



# City of Madison

## Meeting Minutes - Amended

### TRANSIT AND PARKING COMMISSION

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

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Tuesday, April 12, 2005

5:00 PM

215 MLKJ BLVD RM 260 (MMB)  
(After 6 pm, use Doty St. entrance.)

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Minutes were amended at the 5/10/05 meeting as follows: Item D.2., Transit Fare Structure Discussion, reference to "Medicare" amended to "Medicaid."

#### A. CALL TO ORDER

*Absences: Kevin Hoag; Tim Wong (advance notification); Ken Streit (advance notification that he would be late)*

Chair Durocher noted that Ald. Webber needed to leave the meeting early and that Ken Streit would arrive late. He also reported that Gary Dilweg had resigned from the TPC and the Mayor's office will be submitting the name of a replacement to the Common Council.

**Present:** Ald. Kenneth Golden, Brenda K. Konkol, Robbie Webber, Carl D. Durocher, L. Jesse Kaysen, Chris R. Carlsen and Diane L. Paoni

**Absent:** Kevin L. Hoag

**Excused:** Tim Wong and Kenneth M. Streit

#### B. APPROVAL OF MINUTES - 3/8/05

A motion was made by Kaysen, seconded by Webber, to Approve the Minutes. The motion passed by acclamation.

#### C. PUBLIC COMMENT

#### D. NEW BUSINESS ITEMS

- D.1. Authorizing the Common Council to accept ownership from the Westmorland Neighborhood Association of three (3) park benches to be installed at existing Metro bus stop locations, located in public right-of-way in the 400 and 500 Blocks of Toepfer Avenue.

A motion was made by Webber, seconded by Carlsen, to Return to Lead with the Recommendation for Approval to the BOARD OF PUBLIC WORKS. The motion passed by acclamation.

- D.2. Transit fare structure discussion

Durocher opened the discussion by noting that Madison Metro is a transit system without peer for a city its size. Metro has faced annual budget crunches, and he recognized that TPC members do not like to raise fares or cut service. He remarked that Debo would lead the discussion on the reality of Metro's budget situation.

Debo noted that her cover memo repeated information provided last month, and she also provided a fare structure proposal entitled "early concept draft 5." Every year, Metro expenses increase by about 3%. Some of the increase is due to wages and benefits, but a major problem is the increase in fuel costs. In 2004, fuel costs were 24% higher than in 2003; and January 2005 is 35% higher than January 2004. The projected gap between revenues and expenses in 2006 is approximately \$1.2 million, and this amount will continue to grow each year.

Other funding sources are not able to step up to the plate for a major increase. Metro will look to the State and the City to increase their funding levels. However, things at the State level look fairly grim in terms of an increase in Metro's transit aids, which are currently frozen at the 2003 level. Her report identified some funding elements and projected additional revenues. Debo anticipated using this meeting and the next to come to some resolution in terms of fare increases for implementation in July or August of 2005. She noted that a big part of the transit system revolves around school semesters, and she felt it's important to have the new fares established when negotiating the contracts.

Debo commented that the early concept fare proposal is something that staff has been working on for the past few months. Sharon Persich, Metro Planning Manager, was present to answer questions. Debo advised that the draft fare proposal calls for automatic fare increases in each of the next four years. All types of fares would be impacted. One of the major changes would be to move the youth discount to a system where the semester pass and the youth Quik-Tix would gradually become part of a convenience fare by 2007. A pass would be available but it would be priced at virtually the same amount as the normal fare, although it would offer the convenience of not having to carry money all the time. The new fare collection system offers the opportunity to sell some fare media on-board the buses, such as the one-day pass (replacing the Visitour pass) and a family pass.

Debo stated that the draft proposal provides a small incremental increase from year to year. Smaller increases mitigate the negative impact on ridership. In terms of revenue generation, she advised that Persich applied somewhat elaborate formulas and estimated the revenue impact. The proposal could generate about \$600,000+ for each of the next four years, which would cover about half of the \$1.2 million in uncovered costs. Metro would look to other funding sources for the other half such as the State, the City, its funding partners, increased advertising, etc. To the extent necessary, Metro would then look at service changes to cover the remainder of the shortfall.

