

Candidate Q&A

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Mayoral candidate: Scott Kerr

How candidates move around the city

When was the last time you took the bus?

Scott Kerr (mayoral cand.): More than a year ago, last ride on Metro was to get close to Camp Randall for a Badger football game in fall of 21

When was the last time you rode your bike to work or for an errand?

Scott Kerr (mayoral cand.): October 22, I am not a cold weather rider.

What is the primary way you move around the city?

Scott Kerr (mayoral cand.): Automobile

Madison Bikes questions

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. As mayor, what would you do to makes this vision a reality and close the current gaps in our network?

Scott Kerr (mayoral cand.): Everything I could! With BRT routes impacting bike lanes exploring shared bike / pedestrian paths and utilizing permeable pavement over stone filled channels to create additional bike routes where we need improved storm water management systems.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from the transportation sector. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Scott Kerr (mayoral cand.): Increasing the amount of electric powered vehicles in the fleet, encouraging expanded use of bicycles by City staff when possible. Examining our snow removal, street sweeping and turf maintenance programs to eliminate back tracking and wasted movements as well as optimizing maintenance on all vehicles and equipment to insure the best possible performance and the least amount of emissions possible.

New Policies:

Question: Over the past years, the city has implemented a number of major policy initiatives around transportation: The Metro Network Redesign, Complete Green Streets, Transit-Oriented Development, Vision Zero, and others. As a mayor, what is next? What are your major policy initiatives around transportation for the next 5 years?

Scott Kerr (mayoral cand.): Hopefully, creation of a regional rapid transit system by partnering with the State, County, adjacent Municipalities, Institutes of higher education and Private industry to create an elevated light rail system that could connect the entire region economically and further reduce our greenhouse gas emissions. Expanding vision zero initiatives including improved pedestrian safety to access the BRT stations located in the medians of arterial roadways.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Scott Kerr (mayoral cand.): I am reluctant to restrict development on private property, but would not put any City funding into redevelopment that damaged the historic neighborhoods and would resist any redevelopment of buildings that have been declared historic before redevelopment has been proposed. All projects that use City funds will be done with the goal of preserving the character of the neighborhood they are in and

will require neighborhood approval before the development moves beyond the proposal phase.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Scott Kerr (mayoral cand.): Streamline the approval process for private development that fits existing zoning. Fast track projects that provide more than the minimum required number of affordable units. Use portions of the new zoning code to build units above commercial sites previously restricted to nonresidential uses. Explore the potential of land banking both infill sites and new development sites on the edge of the City.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Scott Kerr (mayoral cand.): When combined with BRT routes that will remove all on street parking, I would not support buildings that do not provide parking. In areas where we have ample on street parking and a private developer using private funds wants to try it, I would support their right to build what fits within the zoning code. Eliminating all parking requirements is not a good idea until we have a functioning mass transit system that is accessible to the location and even then the demands of move in/out and guest parking would stress the area unnecessarily. I would rather have a parking area converted to a pickle ball, tennis or basketball court that could be used for parking when needed than allow for no parking at all.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current

direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Scott Kerr (mayoral cand.): The BRT redesign has not been well thought out. The improved speed is primarily due to a reduction in stops. the greater distance riders will be forced to walk will cause ridership to drop off. the new all electric buses will attract some new riders but I doubt it will balance out the riders we will lose. In the mid term I see problems and expenses that do not improve the service. maintaining 40' and 60' buses will require separate repair and storage facilities. Long term I hope we can get an actual rapid transit system that does not use the same roads as all other traffic, ideally this will be a regional elevated light rail system that would extend to other area municipalities and provide quick easy access to all of Madison as well as the new Amtrak station and Metro transfer points to move passengers into all areas.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Scott Kerr (mayoral cand.): Explore all possible sources of funding Federal, State and Private. with the goal of providing service to all areas we have in the past and expanding coverage to new areas, hopefully limiting riders to a quarter mile walk to get to a stop

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Scott Kerr (mayoral cand.): I believe our para transit system will need to expand because of the route changes making it difficult for long time independent riders who never needed anything other than regular bus service in the past no longer having reasonable access to the new routes.

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Mayoral candidate: Satya Rhodes-Conway

How candidates move around the city

When was the last time you took the bus?

Satya Rhodes-Conway (mayoral cand.): February 7th 2023

When was the last time you rode your bike to work or for an errand?

Satya Rhodes-Conway (mayoral cand.): Not since I broke my wrist and elbow in a bike accident several years ago. I have ridden since (notably on bike to work days), but I haven't commuted.

What is the primary way you move around the city?

Satya Rhodes-Conway (mayoral cand.): Bus and car.

Madison Bikes questions

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. As mayor, what would you do to make this vision a reality and close the current gaps in our network?

Satya Rhodes-Conway (mayoral cand.): For decades Madison's transportation network has been focused on moving automobiles, not people. The new Complete Green Streets initiative refocuses our streets on moving people, no matter their preferred transportation method. It will also help us preserve space in the right-of-way for non-car uses, including low-stress bike facilities. This will help us build out the network of bike facilities across the city.

Under my administration, the League of American Bicyclists renewed Madison's Platinum Bicycle Friendly Designation and in 2021 Madison was awarded a gold level designation by the Walk Friendly Communities program – my goal is to improve Madison's walkability so that we earn the elusive platinum status. We also passed a Transportation Demand Management ordinance which will help create bike-friendly facilities and encourage mode shift.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from the transportation sector. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Satya Rhodes-Conway (mayoral cand.): We are transitioning the City's fleet to low and no-carbon fuels. So far, we have over 70 electric vehicles, more than 100 hybrid-electric vehicles, 3 all-electric buses, and we're planning for an all-electric BRT system. We use a mix of Wisconsin-made biodiesel for all trucking, and are experimenting with 100% biodiesel for heavy vehicles. The Madison Fire Department is running North America's first operational electric fire engine.

While we cannot control what private citizens do, we can incentivize low carbon methods of transportation. The new Bus Rapid Transit system will expand access to low-cost, reliable transportation using zero-emissions electric buses. Expanding and increasing the frequency of buses along our most traveled routes will hopefully increase bus ridership, reduce the number of cars on the road, and, in turn, reduce emissions. We are also working with MG&E to expand electric vehicle charging across the city in hopes of incentivizing Madisonians and commuters to switch to an electric vehicle. And the work we've done to make it easier to walk and bike will help lower emissions as well.

Going forward, we need to continue to promote mode shift to walking, biking and transit, and continue to electrify transportation. We also need to use our land use planning and zoning to create complete neighborhoods, so people have the option of reducing and/or trips because their daily needs are available nearby.

New Policies:

Question: Over the past years, the city has implemented a number of major policy initiatives around transportation: The Metro Network Redesign, Complete Green Streets, Transit-Oriented Development, Vision Zero, and others. As a mayor, what is next? What are your major policy initiatives around transportation for the next 5 years?

Satya Rhodes-Conway (mayoral cand.): My administration has accomplished a lot over the past four years. While it's not a policy initiative, we do need to focus on implementing

all the new policies we've passed. I would also like to focus on our regional transportation system - growing Metro's reach, exploring partnerships with surrounding municipalities and the County, and bringing passenger rail to Madison. And I'd like to focus on the accessibility of our transportation system, especially for folks with mobility limitations.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Satya Rhodes-Conway (mayoral cand.): It's important that we preserve the things that make Madison special, including our history, but it's more important that we provide housing to people that need it. I believe there are ways to preserve truly historic properties and to tell the stories of Madison's past without unduly limiting the creation of new housing. Where appropriate, adaptive reuse of buildings is an appropriate solution, as is context-sensitive incremental density. Providing educational opportunities (via signs, for example) is another way to help people appreciate our history. But not every old building is historic, and neighborhoods are always changing. We need to welcome new neighbors and help them contribute to our neighborhoods, not try to keep them out to preserve our perception of the current neighborhood character. I believe our historic preservation work should focus on telling the full story of Madison's past, and I believe our Planning Division is working to do that.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Satya Rhodes-Conway (mayoral cand.): We need to create additional housing in every neighborhood in Madison so that everyone has a choice about where they want to live, what kind of housing they want to live in (e.g. apartment or townhouse or single family home), and can find an option that is affordable for their income level. My Housing Forward plan is working towards this goal, but there's much more to do. Over the past four years, my administration has more than doubled the Affordable Housing Fund and its use to a wider range of projects, including preserving affordable housing,

promoting homeownership, cooperatives, land trusts and more, especially in areas at risk for displacement. We supported the redevelopment of affordable housing sites like Bayview, and launched the redevelopment of public housing at the Triangle. We started a program to improve the energy efficiency of existing affordable housing. We amended the zoning code to make it easier to build ‘missing middle’ housing, to make it easier to establish cooperative housing, and to allow higher density mixed use outside downtown. We launched the Backyard Homes Project and new financing to help people build backyard cottages to add small scale housing opportunities to every neighborhood. We created a transit overlay zone to allow more housing near high frequency transit, and just introduced a density bonus for affordable housing downtown. We adopted an official land-banking policy that prioritized affordable housing, and boosted the land banking fund by \$3.6 million in 2022 to seize opportunities to support anti-displacement projects.

Going forward, we need to expand our incentives for building affordable and sustainable housing. We need to take advantage of unprecedented federal funding to scale up programs to improve the quality of existing housing. And we need to expand options for affordable home ownership.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Satya Rhodes-Conway (mayoral cand.): The new TOD overlay will remove mandatory parking minimums within a quarter mile radius of high frequency transit. That’s a start, but I do think we need to look at reducing parking minimums city-wide, and in fact look at our entire approach to parking and curb management. With the recent hire of a new parking division manager, I think we’ll be able to make progress on this work soon.

I’m also interested in increasing the construction of the famous missing middle housing in Madison. We’ve made some zoning changes to promote this, but I think we could explore more. We’re also looking at other ways to promote missing middle construction, like having pre-approved or easily approvable plans, something other communities have had some success with. Ultimately, we have to make it possible to increase density at least a little in every neighborhood, and small multifamily housing is critical to this.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Satya Rhodes-Conway (mayoral cand.): I do support the city's current transit plans. Madison has been trying to bring rapid transit to our city for over three decades. With help from the federal government, my administration got it done. 120,000 jobs, 80,000 residents, 3 hospitals, and 2 colleges will be within a 10 minute walk of just the East/West BRT line. And the buses will be 100% electric.

The Transit Network Redesign will be similarly transformational for our city. Our equity analysis showed that nearly everyone will benefit from the redesign. My administration has focused on increasing transit options for low income households and households of color. Starting this summer, these households will have over 90% more access to employment destinations and shorter commutes with fewer transfers. We're also extending transit service to surrounding communities.

The Transit Oriented Development and Transportation Demand Management policies are designed to support a strong transit system. It makes sense that we increase housing density near high frequency transit service, and that we support people being able to choose non-car modes of travel. Both TOD and TDM will support higher transit ridership, less traffic congestion, and lower carbon emissions.

