



City of Madison

Meeting Minutes - Final

TRANSIT AND PARKING COMMISSION

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

Tuesday, April 11, 2006

5:00 PM

Meets the 2nd Tuesday of the month;
215 Martin Luther King, Jr. Blvd.
Room 260 (Madison Municipal Building)
(After 6 pm, use Doty St. entrance.)

PLEASE NOTE: Items are reported in Agenda order.

A. CALL TO ORDER

Durocher called the meeting to order at 5:05PM.

Present: Ald. Kenneth Golden, Ald. Noel T. Radomski, Carl D. Durocher, Amanda F. White, Diane L. Paoni, Tim Wong, Sharon L. McCabe, Kevin L. Hoag and Kenneth M. Streit

Excused: Ald. Jed Sanborn and Duane F. Hinz

Duane Hinz arrived at 5:33PM.

B. APPROVAL OF MINUTES - 3/14/06

A motion was made by McCabe, and seconded by White, to approve the Minutes. A correction was made to the Minutes as follows: White, not Paoni, nominated Wong for the position of Interim Vice-Chair. The motion to approve as amended passed unanimously.

C. PUBLIC COMMENT - None.

D. TRANSIT AND PARKING REPORTS

D.1. [03362](#) Parking February 2006 Revenue Report and 2005 Parking Revenue/Expense Overview

Bill Knobloch of Parking highlighted key items in the reports. With regard to the 2005 Parking Revenue/Expense Overview, Knobloch remarked that parking revenues are within 2% of projections; the biggest factor was Interest Income, where reserves made 1% more than expected, coming in at 3.2% rather than 2.2%.

Expenses were overestimated on the budget projections, because Parking was short of some key staff for a good part of the year (without a shop supervisor and an engineer for example.) As a result, budgeted amounts were projected to be higher than what was actually spent on staff and certain projects they were expected to complete.

Knobloch also noted Occupancy numbers between 2001-2005: occupied meters went down slightly, vacant meters went up, meters occupied by disabled vets went up slightly, and expired meters went down.

Looking at the table at the bottom of Page 3 of the Overview, Knobloch explained that numbers on waiting lists can be deceiving because some of the people aren't really waiting for a spot, and add their names to the list "just in case." When they are called, they may refuse a spot. If they refuse a spot twice, their names are taken off the list. Giving some examples at different ramps, Knobloch pointed out that between end of 2005 and April of 2006, the numbers of people on waiting lists have declined. All monthly cardholders and long-term leaseholders were sent a notice about the new rate increases, and perhaps they have started looking elsewhere.

The February 2006 Revenue Report shows revenues stronger than last February, but Knobloch remarked that he wouldn't alter budget projections. Advertising revenue is new source of revenue this year. Overall, YTD is right on the mark for budget. In response to a question, Knobloch clarified that "Construction Revenue" is money received from construction companies who need to take parking meters out of use during their projects; they pay daily fee for these meters.

A member suggested that it might be helpful if the report included overall percentage of typical weekday occupancy of street meters and facilities in the downtown area, in order to balance out the public perception that there is no parking downtown. Knobloch responded that Parking does track some of these numbers, because one of its goals for ramps and lots is to keep occupancy between 80-90%. He agreed that it would be good to change the general perception of "occupancy," and said such an item could be included in the report.

In response to a question, Knobloch said that Parking has a goal of 80-90% occupancy for ramps and lots. Parking doesn't want greater percentages than these, because then people won't find parking. The on-street meter occupancy is approximately 64%. Right now, the overall percentage for both street and ramp/lot parking is approximately 75%. Parking would like to increase this number a little bit, and redistribute it among the different types of parking available.

A motion was made by Golden, and seconded by McCabe, to accept the two Parking reports under this item. The motion passed unanimously.

D.2. [03127](#)

2005 Taxicab Report

Keith Pollock of Traffic Engineering discussed this report, being presented at mid-cycle of the new 2-year licensing cycle for taxicabs. Pollock explained that the report reflects annual financial and demographic information provided by taxicabs licensed by the City. He further explained that the term "paratransit" (used in ordinances), in this report means "taxicab." He noted that income for the companies shown is self-reported income that had sometimes been estimated because the companies hadn't yet received final numbers for last year from their bookkeepers. Some highlights of the report included: In 2005, the total number of taxicab crashes decreased from 148 to 115. Ridership of all licensees increased by 2.9%. Specialized vehicles operations remained the most profitable, while share-ride companies remained the least. There was no major recurring subject of complaints, which ranged widely from one complaint to another and included such things as personal conflicts, taxi charges, and parking in handicapped spots. The number of driver permits and drivers remained about the same.

