



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Draft LONG RANGE TRANSPORTATION PLANNING COMMITTEE

Thursday, October 15, 2009

5:00 PM

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

1 CALL TO ORDER / ROLL CALL

Interim LRTPC Chair Mark Shahan called the 10-15-09 meeting of the Long Range Transportation Planning Committee to order.

Present: 10 -

Robbie Webber; Paul E. Skidmore; Michael W. Rewey; Steve King; Chris Schmidt; Melanie Hampton; Mark N. Shahan; James C. Boll; Margaret Bergamini and Gary L. Poulson

Excused: 2 -

Michael A. Basford and Eric W. Sundquist

2 APPROVAL OF MINUTES FROM AUGUST 20, 2009 MEETING

The Minutes of the 8-20-09 LRTPC meeting were unanimously approved, on a motion submitted by Mike Rewey/Gary Poulson.

3 PUBLIC COMMENT

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

NEW BUSINESS

4 [16232](#) ORGANIZATIONAL MEETING OF THE LONG RANGE TRANSPORTATION PLANNING COMMITTEE ▪ ELECTION OF LRTPC CHAIR AND VICE CHAIR

Interim LRTPC Chair Mark Shahan asked for nominees for LRTPC Chair. Mike Rewey/Gary Poulson nominated Robbie Webber to serve as Chair. Gary Poulson/Mike Rewey then submitted a motion to close nominations and elect Robbie Webber to serve as LRTPC Chair. That motion passed unanimously.

Interim LRTPC Chair Mark Shahan asked for nominees for LRTPC Vice Chair. Robbie Webber/Ald. Steve King nominated Gary Poulson to serve as Chair. Ald. Steve King/Sup. Melanie Hampton then submitted a motion to close nominations and elect Gary Poulson to serve as LRTPC Vice Chair. That motion passed unanimously.

5 [16309](#) CONSIDERATION OF *DRAFT* LRTPC LETTER OF SUPPORT TO

**COUNTY BOARD OF SUPERVISORS (REGARDING REGIONAL
TRANSIT AUTHORITY)**

Mike Rewey/Mark Shahan submitted a motion to send the letter to the County Board, amended to include newly-elected Chairperson Robbie Webber as the letter's only signatory. That motion passed unanimously (Sup. Melanie Hampton abstained).

David Trowbridge distributed a draft "letter of support for the creation of a Regional Transit Authority (RTA)", for a for LRTPC review and discussion. He said that Committee members Eric Sundquist and Robbie Webber asked that the letter (from the LRTPC Chair to County Board Chairman Scott McDonell) be considered, noting that the County Board would likely be taking action on its RTA resolution at some point in November.

David Trowbridge pointed out that, normally, such inter-jurisdictional correspondence should be considered and submitted by the Common Council. However, he felt it appropriate for the Committee to consider the correspondence at this time - noting that the Long Range Transportation Planning Committee has been on record in support of the establishment of a Regional Transit Authority to improve transit in the region, to provide a governance structure that spans municipalities and could provide a more stable funding base for public transit.

Mike Rewey/Mark Shahan submitted a motion to send the letter to the County Board, amended to include newly-elected Chairperson Robbie Webber as the letter's only signatory. That motion passed unanimously (Sup. Melanie Hampton abstained).

6 [14029](#)

**REVIEW AND DISCUSSION OF ISSUES PERTAINING TO INTERCITY
PASSENGER TRANSPORTATION AND POTENTIAL MULTI-MODAL
TRANSPORTATION STATION/TERMINAL IN THE CITY OF MADISON**

Fred Bartol (Dane Alliance for Rational Transportation) said that he supported the concept of a downtown intercity passenger rail station (at the Yahara Station/First Street site), noting that the proposed Dane County Regional Airport (DCRA) station does not serve the downtown travel market very well. He said that the Yahara Station site holds tremendous opportunity for redevelopment at that location. He also said that the area should also be considered as a true intermodal terminal - and could accommodate intercity bus, local bus and regional transit services.

