



City of Madison

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

Thursday, December 17, 2009

5:00 PM

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

1 CALL TO ORDER / ROLL CALL

Chair Robbie Webber called the 12-17-09 meeting of the Long Range Transportation Planning Committee to order.

Present: 9 -

Robbie Webber; Paul E. Skidmore; Michael A. Basford; Eric W. Sundquist; Michael W. Rewey; Steve King; Chris Schmidt; Mark N. Shahan and James C. Boll

Excused: 3 -

Melanie Hampton; Margaret Bergamini and Gary L. Poulson

2 APPROVAL OF MINUTES FROM OCTOBER 15, 2009 MEETING

The Minutes of the 10-15-09 LRTPC meeting were unanimously approved, on a motion submitted by James Boll/Ald. Chris Schmidt (Eric Sundquist and Michael Basford abstained).

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

3 APPROVAL OF MINUTES FROM NOVEMBER 19, 2009 MEETING

Mark Shahan said that, on page 2, the top paragraph should be amended to indicate that all interchange quadrants should be reviewed to determine if they should be free-flowing or not. On the second paragraph on Page 2, he said that the language should make clear that the ped/bike bridge spirals should be tighter at the top, and less so at the bottom. David Trowbridge said that he would make these changes.

The Minutes of the 11-19-09 LRTPC meeting were then unanimously approved, as amended, on a motion submitted by Michael Basford/Ald. Chris Schmidt (Eric Sundquist abstained).

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

4 PUBLIC COMMENT

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

5 [16427](#)

Requesting that the Department of Transportation lower the speed limit on a

portion of US Hwy 51 to 35 mph from intersection with STH 30 to the intersection of US Hwy 12-18.

David Trowbridge said that Ald. Judy Compton asked that this item be referred to the next meeting so that she could attend and speak to the issue. Resolution ID 16427 was then unanimously referred to the 1-21-10 LRTPC meeting, on a motion submitted by James Boll/Michael Basford.

**This Resolution was Refer to the LONG RANGE TRANSPORTATION
PLANNING COMMITTEE**

6 [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.

Zoning Administrator Matt Tucker suggested that comments on the zoning code be provided by code sub-section, and that he would type them up for display on the screen for Committee discussion (and possible agreement). LRTPC members agreed with that approach, but Committee member Mike Rewey added that he would like to see the final code language (as modified by their comments) before he would be ready to make recommendations. Tucker indicated that draft revised language could be made ready for LRTPC review at its next meeting, and revisions would be based on comments received at tonight's meeting.

Committee members' comments are organized below by the zoning code sub-section.

Transit-Oriented Development (TOD) Overlay District

Robbie Webber said that drive-through windows should be a prohibited use in this district, given that this type of use is, by nature, not "transit-oriented". Ald. Steve King agreed that this runs counter to the goals of TOD.

Mike Rewey asked that "bicycle connections" be added to the TOD Statement of Purpose, on p. 101[1(b)]. Rewey added that, in general, 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. He gave an example on p. 102(8), where parking standards are discussed.

Robbie Webber said that, on page 102 [5(d)], building entrances should be encouraged to be located along a primary street.

Mike Rewey said that, on p. 101[5(b)], the language regarding floor-area ratio (FAR) is not clear and should be re-worded.

Mixed-Use and Commercial Districts

Mark Shahan said that, throughout this sub-section (including in the general discussion at the beginning of the section), guideline language should note that parking should be located at the side or rear of buildings. He added that the status of auto vs. bicycle parking in regard to building placement and other requirements should be clarified.

Eric Sundquist asked if there were opinions on how much parking should be allowed in the front of buildings, such as at larger retail centers. Robbie

Webber said that one row of parking in the front of the building would be enough. Sundquist suggested that one row of parking (single-loaded) could be allowed, by conditional use.

Mike Rewey 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. Tucker said that, wherever the code discusses streets, multi-use paths would be added. The Committee also reiterated a previous comment that, throughout the sub-section, the text should be clear to not allow building entrances that prohibit wheelchair access. Matt Tucker said that the code will continue to be reviewed from an accessibility perspective, where relevant.

Mike Rewey asked where a bicycle repair shop could be located, and said that it should be added to the categorized list beginning on page 41.

Parking and Loading Standards

Eric Sundquist noted that, as a Plan Commission member, he has recently worked on this issue and that the parking minimums have been lowered in some places. He added that there is less consensus on parking maximums and the concept of lowering maximums may be a larger policy issue that could be discussed at a future meeting.