In further discussion, Durocher suggested that when the term "paratransit" is

used in these reports, "(taxicab)" should follow it. Doing this will eliminate any further confusion.

In response to a question, Pollock noted that DOT complaints are those that DOT receives rather than going directly to companies, and they may or may not be more serious than complaints received by the companies. Some of the more serious complaints would come out in background checks when issuing annual driver permits, he added. Pollock said he deals mostly with taxicab administrators and complainants when he investigates complaints. Knobloch commented that the police investigate some of the most serious complaints. In the report, "company complaints" are those dealing with service (as for example, arriving late). DOT received four complaints out of more than 1.8 million rides last year. DOT gives companies a chance to investigate the complaints and report back to them. Sometimes, DOT will make suggestions as to how to remedy the problem; and occasionally, DOT will issue a ticket either to the company or to the driver. By ordinance, the five licensed companies are required to report complaints, safety/accident data, and financial results.

In response to a question, Durocher clarified that Laidlaw Transit is included in this report because the company is a paratransit contractor with Metro, and is required to have a taxicab operator's license. However, Laidlaw does no on-demand taxicab service, and their complaints are typically related to contract performance, which are handled thru the Paratransit Manager's office at Metro. Durocher said that this mid-cycle report functions to track any sudden changes in numbers. Knobloch added that sometimes complaints encourage DOT to look at changing regulations in order to address a specific problem.

A motion was made by McCabe and seconded by Radomski, to accept the report. The motion passed unanimously.

PLEASE NOTE: Roll Call is recorded at this point to reflect the arrival of Duane Hinz at 5:33PM.

Present: Ald. Kenneth Golden, Ald. Noel T. Radomski, Carl D. Durocher, Amanda F. White, Diane L. Paoni, Tim Wong, Sharon L. McCabe, Kevin L. Hoag, Kenneth M. Streit and Duane F. Hinz

Excused: Ald. Jed Sanborn

D.3. [03367](#)

Metro YTD Performance Indicator Reports-TPC 04.11.06

Debo highlighted some key items. Ridership is strong at 7.6% YTD. Productivity, at 36.13 trips per hour, is the highest in 20 years. The trend in Verona is good - as shown in the enclosed chart. She further noted that the City is doing better than its peers for state funding (at 38.1% compared to peers at 28.8%). Metro provides twice as much service as population peers. But some cities with greater populations providing the same service levels get a lot more federal funding because the federal funding formula is so heavily weighted on population.

Debo pointed out the portion of the report related to ridership and revenues from September 2005 when rate increases went into effect, until February 2006. During further discussion, Debo remarked that ridership numbers typically don't change much with fare increases. With this fare structure change, Metro did not experience a loss of ridership. In fact Metro is has been showing strong ridership gains. However it should be noted that sharp increases in gas prices, beginning

last August have had a beneficial impact on ridership. Debo noted that although the cost of semester passes for youth went up by 40%, sales for semester passes went way up. She further noted that while 31-day passes went up in cost, so too did use of those passes. While cash fares remained the same, use of cash declined. It's a good assumption that cash customers have moved to other fare types, because overall ridership has increased. In response to a question, Debo said it's not possible to track which folks are "brand new riders." The data for "new trips" remains the only way to gather this type of info. Likewise, it's difficult to determine which riders are switching among different ticket and fare types. Information can be gained from unlimited ride passes for employees and students. We can tell how many individuals are using the passes, and what the average level of use and range of use is by pass type.

A motion was made by Radomski and seconded by McCabe to accept the report. The motion passed unanimously.

Durocher introduced new TPC member, Duane Hinz, former Parking Czar with lots of background and expertise. He added that the TPC now has its full contingent of nine members and two alternates. Hinz thanked Durocher for his remarks, and said that he is looking forward to serving with everyone and having the new experience of being at this end of things.

