



# 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.*

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Wednesday, January 14, 2015

5:00 PM

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

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### A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:01 PM.

**Present:** 8 - Lucas Dailey; Chris Schmidt; Anita Weier; David E. Tolmie; Wayne Bigelow; Gary L. Poulson; Kenneth Golden and Kate D. Lloyd

**Excused:** 2 - Margaret Bergamini and Ann E. Kovich

Please note: Weier arrived at 5:10 and Dailey arrived at 5:12 PM, during Item F.1. Also, please note the Commission has one vacancy in the position of Second Alternate.

### B. APPROVAL OF MINUTES

A motion was made by Tolmie, seconded by Golden, to Approve the Minutes of the December 10, 2014 meeting. The motion passed by voice vote/other.

### C. PUBLIC APPEARANCES - None.

### D. DISCLOSURES AND RECUSALS - None.

### E. TRANSIT AND PARKING MONTHLY REPORTS

#### E.1. [36744](#)

Parking: December 2014 Activity Report, and November Revenue-Expense-Occupancy Reports - TPC 01.14.15

Golden noted that the utilization of the Wingra Lot was dreadful. He wasn't suggesting that anything be done about that since the Lot was already declared surplus; the Utility was simply holding onto it because of upcoming Monroe Street construction. However, the start date for the construction was very elastic, and delays were costing the Utility money. He felt this was like subsidizing road building, in that the Lot was costing the Utility money (for PILOT and plowing), when it could be disposing of it and potentially collecting property taxes on whatever was built there. He felt the TPC needed to have a substantive discussion about this, perhaps bringing in the Finance Director to talk about the cost and impact of the project.

When asked, Interim Parking Operations Manager Bill Putnam said that a reclassification of the Parking Operations Manager's position was underway; and once that was completed, the department would advertise and do a nationwide search, with the hope that the position would be filled sometime in

April or May.

Putnam commented as follows about the Wingra Lot.

- The Lot had free and unrestricted parking after 6 PM, to offer some relief to the neighborhood streets.
- They were seeing some parking there in the evening, but the utilization was still quite low.
- It cost \$2/day to maintain each metered space, and with the cost of plowing, the Lot was a drag on their finances.
- They were trying to make it more useful for the businesses and neighbors; but so far, this had been difficult.

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

E.2. [36745](#)

Metro: YTD Performance Indicators, Financial and Performance Measures, Ride-Revenue-Fare Type Reports - TPC 01.14.15

Metro Transit General Manager Chuck Kamp pointed out the Fixed Route reports updated through November that had just been distributed. With the new fare boxes, they were experiencing some delays with the company providing Metro the data structures and needed support to gather ridership. Other aspects of the contract with GenFare had gone very well; and November's ridership report had gone smoothly. Metro had paid half of the remaining contingency to them because of their good faith effort. But he wanted the next ridership report to be provided to members on a timely basis, i.e., December's report at the next meeting.

Kamp highlighted that YTD ridership totals were just under 14 million, which put them on target for a record ridership year. More details would be provided in the Quarterly Report. Tolmie/Schmidt made a motion to receive the report. The motion passed by voice vote/other.

F. INFORMATIONAL PRESENTATIONS AND DISCUSSION ITEMS

F.1. [36747](#)

Traffic Engineering presentation about W. Dayton Street and parking near the Kohl Center - TPC 01.14.15

Traffic Engineer Tom Mohr discussed the changes that were being made to W. Dayton Street between Lake and Marion Streets, near the Kohl Center.

- TE had been asked about adding parking to this area, an idea the UW liked also.
- During Kohl Center events, buses parked on Dayton blocked the through-lane; some drivers used the center turn-lane as a through-lane, while others just stopped because they weren't sure what to do, creating chaos.
- So TE would remove the center turn-lane, add parking and a bike lane, with a 15-ft. lane on the north side, with an 11-ft. through-lane. Everything on the south side would remain the same, inc. the pull-out parking there now. Parking would be added on the north side between Lake and Marion.
- TE had observed that the turn lane wasn't getting used.
- Parking rates on the south side were \$1.75/hr. currently, and would be the same for the new parking spaces on the north side.
- The changes would be made as soon as it was warm enough to change the markings.