Webber asked whether there have been any comments from the Mayor's office about a willingness to increase the City's funding level. Debo stated that the Mayor went on record in the 2005 Executive Budget document requesting that the TPC consider fare increases. She has brought the draft fare concept to the attention of the Mayor and Mayoral Assistant Jeanne Hoffman but they have not commented at this time. Debo pointed out that the Mayor was wonderful to Metro

in his 2005 Executive Budget by bringing more funding to transit than in the past. She did not expect to hear anything about the 2006 funding level until the Executive Budget comes out in September. Between now and then, Debo will include in Metro's supplemental budget her proposal for the City to provide more funding.

Webber did not recall the 2005 Executive Budget asking for consideration of a fare increase, and Debo stated she will bring the language to the next meeting.

Webber asked about the potential additional revenues from renting kiosk space at the transfer points. Debo stated that Metro Marketing Manager Julie Maryott-Walsh is getting an estimate.

Webber wanted to know at what point a fare increase becomes counter-productive because too many riders are lost. Debo stated that it has been Metro's experience that it has not seen ridership losses due to fare increases. However, when Metro staff do their estimates, the formula anticipates ridership loss. To date in Madison, a fare increase has not been counter-productive. Webber asked if there's national research that looks at various factors affecting transit ridership, including things such as "if a fare increase is above 'x' amount, you will lose ridership and no longer gain revenues." Debo advised that Metro uses the Simpson-Curtin formula, which is used around the country. Webber asked if there's anything related to when a fare increase becomes counter-productive. Persich was not aware of any research of the type that Webber was asking about. The Simpson-Curtin formula says that for every 1% increase in fares, there's a .3 % loss in ridership. But Madison has never come close to that level of ridership loss from fare increases. The concept proposal includes the Simpson-Curtin formula for ridership loss, but if past experience holds true for this fare increase and Madison does not see a .3% ridership loss, the additional revenues will be even higher than what's projected. Persich was not sure at what point a fare increase becomes counter-productive; she felt it probably relates to a comparison of the fare with parking costs and the price of gas. Debo reiterated that Madison has never seen the ridership loss projected by the Simpson-Curtin formula.

Kaysen referenced Debo's earlier comment that smaller fare increases mitigate the ridership loss and asked whether at some point the public's attitude becomes "they can't keep raising the fare." Debo noted that she had presented the fare proposal to the ADA Transit Subcommittee, and their general consensus was that it was a very reasonable increase from year to year. The base fare increases 30 cents over 4 years. She felt the public will perceive the proposed increases as reasonable, and noted that there will be a public hearing for input. It was Debo's understanding from transit experience around the country that smaller increases over a period of time are better received by the public than one major increase. Kaysen wanted to know how "better received" is measured, i.e., does that mean fewer complaints? Debo commented that not many people have attended the public hearings on fare increases, but Metro does hear that riders would rather have a fare increase than service cuts.

Golden noted that tickets go up \$1.00 in the first year, which is about a 10% increase. How does this track in terms of the deep discount? Debo commented that the last time the TPC and Metro worked on the fare structure, they went easy on the monthly pass because they were getting rid of the commuter pass. So the

monthly pass had a minor jump whereas the tickets had a major jump. Under this concept proposal, the monthly pass jumps by a greater degree to bring the price up to the Oram relationship in the fourth year. The ticket price grows at a slower level. The end result is that monthly passes will offer about a 40% discount on the cash fare, and the adult tickets would offer about a 15% discount. In an Oram projection, a lot of revenue is generated by the fact that people are expected to jump to the tickets, and that means a greater revenue return per trip than in the past.

Golden asked about the proposed 2-4-6 fare that would replace the 2-4-1 fare. Debo explained that the 2-4-1 fare is very abused. The proposed 2-4-6 fare means that 2 adults and 4 kids can have unlimited number of trips on one weekend day for a cost of \$6.00. This is the value of two full cash fares and is double the cost of a single one-day pass. Golden noted that the current 2-4-1 allows two adults (and up to four children) to ride for one adult fare, so the new proposal basically doubles the cost.