Next steps for Madison's transit system include: The North/South BRT line Bringing Amtrak to Madison Better transit access to the airport Replacing our diesel fleet with cleaner vehicles Implementing the Transportation Demand Management policy Building partnerships with surrounding communities to provide more regional service Adding Metro service as the budget allows

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Satya Rhodes-Conway (mayoral cand.): Unfortunately, the state legislature severely constrains the City's ability to both raise and spend revenue. I will keep advocating for

increased transportation aid and the ability to form a regional transportation authority. Absent increased revenue, we will have to continue to balance the need to expand Metro service with other important city services.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Satya Rhodes-Conway (mayoral cand.): Serving residents with limited mobility is an increasing concern in our community. We need to improve the quality of paratransit and increase the availability of accessible taxi service in Madison. We also need to make ‘regular’ transit service as accessible as possible. The frequency of the BRT service will provide more flexibility to everyone, but may be especially beneficial to folks with limited mobility. Metro is working with other city agencies to improve pedestrian connections to new bus stops as well, so they will be easier to access.

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District 1: John W. Duncan

How candidates move around the city

When was the last time you took the bus?

John W. Duncan (D1): The last time I rode a public transit bus was when I lived in Boston, where commuter routes were convenient for moving around the city, even from the suburbs. Living and working on the far-west side of Madison means I do not have access to Metro bus routes that would take me where I need to go.

When was the last time you rode your bike to work, to school, or for an errand?

John W. Duncan (D1): A lack of designated bike lanes along busy roads does not allow for safe commuting to work or to run errands in this area.

What is the primary way you move around the city?

John W. Duncan (D1): The safest and best option for commuting for those of us on the far-west side is usually by car.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

John W. Duncan (D1): I support the Complete Green Streets policy that the city has pursued, and I am committed to implementing it. We will prioritize pedestrian and cyclist safety, comfort, and well-being by shifting our focus to a more people-centered

approach and away from a more traditional car-centered policy. Additionally, this policy promotes sustainability and green infrastructure, improving our environmental impact and the city's visual appeal.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

John W. Duncan (D1): Rapid development in my district continues to prioritize the needs of drivers. Long stretches of increasingly busy roads, like Mineral Point, Valley View, and South Point, currently have no bike paths and sidewalks, even though traffic from cyclists and pedestrians continues to grow. This poses the most immediate safety threat to people in my district, and I will push for the prioritization of funding for these infrastructure projects during future budget negotiations.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

John W. Duncan (D1): Significant gaps currently exist in the bike network on most major roads in my district. As the city plans the development of sidewalks and bike lanes during the budgeting process, I will advocate for separated bike lanes and other features to ensure safety and convenience for cyclists.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

John W. Duncan (D1): In addition to making investments in expanding our public transit system and bike network, I believe the city should continue investing in its electric vehicle fleets. As the city supports the expansion of new buses and fire engines and replaces aging municipal vehicles, we can go all-electric and significantly minimize greenhouse gas

emissions. The city should also promote commuter carpooling and invest in infrastructure and technologies to improve traffic flow, thereby decreasing car idling.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

John W. Duncan (D1): Historic preservation, while desirable, has often been used as a tool for excluding historically marginalized communities and denying them opportunities to build generational wealth. I believe we can ensure equitable housing access by promoting new development while maintaining the character of historically significant buildings and neighborhoods. We can accomplish this by requiring developers to prioritize the restoration of historic buildings and use building materials and designs that match existing buildings in historic districts. While I believe it is possible to maintain a balance between ensuring equity, meeting housing demands, and maintaining historic preservation, I would weigh the first two factors more heavily in my decision-making.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

John W. Duncan (D1): Meeting our city's housing needs will require a multipronged approach that involves collaborating with developers, non-profit organizations, and various city agencies. We must continue to encourage the development of mixed housing, including single-family homes and duplexes, especially in the outskirts of Madison, where undeveloped land is more readily available. We must also continue to support the development of Section 42 housing, which offers tax incentives to developers while providing a mix of affordable and market rate housing. The city should also guide and partner with local and regional non-profit organizations seeking to build affordable housing units on their properties. Madison should focus on purchasing and building apartment units and repurposing other large buildings into rental units whenever possible. Finally, we must recognize that land is limited and maximize housing density to ensure we can meet our future housing demands.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

John W. Duncan (D1): Yes, I support these types of initiatives. I believe that zoning reform is necessary to meet future housing demands. Madison's Common Council has already taken a small step in this direction with the passage of its Transit Oriented Development Overlay Zoning District initiative. We should analyze the effectiveness of this policy as it is implemented to determine if this approach should be expanded to include other parts of the city. Additionally, I support evaluating the efficacy of other zoning and building code restrictions, such as height limits, setbacks, and single-family-only zoning.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

John W. Duncan (D1): I support the decision to increase the frequency and capacity of bus service along high-demand routes in the city, even though it required reducing service and stops throughout other parts of the city. I believe that the city has carefully considered how these changes will fit into the overall expansion of Madison, and I applaud the Common Council's recent creation of a Transit-Oriented Development Overlay District to maximize access to public transportation along those routes.

While these moves make sense in the short term, some parts of the city are left without adequate access to the public transportation system, including those of us living and working on the far west side. The city must act now to develop a long term plan for investments in our infrastructure and a public transit system that will meet the needs of a growing population. In the mid term, this should include increasing service hours and frequency along existing routes based on ridership. In the long term, this should include adding routes and stops in future high-density population areas that currently have limited or no network coverage. The ultimate goal should be a 21st-century transit system that is safe, accessible, reliable, and convenient for all residents of Madison.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

John W. Duncan (D1): The unfortunate reality facing growing cities throughout the country, including Madison, is that budget dollars are limited. This often leads to tough decisions, especially when it involves public transportation. As we strive to connect more parts of our city, we should consider any and all funding options. The city should continue pursuing short term federal and state funding sources to expand our system, as it did with COVID relief and infrastructure grants. Future expansions should be data-driven to meet demands, increase ridership, and maximize income from fares. In the short term, some city funds may also need to be redirected from other parts of the budget to invest in transit. Finally, we should begin collaborating with surrounding cities and towns to plan for a future regional transportation system that is jointly funded.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

John W. Duncan (D1): The goal of our transit system should be to provide equitable access to fixed-route buses. In the long term, I believe this requires restoring the stops eliminated along routes in the Metro network redesign. The city should utilize alternate private and public options to fill the gaps in the short term. One possible option is providing vouchers for accessible ride-share programs and taxis. Another is to increase the utilization of public door-to-door accessible transportation programs, such as Dane County's Group Access Service and the Metro Paratransit system. This option would entail the easing of eligibility requirements.

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District 2: Colin Barushok

How candidates move around the city

When was the last time you took the bus?

Colin Barushok (D2): September 2022

When was the last time you rode your bike to work, to school, or for an errand?

Colin Barushok (D2): During summer 2022

What is the primary way you move around the city?

Colin Barushok (D2): Walking

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Colin Barushok (D2): I'm committed to implementing complete green streets, encouraging less single occupancy modes of travel, improving bicycle infrastructure, and making streets safer for pedestrians. Protected bike lanes have proven successful in Madison and in other cities. In New York City, a study concluded that businesses saw increased traffic if they were along a protected bike lane.

Protected bike lanes also make cycling more attractive and accessible. Parents are more likely to take their children on safe bicycle routes than exposed and dangerous ones.

Protected bike lanes can lead to shifts in modes of travel for subsequent generations, helping us achieve climate goals.

There will be some cases when removing parking is inappropriate, but automobile convenience should not be the default consideration.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Colin Barushok (D2): The most concerning intersection is W Gorham Street becomes University Avenue at Basset Street. Cars routinely exceed reasonable speeds for downtown, they run the red light there, and there are daily cases of wrong-way drivers. This all happens in a heavily pedestrian trafficked student area. I fear the worst at this intersection. I believe one way to fix this would be to time the red light at W Gorham and State differently. I would work with experts on the city staff on an issue like this.

We should also advocate to the state legislature for the right to use red light cameras. A bill has been introduced in the last few legislative sessions that would create a pilot program that allows Milwaukee to install red light cameras. I would use my platform to ask that Madison be included so we can conduct traffic enforcement without tying up police squads.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Colin Barushok (D2): Westbound University Avenue has a non protected bike lane that is between auto lanes and bus lanes. This has long been a concern of cyclists and drivers in the area who fear that a right turning auto might not see a bicycle or a bicyclist might turn right into the bus lane at the wrong times. This area is heavily traveled by students, many of whom haven't ridden a bike for long in an urban environment. One way to make this safer might be to raise the bike lane from the street to make bicycles more visible and encourage bicyclists to pay more attention when turning. It might be prudent to create a barrier like there is in the eastbound direction.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Colin Barushok (D2): We must remain steadfast in our efforts to provide the best possible infrastructure for bicycles, safer streets for pedestrians, and efficient public transportation to reduce the use of single occupancy modes of travel.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Colin Barushok (D2): District 2 is unique because it is the most dense district in the city and the district with the highest concentration of historical landmarks and the first historical district. Housing affordability and historical preservation are both at the top of the list of concerns for my neighbors. As district 2 alder, I will defend historical buildings, promote creating density in less dense places across the city, and work hard to help create understanding and partnership between housing advocates and historical preservation activists.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Colin Barushok (D2): I would support policies that encourage density in more parts of the city, along transit routes, and in unused space. I would also support policies that create more by-right zoning and decrease the time for discretionary approval processes. All types of housing must be built, so I will not oppose development on the sole basis that it is market rate, not affordable, or offensive to historical aesthetics.

We also need to provide incentives for development of both affordable and market rate housing. I like policies like the recent proposal to allow for more stories in developments that promise a certain number of affordable units.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Colin Barushok (D2): Yes I support these policies. We are trying to encourage less driving for environmental reasons, and we are also trying to make use of space efficiently. Eliminating parking minimums is consistent with these goals.

I support increased by-right zoning in Madison because I believe discretionary approval processes can present a barrier to development. I also support streamlined discretionary approvals when it does happen. We need to create policies that help investor confidence in developments.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Colin Barushok (D2): I support Bus Rapid Transit, efforts toward Transportation Demand Management, and Transit Oriented Development. Some have expressed concerns over the network redesign. Therefore, the common council and mayor must work with city staff and stakeholders to provide the necessary oversight and be ready to fix any bugs and address any concerns that might become apparent.

Madison leaders and residents must fight to increase intercity and regional transportation, including getting an Amtrak station in Madison.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Colin Barushok (D2): We should make sure BRT is efficient and convenient to encourage more riders for a wider variety of trips. This could have the effect of increasing passenger revenue. The city must remain steadfast in seeking federal and state transportation grants, and leaders should support increases in state transportation aids and advocate to the legislature to support Governor Evers' proposal to share 20% of state sales tax revenue with local governments. The money we pay in taxes should come back to our city so we can put it to work toward our local priorities. Transportation is clearly one of those priorities.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Colin Barushok (D2): Madison is required to provide transportation for everybody regardless of their ability. The city should investigate ways to create parity between fixed route fares and paratransit fares. Finally, we should be prepared to contract with surrounding communities for paratransit services.

