



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Draft SUSTAINABLE MADISON TRANSPORTATION MASTER PLAN OVERSIGHT COMMITTEE (Madison in Motion)

Thursday, August 20, 2015

5:00 PM

Room 300, Madison Municipal Building
215 Martin Luther King, Jr. Boulevard

1 CALL TO ORDER / ROLL CALL

Chair Gary Poulson called the 8-20-15 meeting of the Madison in Motion (Transportation Master Plan) Oversight Committee to order.

Present: 8 - Maurice S. Cheeks; Matthew J. Phair; Amanda Hall; Rob Kennedy; Gary L. Poulson; Lynn K. Hobbie; Jay B. Ferm and Michael W. Rewey

Excused: 3 - Chris Schmidt; Ken Golden and Craig P. Stanley

2 APPROVAL OF MINUTES FROM JUNE 18, 2015 MEETING

The Minutes of the 6-18-15 Transportation Master Plan Oversight Committee meeting were unanimously approved, on a motion submitted by Jay Ferm/Rob Kennedy.

3 PUBLIC COMMENT

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

4 DISCLOSURES AND RECUSALS

There were no disclosures or recusals reported by Committee members.

NEW BUSINESS

5 [38966](#) MADISON IN MOTION OVERSIGHT COMMITTEE: MEETING MATERIALS (2015)

6 UPDATE ON PLANNING FOR STREET TYPOLOGY/POTENTIAL URBAN STREET CROSS-SECTIONS

Dan McAuliffe gave a presentation on the different street typologies that are being configured for Madison in Motion.

David Trowbridge said that staff are working on developing guidelines on street

typologies by working with Engineering, Traffic Engineering, Forestry, Fire Department and other departments to inform the design process.

Dan McAuliffe said that at this point, the main focus is on new streets. He added that there is a need to balance many needs in a limited space. Scott Langer commented on a picture in the presentation showing underutilization of on street parking in a low density single family neighborhood. He said developers ask for parking, but residents do not use on-street parking in high frequency.

Jay Ferm asked what Madison in Motion is going to do by identifying these street typologies. Scott Langer said this would inform us as a policy and engineering would have something to stand on when talking to developers.

Rob Kennedy said he lives on Baldwin St. with no driveway and has to park on the street. They have 4 drivers in the family but they can live with it. David Trowbridge mentioned that this neighborhood is relatively high density, and that this type of context would create a different street design.

Ald. Maurice Cheeks asked when other divisions were consulted if Metro was consulted as well.

Drew Beck said not directly.

Mike Rewey commented on residential collectors saying that a 13 feet combo of cars and bikes is not enough. He said he can't accept 13 feet for parking and a bike lane. He suggested reducing the driving lane to 10 feet. He said he agrees with the width but that the configuration should be a little different to make it more bike friendly.

Rob Kennedy said to make sure to change the gutter section to 1 foot to make it less likely that bikes trip in the gutter pan and fall. He said the University has been doing this for 7 years or so.

Jay Ferm asked if we are going to do detailed cross-sections. Jay also commented if family biking is being considered in these typologies. David Trowbridge said that the bicycle planning element of the plan is attempting to develop complete systems for families, as well as type-A cyclists.

Rob Kennedy asked what the ADT is for the collector streets. Scott Langer (City Traffic Engineering) responded that it's not so much the ADT of the street but the function it performs.

Mike Rewey said if possible every collector should have bike lanes.

Jay Ferm said the Type A cyclist will take to the street and they do not require a lane. He said we should design for the vulnerable cyclists. Every street should not have the capacity to accommodate them, but at least the network of streets should have the capacity to accommodate them.

Ald. Maurice Cheeks suggested that if we don't know what type of bicyclist we are designing for we should consider the B- cycle rider as the model bicyclist we are designing for. The city has made substantial investment in them and we should use that as our model.

Mike Rewey commented every street should be bikeable. We have to think of the baby boomers who can't bike as fast anymore. Ald. Maurice Cheeks said bicycling is a very privileged activity culturally. It is not currently a cultural norm in low-income neighborhoods.

8 PARK AND RIDE SYSTEM PLANNING: ISSUES AND OPPORTUNITIES

Lynn Hobbie suggested that the possible park and ride locations map could be overlaid on top of transit accessibility maps to see if it helps the analysis.

Rob Kennedy asked why the activity centers map does not show University as an activity center. David Trowbridge responded that these are redevelopment activity centers, areas that have a potential to be redeveloped as activity centers. He said that existing areas of activity can certainly be added.

9 NEXT STEPS/SCHEDULE OF FUTURE MEETINGS - Oversight Committee: Thursday, September 17th, 5:00 p.m., Room 300 MMB

David Trowbridge mentioned that next Madison In Motion Committee meeting is currently scheduled for September 17th, although it could be postponed depending on project progress at that point.

10 ADJOURNMENT

The Committee adjourned its meeting at 6:35 p.m.