Golden had a couple of requests for the report next month: include the percentage increase in the fares and the formula-projected ridership loss for each fare type. He could not recall doing four increases in a row and wondered if any other transit systems have experience doing that. While he understood the logic of the four-year proposal, Golden was not comfortable with it and thought it was a radical maneuver that would especially affect choice riders. He further stated that he would not support scheduling a public hearing until the TPC hears from the Mayor.

Golden did not support the 2-4-6 fare. He mentioned that a number of years ago, he and former alder Hamblin had proposed a "family fare" as a means to get more people on the buses on weekends. With \$1.00 parking in the ramps on weekends, riding the bus was costing more than parking. Metro staff then developed the 2-4-1 fare. Golden asked Debo to re-think the 2-4-6 fare and keep in mind the purpose of the program, which is different than the Visitour pass. Golden stated he would rather eliminate the family fare than increase it to \$6.00; or perhaps merge it with the Visitour pass and have a weekend day pass, at a cost of \$2.00/adult and 50¢/kid. This would probably eliminate some of the abuse and make some money from it. Debo noted the total cost of Golden's proposal for two adults and four kids would be \$6.00. He recognized this, but the purpose of the weekend program is to put some people on the buses. He did not think people would want to pay a \$6.00 fare upfront. He realized that Metro would be losing money on the fare, but it's better to have low-fare riders on the bus than no one at all. Golden reiterated that he could not support the 2-4-6 fare, and for the other fares he wanted to first hear from the Mayor. He also suggested a Common Council resolution urging Madison's State legislators to support the 2% transit aid increase.

Paoni referenced page 2 of Debo's report which indicates a remaining shortfall of \$695,800 after applying funding and revenues to the \$1.2 million gap. The concept proposal for August 1, 2005 reflects projected additional revenues of \$614,088 which would seem to cover most of the shortfall. Debo indicated that the data in the concept proposal is more recent than the information in her cover memo. She noted that the \$170,000 in additional passenger revenue listed on page 2 of her memo is included in the \$614,088 amount shown in concept draft 5. She acknowledged the additional revenues from a fare increase would take care

of a large part of the projected budget gap. The additional revenue estimate at the top of page 2 reflects the potential opportunities for covering the shortfall as explained on page 1, including an estimated an additional \$145,000 in Federal funding and a 3% increase for Metro's funding partners.

Paoni asked why Metro chose 3% fare increases when it sounds like expenses (wages and fuel costs) will go up at least that much, if not more, every year. Debo responded that the trend in costs has been 3%, but the big jump in fuel prices might push it to 4%. In fact, the budget shortfall might be higher than what's shown because of the 2005 fuel costs. She will bring to the next TPC meeting a revised projection based on fuel prices remaining at their current level or growing. She reiterated that the average cost increase in recent years has been 3%. Paoni asked whether that includes new or expanded service, and Debo replied it only covers maintaining the current level of service. In response to Paoni's question, Debo stated that the unlimited ride pass agreements would have a 3% increase in rate per trip each year as they come due, starting in August 2006. This would be a reasonable and logical increase, consistent with the other fares. The unlimited ride pass agreements represent a major shift from individuals to institutions paying the fare, and the impact on ridership is significantly less because the employer/institution is paying the fare. As fares go up systemwide, the rates for unlimited ride pass agreements will go up as well. Debo recommended that the unlimited ride pass rates be incorporated in the fare tariff as per prior discussion.

Paoni questioned the relationship between the discount passes, convenience fares and the regular fare. Some go up 3% every year and others go up 6% every two years, which is not the same. Debo advised that it's partly due to the need to raise fares in nickel increments, i.e., fares need to end in either a zero or a five, and also due to the fact that some fares are tied to other fares, e.g., the E/H fare cannot be greater than 50% of the base fare.

Durocher echoed Golden's concerns about the proposed 2-4-6 fare.