Barry Gore (Barry Gore Design) presented a number of slides to demonstrate the desirability of the Yahara Station site as an intercity passenger rail terminal. He felt that the land use/redevelopment benefits of that site were one of most important reasons to consider that location for a station. He showed examples from the Chicago area (Arlington Heights, Evanston) of how land use and station area planning were done in conjunction with one another - and how the results were very favorable for the community.

Mr. Gore said that in the past, intercity rail project officials have resisted the site as a station - primarily due to the fact that they do not support station platforms on curved track. He felt that there may be ways to engineer tangent track along the site, but also pointed out that Amtrak serves a station in Vancouver, WA that is located directly on a curved section of track (and that the concept seems to be possible). He said that, based on a rudimentary aerial mapping exercise, he felt that 800 feet of straight track could be built

between East Washington Avenue and Johnson Street.

He also said that a cross-platform arrangement could be made to access commuter rail services in that area. He added that Metro buses run frequent service abutting the site, and pedestrian and bicycle access is much better than at DCRA. Mr. Gore also said that the Yahara Station is 1.6 miles to the Capitol Square, yet the DCRA site is 5.3 miles from the Square. Finally, he agreed that intercity bus services could be integrated into the station design, and that the site could become a great community asset.

Timothy Olsen (Tenney-Lapham Neighborhood Association) said that the TLNA Plan includes supportive language for the Yahara Station concept, and that the TLNA has long supported the area as a an important multimodal terminal.

Mark Shahan said that better bicycle access to the site, if it is to become an intermodal terminal, will be critical to its success. He said that improved bike connectivity through that block (heading to the east) has long been a goal of planners.

Mike Rewey agreed with Shahan, and added that bicycle connectivity to the Sherman Flyer bike path (to the north side) will also be critical. Overall, Rewey felt that the Yahara Station site is very good for a location of an intermodal terminal, but that more detailed planning will need to be conducted to ensure that all transportation modes are well-accommodated. He also felt that the DCRA was not a good station location, mostly because of its relative lack of redevelopment potential. In terms of redevelopment, Sup. Melanie Hampton expressed some concerns about the land use impacts in the area - particularly related to low-income housing.

Margaret Bergamini asked about the approved Environmental Analysis (EA) for the corridor, and whether or not stations would be considered by WisDOT. David Trowbridge said that the federally-approved EA (with a "Finding of No Significant Impact", or FONSI) covers the entire railroad corridor between Milwaukee and DCRA, but that the station sites still need to undergo environmental analysis. He added that the DCRA site has some environmental issues associated with it. Gary Poulson said that the Yahara Station site may also have some impacts to be looked at, particularly with respect to Burr Jones Field.

Ald. Chris Schmidt asked why a curved platform was resisted by WisDOT. Mike Rewey said that there are safety issues, but he felt that there may be engineering solutions to that situation at the Yahara Station site. Ald. Schmidt also pointed out that his family has lived in the Arlington Heights area. He said that he's witnessed profound land use changes in the area because of the station (and the planning associated with it).

David Trowbridge reported that WisDOT (the project managers) submitted a grant application on Oct 2 for federal stimulus funds for the Milwaukee-Madison segment of the service. He said that WisDOT Secretary Busalacchi has assured the Mayor that he is willing to work with the City to provide service to a second station. He said that all of this is contingent upon WisDOT receiving preliminary approval for the funding (maybe by the end of 2009, most likely early 2010). Trowbridge said that station planning work could then begin (possibly Summer 2010). He also said that work would probably also begin on a "Corridor Management Plan", which was promised by WisDOT back in 2003 as a way to address neighborhood impacts of the new service. Trowbridge said that issues to be addressed in that process include train whistle noise and quiet zone areas,

fencing, litter collection, weed control/herbicide practices and graffiti control, landscaping, planning of pedestrian-bicycle paths along the corridors, etc.

Committee members thanked Mr. Bartol and Mr. Gore for their presentation and looked forward to participating in follow-up planning/design activities.

7 [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.

Matt Tucker (Zoning Administrator) and Rick Roll (Planning Division) provided an overview of the process underway to update the City of Madison Zoning Code. Tucker said that one of the focuses of the code re-write has been to recognize the importance of older neighborhoods and to strengthen their functionality. He said that the code has not seen a comprehensive update in over 40 years.

