



City of Madison

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

Thursday, December 18, 2008

5:00 PM

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

1 CALL TO ORDER / ROLL CALL

LRTPC Chair Mark Shahan called the 12-18-08 meeting of the Long Range Transportation Planning Commission to order.

Present: 8 -

Eric W. Sundquist; Michael W. Rewey; Mark N. Shahan; Paul E. Skidmore;
Tim Gruber; Robbie Webber; Satya V. Rhodes Conway and Robert J.
Schaefer

Excused: 2 -

Michael A. Basford and Melanie Hampton

2 APPROVAL OF MINUTES FROM NOVEMBER 20, 2008 MEETING

A motion was made by Webber, seconded by Skidmore, to Approve the Minutes. The motion passed by voice vote/other.

3 PUBLIC COMMENT

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

4 [12771](#)

Establishing sustainability goals to guide the development of the plan for the Northeast Neighborhoods.

This Resolution was Refer to the LONG RANGE TRANSPORTATION PLANNING COMMISSION

Andrew Statz (Mayor's Office) asked the Commission to refer Resolution ID 12771 to the January meeting. He said that staff would like to obtain more input on the resolution from land owners and developers in the Northeast Neighborhood area.

The Commission then unanimously referred Resolution ID 12771 to its 1-15-09 meeting, on a motion submitted by Ald. Paul Skidmore/Ald. Robbie Webber.

Ald. Robbie Webber said that she has been down a similar path (evaluating the Pioneer Neighborhood Development Plan, NDP) and that she has many suggestions on how to move this initiative forward. She has concerns regarding how these goals are to be achieved, in practice. Mike Rewey said

that other neighborhood plans should also have these types of goals, noting that the Northport-Warner Park-Sherman Neighborhood planning process (now underway) could benefit from this type of approach.

Mark Shahan recalled the Pioneer NDP process as well, noting that a different approach may be needed to achieve these goals. He said that the downtown area achieves many of these mode split goals now, but that transportation options and development mix downtown is quite different. He agreed that near-in neighborhoods should have these types of goals set for their development and that proper measuring tools need to be in place. Ald. Satya Rhodes-Conway agreed that existing neighborhoods (not just new peripheral areas) need these types of principles applied to them.

5 ADOPTED 2009 MADISON AREA TRANSPORTATION PLANNING BOARD (MPO) UNIFIED PLANNING WORK PROGRAM: OVERVIEW OF WORK PROGRAM BY BOB McDONALD (TRANSPORTATION PLANNING MANAGER)

Bob McDonald (Madison Area MPO) provided an overview of the key work elements contained in the annual work program for the Madison Area MPO.

He said that one of the major responsibilities of the MPO is the development of a regional transportation plan. He said that this is required every 5 years and that the 2009 update will be an "interim" update. He said that the more extensive planning process would take place after detailed Census data is available.

McDonald said that the MPO is responsible for monitoring transportation system and development growth trends and updating its travel demand forecasting model, as appropriate. He said that this information is used in many City planning processes, including the preparation of neighborhood development plans. He said that the Capital Area Regional Planning Commission (CARPC) also uses MPO model information, as it reviews urban service area extensions.

Eric Sundquist said that the traffic analysis zone (TAZ) approach to transportation modeling should be reviewed, and that GIS approaches may be better. McDonald said that the gravity model is still used and is approved by federal transportation agencies, although he acknowledged that some changes may be made to the model in the future - particularly the use of probability factors in the mode choice component of the model.

The Commission thanked Bob McDonald for his overview. David Trowbridge said that he asks McDonald to review the MPO Work Program each year at LRTPC in order to give City of Madison commissioners a sense of what is occurring throughout the metropolitan area, and how it affects City transportation and development issues. He said that he hopes the LRTPC finds value these overviews and will continue to ask MPO staff to participate in future Commission meetings.

6 DOWNTOWN PLAN FOR THE CITY OF MADISON: REVIEW OF ALTERNATIVE PLANNING APPROACHES AND COMMUNITY OUTREACH/PUBLIC FEEDBACK RECEIVED TO-DATE

Michael Waidelich (Principal Planner, Planning Unit) provided an overview of the planning process that has taken place to-date for the update of the Madison Downtown Plan. He walked through numerous approaches shown on maps (distributed in the meeting packet), as organized by topical themes - such as downtown living, downtown working and business, sense of place, cultural/entertainment/recreation, and moving around. He said that there could be numerous combinations of the approaches within each them and that the public will be weighing in on some alternatives in the near future. He asked for Commission feedback on some of the approaches shown, noting that some of the themes will likely be merged as part of future public outreach efforts.

Ald. Tim Gruber said that the current Madison Metropolitan School District area could be utilized differently. He also said that some of these areas need better pedestrian connectivity, in order to help realize their full potential.