Kaysen referenced the earlier comment about Madison stepping up to the plate and wondered how much the City would pay if they paid on the same basis at the other partners. Is it basically Metro's hourly rate for service times the level of service? Debo explained that there are two rates: one for commuter service only and one for full service that includes paratransit. The cost is also offset by Federal and State aid and passenger revenues. Kaysen asked whether it's possible to come up with the number of service hours in the City to determine the approximate cost of the service, and Debo indicated that is data they generate every year and she could prepare estimated hours and costs for 2006. Instead of waiting for the Mayor's Executive Budget, Kaysen suggested that the TPC alders could request that Madison pay the same rate as other municipalities. Debo fully supported this concept and has broached it with City Comptroller Dean Brassier. She felt it's an equitable and appropriate approach but did not know how easy it would be. She will bring it up again when she talks with the City about an appropriate 2006 funding level.

Debo stated that another huge inequity is the application of the County Medicaid funding. The Medicaid funding has traditionally been credited only to Madison, yet Metro bills all its partners for paratransit service on a fixed route hours of service basis and they should be credited with a proportionate share of the Dane

County funding. Paratransit is billed on a fixed route hourly basis, and it comes down to the hours of service. She plans to bring this up with the City again this year. The City Comptroller's initial response was that this has a lot of merit. This is something that would bring Madison to a more equitable basis with Metro's other partners. Golden anticipated that Metro will find that a disproportionate number of paratransit trips originate and end in Madison. Debo felt that the credit should go to where the costs are. Golden agreed, but Metro needs to identify the demographics.

Debo stated that next month she will bring an estimate of the amount Metro would bill the City based on the same methodology it charges other partners. She was not sure how to respond to Kaysen's suggestion of a resolution re: funding equity. But she emphasized that even if the City fully funds its level of service, it will not cover the \$1.2 million gap to maintain existing services. One of the few means to cover those costs is to increase fares.

Golden wanted to know whether having the State transit aid frozen at the 2003 level resulted in the partner communities either paying higher costs or cutting service because there wasn't as much State aid to allocate to them. Debo replied that the cost to those communities was also frozen. If you look at the trend line over a period of years, Metro's partners were picking up the increase in costs but Madison was not. The State and Federal aids are applied based on the level of service.

Golden brought up something that perhaps the TPC should think about. Each year, the Streets Division identifies the number of street miles added to the City and how that affects their budget (garbage collection, snow plowing, etc.). Metro and the TPC have neglected to program that growth in. Over the years, Metro and the TPC have done "strategic alignments" to cut service in some areas in order to provide service in new areas. There may not have been a systemwide service cut, but particular areas are being cut. When new areas get to the point that they need transit, Metro should not "cannibalize" itself. Instead, Metro's budget request should say "we have 'x' number of streets, 'y' number of people, these areas need additional Metro service, and we believe the cost to serve these new areas is 'z' " and then let the Council and Mayor decide whether to provide the service. Debo replied that she does that in her supplemental budget requests. For example, last year she had a number of supplemental requests for specific service to unserved areas, but they were denied. The City expands, but provision is not made for the additional transit service. Golden commented that when the Council debates the Police Department's budget, it's always brought up that new streets have been added so more staff is needed. It's not that Metro isn't requesting the additional funding, it's that the request is not being discussed in those terms. When Metro's budget submissions come in, they're looked at in a narrow way (should we serve this specific street), as opposed to when the Police asks for more positions and it's described as a response to growth. Golden emphasized that whatever the TPC does with the budget, whether it's increasing fares or something else, it needs to begin articulating Metro's needs in a very conscious way, so that when the other alders look at Metro's budget, they can see that it's due to growth. Metro's expanded service base needs to be discussed in a more open way and described as a response to growth. Debo felt there's always been a policy shortcoming as far as how the City views transit. There needs to be a direct recognition that what you're paying for is a certain level of service and that as those costs go up, the City needs to pay for it. As the City expands, this is what

