



# City of Madison

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

## 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).

---

Thursday, September 2, 2010

5:00 PM

Room 260, Madison Municipal Building  
215 Martin Luther King, Jr. Blvd.  
(After 6 PM, use Doty St. entrance.)

---

### A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:07 PM.

**Present:** 7 -

Gary L. Poulson; Susan M. Schmitz; Kenneth M. Streit; Brian L. Solomon;  
Chris Schmidt; David E. Tolmie and Duane F. Hinz

**Absent:** 1 -

Amanda F. White

**Excused:** 2 -

Margaret Bergamini and Jed Sanborn

Please note: Solomon arrived at 5:13 PM, during Agenda Item D.1. Also, there is one vacancy on the Commission.

### B. APPROVAL OF MINUTES

A motion was made by Streit, seconded by Schmitz, to Approve the Minutes of the August 10, 2010 meeting. The motion passed by voice vote/other.

### C. PUBLIC APPEARANCES - None.

### D. TRANSIT AND PARKING MONTHLY REPORTS

#### D.1. [19756](#)

Parking: August 2010 Activity Report, and July Revenue/Expense and Occupancy Reports - TPC 09.02.10

**Parking Operations Manager Bill Knobloch discussed concrete remediation at the ramps, as follows:**

- State St Cap was the second oldest City ramp (built 5 years after Gov East).
- Ramps were marked for repairs by consulting engineers a year before repairs actually began; with a year's gap, it wasn't surprising that the need for more repairs was discovered after work began, esp. at the older ramps.
- A lot more work was discovered at State St Cap than originally planned: Initially budgeted at \$167K (out of \$300K for all ramp remediation), two subsequent change orders added \$62K (15%) to the cost, for a total of \$229K at State St Cap alone.
- Once work began, all the spots previously marked on the floor developed into larger spots.
- Costs were based on the level of excavation needed: \$20 for a short depth/sq ft, \$40 for a medium depth, and \$60 for a full depth, where all concrete was

removed.

- Though estimates had usually been pretty close, in this case, they were not; after dragging the chains again to identify bad concrete, \$300K more repairs were found.
- A total remediation contract for one year of \$392K (inc. the change order for \$62K), and now the addition of \$300K more, demonstrated what happened at these old ramps, where deterioration sharply worsened at a certain point – a trend likely to continue not only at Gov East and State St Cap, but also at Lake Street.
- Funding for these additional costs was not available this year, since state law only allowed change orders of 15% max; also, water used in repairs would need to be turned off in November.
- The extra \$300K would have to be added to next year's contract, already a hefty \$800K, for a total of \$1.1 million – 10% of Parking's revenue.
- The cost of repairing these older structures was very high, but the cost of not doing it was even higher: the ramps would have to be closed, if they were not kept safe for employees and customers.
- Vertical expansion at State St Cap in 1997 created a new, virtually self-supporting structure, above the original older ramp now receiving repairs.
- Parking was using different consulting engineers this year.
- The ramp had been receiving inspections/repairs for several years; it was unlikely that these previous inspections/repairs could have prevented the newly discovered problems because the concrete was deteriorating so fast.

Knobeloch invited members to the grand opening of the multi-space meters, planned for Wednesday, 9/15/10 at 9:30 AM at Buckeye Lot. Schmidt/Tolmie made a motion to receive the report. The motion passed by voice vote/other.

D.2. [19757](#)

Metro YTD Performance Indicator Reports - TPC 09.02.10

Metro Transit General Manager Chuck Kamp mentioned a recent newspaper article, which reported that several bus stops had been moved without much notice. Kamp explained that the stops were moved in order to improve passenger accessibility (esp. for those in wheelchairs); and though done for good reasons, the changes were not communicated well. Normally, notices were put on bus stop signs alerting riders if stops were to be moved, but this had not happened this time. Metro had received three complaints from individuals, which were resolved by Marketing staff. Kamp sent a letter of apology to the Mayor and Common Council, and said that this would not happen again.

Solomon/Hinz made a motion to receive the report. The motion passed by voice vote/other.

E. NEW BUSINESS ITEMS

E.1. [19745](#)

Parking: Proposal to change the stall distribution of monthly permits for businesses/individuals at Wilson Lot - TPC 09.02.10

Knobeloch discussed the proposal to change stall distribution at the Wilson Lot to 50% business and 50% business or individual, as follows:

- Located off Wilson Street behind the No. 17 well of the Water Utility, the Wilson Lot was a 50-space all-permit lot bordering the railroad tracks along John Nolen Drive.