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District 2: Juliana Bennett

How candidates move around the city

When was the last time you took the bus?

Juliana Bennett (D2): Early this week, 1/31/2023

When was the last time you rode your bike to work, to school, or for an errand?

Juliana Bennett (D2): Today, 2/2/2023

What is the primary way you move around the city?

Juliana Bennett (D2): walk or carpool

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Juliana Bennett (D2): Yes definitely! I was happy to support Complete Green Streets. Madison should be a 15 minute city, meaning anyone can get anywhere in the city within 15 minutes. The Bus Rapid Transit, Metro Network Redesign, and Vision Zero program all helped improve our transportation. Still, better is possible and necessary.

In my capacity as alder, I will be supportive of providing additional bus transportation services to the periphery areas of our community and late night bus services to get residents home safely at night. I will also advocate for a downtown location of high speed

rail, during the rail study. A good transportation system cannot be solely reliant on our bus transportation. Thus, I will be supportive of improving safe right-of-ways for bikers and pedestrians. Overall, I share the vision of getting people out of cars. However, we need to create a transportation system where anyone can bus, bike, or walk efficiently in the city.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Juliana Bennett (D2): Vision Zero is an excellent program, but it is still in its pilot stage. In the next two years, I would like to see the full implementation of Vision Zero. Some streets that we should focus on is East Washington Ave, John Nolen Dr, and Fitch Hatchery Rd. These are all streets that were identified on the high injury zone map. We should do is reduce speed limits to 20 mi per hour as laid out in the Twenty is Plenty program.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Juliana Bennett (D2): My district downtown is fairly bike and pedestrian friendly. I believe that we could add protected bike lanes and reduce driving lanes on streets such as E Gorham, E Johnson, and E Dayton. We could also reduce speeding in residential areas such as N Pinckney St and N Carroll St. We can reduce speeding by reducing driving lanes and the speed limit.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Juliana Bennett (D2): I like that Bus Rapid uses electric buses. It is a great start to ensure that our entire city fleet uses electric vehicles. Beyond our own vehicles, we need

to invest more into our transportation system so that we get people out of cars and into other modes of transportation. Thus, we should work to reduce bus fees and increase bike and pedestrian safety.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Juliana Bennett (D2): Oftentimes, we view historic preservation as binary subjects. Supporting historic preservation and the city's need to increase density and affordable housing don't have to be mutually exclusive. We can preserve the history and stories of the past, while building for the future. I specifically consider the impact of the new development and the value added versus what is being taken away.

For example, when I first came into office, there was a proposed development at 619/621 N Lake St, where Plan Commission denied the development because the homes were historic. The Plan Commission was then appealed and it came to Common Council. I then toured the homes. They were quite literally falling down and they could not be refurbished. The proposed development would provide part affordable and part market level housing. It was evident to me that redevelopment was the best path forward for my district and the city. For a similar reason, I recently supported the Transit Oriented Development overlay even for historic districts. All in all, I think that we can commemorate the past and build for the future.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Juliana Bennett (D2): Increasing affordable housing is one of my top priorities for the upcoming term. My plan to increase housing is to identify areas that we can update our zoning code, provide financial incentives, and streamline the development process.

Our Madison zoning code needs to be updated to allow for increased density in underdeveloped areas. I understand there is a fear of bulldozing over neighborhood character

to build new housing. However, I believe we can find a balance between preserving neighborhood housing, especially naturally-occurring affordable housing, and building for our need for increased density. For example, I am currently working with city staff to create a zoning-type incentive that will allow developments to receive additional stories (within our current height limits) if they provide a certain amount of affordable units.

We also need to provide financial resources for providing affordable housing, like opening up our city TIF policy and increasing our land banking fund. As alder, I sponsored a TIF policy change that removed restrictions on using TIF for student housing. I also supported increasing our land banking fund in the 2022 budget cycle. Over the next two years, I plan to work with my colleagues and the mayor to open up our TIF policy and increase our land banking fund.

Lastly, we must continue working on streamlining the development process. As an Urban Design Commission (UDC) member, I was flabbergasted by a recent debate where UDC members voted against a new development that would provide 550 units of workforce housing for arbitrary reasons. I was the only commissioner that spoke in favor of the development, because of the benefits it would provide our city. When re-elected, I will actively seek opportunities to streamline the development process, specifically for developments that provide affordable.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Juliana Bennett (D2): Yes of course! I have been supportive of such reforms, including zoning reforms for missing middle housing. In my opinion, the zoning reforms we have been doing are too modest. We should continue to promote such zoning reforms.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Juliana Bennett (D2): Over the past two years, I have been supportive of BRT, Metro Network Redesign, Vision Zero, TOD and more that will expand our transportation system. I am currently the only candidate in the race that supports Bus Rapid Transit on State St, which is a decision that centers the needs of bus riders. In the next two years, I intend to continue to be supportive of a robust transportation system.

Madison has a decent transportation system if you live downtown. Our transportation becomes difficult to access in the periphery areas of our city. I believe Madison should be a 15 minute city, meaning anyone can get anywhere in the city within 15 minutes. The Bus Rapid Transit, Metro Network Redesign, and Vision Zero program all helped improve our transportation. Still, better is possible and necessary.

In my capacity as alder, I will be supportive of providing additional bus transportation services to the periphery areas of our community and late night bus services to get residents home safely at night. I will also advocate for a downtown location of high speed rail, during the rail study. A good transportation system cannot be solely reliant on our bus transportation. Thus, I will be supportive of improving safe right-of-ways for bikers and pedestrians. However, we need to create a transportation system where anyone can bus, bike, or walk efficiently in the city.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Juliana Bennett (D2): We are in a budget deficit, yes. We are also at a point where we need to get our priorities in order of what we do/do not want to fund. Over the past few budget cycles, I have also seen how nearly every other agency has made sacrifices due to our budget crisis, while the current administration has been able to find money to increase police funding by \$3 million over the past two years. I believe that we need to re-evaluate our priorities and place transportation to the top.

Given the WI legislature cutting funding for transportation and Madison in general, we should look at increasing city revenue, through alternative methods. For example, we can increasing vehicle licensing and registration fees. We can ensure enforcement of the Transportation Demand Management program, including fees if the program requirements aren't met by developers. We should also continue to seek state and federal funding for transportation.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Juliana Bennett (D2): From my time on Council, I have seen how the city is not always good at including community voices, especially those that are underserved like riders with limited mobility. I believe a lot of our problems regarding access would be solved if the city actively engaged communities most impacted by our transit system.

For example, I spoke with a resident of mine who lives with disabilities. The resident informed me about how the new Metro lines planned to use a letter system (ie. Line A, B...M, N...), which makes the bus line difficult to navigate for people who are hard of hearing and cannot distinguish phonetically similar route names. So, I went to city staff and we were able to change the route names to remove any names that would not be inclusive to our hard of hearing residents. What this example shows is that this issue of the bus route names being inclusive would not have been considered if I didn't hear from a resident. Thus, we need to proactively seek community input and make accommodations to our transit system.

Paratransit certainly plays a role in increasing access for community members with mobility limitations. From my purview, it is also an area that is overlooked. We should increase awareness and funding for our Metro paratransit system.

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District 3: Derek Field

How candidates move around the city

When was the last time you took the bus?

Derek Field (D3): Thursday, two days ago

When was the last time you rode your bike to work, to school, or for an errand?

Derek Field (D3): Three years ago when I lived closer to downtown

What is the primary way you move around the city?

Derek Field (D3): Bus for work, walking around the neighborhood, and car for errands

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Derek Field (D3): Yes. I believe in the objectives of this policy.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Derek Field (D3): Traffic safety is one of the top issues residents raise with me as I canvass neighborhoods in my district. I applaud previous work done to bring improvements to District 3, some of which were just approved for 2023, but we still have many spots in the district where the City needs to do better. I support the points-based and data-driven Safe Streets system of allocating money for improvement projects based on safety overall and for bikes and pedestrians and based on social impact. Here are some specific projects I'd like to see in the future: better signaling and clearer crosswalks intersection of Acewood Blvd and Cottage Grove Road, expansions of the Milwaukee Street and Cottage Grove Road bridges, speed mitigation (like radar speed signs) on Milwaukee Street, Kurt Drive, Meadowlark, Milky Way Drive, Acewood, clear bike lanes on Acewood, and more off-street path options for bike riders that connect over Hwys 30 and 151 to the rest of the city.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Derek Field (D3): I see major gaps in the network right in my district. Neighborhoods on the far east side are rigidly segmented and disconnected from neighboring parts of the city by massive highways like 151, 30, and I90/I94. The roadways that cross these corridors carry a lot of traffic and include huge, complex intersections that don't feel safe to cross on foot or ride through on a bike. I support city efforts to better-integrate neighborhoods in my district with the rest of the city by offering more and safer ways to cross these major highways, such as pedestrian and bike bridges over those roads whose placement aligns with existing or potential bike and mixed use path corridors.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Derek Field (D3): Within transportation, I think Madison should be reducing its greenhouse gas emissions by offering clear, convenient, and reliable alternatives to cars and single-rider car trips around the city. To me that means offering improved transit service as well as adding safely-marked or barrier-separated bike lanes and signaling to roads and adding more bike paths that connect to other paths used by bike riders.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Derek Field (D3): Madison is experiencing a housing crisis. We need to balance preservation of historically significant sites with the need for more housing options to meet growing demand. Factors I would consider are: the number of historical significance standards identified by the Landmarks Commission applying to a site, neighborhood input/concerns, the potential number of new housing units to be added and the price point of those new units outlined in a development proposal, and the distance to amenities and services that potential residents might use like employment centers or transit stops. These are all important factors and the weight I place on each will depend on the strength of the case for historical significance, the severity of the housing crisis, and the city's progress adding housing options at the time.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Derek Field (D3): Housing is one of my core campaign issues. My partner and I experienced Madison's housing crisis for ourselves when we bought our home in early 2021: we offered on twelve houses and had to offer more and more money above asking price before we succeeded on the twelfth offer. That's not sustainable. The demand for housing far exceeds Madison's supply, driving up housing costs and eroding everybody's standard of living - particularly for renters and fixed-income seniors. I want to work to bring more housing options to Madison including both market rate and affordable housing. I support reasonable development as well as creative ways to add more housing

at a lower price point such as well as cohousing, cooperatives, and ADUs, as well as the zoning changes needed to allow those options to meet our community's rising demand for housing.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Derek Field (D3): I believe that zoning is a policy tool, and that it was implemented by the community many decades ago in an attempt to freeze Madison in time - but that's not how cities work, especially when they're growing and desirable places to live like Madison. I would support these reforms to relax parking minimums overall, and to eliminate them in parts of the city that are served by high-frequency transit. Parking spaces drive housing costs higher and those cars contribute to snarls of traffic. I also do support reforms enabling Accessory Dwelling Units as a way to add more housing, usually at a lower price point and with less neighborhood disruption.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Derek Field (D3): I'm excited for the areas of the city whose transit service is improving with higher frequency, including along the D1 and C1 lines in my district and the BRT along East Wash on the north boundary of my district. However I'm concerned about the loss of through-neighborhood service, which I have heard at a few folks' doors will require them to walk farther than the used to, to the edge of their neighborhood, to catch a bus. My vision is for transit to be a convenient and affordable alternative to cars in Madison that offers viable routes for commutes as well as trips to services like healthcare appointments and neighborhood amenities like parks, retail, etc.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Derek Field (D3): Transit service must be a budget priority going into some tough upcoming budget years and I'll remain an advocate for our public transit. Metro Transit service has to be adequate and convenient enough for more people to choose to take the bus instead of driving their cars and occupying housing. I'm interested in ways that the City can disincentivize cars and parking, especially in parts of the city with frequent transit service, through parking fees or vehicle registration fees, to be used on the alternative to cars: supporting Metro Transit specifically for expanding and improving service.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Derek Field (D3): This is a concern in my district as well - one that I've discussed with a few residents at their doors while canvassing. We have several large neighborhoods that currently have through-neighborhood service, and which are about to lose their through-neighborhood service and instead need to walk farther. Riders with mobility limitations must be a core priority for paratransit services. Since these residents likely chose to live where they do in part because of easy access to transit, and because the network redesign requires some folks to walk farther than they currently do, the City needs to be prepared to offer more and better paratransit for folks with mobility issues whose access to transit was just made more difficult. Longer-term, I think Metro Transit needs to consider restoring through-neighborhood transit service for large neighborhoods whose residents will now have to walk far for service.

