



City of Madison

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

Meeting Minutes - Approved LONG RANGE TRANSPORTATION PLANNING COMMITTEE

Thursday, January 21, 2010

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room LL-110 (Madison Municipal Building)

1 CALL TO ORDER / ROLL CALL

Chair Robbie Webber called the 1-21-10 meeting of the Long Range Transportation Planning Committee to order.

Present: 10 -

Robbie Webber; Michael A. Basford; Eric W. Sundquist; Michael W. Rewey; Steve King; Chris Schmidt; Mark N. Shahan; Margaret Bergamini; Gary L. Poulson and Charles A. Erickson

Excused: 2 -

Paul E. Skidmore and James C. Boll

2 APPROVAL OF MINUTES FROM DECEMBER 17, 2009 MEETING

The Minutes of the 12-17-09 LRTPC meeting were unanimously approved, on a motion submitted by Mark Shahan/Ald. Steve King.

**A motion was made by Shahan, seconded by King, to Approve the Minutes.
The motion passed by voice vote/other.**

3 PUBLIC COMMENT

Royce Williams said that the location of an intermodal transit terminal is very important and should be placed on a future LRTPC agenda. He said that the current Greyhound bus terminal (along Stoughton Road) is not acceptable. He also pointed out that the Dutch Mill park-and-ride facility is accommodating more intercity bus traffic and should have some sort of shelter for its users. Mr. Williams also asked that the changes proposed for the Dutch Mill facility should be reviewed by LRTPC.

There were no other members of the public wishing to speak in regard to future LRTPC agendas.

NEW BUSINESS

- 4 [16427](#) Requesting that the Department of Transportation lower the speed limit on a portion of US Hwy 51 to 35 mph from intersection with STH 30 to the intersection of US Hwy 12-18.

A motion was made by Shahan, seconded by Poulson, to Return to Lead with the Following Recommendation(s) to the PEDESTRIAN/BICYCLE/MOTOR

VEHICLE COMMISSION. The motion passed.

Margaret Bergamini suggested modifying the title of the resolution, by changing the termini of the corridor where the speed limit would be reduced (changing it from STH 30-USH 12/18 to Kinsman Boulevard-USH 12/18).

Mark Shahan suggested adding some language after the seventh "Whereas" clause. He said the following language should be added immediately after "established speed limit of 45 mph, ..." - add "creating inconsistent travel speeds,". He also suggested adding a new "Whereas" clause immediately after that, reading "WHEREAS inconsistent travel speeds create unsafe travel conditions,".

The Committee voted 7-1 to recommend adoption (as amended). Mike Rewey voted "no".

Absent: 1 -
Melanie Hampton

Excused: 2 -
Paul E. Skidmore and James C. Boll

Ayes: 8 -
Michael A. Basford; Eric W. Sundquist; Steve King; Chris Schmidt;
Margaret Bergamini; Gary L. Poulson; Charles A. Erickson and Mark N.
Shahan

Noes: 1 -
Michael W. Rewey

Non Voting: 1 -
Robbie Webber

A member of the public, Bob Schaefer, said that most of the crashes on Stoughton Road are rear-end collisions during peak travel periods. He urged the City of Madison to pursue a true solution, which is a completely grade-separated facility. He felt that reducing the speed limit to 35 mph would make the problem worse.

Ald. Judy Compton pointed out that Stoughton Road (between STH 30 and the Beltline) has a high crash rate and is becoming a serious safety concern. She indicated that WisDOT does not have plans to reconstruct the roadway (with grade separations) for 15-20 years, and that reducing the speed limit to 35 mph until that time should be pursued. She said that USH 51 through Stoughton is 35 mph at some locations and that this speed limit is appropriate for the segment through Madison as well.

Eric Sundquist said that the larger project was not likely to occur for many years and suggested exploring shorter-term design improvements to help lower speeds and address the safety concerns. Mark Shahan said that congested conditions lower the travel speeds in that area. He said that the differences in speeds contributes to the problem.

Margaret Bergamini suggested modifying the title of the resolution, by changing the termini of the corridor where the speed limit would be reduced (changing it from STH 30-USH 12/18 to Kinsman Boulevard-USH 12/18).

Mark Shahan suggested adding some language after the seventh "Whereas" clause. He said the following language should be added immediately after "established speed limit of 45 mph, ..." - add "creating inconsistent travel

speeds.”. He also suggested adding a new “Whereas” clause immediately after that, reading “WHEREAS inconsistent travel speeds create unsafe travel conditions.”.

Mark Shahan/Gary Poulson submitted a motion to recommend adoption of Resolution ID 16427, as amended.

Mike Rewey said that people tend to drive at a speed that is comfortable, based on the design of the roadway facility. He said that the design of Stoughton Road is for higher speed traffic. He pointed out that drivers turning onto Stoughton Road on red creates a problem because of high speeds. He also said that during off-peak periods, most people will continue to drive at higher speeds because there is less traffic to slow them down. Rewey said that lowering the speed limit could create more speed differential during those times, and could create more crash problems.

Margaret Bergamini said that well-marked crosswalks are needed at these intersections. She also agreed that the design of the facility affects driver speeds.

Eric Sundquist said that the crash severity is a problem and that lowering the speed limit might make travel speeds more consistent, and crashes would be less severe at lower speeds. He supports using infrastructure design changes to help lower speeds in this corridor.

