPO Transportation Planner - TPC 04.13.16

(Please see the attached summary. )

- It was not an apples-to-apples comparison because there was a change in survey methodology.

- Home based work and university travel decreased; a few more respondents indicated they were going to other categories such health, shopping, recreation. New categories were also added in the more recent survey.
- There were no significant changes in access to transit.
- Fare method: Cash and 10-ride card use decreased; general passes increased. The most recent survey included more pass options and also changed wording.
- The number of people who used transit five or more days a week had increased, but this question was worded strangely in 2008.
- Age and gender breakdowns were about the same.
- The rate of white people using the bus dropped slightly, but there was also a change in the categories between surveys. The most current survey followed the 2010 Census categories.
- The number of years that riders had used transit was similar.
- More people indicated they had an auto available. This was a strange question because “available” could mean different things. Perhaps they had a car available but another family member took it, and the family made \$100,000 and could afford a second car.
- Household income was a better indicator of the data above; it was similar between surveys.
- Time periods surveyed were not exactly similar. The 2008 survey only went to 2 PM. As a result, the comparison didn’t include evening data from the most current survey. Bergamini said it could be worth looking at the later night riders to see things in terms of equity and Title VI.
- Golden said it might be helpful to look at how the general population had changed in terms of race as well to see if this was reflected in the survey.

H.2. [41691](#)

Metro: Jenifer Street Construction Plans and related Bus Stop and Detour Information - TPC 02.10.16 & 03.09.16

Public registrants were invited to speak.

1) Gayle Gold, 1044 Jenifer Street, 53703 – She opposed moving the bus stop at Ingersoll to far side due to safety reasons. There is a lot of density in this area with and vehicles exiting onto Jenifer Street at the site. She passed out a diagram she had shared at the last meeting. There are a lot of vehicles having to pull out around buses and back into traffic. She read through Metro’s document and wanted to call attention to the fact that a bus goes by on Jenifer Street about every 30 minutes. There are reliefs about 91 times on a regular weekday. [Supervisor Phil Gadke later corrected this; it should have said 91 times per week.] It is not just an inconvenience for residents to wait for the bus to drop people off, but sometimes there is a shift change. Jenifer Street is a chosen route for many commuter bicyclists. With reconstruction, the street will be 2 feet narrower, harder to see and harder for bicyclists to get out of the way. They come through the Ingersoll intersection and slow down but then pick up speed and won’t see cars coming out of driveways. There are no traffic devices at that intersection; Metro is against them because it slows down buses. Metro’s document references another document that says a bus stop should leave at least one entrance and exit open for a development – in this case a residence, and also to place stops on the far side of driveways.

2) Dennis Chandler, 1044 Jenifer Street – In walking up and down Jenifer Street, he found multiple unit buildings on narrow lots and short blocks with 2 and 3 flats stacked up. If you looked, you couldn’t find a spot where it would

affect more lives. There are 12 to 15 vehicles involved in this situation. He understands Metro has a safety issue with pedestrians. Why trade a situation that hasn't happened in 30 years for a situation that puts a bus stop in front of 4 multi-unit buildings with people having to exit with their view blocked? He would need a person waving him out of the driveway saying it's clear. If you try to make a right turn around the bus, you have to go several feet into the other lane. This would cause all kinds of problems. Does it have to be a bad situation? This is a theoretical situation; a pedestrian has not been hit in 30 years at that intersection. Pedestrians can make a decision to wait to cross the street. It seems Metro keeps downplaying the situation because they've made up their mind. You couldn't find a worse location on Jenifer Street to put this stop. If and when there is an incident how is the city going to feel after we've done everything but beg you?

3) Jeff Waldman, 1050 Jenifer Street – This is the third or fourth time he's been here. He hopes it's the last time he has to come, and the Commission will vote and see residents' side. He understands the neighborhood has to live with Metro, but this is making the situation much worse. His bedroom is in front of the house. It's going to be horrible; leave the bus stop where it is. Now it affects a few people who bought homes knowing the bus stop was there. It's an absolute detriment to people living there. Do you want a house people are standing in front of throwing garbage all day long? No one has said why we absolutely should do this. Remove it all together. Why have two stops on the same block? Have it in front of the Wil-Mar center. That's better for bus scheduling; one less stop. You are making a huge mistake. We'll have to do what we have to do. No one wants to sue anyone. But they are making a horrible mistake. He'd like a vote tonight. He's sick of coming back here again and again. Nothing has shown him how this move would make things safer.