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District 3: Matt Van Eperen

How candidates move around the city

When was the last time you took the bus?

Matt Van Eperen (D3): The last time I took the bus was before Covid. I've never rode in Madison (we moved here during the pandemic). I work from home 4 days a week and my wife drops me off on her way to work (in Waunakee area) the one day I go in. We also only own one vehicle.

When was the last time you rode your bike to work, to school, or for an errand?

Matt Van Eperen (D3): The last time I rode my bike to work, school, or for an errand was likely in high school. Once I went to college, I didn't need one (I walked everywhere). However, my wife and I just purchased bikes late last fall and we'll be biking with our 1-year-old on back once the weather warms up.

What is the primary way you move around the city?

Matt Van Eperen (D3): The primary way I move around the city is... I don't (I rarely leave the house if it's not for a walk). Some kidding aside, the way I move around the city is with our VW Tiguan.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Matt Van Eperen (D3): To me, the answer depends on the specific facts and circumstances of the case. In a general sense, yes, I'd likely be agreeable. However, a concrete answer would depend on the specific situation. For example, if we're eliminating car parking, are there alternative locations nearby or on-property for those vehicles? Are there a lot of vehicles parked? What do the folks affected think? There are certainly ways to solve the issues, but it needs input from folks affected. We also need to push solutions and alternative options for folks affected before we dig a hole for them and throw them in it.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Matt Van Eperen (D3): Without a doubt, the Milwaukee Street bridge over I-90 is a huge safety concern, and one I bring up all the time (and which is brought up to me while out in the community). It's honestly a bit surprising that there have not been many serious injuries. The bridge is extremely narrow (especially during winter months when the snow is plowed) and at night is very dark. With a lot of folks (usually young) crossing into my neighborhood of Grandview Commons, I and others are afraid it's only a matter of time before there is a fatality. One roadway that has already gone through improvements, though, is that same Milwaukee Street, stretching from the west side of the bridge to the end. This vision and work will be needed as other roadways and intersections are identified, like the Sprecher Rd./Hwy T interchange by I-94. This has become a lot busier even since I moved here—there's one narrow lane each way and no bike lane or sidewalk. The best strategy to ensure that improvements are implemented is really just to work hard on getting the word out about the issues and collaborating with colleagues in city government, county government, and state government to ensure we have funding allocated to address safety concerns related to transportation infrastructure.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Matt Van Eperen (D3): Part of District 3 stretches from where Sprecher Rd. turns into Reiner Rd. after Hwy T and runs up to the Woods Farm subdivision. The road itself is a

one-way each way, which isn't much of an issue even though it's gotten busier. The issue lies in the fact that there is no room for biking/running/walking, which disconnects folks in that area from the rest of the city. This is related to the Milwaukee St. bridge, which has no dedicated safe space for pedestrian or bike use. I would propose to fix gaps like these by working with folks in city government and also in county government and state government to try to get some funding allocated for at least dedicated bike/pedestrian lanes.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Matt Van Eperen (D3): One of the strongest ways that Madison can reduce emissions from the transportation sector is ensuring that the city's transit system is environmentally-friendly and sustainable, and then work to incentivize using public transit. Having transit that utilizes hybrid-electric buses and now our new battery-electric buses is a great step forward, and we need to be mindful of and stay at the forefront of cutting-edge green transit. With our own fleet working towards sustainability and low emissions, we should then incentivize folks to use public transit instead of personal single-trip vehicles. What that looks like would depend on community input, but certainly includes an examination of free or significantly-reduced transit passes, as well as transit that frequently connects folks with where they want and need to go.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Matt Van Eperen (D3): I think the landmark ordinance serves a good purpose—it seeks to preserve the history, culture, and character of a neighborhood. Preservation of historically-significant buildings and neighborhoods is not something to just disregard. However, the ordinance is a tool that has been used to stop housing projects (particularly non-single-family housing), and it is fairly obvious when that occurs. Yes, we need to find ways to preserve history, but that cannot come at the expense of our future. If we inhibit our city's housing growth, we'll inhibit our city's economic and social growth,

and harm our environmental sustainability as development sprawls. A few factors to consider are what the historical event was, whether folks in the historical community and not just the neighborhood community consider the event historical, whether the event and building are interconnected, and if there are ways to incorporate the building into the new development. A lot of these preservation/development conflicts are to be decided on a case-by-case basis, but at the end of the day, people should be prioritized over buildings, and that view should factor into our decisions.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Matt Van Eperen (D3): Housing is a major issue, and as Madison continues to grow, we need to ensure housing is available and affordable, and that folks are not displaced. There are a number of actions that we can examine: (i) zoning (which the council has considered at least in part), (ii) building ordinances (such as eliminating/reducing parking requirements or stairwells), (iii) approving developments more quickly / expedited permitting, (iv) expanding the affordable housing trust fund, (v) inventory/allocate public-owned land for affordable housing or shelter, (vi) density bonus, which would allow for developers to build more units in exchange for more affordable units, (vii) providing certain tax exemptions/abatement, (viii) fully legalizing accessory dwelling units, and (ix) reducing labor shortages/costs so that housing is built cheaper and costs aren't passed on to owners/renters. We also need to be mindful not to fall in the trap of building only single-family housing or apartments. For housing to be affordable, there also needs to be sufficient inventory of all types of housing and housing of different size. We will also need to collaborate with surrounding municipalities to all work towards the same goal, since our neighbors are also experiencing rapid population growth and we cannot solve a housing crisis alone.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Matt Van Eperen (D3): Yes, I would support zoning reforms. Particularly around high-traffic transportation corridors, assuming there is quality public transportation, parking should be less of a need, and the space previously used for housing can be better served as retail, greenspace, or housing. As for retail itself, it's becoming more common

to retail online, and so there's less of a need for big box stores to have a few football fields of asphalt. It's not just zoning parking minimums, though. We can also examine building codes like how many stairwells are actually required for a safe apartment/condo complex. If it's possible to reduce parking and useless building ordinances to fit more housing into property sizes, we should favor that. As it relates to allowing for small multi-family buildings by-right, I think a benefit of by-right development is that there is more predictability and certainty about what kinds of development to expect. Not only would it likely lower the cost of development, it should also increase the supply of housing. When development becomes overburdened with discretion, those discretionary decisions can be weaponized against affordable housing development and against folks who are seeking affordable housing. Not all reforms being pushed will be adopted, but it's important to again center our decisions on what is best for the broader community and work towards fair and affordable housing.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Matt Van Eperen (D3): Yes, I do support the current direction of Madison's transit plans. However, I think we need to constantly evaluate the plans and incorporate necessary changes where we identify inadequate plans or services. As Madison (and Dane County, in general) continue to grow, we need to be mindful of where folks are and where folks need/want to go. I think transit should meet people's needs and adapt its capabilities, rather than people adapting their needs and meeting transit's capabilities. Transit Oriented Development is a great way for coordination between efficient land use and public transit. Not only should it provide quality transit, but it should ensure compact, mixed-use development that adequately meets folks' housing, retail, and service needs. Transportation Demand Management goes hand-in-hand with TOD, providing folks with more choices and fewer issues. Another thing to be mindful of is the budget—we need to ensure public transit has adequate funding. My vision for Madison's transit system in the short-, mid-, and long-term is to ensure equitable transit, incentivize mixed-use development with affordable housing along transit corridors, promote more frequent/on-time/reliable transit operations, guarantee equal and equitable access to roads and sidewalks, engage in necessary street and intersection redesign, and examine possibilities to make public transit free or significantly reduced, including working with private business on discounts to bus passes provided to employees.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Matt Van Eperen (D3): First of all, I think it's important to note that it was a policy choice made by the city to limit the budget to 2019 levels, and one that did not have to be made. However, our elected officials considered the facts and circumstances and came to that conclusion, so our purpose now is to ensure Metro's service is quality and that the funding is sustainable. We should constantly be seeking federal and state grants and funding, so that we can equip our transit with the necessary tools to meet the demand and needs of the community. We can also seek funding from large philanthropies and foundations. At the end of the day, though, if we don't receive funding from outside agencies or organizations, transit funding comes down to our budget, and our duty is to prioritize people, ensuring that the way transit operates does not create or expand disparities among folks, nor make transportation more difficult.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Matt Van Eperen (D3): Increased distance to the nearest bus stops due to the network redesign is concerning, but so is the assumption that we can rely on paratransit—paratransit is expensive. As the city strives for transit equity, it cannot forget that accessibility includes disabled folks who are harmed by increased distances to transit. I think it's much easier to accept decreased amount of stops along transit corridors that are pedestrian-oriented, because it will be easier to use those areas than in deep single-family neighborhoods (particularly in winter when there's a lot of snow and folks aren't constantly shoveling). Paratransit should always remain an option, but due to its expense, it would (or at least should) be easier to guarantee access to the current transit system. City government needs to hear from folks affected by these issues and incorporate the suggestions into transit plans.

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District 4: Maxwell Laubenstein

How candidates move around the city

When was the last time you took the bus?

Maxwell Laubenstein (D4): Today is 2/7. I last took the bus on 2/6 and nearly daily before that.

When was the last time you rode your bike to work, to school, or for an errand?

Maxwell Laubenstein (D4): My bike was recently locked with another lock, had its seat stolen, and had a tire slashed so unfortunately I have not been biking as often as I used to while I wait for this repair but I am usually an avid biker in Madison.

What is the primary way you move around the city?

