



# City of Madison

City of Madison  
Madison, WI 53703  
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## Meeting Minutes - Approved LONG RANGE TRANSPORTATION PLANNING COMMISSION

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Thursday, November 20, 2008

5:00 PM

215 Martin Luther King, Jr. Blvd.  
Room 300 (Madison Municipal Building)

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### 1 CALL TO ORDER / ROLL CALL

LRTPC Chair Mark Shahan called the 11-20-08 meeting of the Long Range Transportation Planning Commission to order.

**Present:** 6 -

Eric W. Sundquist; Michael W. Rewey; Mark N. Shahan; Tim Gruber;  
Robbie Webber and Robert J. Schaefer

**Excused:** 5 -

Michael A. Basford; Melanie Hampton; Kevin L. Hoag; Paul E. Skidmore  
and Satya V. Rhodes Conway

### 2 APPROVAL OF MINUTES FROM OCTOBER 16, 2008 MEETING

Mark Shahan pointed out a typo in the Approval of Minutes text.

**The Minutes of the 10-16-08 LRTPC meeting were then unanimously approved, as amended, on a motion submitted by Bob Schaefer/Ald. Robbie Webber.**

### 3 PUBLIC COMMENT

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

### 4 [12766](#)

#### **AIR QUALITY CONSIDERATIONS IN TRANSPORTATION AND DEVELOPMENT DECISION-MAKING PROCESSES: OVERVIEW OF ISSUE BY DAVE MERRITT (DANE COUNTY CLEAN AIR COALITION PROJECT COORDINATOR) AND STEVE HINIKER (EXECUTIVE DIRECTOR, 1000 FRIENDS OF WISCONSIN)**

Dave Merritt (Dane County Clean Air Coalition) provided an overview of the state of air quality in Dane County and the State of Wisconsin. Merritt said that the issue of non-attainment for air quality standards originally was an issue pertaining to ozone. However, recently Dane County (and a few other counties in Wisconsin) are in danger of becoming non-attainment for fine particle pollutants (PM<sub>2.5</sub>), or particulate matter. He said that the standard for being in "attainment", or in compliance, has become more stringent. He said that the 24-hour standard for particulate matter has been reduced from 65 micrograms/cubic meter to 35.

Merritt pointed out that the air has been getting cleaner over the years (for a variety of reasons), but the air quality standards are getting tougher. He said that Governor Doyle recently sent a letter to the federal Environmental Protection Agency (EPA) requesting that Wisconsin be allowed to stay in attainment, due to some progress that the State has made (and are projected to continue to make in the near future). Merritt said that EPA disagreed and will continue to move those Wisconsin counties toward non-attainment.

Dave Merritt said that Dane County is very close to the non-attainment borderline for particulate matter, which is a 3-year average of measurements. He said that the current measurements for Dane County are from 2005-07. He added that if 2006-08 are used, the designation may not be warranted. However, he said that - either way - the issues and policies that affect PM2.5 in Dane County will need to be addressed at some level, and that it is not inconceivable that the standards could become even tougher in a few years.

Merritt pointed out that about 35% of the State's PM2.5 problem is generated in Wisconsin, with the remainder being transported here from Illinois, Iowa and Minnesota. He said that the transportation sector is one area in Dane County that could be looked at for potential action to alleviate PM2.5 problems. He said that, if Dane County were to be officially designated "non-attainment", the State would require that the County maintain an air quality "budget". He added that this process is termed "air quality conformity", and it will affect how transportation projects are planned and implemented.

Bob Schaefer said that increasing traffic speed will help air quality, and that transit does not help much with air quality. Ald. Robbie Webber said that shifting freight activity from diesel trucks to rail would help. Eric Sundquist said that off-road diesel equipment is increasingly becoming a problem that should be addressed. Mike Rewey pointed out that roundabouts reduce the amount of vehicle idling and help air quality.

Sundquist also said that anti-idling ordinances should be evaluated for their potential positive impact on air quality. He asked if the City of Madison had anything like that in place, and whether or not it could be pursued. Ald. Robbie Webber said that there are some idling restrictions for buses, but not trucks. Dave Merritt pointed out that Dane County has discussed implementing such an ordinance, but he added that this should be done statewide (rather than in a patchwork of municipalities). He said that many states in the U.S. have such ordinances in place.