E. NEW BUSINESS ITEMS

- E.1. [03199](#) SUBSTITUTE - Amending Sections 12.031(1) and (3), 12.761(2) and (3), 12.762, 12.138(3)(f), (5), (6), (7), (8)(a), 10(b) and (c), and 3.51(3), (9) and (10) to change references to "Parking Manager" or "Director of Transportation" to "City Traffic Engineer and Parking Manager", amending Section 12.132(522) and repealing Section 12.137(240) to accommodate new parking meter zones, amending Sections 12.142 and 12.1425 to implement rate increases for meter hoods and to update the meter hood procedure; amending Section 12.145 to clarify the expired meter parking violation, increase parking meter rates, extend the hours during which parking meters are enforced, and create a new violation of No Street Vending from a Parking Meter, amending Sections 1.08(3)(a) and 1.08(4) of the Madison General Ordinances to make an editorial correction, create a new bail deposit and authorize enforcement of the new violation, amending Sections 12.144, 12.146 and 12.147 to change references to "coins" to "payment", amending Section 12.1495 to update street locations listed in that parking meter zone, repealing Section 12.150 to eliminate obsolete language, amending Sections 12.1505, 12.151 and 12.1515 to add 25 minute parking to certain meter zones, amending various Subsections of Section 12.1515 to update street locations listed in that parking meter zone, creating Sections 12.1516, 12.1517 and 12.1518 to establish three new combination parking meter zones, and amending Section 12.152 to add new Sections 12.1516, 12.1517 and 12.1518 to the list of applicable penalties.

RECOMMEND TO MODIFY THE JOB TITLE OF "CITY TRAFFIC ENGINEER" TO "TRAFFIC ENGINEER AND PARKING MANAGER," TO BETTER REFLECT THE MULTIPLE RESPONSIBILITIES OF THE POSITION.

A motion was made by Ald. Golden, seconded by Ald. Radomski, to RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER

RECOMMEND TO MODIFY THE JOB TITLE OF "CITY TRAFFIC ENGINEER" TO "TRAFFIC ENGINEER AND PARKING MANAGER," TO BETTER REFLECT THE MULTIPLE RESPONSIBILITIES OF THE POSITION.

Following is the discussion related to the proposal, which preceded this vote. Lara Mainella, Assistant City Attorney, and Bill Knobloch outlined some of the key features of the ordinance changes. He pointed out that the Commission had already approved the parking rate changes discussed in the document. Upon recommendation of the Commission, the document will go to the Council for approval to modify the appropriate ordinances in order to implement the new rates hopefully by June 1, 2006. He also noted an item to change references to the title of "Parking Manager and Director of Transportation" in Chapter 12, to instead say "City Traffic Engineer." This change reflects the new lines of authority, in which all Parking employees and Knobloch, as Parking Operations Manager, report to City Traffic Engineer, David Dryer. He further noted that combination zones have been changed; as for example, 10-hour meters on Railroad Street, which are now in combination with 25-minute meters.

Knobloch then discussed meter hooding. Meter hood prices and procedures have been significantly changed, especially in the Special Events category. Prices for meter hooding are going up to \$13/day and \$7/half day. People holding special events can have free meters in the areas where they have closed a street for their event, but they will have to pay for any meters they wish to reserve outside of the closed street. The hope is that folks will only use the extra meters they need for the time they need them, keeping more meters available to the general public. This change will impact the areas around Overture, and the UW at the Kohl Center and Camp Randall. Ten percent of the fees for meter hoods will go back to the City. Also, special events will now need to replace any parking stalls for people with disabilities that are removed, and will need to buy a blue meter hood and replace these spaces close to the spots where they were originally.

Knobloch cited some other changes. Street meter rates downtown went from \$1.00/hour to \$1.10; and meters around Monroe Street, Atwood/Schenk, and Railroad Street went from \$.35/hour to \$.50. Enforcement times have been changed from 8AM-6PM to 7AM-7PM. People cannot vend from a metered parking stall. Also, ordinance language referring to "coins" has been updated to reflect all the different payment methods that people now use to pay for parking. In response to questions, Knobloch said this ordinance changes enforcement times to 7AM-7PM across the board (rather than extending PM times in certain areas). Hopefully, by being consistent with this, people won't get confused about the new enforcement times no matter where they park. There is the potential to expand times in certain areas, where parking is in high demand and where we want turnover. Knobloch later discussed the report summarizing rates for parking ramps and lots around the Square, pointing out that the city ramps are very competitive and among the few that have reasonable hourly rates.