Maxwell Laubenstein (D4): Bus and bike

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Maxwell Laubenstein (D4): I came to UW-Madison to study to eventually work in the field of ecological restoration. I am an environmentalist at heart. As said earlier, with the growing city, supporting residents and communities doesn't come from supporting cars. If the city can ensure accessible and quality public transit, the loss of parking lots should not be a concern.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Maxwell Laubenstein (D4): I am very happy to have seen the city implement flashing yields along intersections on Johnson that for months have terrified myself and other nearby residents. My next priority for safety would be Regent and Park streets which can be dangerous for bikers and as such have been intentionally avoided by many bikers.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Maxwell Laubenstein (D4): The route along Regent, connecting east and west Madison without going up to University is not easily accessible for bikes and can be incredibly stressful. I would also like to emphasize that a focus on bike route expansion is amazing but since biking is not a feasible means of transportation for many, the expansion of accessible public transit is just as important.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Maxwell Laubenstein (D4): School buses are often described as ideal targets for conversion to electric vehicles due to the limited route and defined charging times but simply converting to electric options is not the answer. Expanding public transit will start to reduce the need for personal vehicles and identifying specific routes to convert to connected electric would significantly reduce city emissions.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Maxwell Laubenstein (D4): Preserving historic value is valuable until the day it leaves people unhoused. Even in development, there are routes not currently being pursued by new developments to ensure the historic style and feature of some developments can be preserved or utilized even when new developments are needed.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Maxwell Laubenstein (D4): Housing is a mess in madison. The label of affordable housing has started to loose meaning as rates with this label can still be financially inaccessible to many madison residents. The city needs to focus on the reduction of price per square foot to rent in Madison and hold landlords accountable to ensuring that currently affordable housing in Madison is maintained to ensure a quality living environment.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Maxwell Laubenstein (D4): As the city expands, we can either focus on car access and feasibility, or supporting people through accessible public transit and zoning for housing instead of mass parking. If this is the ideal described, I would support it fully.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Maxwell Laubenstein (D4): I support the idea of the expansion of Madison transit which is generally being pushed by the city but there are several communities, neighborhoods, and business centers that are being left disconnected from each other and limiting access for residents to reach commercial spaces and city resources.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Maxwell Laubenstein (D4): The metro system should be considered a city resource and not a business. As such, I would support direct funding routes from the city's internal budget as opposed to increasing fares. I would work with city staff and more knowledgeable parties to develop a more stable internal funding system.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Maxwell Laubenstein (D4): The paratransit system is a useful service for many but should not be relied upon to accommodate the primary transit system reducing access for many. An expansion of routes will continue to be critical as the city grows and a focus on meeting the needs based on the means of our varied residents will be critical.

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District 5: Regina Vidaver

How candidates move around the city

When was the last time you took the bus?

Regina Vidaver (D5): Friday

When was the last time you rode your bike to work, to school, or for an errand?

Regina Vidaver (D5): In January, between the times when there was snow on the ground.

What is the primary way you move around the city?

Regina Vidaver (D5): It depends. For commuting to work, I generally bike or ride the bus. For errands, I generally consolidate my trips with a car.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Regina Vidaver (D5): Complete green streets is about making our communities better and safer for all users, including auto drivers. This is a critical piece in our planning playbook, and I look forward to seeing it implemented as street reconstruction projects move forward.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Regina Vidaver (D5): I am almost constantly in contact with Traffic Engineering about safety improvement options in my district. I have requested 4-way stop signs along Bluff St, speed humps along several residential streets, and a pedestrian-controlled walkway across Regent Street at Prospect, since our neighborhood children are often crossing there to access school bus stops. The City has a very long list of potential safety improvements, with a robust assessment system for prioritization. I look forward to seeing some of these safety improvements move forward in the coming years.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Regina Vidaver (D5): There seems to be a gap in getting from more northern areas of my district to the SW Commuter Path. As local streets are resurfaced and reconstructed, there may be opportunities to add new bike lanes. These needs will be top of mind as I discuss future projects with City staff.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Regina Vidaver (D5): It is a multifaceted approach: Adding BRT and the Metro redesign; purchasing electric vehicles and converting diesel vehicles to biodiesel; implementing the Transportation Demand Management (TDM) program; building more housing density where there is existing transit; requiring electric charging sites in parking structures; implementing the Complete Green Streets initiative. All of these strategies work together to reduce emissions.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Regina Vidaver (D5): This is always a difficult question to answer. I believe our City Preservation Planner gets it right when she says (I'm paraphrasing) "historic preservation does not mean no change. Historic preservation can occur in the realm of new development, it just needs to be purposeful and thoughtful." We are really blessed in having such a talented Preservation Planner, who takes a nuanced approach to preservation and development.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Regina Vidaver (D5): Again, this is a really difficult question, as the State has tied our hands so tightly in not being able to require affordable housing be factored into new developments. So, I take the "always ask" approach - every developer that comes to me I ask about affordable rental and purchase options in what they are planning. That is, of course, not always successful, because unfortunately the costs of everything from construction materials to labor is rising. I do think that continuing to ask the question and relay the importance of affordable housing is necessary. I'm hopeful that as more units are being built, some of the naturally occurring affordable housing will stabilize further below market rate. We do have some City programs designed to assist those sites, and have to balance other factors in the budget to determine if we can increase those assistance funds.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Regina Vidaver (D5): We have already done this, by allowing ADUs by right, and allowing a duplex plus ADU by right and eliminating parking minimums in the TOD Overlay zone. However, the market is such that very few ADUs are being built, as the construction costs are so high.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Regina Vidaver (D5): As the questions aptly notes, the coming years will see big changes for our transportation network. The City needs to take an active approach to reviewing the impacts of these changes, including reviewing ridership and demand at least every 6 months, and tracking increases in density along the TOD corridor over time. We owe it to our residents to be transparent about the impacts these changes actually have on our community, and if they work as intended, expand them.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Regina Vidaver (D5): This is a very difficult question. We don't want to raise fares too much, or it will place a higher burden on riders, and they will then choose cars over the bus. And we have only so many options for external funding (State, Federal, Philanthropic), though we will max those out to the best of our abilities. Ultimately, we have to decide as a City that this is a shared resource and shared value to our community, and use the City budget accordingly.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with

mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Regina Vidaver (D5): I am hopeful that paratransit will meet the needs of our residents with more limited mobility. I understand that it is not a perfect system, and cannot be used for emergent transportation needs. I'm interested in working with colleagues to identify other options for helping our residents with limited mobility when they have an emergent need.

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District 6: Davy Mayer

How candidates move around the city

When was the last time you took the bus?

Davy Mayer (D6): Last week

When was the last time you rode your bike to work, to school, or for an errand?

Davy Mayer (D6): October 5th, when I fell off a Madison BCycle and fractured my wrist. But I'll be back riding soon!

What is the primary way you move around the city?

Davy Mayer (D6): Bus / my own bike / Madison BCycles / walking / rideshare

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Davy Mayer (D6): Yes. The Robert Moses primacy of moving cars from point A to point B as fast as possible is outmoded. We are now taking other values into account such as walkability, pedestrian / biker safety and environmental concerns. There will still be people who must rely on private car-ownership, but that number is declining in younger generations. Many developers don't even want the expense of including parking in their projects as they are not seeing the demand they once did.

As someone who has NEVER owned a car, I welcome the Complete Green Streets policy and efforts to make our neighborhoods less car-centric in any way possible.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Davy Mayer (D6): East Washington cuts right down the middle of District 6. It can be harrowing crossing this street but it is getting better. When BRT stations are implemented, many of which will be located on traffic islands, we'll have even more people crossing this boulevard. I will work with Metro to ensure that pedestrian safety is of paramount importance during this implementation.

Of course East Washington also presents other challenges in the effort to make it safer by it's nature as a state highway. But this is something that can be overcome.

I am also interested to revisit the idea of making E. Johnson and E. Gorham Streets two-way in an effort to calm traffic and make those arteries more bike-friendly. More study will be needed.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Davy Mayer (D6): District 6 really has it good when it comes to bikes. We have the Capitol City Trail cutting through Marquette Neighborhood linking to other paths to connect throughout the city. We have a connection underneath E. Washington along the river. We have a bike boulevard down E. Mifflin St. While we can continue to make improvements, this is one area where I'd like to see more attention given to other parts of the city that are lagging and need help catching up to our standards.

As an avid Madison BCycle user, I support adding more stations wherever needed and growing the network further out into under-served neighborhoods.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Davy Mayer (D6): Metro is on track to convert most of its fleet to electric / hybrid. The city is also working to do that with it's auto pool. All of our transportation "alternatives" are low (or zero) emission, which is yet another reason to work to make those primary modes of transportation for more people.

Furthermore, we need to take a hard look at our addiction to road construction and never-ending maintenance. Where can we narrow streets and reduce impermeable surfaces? What projects are overdesigned and can be scaled back? What parking lots are half-empty most of the time and can be replaced with greenspace?

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Davy Mayer (D6): These two values do not have to compete. I support historic preservation where the merits are clear and the requirements have been met. District 6 has a great many sites primed for development that do not infringe on historic districts or landmarks. And things like ADUs can allow for a gentle increase in density of historic districts without harming the character.

We need to fight against the disingenuous "weaponization" of the Landmarks Ordinance to block development, such as what happened with the Filene House. This only dilutes the intended purpose of the Ordinance of preserving legitimate landmarks.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Davy Mayer (D6): Our zoning should be followed, not only by developers but by alders and decision-makers. We create zoning so that there's a clear signal to developers about what can be built on a parcel without mystery. It's not reasonable to fight building proposals that fit zoning. I will approach all development proposals with an open mind and find ways to get to "yes." I will work with neighborhood organizations to make good proposals better and compatible with their surroundings.

Affordable housing on the isthmus will not be built without subsidy or other incentives. We need to increase the affordable housing fund to help these projects get built in District 6. Affordable housing isn't only measured in rent. Placing such housing on bus lines (and especially BRT) will help people to live car-free, which is another factor in affordability.

Besides the obvious need for rentals at all pricepoints, we also need to build more owner-occupied housing. There's no more room for single-family detached houses on the isthmus, but we can look to condos, townhomes, co-ops and other forms.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Davy Mayer (D6): Yes. Private car-ownership among younger generations is declining. The advent of self-driving cars will further erode the need to keep a car stored for 23 hours per day. And continued growth of our bus system will also ease car-dependency.

Yes. There exists a class of small developer who would build such duplexes and four-units that are common in parts of our city but were last built in numbers decades ago (my parents live in such a one). This could be yet another tool in the dozen we need to address the housing shortage.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Davy Mayer (D6): I want to see transportation “alternatives” become primary modes of transportation for more people. I’m excited to see if BRT can fulfill what it has promised. I’m cautious about the Metro Redesign and will want to see what tweaks it needs as changes are rolled out. We need better links to the outer suburbs and more development along buslines so that people can rely less and less on private car ownership.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro’s quality of service?

Davy Mayer (D6): We need to seek out more federal funding. We should look at diverting funds designated for road construction (though that is capital vs. operating budget). We should NOT increase fares wherever possible, though we could seek more funding from UW-Madison and other large organizations who supply employees with monthly passes.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Davy Mayer (D6): This is a big concern of mine, along with the fall of local taxi companies, some of which provided paratransit for people with wheelchairs. We need to scrutinize bus usage once the redesigned routes are implemented and be ready to make adjustments where needed.