Ald. Chris Schmidt said that he serves on the Madison Area MPO. He said that lowering greenhouse emissions is an important component of MPO planning activities, and that speed limits have an effect on vehicle emissions.

Robbie Webber said that a lower speed limit would be acceptable in this area and that traffic calming could be used. She said that speeding and other bad driving behavior should not be rewarded with a higher speed limit. Mike Rewey said that slower speeds on Stoughton Road could have other undesirable impacts, such as creating a situation where traffic is diverted to other local streets in the area.

The Committee then voted 7-1 to recommend adoption (as amended). Mike Rewey voted “no”.

5 [15932](#)

Adopting and confirming amendments to the Madison General Ordinances as set forth in attached Exhibit F pursuant to Sec. 66.0103, Wis. Stats. to revise the City’s Zoning Ordinance.

A motion was made by Basford, seconded by Sundquist, to Return to Lead with the Following Recommendation(s) to the PLAN COMMISSION. The motion passed by voice vote/other.

The LRTPC unanimously recommended adoption of Resolution ID 15932 (on a motion submitted by Michael Basford/Eric Sundquist), and asked that the memorandum (as amended) be forwarded to the Plan Commission, as the Committee’s comments on the draft Zoning Code. Matt Tucker thanked the Committee for its comments and noted that a revised memorandum (from LRTPC to the Plan Commission) would be updated soon and posted on

Legistar, under Legislative File ID 15932.

Zoning Administrator Matt Tucker referred to a memorandum summarizing LRTPC's previous comments and how staff plan to incorporate them into the Zoning Code document. He asked members to provide additional comments and indicate whether or not the suggested changes would be acceptable. Tucker said that the Committee comments and staff responses in the memorandum were organized numerically.

Mark Shahan said that, in reference to comment (4), floor area ratio (FAR) should not be less than 1.0, but it should also be made clear that FAR should not be allowed to decrease with a redevelopment or expansion of an existing building, and should be increased if possible.

Eric Sundquist referred to comment (6), asking for comments on how much parking should be allowed between the street and buildings in transit-oriented developments (TODs). The Committee agreed that one row of parking (single-loaded) could be allowed, by conditional use.

Regarding comment (10), the Committee supports the concept of lower maximum parking requirements and supports the continued evaluation of the concept at the Plan Commission. LRTPC also supports the elimination of minimum parking requirements in appropriate non-residential districts.

Mark Shahan said that, regarding comment (14), bicycle parking should have a minimum of 2 parking spaces, but that other areas should be identified (where more would be appropriate).

Regarding (16), Robbie Webber said that the term "drive-through window" should be changed to "vehicular access window" (as defined by state statute). She also said that the code should ensure that, when the lobby is not open, pedestrians should be provided service through these windows. She also added, on comment (17), that bicycle parking requirements should be tied closely to the particular use, such as employees and users of a bus/railroad passenger transportation depot.

Eric Sundquist said that, on comment (25), the Zoning Code should regulate truck idling. Mark Shahan agreed that certain land uses may be handled differently.

Margaret Bergamini said that, re: comment (29), transportation facilities within parks (such as multi-use trails, parking lots and other transportation facilities) should be reviewed by appropriate City of Madison committees (such as Urban Design Commission or Pedestrian-Bicycle-Motor Vehicle Commission). Matt Tucker replied that this would best be handled under supplemental regulations and he would add this to the memorandum.

Matt Tucker also referred to a 4-page supplement that addressed numerous bicycle-related changes to the code.

Mark Shahan said that, regarding bicycle rack design (p. 2), that racks must accommodate U-locks in a manner that allows for removal of the front wheel and locking it to the rear fork and frame.

The LRTPC then unanimously recommended adoption of Resolution ID 15932 (on a motion submitted by Michael Basford/Eric Sundquist), and asked that the memorandum (as amended) be forwarded to the Plan Commission, as the Committee's comments on the draft Zoning Code. Matt Tucker thanked the Committee for its comments and noted that a revised

memorandum (from LRTPC to the Plan Commission) would be updated soon and posted on Legistar, under Legislative File ID 15932.

6 [17145](#)

**DISCUSSION OF POTENTIAL APPROACHES TO ADVANCE
TRANSPORTATION DEMAND MANAGEMENT (TDM) INITIATIVES IN
THE CITY OF MADISON**

The Committee unanimously voted to refer this agenda item to its 2-18-10 meeting, on a motion submitted by Gary Poulson/Michael Basford.

**This Miscellaneous was Refer to the LONG RANGE TRANSPORTATION
PLANNING COMMITTEE**

7 [08484](#)

**INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION
MEMBERS**

- Note: No Discussion of Specific Items

Robbie Webber mentioned that the 2010 LRTPC Schedule was included in the packet, adding that many meetings will be held upstairs in Room 300 MMB.

Michael Basford noted that he has numerous conflicts on third Thursdays (due to his Zoning Board of Appeals membership), and will unfortunately need to resign his post on LRTPC. The Committee thanked him for his contribution over the years.

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

8 [08486](#)

SCHEDULE OF FUTURE MEETINGS

David Trowbridge said that the February 18th meeting (5:00 p.m., Room LL-110) would include a discussion of potential transportation demand management (TDM) initiatives in the City of Madison.

9 **ADJOURNMENT**

The Committee adjourned its meeting at 7:35 p.m.