Ald. Robbie Webber said that the City's gateways are very important. She said that the large streets approaching the Capitol (such as East and West Washington Ave) are carriers of large volumes of traffic and people, and should be enhanced for their role as a gateway. Mike Rewey said that South Hamilton should also be looked at for its gateway potential. Bob Schaefer said that the gateways should be reviewed for the types of transportation modes that they accommodate, noting that East Washington could be an important bicycle gateway (in addition to autos). Mike Rewey said that the Southwest Bicycle Path and the Isthmus Bike Path are good non-automobile gateways. Also, he said that recreational uses within the downtown should be spread out, rather than clustered. Rewey said that this provides more choices of things to do for pedestrians in the downtown area.

Ald. Tim Gruber said that better pedestrian access could be provided in some spots, such as connecting Murray Mall to Brittingham Park. He felt that better access between Lake Monona and the downtown core would be desirable. Ald. Gruber also felt that opportunities to provide better public access to the Edgewater should be explored. Finally, Ald. Gruber said that a downtown link to high speed intercity passenger rail should be explored further, such as a downtown station (or combined intercity and commuter rail stations). Bob Schaefer noted that the Wisconsin DOT has resisted a downtown station for intercity rail, because it would add too much time to the trip to the Twin Cities.

Ald. Satya Rhodes-Conway said that better bicycle access needs to be reviewed, noting that access to the downtown core from the south side of the isthmus is better than from the north side. Mark Shahan said that a bicycle boulevard along East Mifflin Street could help with some of these connections. Shahan also said that - in terms of residential corridor approaches - it will be difficult to achieve widespread redevelopment and accommodate preservation goals at the same time. He said that higher-density development should mirror important transportation corridors, where possible.

Chair Shahan also agreed that high priority should be placed on enhancing connections between Murray Mall to the rest of the downtown and Campus. He also noted that the downtown does not need additional auto capacity, and that the plan should attempt to minimize auto travel through the mixing of land uses.

Ald. Tim Gruber said that some of the one-way streets should be revisited, noting that they may not be necessary. He said that two-way streets are better for wayfinding, especially if a goal for the downtown plan is to enhance visitor access to recreational activities. Mike Rewey said that one-way streets can be more pedestrian-friendly than two-way streets. Eric Sundquist said that one-way streets can encourage auto speeding, which is not better for pedestrians.

Ald. Satya Rhodes-Conway said that, when transit oriented development (TOD) is being discussed and recommended, it is important to ensure that high quality public transit options are in place. She said that it is hard to encourage good TOD without transit in place. She said that bus rapid transit (BRT) options should be included as well. Bob Schaefer agreed that BRT should be explored further, noting that rail transit need not be in place to accomplish quality TODs.

Michael Waidelich said that work would continue on the Plan over the next six months (including additional public outreach) and LRTPC would be given more opportunities to provide feedback. The Commission thanked Mr. Waidelich for his overview and looked forward to future dialogue on the Madison Downtown Plan.

7 [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)

Eric Sundquist said that he drafted some text for a possible resolution (to be potentially introduced by an alder in the future). He said that he was attempting to measure how well the City is doing toward achieving air quality goals as it develops. He said that one of the goals is to reduce the amount of driving that takes place and to use vehicle miles of travel (VMT) per capita as a measure. Sundquist felt that using "total trips" was not as robust a measure (in terms of the air quality impacts of driving).

Sundquist said that he participated on the Governor's Task Force on Global Warming and that there are some linkages to that group's work as well. He added that, over time, there are many incremental development decisions made within the City that create significant air quality impacts. He also said that the re-write of the City's zoning code could be an opportunity to advance these concepts.

Ald. Satya Rhodes-Conway said that she may introduce a resolution incorporating these ideas in the near future and would like comments on what Eric Sundquist has drafted, as a starting point. Mark Shahan said that a future LRTPC meeting could discuss this in more detail.

8 [08484](#)

INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS

- Note: No Discussion of Specific Items

Mark Shahan said that the Common Council, during the budget process, asked to review Transportation Improvement (TIP) projects before they are finalized. He said that Commission should discuss the timing of project

reviews at LRTPC, now that the Common Council wants to review projects. Ald. Robbie Webber said that the Council should see it some time before June of every year, as this is when the MPO needs the City's projects for TIP inclusion.

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

9 [08486](#)

SCHEDULE OF FUTURE MEETINGS

David Trowbridge noted that the January 15th meeting (5:00 p.m., Room LL-110 MMB) would include the resolution regarding the Northeast Neighborhood Development Plan and continued discussion of air quality issues.

10 **ADJOURNMENT**

The Commission adjourned its meeting at 7:30 p.m.