you can expect in costs. Debo reminded members of the projections Metro did regarding the Pioneer Neighborhood (new area) in which they identified a possible funding source as a Transportation Development Association. Golden recalled that in the last strategic realignment, what we did was fair to the system as a whole: put the service where it's needed by taking service from where it was least needed. But service was cut for some customers. In retrospect, we should have requested to preserve service in certain corridors and add service elsewhere. Alders of the outlying areas need to ask for the resources for the new service. Debo mentioned that a chart in the Transportation Development Plan shows the reduction in transit service from 1998-2003. The game that has been played is "efficiencies." This will continue unless/until Metro can successfully address the issue of proportionate funding by the City. Webber noted that alders of the outlying areas need to support transit because eventually their areas will need it. She emphasized that Metro needs to be seen as an essential City service, just like Police, Fire and Streets, to get the level of support it needs.

Carlsen wanted to know the percentage increase in the City's contribution if the City paid its fair share of service in the City's limits. Debo stated the earlier estimate was \$248,000 but staff will run the numbers again and she'll bring a new estimate to the next meeting. The City did contribute a greater amount in 2005 and she wants to include that. Carlsen stated he did not want to go to public hearing until the TPC knows what's going on from a City budget standpoint. Debo stated that's why she didn't lead with service changes, which tend to have a greater impact on riders than fare increases. She will look at the City funding level issue and also address some of the other things brought up tonight and bring something back at the May meeting.

Golden wanted to see the interaction between fares and ridership even if it's sample data, for example, how many riders were lost when the Commuter Pass was eliminated? Persich stated that the last time Metro did a fare projection in 2003, they overlooked the major impact of the UW employee pass. Many ticket holders switched to the UW pass program. Staff can put together some numbers but won't be able to tell exactly how many riders went to the UW pass. However, there was tremendous growth in UW pass usage. In the draft 5 concept, staff took into account the Unlimited Ride Pass agreements. Persich remarked that each time staff go through the process, they get more accurate in their projections.

Kaysen asked that the data show the service hours for all partners. She also wanted to know how much Metro would have to increase the hourly rate for both commuter service and full service in order to cover the entire projected shortfall, that is, what would be the percentage increase for each municipality. Debo stated she has worked very hard to address the fact that all funding partners have been hit by the same funding constraints. She would not ask them for more than a 3% increase (if the service level stays the same). She felt the other partners could probably support that as reasonable and it wouldn't be controversial.

Referencing the earlier comment about support from alders in outlying districts, Streit asked when boarding information will be available with the new equipment. He's heard from graduate students that they are willing to live in outlying areas of the city because they have the free UW bus pass. Streit felt that some of the alders may not realize how many bus riders live in their area. Debo pointed out that students go where the routes are, that's how they make the decision where to

live.

Durocher closed the discussion by confirming that staff will come back with more information at the May meeting.

[Webber left at 6:20 p.m.]

D.3. Transit fare collection system -- show and tell



Dave Eveland, Metro ITS Manager, was present. He displayed a model of the GFI Genfare fare collection equipment and explained that GFI is the manufacturer of Metro's existing fare collection equipment. The new equipment will be added on to the existing equipment. The upgrade is currently underway and is about half done, with completion scheduled prior to the July 1 implementation of the new fare media. The existing equipment will be upgraded to a swipe card reader, and a "trim unit" will be added for issuing transfers and one-day passes. On low-floor buses, the trim unit will be mounted on a stanchion rather than on the existing fare box in order to allow adequate turning radius for wheelchairs.

Transfers issued by the trim unit will be coded with the time of issue and time of expiration (two hours). The transfer is basically a two-hour unlimited ride pass.

The farebox equipment will be connected to the AVL system. In the beginning, every transaction will be time-stamped, and at some point every fare transaction will be attached to a route and provide staff with data re: boardings and fare type at the bus stop level. Debo noted that this information will be used for billing purposes.