- The original 1992 resolution that established the Lot was intended to help the business community by providing parking for owners/employees as well as individuals, with stalls split at 90% business and 10% individual.
- This had worked well for years; the longest waiting list ever for the Lot was now, for seven individuals, not businesses.
- Over the past year, the business allocation (of 45 stalls) had never been full.
- The new 50/50 proposal would better utilize the space and give individuals on the waiting list a chance at the open spots; at the same time, it would allow businesses to take the individual spots, if needed and available.
- If the proposal were approved, vacant stalls could be filled immediately.
- The Lot had lost a little bit of money every year. If the empty stalls were filled, it might break even.
- Should the new allocation not work well, the split could be changed again.
- Permits here were in effect Monday through Friday from 6 AM to 6 PM; at other times (evenings and weekends), parking was free.
- The permits were monthly, with 30-day notice by either Parking or the customer.

Hinz thought the Commission should give the Parking Manager the authority to change the percentages as the need arose without having to come to the Commission and delaying changes by a month. Hinz felt the Manager should be free to effectively manage the Lot financially. Given that stalls had remained vacant for a year, members felt that the proposal could go into effect immediately. Hinz/Streit made a motion to give the Parking Manager authority to set whatever percentage at Wilson Lot he needed for the Lot to most effectively serve its purpose, without having to come back to the Transit and Parking Commission for approval. The motion passed by voice vote/other.

- E.2. [19245](#) Authorizing the Mayor and the City Clerk to accept sponsorship by MillerCoors, LLC in the amount of \$10,000 to help offset the cost of providing free expanded transit service on New Year's Eve. The agreement includes an indemnification clause.

**A motion was made by Streit, seconded by Tolmie, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.**

- E.3. [19298](#) Authorizing the Mayor and the City Clerk to enter into an agreement with the Board of Regents of the University of Wisconsin System on behalf of the University of Wisconsin - Madison (UW - Madison) for the continuation of provision of access by its employees to Metro Transit fixed route and ADA paratransit services, with reimbursement to the transit utility for rides by UW and UW Hospital employees and members of affiliate groups as designated by UW Transportation Services for academic years 2010 - 2011, 2011 - 2012 and 2012 - 2013 with two one-year options to renew.

**Kamp discussed Items E.3. and E.4., related to unlimited ride pass agreements for UW staff and UW students. Metro and the UW had been in negotiations since the end of the 2009-10 school year, during which time, an MOU allowed passes to be distributed. The two agreements used a new model that reflected a 4-year average based on ridership, similar to the protection that was allowed in the existing model (which had a ceiling and a floor), in order to give partners an idea of what their costs might be. Metro wanted to offer the new model to large partners with one million+ rides/year. It would allow Metro to charge \$1.15/ride (the going rate for all other partners), would give the UW some control over their cost increases each year, and would provide Metro with substantial revenues this year and next. Kamp recommended approval.**

Kamp responded to questions. The UW had been within its min/max range for 2-3 years. During negotiations, Metro was aware of info sessions being held to discuss the possibility that the UW might start charging staff for their passes. But at the end of negotiations and since, no final decision was communicated to Metro about this. Kamp felt that if there was a charge and if that were to impact ridership, the floating 4-year average would help protect Metro to ensure a more predictable revenue stream. It was anticipated that the UW would have \$80K higher costs next year than this.

Poulson suggested taking a vote on both Items E.3. and E.4. together, and Solomon/Schmitz made motion to recommend adoption of both items. However, three Commission members on the UW staff said they would abstain on Item E.3. As a result, the original motion was withdrawn, and votes were taken on each item separately.

A motion was made by Solomon, seconded by Hinz, to **RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER**. The motion passed by the following vote:

**Absent:** 1 -  
Amanda F. White

**Excused:** 2 -  
Margaret Bergamini and Jed Sanborn

**Ayes:** 3 -  
Susan M. Schmitz; Brian L. Solomon and Duane F. Hinz

**Abstentions:** 3 -  
Kenneth M. Streit; Chris Schmidt and David E. Tolmie

**Non Voting:** 1 -  
Gary L. Poulson

- E.4.**     [19299](#)           Authorizing the Mayor and the City Clerk to enter into an agreement with the Board of Regents of the University of Wisconsin System on behalf of the University of Wisconsin - Madison (UW - Madison) for the continuation of the provision of access by its students to Metro Transit fixed route and ADA paratransit services, with reimbursement to the transit utility for rides by UW - Madison students for academic years 2010 - 2011, 2011 - 2012 and 2012 - 2013 with two one-year options to renew.

**A motion was made by Solomon, seconded by Hinz, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.**

- E.5.**     [19380](#)           Creating new Section 10.28(4) and renumbering current Section 10.28(3) to (4) of the Madison General Ordinances to define "sidewalk" to include bus stops.

**As the sponsor, Schmidt provided some background info about the resolution.**

- It originated at ADATS, to address an ongoing concern that bus stops weren't getting cleared of snow in a timely way.
- While among the City's priorities, it was on the lower end of the list, sometimes with 1-2 week delays to get to the stops.
- In searching for ways to change this, ADATS came up with the idea of residents clearing stops.
- This was narrowed to include only those stops where there were concrete pads, roughly 200-300 of 1,700 stops.