Bigelow, who used the street, thought this made sense. Countless times, Golden had seen visitors making left turns north onto Lake and Frances from the right lane on the south side, not realizing there was a center turn lane. Also by adding parking, the plan offered an opportunity for more revenues for the Utility. Staff clarified that action wasn't needed on the plan in order to implement it. Members liked the plan, and thanked TE staff for doing this.

F.2. [36748](#)

Report on tour of Minneapolis-St. Paul regional systems, presented by Mike Cechvala, MPO - TPC 01.14.15

MPO Transportation Planner Mike Cechvala reported on the tour of the regional transportation systems in the Twin Cities, that he, other City staff and Poulson had taken in December. Cechvala and Kamp highlighted the following items in the attached PowerPoint report:

- A list of participants in the regional transportation process with whom they met, using their efficient transportation network to get around.
- A map of regional connections showing current routes and planned transit projects that included Commuter Rail, Light Rail, Dedicated BRT, Highway BRT and Arterial BRT; as well as major transit hubs for the two cities, Target Field Station and Union Depot.
- Northstar Commuter Rail: Long-distance line geared to the commuter hours that traveled to/from Target FS, the main downtown station for commuter trains, and located next to the terminal point for the light rail system; so people could transfer between the two systems.
- Light rail system: Carried about 40,000 people/day.
- Dedicated BRT routes: Some used old railroad corridors. The planned Gateway BRT would run east out of St. Paul along the I-94 corridor.
- Highway BRT: Used managed lanes along the inner lanes of freeways, called HOV/toll lanes, used by high-occupancy vehicles or single-occupancy vehicles that paid a toll, which were largely uncongested.
- Transit used these lanes in conjunction with elaborate stations built in the middle of the freeway, which provided people with access to local streets above the stations. These stations made for a fast, high quality system with investment focused on a limited station area.
- Delays on highway BRTs normally occurred when getting on/off the freeway using ramps. Whereas, much time was saved using these stations built in the middle of the freeway. The downside was that people waited in a very noisy station in the middle of a freeway.
- Highway BRT also used a bus-on-shoulder configuration, where buses used the right lane along the freeway, with regular traffic on their left.
- Arterial BRT (aka Corridor BRT): Entailed some buses in right-turn lanes, and some in mixed traffic, with signal priorities, limited stops, branding and improved station areas that had such features as closed spaces for people to wait in cold weather.
- (New) Heywood II Bus Garage: To be completed in 2018; next to Target FS (downtown); to hold 200+ standard and articulated buses, with rooftop parking for employees.
- Insights re: locating Metro's garage: Being centrally located offered some operational efficiencies (close to where all the buses started), which supported Metro's current location. However, the Twin Cities seemed to have lots of open spaces in their downtown areas, unlike Madison.
- Schematic of new Heywood II: Large open space where buses park, and circulate in one-way direction; designed for drivers and mechanics to cross

paths; some natural light.

- St. Paul's garage had wide open turning radius; easy to see things, very safe. By contrast, Metro currently had so much congestion in their garage, drivers had to thread their buses between two rows of parked buses.
- St. Paul Union Depot: Renovated in 2012 and recently re-opened for Amtrak, and served local and intercity buses; housed the offices of the Ramsey County RTA, which brought the Depot back.
- Coordination: Interesting as it related to RTA's and different regional governing and planning structures. Five of the seven counties opted in to the CTIB, which helped fund the transitway projects.
- Funding for transitway projects: Capital funded 50% federal, 30% CTIB through taxing authority, 20% State/County/Local. Operating funded 50% CTIB and Met Council. CTIB only funded the bigger projects, such as light rail and big BRT projects. Arterial BRTs were part of Metro Transit's service improvements.
- Transitway Development Process: Had a formalized process; Met Council MPO determined which corridors were appropriate for transit investment. Land use was part of the planning process; a significant part of the (east) Gateway Corridor was in undeveloped areas, so told landowners that if they wanted this investment, land use needed to be appropriate for it.
- (Golden) Our MPO had no authority to do this, with no interaction between transportation and land use; showing how far we had to go.
- The power of the Met Council to play this role in land use was granted statutorily in 1970's.
- After Met Council set a long-term plan, the counties, municipalities, railroad authorities took it through corridor planning/alternatives analysis, environmental review, etc. Notable was how the process went back and forth between regional planning, local control and development, back up to the region.
- Madison's BRT study had gotten mostly through the system planning and feasibility part of it. They had developed maps; and now would need to get into the alignments, stations and other design details; then eventually, environmental documentation, engineering, construction and finally operation.