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District 6: Marsha Rummel

How candidates move around the city

When was the last time you took the bus?

Marsha Rummel (D6): Before the pandemic I occasionally took the bus to go downtown for city meetings or for fun. Now that I can't work remotely anymore, I drive because it takes 12-15 min to drive versus 45-60 min to take a bus.

When was the last time you rode your bike to work, to school, or for an errand?

Marsha Rummel (D6): Due to balance issues related to a medical condition, I do not bike.

What is the primary way you move around the city?

Marsha Rummel (D6): I drive or walk to neighborhood destinations.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Marsha Rummel (D6): Yes. I appreciate the work that went into updating our complete streets policy to pursue human centered streets and to acknowledge the needs of unprotected users and underrepresented neighborhoods. I support safe and livable streets. It is vital that the streets are truly shared streets. Our priority in the past has been to move traffic as quickly as possible. Let's make it our priority that we move people as safely as

possible. Our streets are not now and should not become highways in the central city. Drivers will be inconvenienced. We have too many cars on the road given the conditions that exist in the center city, and we need to start saying that rather than apologizing for the slow traffic.

I support investing in neighborhoods to repair the harm of racial disparities, lack of street and transit connectivity, and disinvestment. I support planting canopy trees and meeting the 40% tree canopy coverage goal for each neighborhood.

I also appreciate the assertion that the Transportation Commission will revisit the policy annually to keep up with best practices.

The isthmus is identified as part of the Transit Oriented Development overlay and in the Complete Green Streets transit priority network. It is a place where more residential density is encouraged. But unless there are sufficiently wide street terraces, residents living in these new developments and in the central neighborhoods of the city will be deprived of the benefits of urban canopy trees: the cooling, absorption of air pollutants, capture of rainwater and traffic calming.

If I am elected, I will encourage the Council to consider creating another overlay that will address the unique challenges required to retrofit older neighborhoods to ensure we can plant more canopy trees and create the opportunity to test engineering options like Silva Cells in streets with narrower terraces, use suspended pavement and permeable pavers in flex spaces/parking lanes, and other strategies. I will also encourage the Council to ask the Transportation Commission to establish standards and funding options for partial undergrounding of high voltage lines to expand tree species options. I will also support the creation of climate and flood resilient policies. We need to be thinking about this now.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Marsha Rummel (D6): East Washington is one of the most dangerous streets in the city. Residents living in the new residential towers along E Washington in D6 face potentially more pedestrian and bicycle conflicts as people attempt to cross this major arterial to go to the grocery store, entertainment venues, parks, and jobs in this corridor— or simply to visit their neighbors. As we create new neighborhoods and new destinations in these high-density corridors, we need to take pedestrian safety far more seriously. Pedestrians are at risk in crosswalks. Drivers ignore the push button flashers and turn corners without watching for pedestrians, even at traffic lights. Crossings are too short for many people

to make it across the streets downtown. It's as if the city is trying to kill off its dedicated pedestrians.

The Vision Zero efforts of reducing speed limits has helped a little but with BRT coming, more people will be trying to cross the streets to get to bus stops. In the long term, it would be great if we could convince the state to reroute Hwy 151. In the last year, MPD has stepped up traffic enforcement, but it appears to be intermittent. Residents from Blair St to Hwy 30 regularly complain about dangerous speeding on East Washington.

The other D6 major arterials - Williamson, Johnson and Gorham all pose safety and safe crossing challenges for pedestrians and bicyclists. Willy St businesses have also been victims of car crashes. I would ask staff to investigate, again, whether we can make the Johnson Gorham pair into two way streets.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Marsha Rummel (D6): District 6 has a lot of low-stress streets, but many of these streets remain dangerous bike routes. We have been experimenting with bike boulevards, but cars are not excluded. We need more bike boulevards — designed for commuting on bike. The transition and routes through Monona, used by many residents, are very very dangerous and not safe for commuting. We need to continue to push Monona into bike commuting safety. I would gather feedback about any gaps in the district or connections to other parts of the city to determine if more changes are needed. The reconstruction of Atwood is coming soon with changes to bike networks and the street geometry at Atwood and Oakridge that may take time for users to adapt to. Disruption of commuter paths should be made minimal (and pedestrian walkways created during construction. Not everyone crosses the street easily)

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Marsha Rummel (D6): I support city initiatives to decarbonize our fleet by purchasing new city vehicles that are electric or hybrid electric vehicles and using renewable fuel sources. The city should model the changes we are asking the public to adopt. I support electric BRT buses. As people purchase more electric vehicles, we will need to establish

programs to recycle lithium ion (Li-ion) batteries and scale up efforts to reuse EV batteries to offset the environmental and human rights impacts of mining lithium, nickel and cobalt. The batteries also threaten to leave a mountain of electronic waste as they reach the end of their lives.

We need to incentivize not using cars. The City could consider city center congestion fees or implement alternate day driving and investigate low cost/free transit and find ways to further subsidize public transport to offset reducing fares. Large employers should be approached to contribute to a fund that can be used to support our transportation network. Local businesses need to encourage the shift to sustainable transportation models like public transit, carpooling/vanpooling, biking and walking and allow telecommuting to reduce single car occupancy trips. We need to make sure BRT actually acts to encourage bus use.

Let's also not forget that urban canopy trees are a carbon sink! We need them in every neighborhood— and we need to take down fewer trees.

Amtrak!

To meet the city's climate goals of 100% renewable energy and net zero carbon emissions, we need to rethink everything that we do, from reducing use of concrete, to supporting electric vehicles(EV), while decreasing overall car use, to making energy production fully renewable, to improving public transportation, to expanding urban tree canopy, to supporting local and urban food production. We need to step up our deadlines if we want to stop the world from burning.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Marsha Rummel (D6): I would apply the historic district standards when applicable since they supersede zoning per MGO 41.03 (2) "Conflicting Regulations. Where the regulations imposed by this ordinance are either more or less restrictive than regulations in other ordinances or laws, including Chapter 28, MGO, the regulations which are more restrictive or which impose higher standards or requirements shall prevail, unless an exception to this provision is specifically noted."

I believe we can have new development that meets our historic district standards and adopted plans. I support appropriate infill in historic districts. I believe in early engagement with the developer, residents and city staff to work collaboratively.

During my previous service as D6 alder, I was one of the alders who initiated a review and update of our historic district ordinances.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Marsha Rummel (D6): I plan to focus on ensuring affordable housing in the range of 0-60% AMI since that is the hardest to provide. The private market has provided new rental units generally at the high end of the market, 120% AMI and above. Section 42 tax credit housing often provides more workforce housing in the range of 80-120% of AMI.

I believe the city needs more affordable housing options that are non-market based. I would fund community partnerships with nonprofits and limited equity cooperatives, use land banking and land trusts, expand down payment assistance and lease to own programs, and build more mixed income public housing. The Community Development Division should require 99 year deed restrictions when the City gives grants for affordable housing. The City could act as a public bank and provide lower interest rates for non-profit and for profit developers.

The City should review and amend TIF policy to prioritize funding more affordable housing projects. I would encourage public investment in multi-family owner occupied housing to build generational wealth instead of focusing on subsidizing single family homes in order to help more people. The private market is not meeting the demand for new owner-occupied housing in the core built areas of the city.

The City or our non-profit partners should buy and deed restrict naturally occurring affordable housing. We should use the bonding authority of CDA or partner with a community development entity with this authority to build more mixed income housing.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Marsha Rummel (D6): Yes. I believe the city has already eliminated many parking minimums in most zoning categories and changed the single family and mixed use zoning to increase what can be built by right. I am in support of changing the definition of family in the zoning code to make equal standards for rental and owner-occupied housing. I also support allowing ADUs and duplexes in single family zoning parcels.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Marsha Rummel (D6): I support the changes. We need to focus on carpooling, vanpooling, public transit, bicycling, walking, telecommuting, and work schedules that reduce individual vehicle trips and promote alternatives to single-occupant vehicle use, especially at peak commuting times. I look forward to improvements in transit service, routing, and equitable access. It will be important to track feedback to ensure service covers the city in ways that support greater use of public transportation. In many cases the BRT, despite shortening the actual ride, will add longer walking times. We need to track how and by whom the new system is used. Adding the north-south routes to BRT is key to the success of the system changes. Amtrak!

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Marsha Rummel (D6): Ideally the state legislature would support the formation of a Regional Transportation Authority to allow Madison and surrounding communities to form an RTA and collect ½% sales tax to fund a regional transportation authority. Federal money has increased during COVID but it is unclear, due to gridlock, if that will be reliable. We might want to pilot membership programs—essentially monthly fees that are tiered to encourage donations.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Marsha Rummel (D6): Paratransit services have been cut in recent years adding concern about access for riders with limited mobility. We must work with county and state partners to increase funding for paratransit services. Increasing the distance between stops has been a key proposal of Metro redesign as a way to improve equity for the system overall but there will be tradeoffs for some riders. I would continue to track feedback. We have to also be aware that added walking time is a burden to our aging citizens, especially in our increasingly icy winters. We might find that the BRT actually shifts our aging residents back into their cars— certainly not the intended goal.

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District 9: Nikki Conklin

How candidates move around the city

When was the last time you took the bus?

Nikki Conklin (D9): 20 years ago. As a single mom of 3 kids and due to limited bus schedules, it hasn't been a possibility for my family. However as Alder I have voted in favor of Bus Rapid Transit and I want to see our public transit system improved.

When was the last time you rode your bike to work, to school, or for an errand?

Nikki Conklin (D9): In District 9 it is unsafe for biking. Cars drive way too fast.

What is the primary way you move around the city?

Nikki Conklin (D9): Car

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Nikki Conklin (D9): Yes, We need to give more incentives if we want folks out of cars and in other modes of transportation.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Nikki Conklin (D9): Tree Lane, the whole road. People fly up and down on the road. Many constituents are concerned about their safety on this road. There are 2 4-way stops on that street. Many times folks don't even stop at the stop signs and folks are scared they may get hit by a non-stopping car while walking their dogs. Walnut Grove Park sits on Westfield road which intersects with Tree Lane is also a problem road. I have supported projects to add speed bumps on Westfield Rd around Walnut Grove Park to help ensure the safety of our residents.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Nikki Conklin (D9): I don't see any bike stations/ E-bikes stations on the west side of Madison yet. Just having them downtown is not equitable for low-income folks, or folks with children. We need to have bike stations all around the city so we could pick up and drop off anywhere we may be.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Nikki Conklin (D9): First off, we need to electrify the whole transit system. Last spring, I sponsored and helped pass a resolution to authorize the purchase of 46 more all-electric buses. We should also continue making Madison more walkable and bikeable. At the city level we are increasing access to EV charging stations and we need to also increase solar so the electricity being used is clean energy.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Nikki Conklin (D9): I believe the problem is that ordinances need to be rewritten. There is a problem in the wording and vagueness of the ordinance. It should be looked at and done correctly. I think that is the problem “significant” is subjective. What is history to one person or group, could be racism to another person or group. Not all history is good history.