There will be two basic types of fare media:

**Passes**

- Monthly passes will be 31-day passes and will be valid for 31 days rather than a calendar month. The 31 days will start from the first date of use, and this date will be imprinted on the pass when it is activated. The expiration date will also be printed. To be activated and imprinted, the pass needs to be inserted in the trim unit; after this initial use, the pass will be used in the swipe reader.
- There will be both a visual and an audible message if a pass is not good.
- Transfers are also considered passes, and each trim unit holds 900 passes. The units will be re-stocked each night.
- One-Day passes will also be unlimited ride passes, which will be swiped

**Cards**

- Will replace the booklet of 10-ride tickets
- Cards will be inserted into the trim unit
- Will provide a visual indication as to how many rides are left on the card

Metro's Marketing unit is preparing training materials. Carlsen asked whether wheelchair users will be able to read the information on the top of the farebox. Eveland stated that there will also be decals on the face of the farebox. Coins and dollar bills will be inserted the same as they are now. Carlsen asked about the location of the trim unit in low floor buses. Eveland advised that it will be mounted so that it's easy for people to use but not an access problem for wheelchair users. Kaysen indicated that the ADA Transit Subcommittee discussed this issue, and the bus drivers will have to help some passengers. Debo confirmed that a policy has been developed that drivers will be responsible to help with fares. Paoni asked if there was fully accessible equipment available. Debo stated that farebox equipment is fairly standard and GFI Genfare is basically the only fare collection system in the U.S. The installation will address not hindering wheelchair users. Paoni expressed concern about some of the visual problems with the equipment and people not being able to see the directions, and Kaysen reiterated that some passengers will need assistance.

Golden remarked that he had experienced the magnetic strip on a card wearing

out before the card expired. Since the passes will be dated, can the driver go by that if the strip fails? Debo stated the policy is that the driver will look at the error message. The driver will ask the passenger to try swiping the card again; if it doesn't work, the passenger has to pay the fare and return the card to the issuing institution. This is the only way the institutional trips can be billed. Golden asked that this issue be brought back to the TPC for further discussion.

Golden asked what will happen with the outstanding booklets of tickets. Eveland stated the tickets will continue to be accepted. Golden wondered whether passes could be issued as gift cards. Eveland replied yes, if approved by the TPC. Debo mentioned that the new farebox collection equipment also opens up the possibility for promotional passes, such as for conventions.

Paoni asked that wide, brightly colored tape be used to outline the area for inserting the cards to help visually impaired passengers. Eveland indicated that staff already have that in mind. Durocher suggested that this be passed along to the vendor as a product design, make the slot as visually clear as possible to help passengers with low vision.

The TPC thanked Eveland for his presentation.

## E. OLD BUSINESS ITEMS

- E.1. Transit status updates: commuter service to Verona, City of Madison Unlimited Ride Pass Program, Meriter discussions, print media resolution, policy concerning behavior on buses

Debo provided a brief verbal update.

- Things are moving ahead with the commuter service to Verona, and the grant application is going well.
- Metro and the City of Madison are working through the details of the unlimited ride pass agreement. She anticipated the resolution and ordinance being introduced to the Common Council in May.
- Discussions with Meriter began not long ago about an unlimited ride pass agreement for Meriter and its affiliates. Also talked about the possibility of expanding and extending Route 53 to serve the two hospitals, with contributions from the hospitals to pay for the extension. It would address some of the shortfall in the current system and would eliminate the need to transfer to get from the westside to the hospitals. It would also provide better access to the west campus.
- The print media resolution will be introduced at the 4/19 Common Council meeting and referred to the TPC.
- The City Attorney is reviewing the draft policy re: behavior on buses and it will then come to the TPC.

## F. TRANSIT AND PARKING REPORTS

Motion by Golden/Carlsen to accept reports F.1., F.2. and F.3 and items G.1 thru G.7; Kaysen separated out item F.3. and Durocher separated out item G.5., motion carried unanimously.

- F.1. Parking Utility 2004 year-end revenue/expense overview

*No discussion.*

F.2. Parking February 2005 Revenue Report

Golden noted the occupancy information is never provided to the media or other interested groups to counter the alleged shortage of downtown parking. He suggested that Parking Manager Dryer contact the Mayor's office about doing a news release incorporating some of the utilization data.