Mark Shahan said that, on p. 136, the dormitory, fraternity or sorority minimum parking requirement may be too high, and that a maximum might even be considered. James Boll said that dormitory parking at Edgewood College was not a major big issue when that plan was debated. Mark Shahan also said that Table 28J-3 (starting on p. 135) should include the word “minimum” after Bicycle in the far right column, and the maximum column should have the word “Auto” added before it. Shahan felt that bicycle minimums could be enhanced for many of the uses.

Mike Rewey said that, on page 137, bicycles parking should be added to the column on drive-through uses. He said that bicycle parking should not be “n/a”. The Committee agreed to add “as determined by the Zoning Administrator”, and be sure that there are no blank boxes in the “bicycle minimum” column (as suggested by Ald. Chris Schmidt). The Committee agreed that, when bicycle parking is required, the parking minimums should be increased to something greater than 2.

Robbie Webber said that it should be made clear, where appropriate, that bicyclists and pedestrians can use auto drive-through windows. She said that, when the lobby is not open, pedestrians should be served. Matt Tucker said that any “vehicle” (as defined in the Wisconsin Statutes) must be served.

On page 138, under Transportation Uses (bus/railroad passenger depot...), Robbie Webber said that there should be much more bicycle parking required. The Committee agreed with that. Webber also asked about the “bicycle parking reduction” discussion on page 140 and also the section on page 146 (bicycle parking design and location). Matt Tucker indicated that these sections were being completely revised and would be brought back to LRTPC at the next meeting. Webber said that she would like to see the revisions.

Mike Rewey said that 3-unit dwellings should have a bicycle parking requirement of one per dwelling unit.

Ald. Chris Schmidt asked if there were parking maximums for parks and playgrounds (p. 136). Matt Tucker said that he would add "as determined by the Zoning Administrator" in that blank box, to account for unique park/playground circumstances.

Mark Shahan said that parking for medical facilities (clinic, dental, etc.) could be addressed by using a percentage of employees, rather than square feet (and that more bicycle parking could be a result).

On page 143(8)(a)1., at the top of the page, Mark Shahan said that residential drive grass centers should have a minimum width of 12 inches, and delete reference to 18 inches. Also, on p. 143(8)(c)5., Shahan asked that the section be reviewed to determine if it is necessary for the front and rear yard to have 40% for parking. He said that the front and rear yards may need to be discussed separately.

On page 146(11)(b), Shahan asked that language be added to ensure that bicycle parking facilities accommodate U-locks.

The Committee also suggested, on page 147(13) exploring the use of maximum idling times for loading or staging operations.

Employment Districts

Mike Rewey reiterated the point that auto and bicycle parking placement and other requirements be made clear in this sub-section, noting examples on page 74, sections (3) and (4). Mark Shahan agreed and noted that location and placement of bicycle parking (in relation to the buildings) be made clear throughout the sub-section.

Special Districts (AP: Airport District)

The Committee noted that bus stop locations (for convenient access to Metro service) or access to other multi-modal transit should be made clear in this sub-section. The Committee also asked that the placement and facilities for bicycle parking at the airport (i.e., long-term bike parking and storage) be address in this sub-section.

General/Concluding Comments

Ald. Paul Skidmore suggested that the Parks sub-section of the zoning code could be reviewed by LRTPC, given that there are likely transportation components contained in that section (such as multi-use trails and other transportation facilities).

Eric Sundquist asked that the Sustainable Design and Energy Committee (SDEC) transportation recommendations and comments be shared with LRTPC members prior to the next meeting.

Matt Tucker and Rick Roll thanked the Committee for the comments and looked forward to providing revised language at the next Committee meeting.

Eric Sundquist said that transportation demand management approaches should be discussed by LRTPC, perhaps at the next meeting (particularly given the lack of a clear City policy on the issue). David Trowbridge said that he would add this to the agenda.

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

8 [08486](#) SCHEDULE OF FUTURE MEETINGS

David Trowbridge asked Committee members to make a note that the January 21st meeting (5:00 p.m.) would be held again in Room LL-110. He said that agenda items would include a continuation review of the zoning code and consideration of Resolution ID 16427 (reduction in speed limit on USH 51 on the east side of Madison).

9 ADJOURNMENT

The Committee adjourned its meeting at 7:05 p.m.