- The definition of "sidewalk" contained in the proposal would only apply to the new subsection (3) of Section 10.28 of the ordinances created by the resolution.
- Unlike requirements for clearing sidewalk aprons at corners, the subsection would require that windrows (snow left behind by plows) be cleared so that passengers could get to the bus.

Though not an altogether ideal solution, as a high priority for ADATS, Schmidt felt the ordinance change should be proposed, in order to have a discussion about the issue, which had been ignored for several years. The impact on the budget was minimal; what Streets and Metro budgeted for snow removal would not be affected. The intent was to more quickly clear these pads vs. waiting 1-2 weeks for contractors to get to them.

Schmidt said that the proposal had passed BPW by 3-2 (with Alder Skidmore joining as a sponsor), and had passed the Commission on People with Disabilities by a 9-2 vote. CPD made the recommendation that there be some sort of accommodation policy for disabled people. However, this may be handled by Streets; Schmidt hadn't yet gotten an answer on this. When asked, Schmidt said he didn't want to suggest an amendment because of how it might open up the rest of the ordinance to an issue that may already be addressed. Kamp added that Metro was glad that their budget for snow removal (of \$100K) would not be reduced, having gone overbudget the past two years. He also said that the proposal was in keeping with the customer service emphasis in the Long-Range Metro Transit Plan that bus stops should be accessible.

A motion was made by Tolmie, seconded by Schmitz, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

Afterwards, Streit wondered what would be done to target and educate the particular residents who will now be required to clear the pads. Schmidt said that typically, people received only warnings during the first year of changes like this. Also, if passed, the Snow Removal Working Group would make this a part of its public information efforts.

## F. UNFINISHED BUSINESS ITEMS

- F.1. [19758](#) Review and final approval of Report and Findings of the TPC regarding the City's ability to regulate intercity commercial buses.
- With reference to the Summary of Findings developed at the August meeting, Schmidt reported that after the meeting, Carolyn Hogg of the City Attorney's Office said that perhaps the language in the first finding was not exactly correct. Finding #1 had been worded as follows: The City of Madison has no ability to dictate that intercity buses use a multi-modal station. Hogg had since advised Schmidt to better clarify the finding by re-stating it as follows: The City of Madison cannot require that intercity buses provide off-street facilities. However, the City might have the ability to require intercity buses to use a multi-modal station. When asked, Hogg wasn't sure under what circumstances the latter might be true; but she didn't feel they could absolutely say as a finding that the City couldn't do it. Schmidt thought this distinction important enough to suggest the first finding be amended, after which all the Findings could be added to the Report to forward to the Council for its 9/7/10 meeting.

Schmidt/Schmidt made a motion that the Finding #1 be re-stated as shown on page 8 of the 08/10/10 Minutes, separating the two sentences into Findings #1 and #2; removing the word "However" from the beginning of the second sentence for Finding #2; and adding the (4) Findings to the end of the Report to be presented to the Council. After accepting a friendly amendment from Solomon to change the title of the Report from "Preliminary" to "Final", members passed the motion by voice vote/other.

**G. REPORTS OF OTHER COMMITTEES - for information only  
(Most recent meeting minutes attached, if available)**

07828

ADA Transit Subcommittee  
Contracted Service Oversight Subcommittee  
Parking Council for People with Disabilities  
Long-Range Transportation Planning Commission  
State Street Design Project Oversight Committee  
Joint Southeast Campus Area Committee  
Ad Hoc Committee to Develop Parking Strategic Plan  
Low Income Bus Pass Program Committee  
Madison Area Transportation Planning Board (MPO)

No action was needed on these items.

**H. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS**

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

Poulson mentioned the following items:

- A letter received from a Metro rider, who wanted her husband to tie down her wheelchair rather than having Metro drivers do so. But for insurance and safety reasons, a Metro driver had to perform the belt securement and check it.
- A new First Alternate, Jay Ferm, was being appointed to the Commission and would be joining the group at its October meeting.
- Also at the October meeting, members would review the Commission's Rules and Procedures. Due to frequent scheduling conflicts, members were asked to consider changing the TPC's regular meeting date to second Wednesdays starting after the April 2011 elections.
- Metro would also be proposing some very minor route changes due to road impediments; a hearing would need to be scheduled at the November meeting.
- Hand-outs at the meeting included a letter from former Alder Michael Shivers re: rail issues, and a flyer announcing info sessions re: the Downtown Plan, which impacted transit and parking and might be of interest to members.

**H.2. Commission member items for future agendas - None.**

**ADJOURNMENT**

A motion was made by Hinz, seconded by Streit, to Adjourn at 5:50 PM. The motion passed by voice vote/other.