It was noted that, before the ordinance can go back to the Common Council, the Downtown Coordinating Committee would also need to act on it, at its April 20, 2006 meeting.

Golden remarked that he didn't like the job title of "City Traffic Engineer" because it didn't reflect the multiple responsibilities of the position, which includes the duties of Parking Manager. In the ensuing discussion, Mainella was asked to look into drafting a substitute amendment to change language in all City ordinances where there are references to this title.

After some further discussion about the most appropriate title for this position, Golden moved to recommend adoption of the proposed ordinance changes contained in #03199, with an additional recommendation to amend the title of "City Traffic Engineer" to "Traffic Engineer and Parking Manager."

The motion passed by acclamation.

NOTE: At the April 20, 2006 Downtown Coordinating Committee meeting, the Committee voted to accept all the proposals in Ordinance #03199, except to recommend that enforcement times on street meters remain at the current hours of 8AM to 6PM.

[03364](#)

Parking Info Materials re: proposed Ordinance-File # 03199-which implements certain parking rate modifications

E.2. Special Event Fee

Per McCabe's suggestion, Knobloch discussed some of the issues related to charging special events fees at ramps. He recalled a suggestion at the recent public hearing to see if coupons could be issued for non-event customers who park at a special event ramp for only part of the length of the event, but who are nonetheless getting charged the full fee. He suggested distributing a \$1.00 off coupon to these non-event customers, who could apply the coupon to parking costs at another time. Everyone agreed that event customers like the special event fees, but non-event customers dislike them; and this coupon idea could create good will among the non-event customers. Members discussed other ideas that might address some of the issues related to parking for non-event customers, such as creating a downtown shuttle/circulator and improving signage that could direct people to nearby ramps.

Members then agreed to take up Agenda Item F.1. out of agenda order, and proceeded to that item.

E.3. [03296](#)

Amending Sections 3.51(4)(e) and (6)(e) of the Madison General Ordinances to clarify that alternate members of the Transit and Parking Commission and the Pedestrian/Bicycle/Motor Vehicle Commission may serve as the representative of their Commission on other City committees.

A motion was made by McCabe, seconded by Ald. Golden, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER

After completing Agenda Item F.1., the meeting proceeded with this item, Agenda Item E.3.

Durocher discussed the reasons for recommending adoption of this ordinance. Members of the Commission have a lot of subcommittee and ad hoc committee work to do. It's been hard to find enough people to fill all the spots that are open. Currently, ordinances do not allow TPC Alternates to serve on these bodies. With the proposed changes, Alternates would be able to accept an appointment from the Chair to serve on these other subcommittees and ad hoc committees. He concluded by saying that he could see no argument against changing the ordinances to allow this.

The motion passed by acclamation.

PLEASE NOTE: Because Ken Streit excused himself from the meeting during the discussion of the following Agenda Item E. 4., Roll Call is reported here to reflect this.

Present: Ald. Kenneth Golden, Ald. Noel T. Radomski, Carl D. Durocher, Amanda F. White, Diane L. Paoni, Tim Wong, Sharon L. McCabe, Kevin L. Hoag and Duane F. Hinz

Excused: Ald. Jed Sanborn and Kenneth M. Streit

E.4. [02794](#)

SUBSTITUTE - Creating an Ad Hoc Long Range Metro Transit Planning Committee.

RECOMMEND TO ADOPT SUBSTITUTE (Version 2)

A motion was made by Ald. Golden, seconded by Ald. Radomski, to RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER

RECOMMEND TO ADOPT SUBSTITUTE (Version 2)

Following is the discussion related to this item, which preceded the vote.

A member of the public, Susan DeVos, 626 Gately Terrace, Madison, 53711, of the Madison Area Bus Advocates, spoke before the group about this item. She said that she liked a lot of the ideas behind this proposal. However, she had some suggestions about fifth clause, which identifies the role of the TPC. She suggested that the ad hoc committee be made a subcommittee of TPC and advisory to TPC. She liked the list of issues to be addressed, but thought it questionable that such a committee could prepare a report to address all these issues by October 1, 2006. As a result, she wondered why the ad hoc committee couldn't be made permanent. She also objected to verbiage referring to "Free Passes," and preferred the words "Special Passes." Durocher asked how her idea for the role of the ad hoc committee would be different from the current Long-Range Transportation Planning Commission. DeVos responded that as long as the LRTP was specific to Metro, the roles of the two bodies could be delineated to make them mutually complementary.