Kamp said this was their second tour of other communities and how they do regional transit. They would bring trips findings from future tours as well. When asked, the head of Transit Planning and the Transit Manager said their #1 advantage was that their short-, mid- and long-range plans were in line with their operational capacity. Today, Madison Metro was dealing with capacity issues, and Kamp felt that some of Metro's long-range plans were out of alignment with its operational capacity.

With Metro soon to bring recommendations for Jenifer Street bus stops, Kamp mentioned an anecdote from the Twin Cities about how they had spent a lot of time in community discussions about where to put a particular station, which involved intense local issues and Garrison Keillor's bookstore and Macalester College. It sounded like some of our local issues and it was refreshing to hear that no matter how well we might plan regionally, it still came down to a stop-by-stop analysis.

Poulson appreciated that in this instance, the regional organizations had taken the time and due diligence to consider all the issues and the people who owned the property, esp. since so much happened at a higher level of

policy-making. Also, they had a structure whereby Planning actually got things done and got support from the State. Even when the opposition took control of the Governor's seat, and even when the opposition didn't support certain plans, because plans had already been decided, they accepted them and didn't put a stop to them. It was refreshing.

Golden compared the situation in the Twin Cities with the sense of region we had locally. Our Regional Planning Commission had spent the last decade fighting for its survival, had been without an Exec. Director for five years, had no support from the County, and was disconnected from the MPO. We had the equivalent of Brownian movement when it came to regional planning. The sixty municipalities in the County couldn't seem to work together at all. The biggest mountain we had to climb was to get a commitment from people to do things regionally.

## G. NEW BUSINESS ITEMS

- G.1. [36690](#) Amending Section 1.08(3)(a) of the Madison General Ordinances to modify bail deposit amounts relating to expired meter violations.

Sponsor of the resolution, Alder Lisa Subeck said the proposed changes mirrored what was in the Budget. She hoped the TPC would recommend approval to move the item forward as the Council was interested in doing.

When asked about meters in her district, Subeck said the people most likely to use the meters downtown were people who didn't live downtown. Downtown residents often had parking in their buildings or leased it elsewhere. Her constituents frequently used meters when they came downtown; and some of them had been victims of tickets, inc. herself and her family. Certainly a \$ increase for tickets impacted everyone. But beyond tickets, it was more cost-effective for long-term parkers to use the ramps. The beauty of meters was for people moving in/out of them on the short-term, like a shopper running into a boutique to pick up something.

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

- G.2. [36594](#) Authorizing the Transit General Manager to file an application for a Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Grant with the U.S. Department of Transportation, and authorizing the Mayor and the city Clerk to execute the associated grant agreement with USDOT and the associated 13 (c) agreement with Teamsters Local No. 695, approving the associated Program Management and Recipient Coordination Plan and authorizing Metro Transit to pass through funding as approved in the Program of Projects.

Poulson asked if Items G.2. and G. 3. about Section 5310 could be taken up together. Kamp said the MPO was helping to set up the competitive criteria and process, since Metro would be applying for the funding. And because Metro had experience administering the funds, they would administer the funds. The second item also talked about subrecipients, which would provide funding to other municipalities. This was a good arrangement that used be handled by the WisDOT, which the MPO and Metro were now handling. Metro

and the MPO were recommending approval.