Steve Hiniker (Executive Director, 1000 Friends of Wisconsin) then presented some slides on air quality issues, particularly related to his work on the Governor's Global Warming Task Force. He said that transportation sector emissions create about 25% of the pollution that causes global warming problems. He added that power plants and other utilities create about 35%.

Hiniker urged the Commission to seek ways to reduce the amount of trip making in the area, which would help with air quality. He said that utilizing more public transit and affecting individual driving habits also will improve air quality. Hiniker urged Commissioners to review development patterns and create policies that allow for more density in urban areas. He also said that

“Complete Streets” policies and market-based parking strategies can be used to help reduce the use of automobiles in urban areas.

Ald. Tim Gruber asked if increasing the gas tax had been considered as a way to affect the transportation behavior of the driving public. He said that the recent rise in the price of gasoline did indeed reduce the amount of travel that had been taking place. Steve Hiniker agreed that rising gas prices reduced vehicle miles of travel (VMT) on the roadways, but that the downturn of the economy has also contributed to that.

Bob Schaefer said that the City should not impose transportation restrictions upon people. Rather, he said that transportation options should be created that are better for people. Mark Shahan said that the definition of “better” transportation for people depends on the trip-making environment and the needs of each individual. He said that different modes of transportation will work best for different situations.

Steve Hiniker hoped that higher densities could be achieved in the urban area, and that the City should strive to create a less adversarial relationship with developers (especially developers that are trying to create good urban form and work well with surrounding neighborhoods).

Eric Sundquist asked what the City of Madison could do in the development/design area. Steve Hiniker said that the City of Madison should consider taking a “Green Cities” approach, such as being discussed by Wisconsin DNR. He said that the DNR would work with communities to help designate them as “Green Cities”. He added that DNR may be looking for cities to help test this idea with. Mark Shahan asked what incentives the City could receive for being designated a “Green City”. Hiniker said that one benefit is the flexibility in designing some types of regulated infrastructure, such as stormwater management facilities.

Ald. Tim Gruber said that density can be good, but that it needs to be well-designed. He also said that public transit improvements need to be better described as a benefit to economic development. Gruber said that transit can help reduce the need for parking, which lowers the costs of development. Hiniker agreed and said that the City could do more to show (visually) that density can be very well designed and may be very appropriate in some corridors and areas of the City.

Mike Rewey agreed that some development patterns are very poorly designed for non-automobile transportation modes. He cited the existing University Research Park, and added that you cannot get anywhere conveniently in that area other than using a car. He also said that good density can be achieved where height restrictions exist, noting that you do not need skyscrapers to achieve urban density. He applauded UW-Madison for their efforts in increasing density on Campus, without adding parking. Steve Hiniker agreed that UW-Madison has done a good job, especially with transportation demand management (TDM) activities. Dave Merritt agreed and noted that TDM efforts should be an important part of “Green City” designation.

Eric Sundquist said that an effort should be made to identify where transportation system barriers and gaps exist. He said that he would work with staff to come up with some ideas on how to advance air quality initiatives. Chair Mark Shahan agreed. Shahan also said that the City of

Madison is currently updating its Zoning Code and that this would be a good opportunity to get some of these considerations into the City ordinance.

The Commission thanked the speakers for their insight.

- 5      [11560](#)      Creating and implementing a comprehensive, multi-modal transportation and parking design for central Madison.

Ald. Robbie Webber noted that the Common Council, at its 11-18-08 meeting, placed Resolution ID 11560 on file. She said that there still was a desire to address the issues in Resolution ID 11560, but that drafting a new resolution is the best approach.

- 6      [08484](#)      **INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS**  
- **Note: No Discussion of Specific Items**

David Trowbridge distributed a draft report of a Subcommittee of the Common Council Organizational Committee (CCOC) looking at ways of changing the way City boards and commissions function.

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

- 7      [08486](#)      **SCHEDULE OF FUTURE MEETINGS**

David Trowbridge noted that the December 18th meeting (5:00 p.m., Room 300 MMB) would include a review of the Madison Area MPO's 2009 Unified Planning Work Program.

- 8      **ADJOURNMENT**

**The Commission adjourned its meeting at 7:00 p.m.**