As a sponsor of the resolution, Golden noted that he supports the Mayor's intention, through the resolution, to engage the business community in discussion of long-range Metro Transit issues. However, he felt that the current version of the resolution was poorly written, and somewhat offensive to the Commission. So he drafted a substitute resolution to address those issues and to adjust the composition of the committee. He said that he knows the Mayor wants to bring people from the outside into the discussion without necessarily creating a standing commission. He also acknowledged that the committee creates some redundancy with other established committees, but could still see the merits of having a short-term, advisory group looking at this topic.

In order for all the members to review the particular changes contained in Golden's substitute, copies were made. Agenda Item E.4. was tabled at this time, and the meeting proceeded to Agenda Item F.2.

[Streit left the meeting at 6:50PM. As a result, he was marked excused from the vote on this item when the vote was taken later in the evening.]

At the conclusion of Agenda Item F.2., discussion resumed on this agenda item. Golden explained some of the thinking behind his substitute. He wanted to fine-tune the language and make it more neutral. He then read the section of the substitute where he made changes to the composition of the committee, and explained why he made these changes. He agreed with the Mayor that it was a good idea to include the UW on the committee because currently, they are fully partnering on some major transit initiatives, and because they are biggest employer in the city. Golden felt strongly that the TPC chair and all of its members - rather than strictly the TPC Alders -- should be considered for this committee. In response to a question, Golden said he doesn't see the work of this committee as separate from the work of TPC. He felt that the mixture of outsiders, TPC regulars and other key players seated on the committee, allows input and momentum from out in the community. However, the specific recommendations

generated in the report may or may not be implemented afterwards. Golden expected that a report would be written and then the committee would go out of business. Golden agreed to amend the substitute by adding that the report be made to the Common Council and to the TPC.

Golden initiated a motion to recommend adoption of his substitute to the Common Council, and Radomski seconded the motion. Members then raised questions about the proposal. Some members noted that the TPC and other existing transit groups contain many citizens from the general public who have great interest and familiarity with transit issues, and are already working hard on them. Why create a separate structure, rather than assigning this mission to an existing group, which could solicit input from the various representatives listed in the resolution, including members of the business community? Also, forming an ad hoc committee is very non-linear in terms of lines of authority and the expectations of the public as to who is responsible for these issues. Why not have folks interact directly with the TPC?

While not disagreeing with previous comments, other members noted that the new committee (which would include TPC members) would be short-lived; and felt that it could more easily handle some of the long-range planning that would otherwise add to the work of the TPC which already devotes long hours to the more day-to-day items. It would be beneficial to specifically involve the business community, to look at ways to better serve them as well as to possibly increase the number of unlimited ride contracts. In response to a question about the role of the Long-Range Transit Planning Commission, Golden explained that LRTP has focused on issues that interact with Planning and Transportation (and sometimes Public Works), to do thorough analyses in order to produce policy changes. Their focus has evolved away from the visionary and has become engaged in longer, more complex projects (as for example, "skinny streets" and the West Washington Parking Study). In concluding remarks, Golden said that maybe this ad hoc can market some of the latest ideas for transit initiatives to a different audience, or it could create momentum for ideas the TPC might have developed itself.

Durocher saw no objection to calling the question, and a vote was taken.
The motion passed by the following vote:

Excused: Sanborn and Streit
Aye: Golden, Radomski, White, Paoni, McCabe and Hinz
No: Wong
Abstain: Hoag

F. OLD BUSINESS

PLEASE NOTE: Because Agenda Item F.1. was taken up out of agenda order, Roll Call is reported here to reflect that Ken Streit was present during the discussion and action on Item F.1.

Present: Ald. Kenneth Golden, Ald. Noel T. Radomski, Carl D. Durocher, Amanda F. White, Diane L. Paoni, Tim Wong, Sharon L. McCabe, Kevin L. Hoag, Kenneth M. Streit and Duane F. Hinz

Excused: Ald. Jed Sanborn

F.1. New Retreat: Schedule date for Parking portion of retreat process

This agenda item was addressed between Agenda Items E.2. and E.3., out of agenda order.

Streit moved to hold the retreat on Tuesday, May 30, 2006, starting at 5PM. Golden seconded the motion. The motion passed unanimously.