Housing Affordability:

Question: The City’s 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Nikki Conklin (D9): I serve on the CDBG (Community Development Block Grant) Committee. I support projects with Mixed Income housing options. I support projects for low-income and folks of color, as well as homeownership programs. We have to educate people in building generational wealth.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Nikki Conklin (D9): Yes we need to develop additional affordable/low-income and accessible housing throughout the city. This includes new city housing especially in areas accessible to transportation, jobs, green space, and food. We should focus on making our whole city more walkable and bikeable so cars are less of a necessity.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Nikki Conklin (D9): Yes, I have voted in support and in favor of the TDM & TOD. I think this is significant work that the city is working on by putting the best public transportation in the highest density and highest population areas, but also making it more convenient and accessible for all folks to enjoy around the city.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Nikki Conklin (D9): As for sources of funding, I support progressive local taxation so those who make more, will pay more.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Nikki Conklin (D9): I think the city could have done a better job by involving the most limited mobility folks more. Having their voice at the table. More outreach was needed. Now the city will never be able to make everyone happy. There are certain stipulations that have to be in place so on and so forth, I believe there should be more education around processes and procedures.

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District 10: Yannette Figueroa Cole

How candidates move around the city

When was the last time you took the bus?

Yannette Figueroa Cole (D10): ummer, my time is limited. I don't travel much within the city, but tools like zoom have increased accessibility to people and reduced travel needs.

When was the last time you rode your bike to work, to school, or for an errand?

Yannette Figueroa Cole (D10): Summer to go downtown

What is the primary way you move around the city?

Yannette Figueroa Cole (D10): I work from home most of the time; I went to the office three times last year, but when needed, I moved around primarily by car. For decades we were a two-car household. About two years ago, we leaped into a single-family car, reducing our car care expenses, gas use, and insurance cost and contributing to the reduction of greenhouse gases.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Yannette Figueroa Cole (D10): We implemented this policy recently, and I have been a fearless supporter of moving towards infrastructure where the right of way decentralizes

vehicles and is intentional in making streets accessible to all transportation methods and people of all abilities.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Yannette Figueroa Cole (D10): A project was adopted last year to make Hammersley Road more accessible to pedestrians and bikers and to reduce reckless speeding. Other streets that I would like to prioritize in district 10 are Raymond Road, Nakoma & Seminole Hwy. These roads impact multiple schools and have high pedestrian and biking usage, but their infrastructure favors cars over other commuting methods. We must continue to make changes to the existing infrastructure and increase public transit options to connect us within the city and surrounding municipalities.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Yannette Figueroa Cole (D10): Seminole Hwy is less than a mile from the Cannonball Path bike path hub connection, but access to it from Seminole is dangerous, especially for young children and families, and there needs to be a clear link between the path and nearby parks. I will leave the design solutions to the experts, but this is another area that requires City and County resources and collaboration. I will continue to be an advocate, and I support funding solutions that build better connections.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Yannette Figueroa Cole (D10): By continuing to build a reliable public transit system that makes it less practical to use personal vehicles, by supporting housing density near

existing services, and by investing in green spaces that are welcoming, inclusive and provide the opportunity for healthy activities and community building.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Yannette Figueroa Cole (D10): Historic preservation is a shared responsibility that I hold with great regard. We need sustainable housing that meets the needs at all levels, from low income to affordability to market rate, and inclusive housing opportunities that welcome multi-families. Both requirements are equally important, and neither has higher significance than the other. However, our city values demand that all of us center decisions on equity and inclusion, not on fairness or personal interests. That is why I wholly support Transit Oriented Development. It opens opportunities for more people to share the privileges and amenities that many established neighborhoods already enjoy, such as access to prime transit.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Yannette Figueroa Cole (D10): We need housing at all levels, and we need to increase the multi-family unit stock. The city can only influence private developments if the city supplements the project funding. We need to strengthen partnerships between the city and county to increase the affordable housing fund, eliminate silos, and come together to create solutions that attract private sector investments. We must advocate, support and fund other solutions like cooperatives and land banking programs.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking

minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Yannette Figueroa Cole (D10): I kept my campaign promise of removing systematic barriers intended to further marginalize those needing our help the most. Zoning is a tool used to maintain order, but it has also been an effective weapon against equity and inclusion. In 2023, with all the readable information and housing as a human rights advocacy, there is no excuse to continue ignoring zoning rules that further harm our residents. Together we can write these wrongs, which is why I support zoning code revisions centered on equitable and inclusive practices.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Yannette Figueroa Cole (D10): Yes! My voting record reflects my strong support for BRT, TDM, TOD, and Safe Streets; all working to create an ecosystem that deprioritizes vehicles and maximizes safe access to other transportation methods like busing, biking, and walking. In the future, I would like to see more electric buses and additional funding investments toward the addition of frequent access routes.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Yannette Figueroa Cole (D10): We must continue to invest in renewable energy to lower the cost of fuel. Education and promotion of the benefits of public transit are essential when attempting to increase revenue. Increasing partnership with state officials to facilitate access to state funding is equally important. I will continue to educate and prioritize people's essential services, especially services that directly impact People's health and safety, such as transit.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Yannette Figueroa Cole (D10): Paratransit is essential and, by law, is required to provide services to those eligible. The program is integral to the metro redesign process, ensuring that those with limited mobility receive the needed services. Metro's routes have remained the same since the 1990s; with the redesign, we are reaching people who didn't have access to Metro. Paratransit will continue to be a powerful tool in supplementing existing and future routes.

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District 11: Bill Tishler

How candidates move around the city

When was the last time you took the bus?

Bill Tishler (D11): I mostly work remote in my home office and have not taken a bus since the start of the pandemic.

When was the last time you rode your bike to work, to school, or for an errand?

Bill Tishler (D11): November before the weather got cold and icy. At my age I don't feel like falling.

What is the primary way you move around the city?

Bill Tishler (D11): Prius, bike, or walking around the neighborhood. My family members all take the bus or ask me to give them rides.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Bill Tishler (D11): Yes

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Bill Tishler (D11): I am hoping to make Odana, Toykay, Segoe, Regent, Mineral Point, and Midvale safer for pedestrians and bikers to cross. We already have funding for a dangerous intersection on Whitney Way. I was able to add a crossing guard at Segoe before the start of the school year but lost a crossing guard at the corner of Midvale Blvd and Mineral Point Road because too many parents and children were afraid to cross at that intersection.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Bill Tishler (D11): District 11 has bike paths running east and west but we need a safe bike route running north to south that connects the bike paths. This might mean we remove on street parking on a busy street to make it safer to bike.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Bill Tishler (D11): Encourage more business to support remote workers and create local grocery stores and childcare center. I work in a department where over 70% of the employees work remote.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Bill Tishler (D11): There should not be a conflict between preserving our past and finding housing for people. We need to encourage developers to consider adaptive uses for historic structures in Madison.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Bill Tishler (D11): Work with developers to make buildings taller so those additional floors can be used for affordable housing.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Bill Tishler (D11): I would not support eliminating parking minimums for those needing to transport young children and infants around Madison. It is not easy bringing a stroller onboard a bus before 9:00 am or after 4:30 pm.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand

Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Bill Tishler (D11): I support Madison transit plans and hope we can complement the service with highspeed train service to Madison. I would also like to see light rail in the city of Madison. We have the tracks and the stations identified.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Bill Tishler (D11): Create park and ride lots on the edges of our city to encourage those who drive in from neighboring areas to not park close to the city center when taking the bus. Perhaps charge for these lots and use the money to support the bus routes.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Bill Tishler (D11): In my district, I am working to increase the number of sidewalks so residents don't have to walk in the streets to get to the nearest bus stop.

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District 12: Blake Alvarenga

How candidates move around the city

When was the last time you took the bus?

Blake Alvarenga (D12): Today

When was the last time you rode your bike to work, to school, or for an errand?

Blake Alvarenga (D12): 2017

What is the primary way you move around the city?

Blake Alvarenga (D12): Bus Monday-Friday, 50/50 bus/car on weekends

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Blake Alvarenga (D12): Yes. Cars are not the future of Madison, it is not sustainable.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Blake Alvarenga (D12): Commercial, Packer, and East Wash. We need to work with state and city departments to perform traffic calming and shift from punitive enforcement to passive processes that will slow and make traffic safer for everyone.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Blake Alvarenga (D12): We need to fix the route to the airport and assist neighborhoods on the north side near Warner Park to access the rest of the city by bicycle.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Blake Alvarenga (D12): We need to work towards moving away from ICE vehicles and enabling greener technologies where pedestrian, mobility device, and pedestrian traffic cannot meet transportation needs. Electric buses, rail, public and private EV charging initiatives are the way forward.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider

when balancing new development against preservation, and how much weight would you give to the different factors?

Blake Alvarenga (D12): I recommend any and all communities work towards protecting their landmarks today. To my knowledge, no potential landmark designee has been submitted since 2013 that was not in the way of a development. Culture can and should be important, but NIMBYism has no place in policy decision that will improve Madison.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Blake Alvarenga (D12): We need to work with developers and communities to continue to build robust dense housing that will foster a Madison that can sustain strong public transit in every neighborhood.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Blake Alvarenga (D12): Yes. If Madison does not take on zoning reform, we are doomed to inescapable and unsustainable housing price increases. Zoning reform should be thoughtful and purposeful, but also aggressive to safeguard the future of Madison's future.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Blake Alvarenga (D12): Yes, I want to see current transit succeed and continue to receive support. I also want to BRT expand to the North and South of Madison as well the surrounding areas.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Blake Alvarenga (D12): We should find non-regressive taxable revenue to shore up public transit.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Blake Alvarenga (D12): We need to make more walkable, bikable, and mobility device inclusive streets. When we talk public transit, we cannot exclude equity from the equation. I would like to see the current bus redesign expand as housing density increases fund additional property tax revenue.

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District 12: Victor Toniolo

How candidates move around the city

When was the last time you took the bus?

Victor Toniolo (D12): October 2022

When was the last time you rode your bike to work, to school, or for an errand?

Victor Toniolo (D12): September 2022

What is the primary way you move around the city?

Victor Toniolo (D12): Winter - Mini Summer - scooter

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Victor Toniolo (D12): Absolutely. It's far too easy to find free or cheap parking for single occupancy vehicles. I lived on the capitol square for over a decade and still visit downtown. The deck is stacked too far towards car drivers.

There is plenty of space in district 12 for vehicles to park and ride. This would reduce traffic and the need for parking on the cramped isthmus.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Victor Toniolo (D12): I've spoken with potential constituents in the Hawthorne and Sherman neighborhoods and would eliminate some of the uncontrolled intersections there.