Cechvala added that the items had three parts to them: Authorizing the City to apply for FTA 5310 grant funding (for seniors and people with disabilities), and authorizing the City to enter into subrecipient agreements; i.e., the City would be a direct recipient, and then it would distribute the funds to other recipients. The last part contained the details about updating the Program management and the Recipient Coordination Plan, inc. data required for reporting.

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

- G.3. [36598](#) Authorizing the Mayor and the City Clerk to execute subrecipient agreements with entities included in 5310 pass through funds for 2014 and each subsequent year funding is available.

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

- G.4. [36612](#) Authorizing the Mayor and City Clerk to enter into an agreement with Dane County for the following purposes in the calendar year 2015: (1) providing the Transit Utility with MA Waiver Community Integration Program (CIP) funding; (2) providing Dane County with State 85.20 funding by the Transit Utility for the County's provision of accessible transportation for persons unable to use the Transit Utility's paratransit services within its service area.

Poulson asked that Items G.4 through G.7. be taken up together. Golden asked that Item G.4. be separated out, because he had some questions about it.

Schmidt/Weier made a motion to recommend approval. Referring to the fiscal note, Golden said the first part about waiver dollars was fine and he understood that the source of funds was 85.20 state aids for transit. However, in the second sentence, he didn't recall previously seeing the following, and he didn't understand it: ...to support the transportation of eligible persons with disabilities unable to use Metro's paratransit service. He wondered who the eligible persons were who couldn't use paratransit, and what was the basis for providing transit aids for people who weren't using transit.

Kamp said he thought these were individuals with behavioral issues who couldn't use paratransit; but they wanted to coordinate with Dane County so those individuals could receive services. But they would normally not be an ADA paratransit obligation. He would double-check this.

Golden recollected that Dane County used to pay us for this service; we never paid them for it. He asked that the item be referred. He knew about the program and thought it was great. As he recalled, Dane County saw that we had the ability to be a transit system and they had people who for various reasons could not deal with our paratransit system. So the County paid for the service. This item seemed to say not only were we not getting money from Dane County, but we were giving money to Dane County.

When asked, Kamp said there would be no loss of service, and they could wait

a month. A substitute motion was made by Golden, seconded by Weier, to Refer to the next meeting of the TRANSIT AND PARKING COMMISSION. The motion passed by voice vote/other.

- G.5. [36613](#) Authorizing the Mayor and the City Clerk to enter in to an agreement with Dane County to provide Group Access Service for the City of Madison for the calendar year 2015.

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

- G.6. [36614](#) Authorizing the Mayor and the City Clerk to enter in to an agreement with Dane County for the purpose of providing the Metro Transit Utility with State 85.21 funding given to Dane County for the provision of accessible transportation for eligible persons within Metro Transit's service area in the calendar year 2015.

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

- G.7. [36615](#) Authorizing the Mayor and the City Clerk to enter into an agreement with Dane County to provide Volunteer Driver Escort Services for the City of Madison for the calendar year 2015.

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

#### H. UNFINISHED BUSINESS ITEMS

- H.1. [36778](#) Metro: Resolution No. TPC-19-18 regarding fare increase for Unlimited Ride Passes

Kamp said the Mayor had asked that staff look around the transit industry to see how WiFi was working or not working. In their initial research, they had found enough issues with transit systems where the WiFi that was installed was not robust enough to allow 30-40 people to draw upon it at once. Some systems had actually discontinued offering WiFi until they could provide the proper level.

Kamp asked for a delay of a month or two so they could complete their review, after which they would bring something back to the TPC. Golden/Bigelow made a motion to refer the item. The motion carried by voice vote/other.

#### I. REPORTS OF OTHER COMMITTEES - for information only; no action required. (Most recent meeting minutes electronically 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  
Madison Area Transportation Planning Board (MPO)

**J. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS**

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

Poulson mentioned an informational meeting about car-sharing, that would be held in Room 260 on Wednesday, January 28th, at 5 PM, at which staff and the four companies providing the service would make presentations.

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

**ADJOURNMENT**

A motion was made by Tolmie, seconded by Schmidt, to Adjourn at 5:55 PM.  
The motion passed by voice vote/other.