



**DRAFT MINUTES
TRANSPORTATION AND TRANSIT COMMISSION
WEDNESDAY, JANUARY 21, 2015**

Transportation and Transit Commission Members Present: Kim Lobdell, Steve Arnold, Rich Tate, Michael Gernetzke, Tony McGrath, and Troy Klein.

Members Absent: Dick Collins – excused

Others Present: Ahnaray Bizjak – Transportation Project Engineer, Tom Hovel – Planning and Zoning Administrator, Shawn Pfaff – Mayor, Joe Kapper – SRF Consulting Group, Tom Lynch – Strand Associates

1. **Call to Order** – The meeting of the TTC was called to order by the committee chairperson Kim Lobdell at 6:32 p.m.
2. **Public Appearances – Non Agenda Items** – None
3. **Approval of Minutes:**
 - a. **April 10, 2014** – Motion by Michael Gernetzke, second by Tony McGrath, to **approve** the April 10, 2014 minutes. *Motion carried.*
 - b. **June 12, 2014** – Motion by Gernetzke, second by McGrath, to **approve** the June 12, 2014 minutes. Troy Klein provided a correction to Agenda Item 5, 4th bullet, that the motion was to table the item, not reject it. *Motion carried with correction.*
4. **Report of the Transportation Project Engineer** – Ahna Bizjak provided a report on the contracts that are being prepared by Public Works; Concrete Sidewalk replacements, Resurfacing, and Chip Seal. Steve Arnold asked about the potential to include the construction of Latitude 43 Street in the Resurfacing contract as an alternate bid item. Bizjak responded that there is not a funding source available for that portion of work and stated that the only work that is being included is the construction of Novation Parkway out to Rimrock Road.

Bizjak also reported that the Parks Department was working on a date for the grand opening of the Dawley Bike Hub. Bizjak stated that they were looking at a date in May to coincide with Bike Month. Arnold reported that Bike Week in Wisconsin is actually being shifted to June in an attempt for nicer weather. Bizjak stated that she could look at that as an option as well for the grand opening.
5. **6:45 P.M. – Review and Discuss Intra-City of Fitchburg Transit Study**, Presentation by Joe Kapper of SRF Consulting Group, Inc.

Mayor Shawn Pfaff said a few words; touching on the importance of improving the intra-city transit services within Fitchburg and looking at how best to connect people to those city services.

Joe Kapper provided a 45-minute presentation on the work that had been completed thus far. He touched on the demand that exists in Fitchburg and provided an overview of 3 primary transit service options; fixed route service, flexible fixed route service, and shared-ride taxi services.

After the formal presentation, TTC members provided some thoughts and comments on the information.

Arnold commented that one objective of improved fixed route service is the improved and expanded ADA service. He asked whether 2-hr headways would qualify for complementary paratransit service. Kapper responded that he would look into whether a fixed route with 2-hr headways would qualify for the complementary paratransit service.

Kapper stated that any flexible fixed route should be located at least $\frac{3}{4}$ mile outside of a fixed route corridor to maximize the paratransit coverage that could be provided through both service options.

Dorothy Krause, Fitchburg Alder – District 1, commented that she would like to see transit service for access from transit-dependent areas to schools that are located outside of Fitchburg. She referenced things like access to schools for conferences, concerts, and other events that are held outside of normal school hours.

Arnold asked for the analysis to take into consideration the fact that Madison is ~ 1-1/2 years away from BRT operating on Fish Hatchery Road. He commented that we need to make sure that the implementation takes this into account.

Arnold also commented that transit services to the east (east of Fish Hatchery Road) are needed. He agrees that more transit is needed along the McKee Road and Fish Hatchery Road corridors, but stated that we need to expand service to the eastern neighborhoods including Swan Creek, Uptown, and Southdale Neighborhood.

Tony McGrath commented that he believes that there are opportunities for volunteer programs to meet the transportation needs of many residents for access to the library. He commented that it could be as simple as a van, a driver, and a cell phone which could be called to request a ride to/from the library.