The Parking Retreat will be held Tuesday, May 30, 2006, from 5PM-9:30PM at Monona Terrace. Knobloch will make the necessary arrangements, and will confirm with members by e-mail.

The commission then moved back to Item E.3. of the agenda.

PLEASE NOTE: An additional and final Roll Call is reported here, to show members who discussed and acted on all remaining agenda items, F.2. through to Adjournment.

Present: Ald. Kenneth Golden, Ald. Noel T. Radomski, Carl D. Durocher, Amanda F. White, Diane L. Paoni, Tim Wong, Sharon L. McCabe, Kevin L. Hoag and Duane F. Hinz

Excused: Ald. Jed Sanborn and Kenneth M. Streit

F.2. [03371](#) Status Report: West/South Route Restructure

This Agenda Item was addressed out of agenda order, when Agenda Item E.4. was tabled temporarily.

Before Colin Conn began his presentation, Debo noted that the Commission needed to set up the May public hearing date at this meeting. She said that the gist of Colin's presentation today was to talk about input gathered at Neighborhood Association and other meetings to date and some suggestions for further "tweaking" of proposals to address that input. Metro staff has developed a 70-page document with detailed maps and schedules which will be on Metro's website and distributed to libraries shortly. They have been keeping lists of people who have requested copies through the mail and they will be sent to those people as well as others who make such requests. Please note on the calendar that Metro is planning two additional large-scale informational meetings at the Madison Municipal Building, one at the end of April, and the other at the beginning of May.

Conn highlighted some of the revisions to earlier route restructure proposals, which were based on recent neighborhood hearings.

Route #15 has been revised to offer residents of the Junction Road area the opportunity to obtain a speedier trip downtown during commute hours. This is at the request of residents of that area at a Neighborhood Association meeting. Currently they need to go via Route 6 through the West Transfer Point. This minor "tweaking" to our Route 15 proposal will give them an opportunity for a speedier commute. He noted that these residents will also have access throughout the day on new Route 73 to the West Transfer Point and from there to points beyond. Diane Paoni raised a concern that routes like Route 15 seem to be designed in favor of commuters because they reverse directions in the afternoon. Conn responded that Route #15 is definitely designed with commuter riders in mind.

He added that route patterns for “commuterized routes” are flipped once in the middle of the day.

In response to a question about the advantages/disadvantages of changing old route numbers to new ones, Conn noted that the new route numbers signal significant changes in the routes, and forces folks to learn the new routes. Another question was raised as to whether riders will be served well when the bus they are riding suddenly changes its route number as it reaches a transfer point. Conn said that this “inter-lining” of routes had primarily been designed for the convenience of the customer, to provide a one-seat trip. It also improves cycle times and run cuts.

Conn went on to discuss the following routes:

* Route #16 would be straightened out at the north end of the route, which will save cycle time and will also serve students going to school at Sennett and LaFollette.

* Route #18 via Reetz-Coho, and Route 18 via Tokay-Midvale would each run hourly, alternating with each other to provide half-hour service to the Allied area as they do at present. Weekend and holiday service on Route 18 would be identical to weekday service in this “tweaked” proposal. Originally, the proposal had been to change the weekend/holiday Tokay-Midvale service to connect only with the West Transfer Point, rather than both the West and So. Transfer Points.

* At the request of UW Transportation Coordinator Renee Callaway, new Route # 44 would be extended to the University Hospital as well as serve the Linden/ Babcock area of campus. This route will serve the “health corridor” from the So. Transfer Point, past both St. Mary's and Meriter Hospital to the UW Hospital.

* Route #27 has been re-routed to travel between the North Transfer Point and Campus, via E. Johnson-First Street-E. Washington, around the Square to W. Washington, to Regent Street and on to Linden Drive, switching directions in the afternoon (using the E. Gorham-E. Johnson for “dead-heading.”) This will connect E. Washington with the Campus.

* Route #70 will now provide hourly service to Middleton throughout the day, traveling University Avenue to Allen Boulevard to north Middleton (Hwy Q. and Northbrook areas) back south to Greenway Station-Deming Way area where it will end. During off-peak hours, it will inter-line to become Route #73, with one-seat connection to Junction Road and Watts to the West Transfer Point. Previously Route 60 provided service only every 90 minutes from downtown Madison to and through Middleton.