- Poulson apologized for the frustration but said it is not an action item on the agenda.
- Would it be possible to have relief points in a commercial rather than residential area? [Conn later said there is a travel cost to pay employees if they are being relieved further from Metro.]

Metro staff addressed the proposed detour during Jenifer Street construction first.

- Metro was concerned about how detouring somewhere other than East Washington would affect on-time performance and people making transfers. People of color and people with lower incomes transfer more often than affluent white people.
- Metro feels they reached a good compromise on the detour with Alder Rummel. They tested a Williamson Street detour and did a Racial Equity and Social Justice analysis and found there wasn't a significant effect to on-time performance. The Alder is helping with outreach to businesses about parking. The proposal now is to have all routes detour to Williamson Street.
- Construction is slated to start May 23rd and go through October.
- Traffic Engineering will be using more permanent-like stops so they can't be easily moved by citizens.
- This detour will give Metro the opportunity to test relief points in a commercial area on Williamson Street.

Metro staff addressed the proposed bus stop move at Ingersoll and Jenifer.

- For every 100 close calls, there will be an accident. Metro is comparing two safety issues and is not trying to diminish driveway safety.
- Stop location is a pedestrian and rider safety issue. We don't have data for incidents at Jenifer and Ingersoll because we are lucky not to have had issues.
- Metro staff showed video of several close calls or accidents with buses, cars and pedestrians due visibility being obscured because of bus stop location.
- In the past, Alder Dailey asked to move a stop farside because a pedestrian in the video who was using a pedestrian flag got hit by a car when crossing at a location blocked by a parked bus. That is the type of incident Metro considers when they get resistance.
- Overall goal is to reduce accidents and make a safe environment for all city residents and street users, not just buses or riders. Stops are part of that overall goal. The Transit Development Plan recommends farside stops; this is the trend.
- Metro staff showed some photos of safety issues found during field observations.
- There was concern about buses stacked up in front of driveways. It was pointed out that other literature said the decision about whether to make a stop farside was situational, one consideration being driveways.
- There was a request that the Traffic Engineer attend a meeting to address this issue and talk about the efficacy of a pedestrian sign and a 4-way stop.
- Some were frustrated that this is always an informational item without action.

Poulson said no Commissioner had asked for it to be an action item.

[Please note at this point the meeting proceeded to item G.1.]

### H.3. Update on the Ad Hoc Transportation Ordinance Review Committee (TORC)

- The Committee had held one meeting where general descriptions were given about how Traffic Engineering, Engineering and Metro work independently and together. The next meeting would feature some history from Ken Golden.
- These meetings were open to the public, and would be meeting on the last Wednesday of every month at 5:00 PM, in the Police Conference room in the City-County Building.

### H.4. Metro: Update on TIGER Grant application

- Metro would have more of an update next month. The application was due April 29th.
- Metro had hired Vandewalle to help with the application; they were familiar with local issues and equity issues.
- This was Metro's second time to apply for the funding to support a satellite bus facility on the Nakoosa Trail property.

## I. REPORTS OF OTHER COMMITTEES - for information only; no action required. (Most recent meeting minutes electronically attached, if available)

These are available online.

[07828](#)

ADA Transit Subcommittee  
Contracted Service Oversight Subcommittee  
Parking Council for People with Disabilities  
Long Range Transportation Planning Committee  
Joint Southeast Campus Area Committee  
Madison Area Transportation Planning Board (MPO)  
TPC Subcommittee (to review issues outlined in Leg. File 37359)  
Ad Hoc Transportation Ordinance Review Committee

**J. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS**

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

**J.2. Commission member items for future agendas**

Bigelow asked for the bus stop change at Jenifer and Ingersoll to be an action item on a future agenda.

Golden mentioned that there sometimes seems to be a lack of communication from subcommittees. There are reports, but it's at the end of a meeting when people are tired. They are supposed to overlap with this committee, but if TPC doesn't keep informed, they are more committees than subcommittees. That's something to think about since the transportation ordinance is being looked at.

**ADJOURNMENT**

A motion was made by Golden, seconded by Tolmie, to Adjourn at 7:26 PM.  
The motion passed by voice vote/other.