McGrath also commented that Metro Transit is very good at providing linear, dense service within the urban areas. He stated that the buses downtown are always packed and the service is very efficient. However, it becomes less efficient the further away one gets from the isthmus. He commented that we should be open to a combination of services where the linear dense use areas are covered by Metro Transit, while smaller scale equipment (offering lower operating costs) could be used in the more suburban areas.

Kim Lobdell thanked Kapper for the presentation and complimented him on the information that he shared with the commission.

Bizjak commented that the final results and implementation strategies of the study would be presented to the Committee of the Whole at the February 25 meeting. She invited TTC members to attend that meeting if available.

6. 7:45 P.M. – Review and Discuss Beltline PEL Study, Presentation by Tom Lynch – Strand Associates

Tom Lynch provided a presentation on the Madison Beltline Planning and Environment Linkages (PEL) Study that WisDOT is currently working on. This study is being done to address motor vehicle congestion on the Beltline, the number of crashes that occur, regional traffic patterns, bicycle and pedestrian accommodations, and transit needs within the Beltline corridor. The Beltline PEL Goal statement is as follows:

Improve multimodal travel and safety along and across the Madison Beltline corridor in a way that supports economic development, acknowledges community plans, contributes positively to the area's quality of life, and limits adverse environmental and social effects to the extent practical.

The beltline traffic study determined that the majority of beltline traffic is local; with ~ 55% exiting within 4 interchanges or less. This study has evaluated many options for relieving Beltline traffic including a North reliever option, South reliever option, beltline expansion, and isthmus corridor improvements. All of these improvements have a relatively negligible impact on the Beltline traffic volumes, and in some cases, increase traffic volumes.

The beltline study has also evaluated what would happen to beltline traffic volumes if there were significant changes in mode-shift preference (increased biking and walking), improved transit service related to frequency, duration, and coverage area, and more compact, dense, urban development as “infill” development. None of these strategies, alone, fix the problem. However, many of them meet the objectives and goal of this study. Lynch commented that the end result will likely consist of a collection of recommendations which, together, meet the objectives and goals of the study. This collection of recommendations would then be moved forward into the Environmental Impact Statement (EIS) for further analysis and evaluation.

7. 8:45 P.M. – General Discussion of 2015 goals and initiatives for TTC

Bizjak commented that there are 2 studies that need to be updated; the 2010-2014 Transit Plan and the 2008 Bicycle and Pedestrian Plan. However, she commented that there are no funds in the budget to hire a consultant to complete either of these updates. The updates could be done at a staff level. However, that would be dependent on the availability for staff to work on them. She stated that the Public Works Department is still working through the adjustments of having a new DPW and is still getting caught up on projects.

Lobdell commented that this commission hasn't met for several months. She questioned whether things were just slow or if there just weren't any resolutions or ordinances that needed to be referred to TTC. Bizjak responded that she always requests pertinent resolutions and ordinances to be referred to TTC and that the Public Works Department has been busy with implementing the projects as opposed to planning for them. Arnold stated that he felt that both commissions he sits on; TTC and RCC are being targeted and that many of the council members would like to see less input from these commissions.

Arnold continued by providing some work plan ideas for this commission. He suggested that the Lacy Road Reconstruction project should be referred to TTC for input on the cross-section and design for the road. He also mentioned 3 other policy-type projects that he felt this commission should be involved with. The first one related to a decision that was made to take out the rail lines at the Lacy Road crossing. He commented that the decision was left up to the Board of Public Works but should also have been sent to TTC for their recommendation. A second item is the functional classification of the roadways in the City. Arnold commented that TTC should be involved in making those

decisions. The third item is related to the Bicycle Friendly Community applications that the Active Living Work Group is working on with various communities in the area. Arnold commented that he would like TTC to review the Fitchburg application.

8. Announcements

- a.** Next TTC meeting scheduled for March 12, 2015

9. Adjournment – Meeting adjourned at 9:08 p.m.