Matt Tucker provided a brief overview of a few draft subsections of the code that will be of specific interest to the LRTPC - including Transit-Oriented Development (TOD) overlay district, Airport, Mixed-Use, Employment and Parking. He also said that the code re-write is trying to address the use of Planned Unit Development (PUD) zoning, and trying to ensure that changes in zoning districts address most development and redevelopment circumstances. He said that PUDs should only be used in highly exceptional cases.

Mr. Tucker noted that there will be numerous opportunities to review and comment on the draft code, and that LRTPC can submit written comments over the next several months. Tucker asked LRTPC members if they had any specific comments at this time.

Mike Rewey asked that "bicycle connections" be added to the TOD Statement of Purpose, on p. 101[1(b)]. Robbie Webber said that, on page 102 [5(d)], building entrances should be encouraged to be located along a primary street. Mark Shahan said that, in the Mixed-Use section, it is desirable for parking to be located at the side or rear of buildings. He also agreed that existing shopping centers (and their potential redevelopment) should be an area of emphasis in the code re-write.

Mike Rewey said that the references to parking should make it clear when referring to auto parking, as opposed to bicycle parking. He said that it may be clear to planners at this time, but in the future it may be interpreted incorrectly. Rewey also said that on page 56 [3(b)], language should be added to note that it is desirable to orient buildings to "multi-use paths", in addition to the facilities noted. Margaret Bergamini said that, on page 40 [3(d)], the text should be clear to not create building entrances that prohibit wheelchair access.

Matt Tucker also highlighted numerous changes to the Parking subsection of the draft code, noting that most of the parking "minimums" have been eliminated. He also said that the parking "maximums" have been lowered, in many cases.

Mark Shahan said that, on page 135, the word "minimum" should be placed after "bicycle" in Table 28J-3. Shahan also said that, on page 139, the need for "one parking space per employee" seems high in many cases. He said that light industrial uses, for example, should not require one space per

employee (and should be the same as research and development uses). He said that this works against City policies to encourage the use of alternative transportation modes for commuters. Margaret Bergamini agreed with that comment. Matt Tucker said that many areas of the City (such as the UW Research Park 2) are not provided any transit service at this time. Shahan acknowledged that, but added that walking and bicycling could still be encouraged in those areas.

Mark Shahan also said that, on page 140, the section on “bicycle parking reduction” should include a better approach to justify such an allowance. He said that only very special circumstances should allow such a reduction.

Matt Tucker and Rick Roll thanked the Committee for their comments and asked that additional written comments should also be submitted.

8 [08484](#) INFORMATION AND ANNOUNCEMENTS BY CHAIR AND COMMISSION MEMBERS

- Note: No Discussion of Specific Items

David Trowbridge was asked to relay a report on three issues, by request of Committee member Eric Sundquist (re: recent Plan Commission action on items previously considered by the LRTPC).

1. The Northeast Neighborhoods (NENH) plan was recommended for adoption by Plan Commission with all of the LRTPC’s recommended edits, with the exception of the Committee’s recommendation to not financially participate in a study on an interchange along I-94.
2. The Royster-Clark Special Area Plan was also recommended for adoption by Plan Commission, with most of the major changes recommended by LRTPC. The Plan Commission also added a recommendation that Cottage Grove Road (on the west side of Stoughton Road) be considered for a two-way left turn lane (TWLTL).
3. The General Development Plan (GDP) for the new University Research Park was also recommended for adoption. It contains what is billed as the first Transportation Management Association (TMA) in Madison, with a Transportation Demand Management (TDM) Plan as part of it. Sundquist requested that the LRTPC, at some point in the future, review the City’s TDM goals in general - noting that the NENH should include TDM measures to guide its implementation.

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

9 [08486](#) SCHEDULE OF FUTURE MEETINGS

David Trowbridge asked Committee members to make a note that the November 19th meeting (5:00 p.m., Room 300 MMB) would be held in a different location in MMB.

10 ADJOURNMENT

The Committee adjourned its meeting at 7:10 p.m.