[Konkel left at 6:55 pm]

Kaysen was stunned that the City is building new ramps, given the vacancy rates. She asked the status of the West Washington corridor parking issue. It was Golden's understanding that the low utilization of the Overture Center Ramp is such that the priority of doing anything on West Washington has diminished considerably. The occupancy level of the Network 222 Building affects the occupancy level of the Overture Center Ramp. The inability of the Network 222 owner to provide leased parking for his tenants is a problem in leasing office space. Not only does the City lack a site for a West Washington ramp, the need for a ramp appears to be lacking as well.

F.3. Transit YTD February Performance Indicators

Debo noted that the TPC had been provided the information previously except for some of the Jan. 2005 revenue and expense information. Kaysen remarked that the good news is that ridership is up, complaints are down, and only five routes are performing below 60% of the system average. The bad news is that fixed route and paratransit costs are up. Debo remarked that the rising costs are the continuing problem that Metro is dealing with.

Motion by Kaysen/Paoni to accept the report, carried unanimously.

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

Motion by Golden/Carlsen to accept reports F.1., F.2. and F.3 and items G.1 thru G .7; Kaysen separated out item F.3. and Durocher separated out item G.5., motion carried unanimously.

G.1. ADA Paratransit Plan Oversight Subcommittee

Accept

G.2. Contracted Service Oversight Subcommittee

Accept

G.3. Parking Council for People With Disabilities

Accept

G.4. Long Range Transportation Planning Commission

**Accept**

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

*Ken Streit reported that the committee is trying to figure out how many parking spaces to build. There is the possibility to expand underneath Lisa Link Peace Park but it would require a different budget to make it happen. There's nothing in the current budget for the extra 80 spaces that could be provided by going under the park. He commented that the neighborhood was amazed by how big the building will be.*

*There was discussion about ensuring that the parking is short term and whether this can be done through the pricing strategy. Parking at the Overture Center Ramp needs to be as attractive as possible if you don't want special event attendees to use this ramp. Golden felt that parking at the mid-State Street ramp for special events won't be a problem once attendees find out the ramp doesn't have pay-on-entry and it takes a long time to exit after the event.*

*Streit advised that the PU will be letting out the contract for the design of the parking so a decision needs to be made about the extra stalls under the park.*

*Motion by Golden/Carlsen to accept the report carried unanimously.*

**G.6.** State Street Design Project Oversight Subcommittee

**Accept**

**G.7.** Joint Southeast Campus Area Committee

**Accept**

**H. GENERAL DISCUSSION ITEMS**

**H.1.** General announcements by Chair

**Durocher noted that the communication from Mr. Scott Thornton re: external bus annunciations will be introduced at the 4/19 CC meeting and referred to the TPC.**

**H.2.** Commission member items for future agenda

Kaysen requested a report on the entire annunciation system at the next meeting. She would like the report to address the rationale for how and when the bus announces stops; the on-board announcement of stops for transfer opportunities; the ADA language for stops or intersections that are necessary for people to maintain orientation; how will drivers be encouraged to announce detours and temporary stops since the automatic system will not do this; what is the procedure for when the automatic system goes down; how was the inner zone chosen for announcing all stops-there are stops outside this zone which are not being announced, thereby greatly diminishing the ability of visually impaired passengers to use fixed route. Also, for the "next bus" digital signs at the transfer points, is there any proposal to provide access to this information for the visually impaired? Kaysen suggested that the report first go to the ADATS for input before it comes to the TPC.

Streit asked for a report from PU staff as to what resources would be necessary to reduce the parking ramp entrance time for special events by one-third. He has noticed parkers moving along much more quickly when entering other parking facilities during special events.

Golden stated that during the recent aldermanic campaign he heard a number of assertions that the City is not providing adequate bus service to Allied Drive, and he requested that at a future meeting (prior to the budget) staff provide an analysis of the service level.

## ADJOURNMENT

*Upon a motion by Golden/Kaysen, the meeting adjourned at 7:15 p.m.*