A member noted that this plan creates different routes and different route numbers going to the same places, depending on whether riders are traveling during peak or off-peak periods. Conn agreed that this is true, but pointed out how associated Routes #71, 72, 73 and 74 work to complement Route #70 and each other. Debo further noted that this service design for Middleton will provide three transfer point opportunities, and opens up service to many points within Middleton as well as service to various points in Madison. Conn concluded by saying that the redesign of Middleton service had delayed other parts of the restructure project; but the result is a new design that will provide much better

service (a more important result than routes which didn't change numbers). Durocher praised Middleton for their willingness to support their end of the partnership with Metro, to expand service within Middleton. In response to his question about Route #74 and the jostling of riders caused by speed bumps on High Point Road, Conn said they really couldn't be avoided, and added that the route travels there only eight times a day.

Debo said that these revisions were made in response to the listening sessions and neighborhood meetings that Metro had held. She then suggested that the group schedule a final public hearing in May to address route restructure. She noted that there would be two additional large-scale informational meetings in upcoming weeks (also televised on Channel 12), and that the complete restructure booklet would be available for distribution. Members then considered the possibility of holding the hearing at the regularly scheduled May meeting date.

This discussion was paused briefly while members returned to a general discussion about various ways to simplify numbering for associated routes, by attaching suffixes to numbers (perhaps to indicate commuter routes) or by providing more directional info on the front of the bus. Members agreed that they could save this discussion to another time, because route numbers wouldn't affect route restructure. Debo did however explain that the numbering scheme was designed to identify routes by their association with specific transfer points (20's travel out of the NTP, 30's out of the ETP, 40's out of the STP, 50's out of the WTP, and 70's for Middleton routes), core routes (2, 3, 4, 5, 6), and connector routes (16, 17, 18, etc.).

Discussion resumed about setting up a time for the public hearing. Some members could see the value in holding the public hearing at a later date in May, separate from the regular meeting, because all the remaining info sessions would be completed and changes to the draft proposals would be more complete. Durocher suggested that a motion be made on one of the two ideas being debated, so a vote could be taken.

Paoni made a motion to schedule a separate date for a final public hearing on route restructures, rather than to hold such a hearing at the regular May meeting of the TPC. Golden seconded the motion.

Ayes: Golden, Hinz, McCabe, Paoni, Radomski, White.

Nays: Wong, Hoag

Excused: Sanborn and Streit.

After some additional discussion about dates, no objection was expressed to holding the public hearing on Monday, May 22, 2006, with an informal informational session attended by Metro staff to be held between 4:30-5:30PM; and with the formal hearing before the TPC to begin at 5:30PM. A room in the Municipal Building would be sought for this hearing.

At this point, Agenda Item E.4. was taken off the table, and the meeting proceeded back to discussion of Item E.4.

PLEASE NOTE: After discussion and action was completed on Agenda Item E.4., the meeting proceeded to the remaining agenda items, starting with Item F.3.

Golden made a motion to accept all the remaining reports without discussion, except to separate Item F.3., for some discussion. Wong seconded the motion. The motion passed unanimously.

F.3. [03373](#) Update on Security Cameras at the Transfer Points

Debo requested permission to acquire the cameras for buses by simple purchase order because the purchase will be less than \$25,000, the City's threshold for purchases by this means. Bids are in and the cameras could speedily be acquired and installed. Otherwise - going the route of a resolution to approve a contract would be a much lengthier process. Durocher saw no objection and declared consensus to approve this course of action.

F.4. [03374](#) Transit Update on Transit Service Expansion

G. REPORTS OF OTHER COMMISSIONS/COMMITTEES/AD HOC GROUPS (for information only)

G.1. ADA Transit Subcommittee

G.2. Contract Service Oversight Subcommittee (March meeting minutes attached)

G.3. Parking Council for People with Disabilities

G.4. Long-Range Transportation Planning Commission

G.5. Mid-State Street Parking & Mixed Use Facility Evaluation Team

G.6. State Street Design Project Oversight Committee

G.7. Joint Southeast Campus Area Committee

H. GENERAL DISCUSSION ITEMS

H.1. General Announcements by Chair

a. The TPC will hold its next Transit retreat on Saturday, April 29, 2006.

H.2. Commission member items for future agendas

ADJOURNMENT

The meeting adjourned at 8:45PM.