I would work with MPD to focus more enforcement on Packers Ave, where drivers routinely go 55 in the 35 mph zone. I myself either cross or merge onto Packers from 6th Street every day

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Victor Toniolo (D12): I would like to add bike traffic signals to all intersections of Starkweather Creek Path (and Cap City) in order of bike and pedestrian traffic. They are successful at first street and S Blount. Removing uncontrolled intersections increases safety and confidence in the network.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Victor Toniolo (D12): Buy the rest of the all electric BRT buses and replace all metro buses with full electric. Reduce coal dependence by fighting rural NIMBYS who oppose wind and solar farms. Make smart decisions about removing green spaces and add them wherever possible. The new BRT building will have a lot of roof for solar panels and plantings.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Victor Toniolo (D12): I am for historic preservation when it is done in good faith, but timing is the biggest factor I would consider. I would oppose any historic preservation that was brought to the council after a development had been proposed. These bad faith submissions are weaponizing and ultimately weakening the historic preservation ordinance and landmarks commission.

Historic standards need to be analyzed independently so the public can offer legitimate input outside of their opposition to specific development proposals

Housing Affordability:

Question: The City’s 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Victor Toniolo (D12): Focus on the extremes. The most recent housing data shows the largest deficits are for high end housing and for affordable housing for those making less than 30% AMI. I would increase the city’s affordable housing fund and narrow the focus to developments that include minimum numbers of units for the poorest renters. I would push for true high end housing and not lipstick on pig “luxury” units. There are many high earners that want actual quality apartments and are willing to pay. Then the process of filtering can begin, increasing housing options for everyone else.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Victor Toniolo (D12): I support all upzoning and removal of parking minimums, especially in the identified TOD overly districts. Higher density and more units improve

housing options, lower rents and property taxes, and increase available funds for all city programs.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Victor Toniolo (D12): Yes I fully support BRT and the metro redesign, and would push for expansion of BRT to include a north/south route.

I strongly support TOD zoning changes and upzoning of all kinds. This helps create ridership that will allow future expansion of bus services in Madison.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Victor Toniolo (D12): All city services depend on tax dollars. Allowing more higher density development increase the city's tax base so fewer compromises will need to be made. It will also reduce the need for borrowing. Money spent on debt service is money not spent on other city services.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Victor Toniolo (D12): I believe that longer distances were a compromise that was needed to improve overall bus service. Those unable to make it to a bus stop have options, especially those eligible for paratransit services like group access.

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District 14: Noah Lieberman

How candidates move around the city

When was the last time you took the bus?

Noah Lieberman (D14): In Madison, it has unfortunately been a couple years for me. My wife takes the bus frequently to get from our house to the university and hospital areas, but the way our transit system is set up, it isn't a viable option for me to get to work in Verona. I would love to expand the scope and frequency of our neighborhood routes so that we can get folks onto our major routes more easily.

When was the last time you rode your bike to work, to school, or for an errand?

Noah Lieberman (D14): I rode my bike to the grocery store back before the winter weather started.

What is the primary way you move around the city?

Noah Lieberman (D14): I primarily drive my car right now. I have been saving to buy an electric cargo bike this spring so I can rely less on my car once the weather gets better.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Noah Lieberman (D14): Yes. Our infrastructure has long assumed travel by car as the dominant (and sometimes only) mode of transportation for residents. We subsidize

parking for cars, design our roads to accommodate behemoths of vehicles which have no conceivable use for day-to-day drivers, and generally shunt pedestrians and bikers to the margins of our public spaces. This has a devastating impact on the environment (since private vehicles are a chief contributor to our city's carbon footprint) and on our local communities, which are often relegated to be nothing more than throughways for commuters. In my neighborhood, the car-centric designs of Moorland and Engelhart Rd have some families too afraid to let their children play outside, walk to the park, or even wait for the school bus. A more pedestrian-oriented design would encourage better use of our space, stronger bonds between neighbors, and a more healthy and happy community. I will seek to complete our transition to green streets, designating more spaces to be open only to local traffic or completely inaccessible to cars. I will also make sure the comfort and safety of those who travel on foot or bike is front of mind for any new street design.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Noah Lieberman (D14): As I said above, Moorland and Engelhart are prime examples of roadways which are simply too dangerous for bikers and pedestrians as they are currently constructed. Speed limits have been lowered on both of these roads, but reckless driving persists. Part of this is due to those who simply don't care about speed limits, but another component is that speed limits can only do so much good if the roads themselves encourage drivers to go far faster than they should. Streets like these with wide lanes, limited sidewalks and bike lanes, and no speedbumps or stop signs subconsciously signal to drivers that they aren't residential streets but busy thoroughfares. It doesn't matter what the speed limit sign says - If everything your eyes are seeing make you think you have the whole road to yourself, you're going to drive faster. Our next phase of this project needs to involve more physical design changes - More stop signs, continuous raised crosswalks, protected bike lanes, smaller lanes for cars, and other infrastructure changes that will force cars to slow down on these roads. No one should lose a loved one to a traffic incident that could have been completely avoided through these small changes.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do

you see major gaps in this network and how would you propose to fix these gaps?

Noah Lieberman (D14): South Park St is probably the most notable area in need of bike infrastructure improvements in District 14. While the shoulders are wide, there is not a dedicated bike lane for most of the street, meaning cyclists have to weave in and out traffic when cars are parked in the shoulder (as they often are). There are also some dangerous intersections where right turning traffic has to cross over the bike lane/shoulder to make their turn (Fish Hatchery-Park is a big one when going south because cars turning onto Fish Hatchery basically collide with any bikers going straight). Most drivers are not looking for cyclists when they move into these lanes and do their right turns, which leads to more incidents and close calls. Dedicated, protected, and highly visible bike lanes down the entirety of S Park St would resolve a lot of these concerns and open the corridor up to more than just cars. I would also like to see more protection and signage on the Capital City Trail where it intersects with roads, since cars are not always as attentive as they should be when bikes are crossing.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Noah Lieberman (D14): The simplest answer is that we just have to take cars off of the road any way we can. The more commuters we can get into BRT or e-bikes as opposed to private cars, the more we will reduce our carbon footprint as a community. I think all of the changes outlined above will make those more convenient modes of transportation, and will help move us towards a greener future. I also think that we can reduce transportation emissions through smarter design of our neighborhoods. There are definitely some walkable areas of town near the university or capital square, but too many of our outlying neighborhoods (such as mine) have no restaurants, grocery stores, or other essential businesses within walking distance (or do not have the sidewalks necessary to make it a safe journey). We should be building fully mixed-use neighborhoods, where residential and retail are within walking distance of each other, so that folks can get everything they need without hopping in a car. This would also build a greater sense of community in our neighborhoods, and provide more opportunities for new small businesses.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Noah Lieberman (D14): I will always prioritize new high-density housing, especially affordable housing, in these types of discussion. While we do not want to erase history or the entire character of a neighborhood, the fact remains that many of these petitions to preserve “historically significant” buildings have been bad faith moves by NIMBYs to prevent new housing development by any means possible. Ideally, new housing development would be mindful of the history and character of their neighborhoods, trying to match the aesthetics of surrounding buildings or paying homage to what came before. I would also give extra consideration to petitions to preserve locations significant to the marginalized communities in our city. But the top priority always has to be addressing the dire lack of housing in Madison, and that will always be the chief concern in my mind.

Housing Affordability:

Question: The City’s 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Noah Lieberman (D14): First off, I will pursue zoning changes that allow for widespread development of multifamily housing throughout the entire city. Increased supply will drive down prices across the board and requires less direct financial support from the city than other policies. I will also work to make sure funding and incentives for below market rate housing is preserved in our budget, even with the upcoming shortfalls. Lastly, I will work with nonprofit developers to reduce the number of hurdles for them to build new affordable housing projects. But a fight for affordable, quality housing is not just relegated to new development. As a member of the Landlord Tenants Issue Committee, I’ve seen the challenges low-income renters have in finding not only affordable housing, but affordable housing that delivers acceptable living conditions. Our city is plagued with profit-driven landlords who do not live in this city, are not responsive to tenants’ needs, and jack up rent prices to an absurd degree. I support the current city initiatives to build more affordable housing, but I also acknowledge that our current plans do not do enough to tackle this problem quickly. Unfortunately, preemptive laws from the Republicans

in the legislature tie our hands from taking the most drastic and effective measures as a city - we cannot limit rent increases, we cannot sanction landlords for bad behavior except in the most egregious of circumstances, we can't even ask for more data on their occupancy rates and prices. However, the power that has been stripped from the council has not been stripped from the people. A core plank of my platform is having the city help renters organize a tenants union, which can use the collective power of tenants to demand more affordable rents and better living conditions. While the city cannot actively run this union, it can provide resources, connections, and publicity to an organization, kickstarting the process and helping deliver results for all renters.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Noah Lieberman (D14): Yes. First off, any changes we can make to expedite the development of multifamily housing is a win in my book. But to these specific changes, I think that removing parking minimums is a great way to reduce hurdles for new housing and encourages a less car-dependent transportation framework in our city. And allowing multifamily housing to be built by right removes the need to go through additional permitting processes that slow down development. The crisis with affordable housing is not some nebulous concern in the far off future for Madison - It is here now and demands immediate action. I will consider any policy that speeds up our solution to this problem and delivers immediate relief to those facing housing insecurity.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Noah Lieberman (D14): Yes. I absolutely support the Bus Rapid Transit system and the Transit Oriented Development zoning changes. Affordable housing is my number one issue, but expanding public transit is close behind, because the two issues are so interconnected. In order to have high density, affordable housing be attainable across

the city, we need to make sure that convenient public transportation is also available throughout the city. If there is one problem I see with the metro transit redesign, it's that we are still not going into neighborhoods with nearly enough frequency. I would like to cut the time between buses to at least 20 minutes, if not lower, so that transfers between these routes are more frequent. This will reduce total ride time considerably and make our bus system a true door-to-door alternative to driving for everyone in the city.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Noah Lieberman (D14): I would reallocate funds from car-centric development projects (such as new parking decks or widening roads) to our transit system. I would also look into a more progressive wheel tax for personal vehicles that charged more based on the value of the vehicle and its environmental impact (both in terms of emissions and construction) to both close the funding gap and encourage more ridership.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Noah Lieberman (D14): In the short term, we need to invest in our pedestrian infrastructure to make sure that the stops themselves are accessible to those with limited mobility. Even if your nearest stop is close by, if it is not accessible through an easy pedestrian path, it won't do these riders much good. In the long term, we need to increase the frequency and number of neighborhood routes so that folks do not have to travel great distances just to get on the bus. I'd also like to work with County officials to see if expansions to their OATA program would be a good interim step in this process.

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District 15: Brad Hinkfuss

How candidates move around the city

When was the last time you took the bus?

Brad Hinkfuss (D15): About 2 years ago.

When was the last time you rode your bike to work, to school, or for an errand?

Brad Hinkfuss (D15): Early winter 2022.

What is the primary way you move around the city?

Brad Hinkfuss (D15): For work, I move around by car. This is mostly the result of managing 33 properties of supportive housing that are scattered around the city. In the past - and for other employers - there were many years where I biked year-round. For personal transport outside of work, I frequently move around by bike.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Brad Hinkfuss (D15): Yes, I am committed and excited about the Complete Green Streets initiative. This represents a bold transformation of the way we think about our public right of way and how we move through those spaces. When fully realized, I think that people will truly appreciate the benefits implicit in this approach since they directly address some of the environmental and safety concerns that many people have

shared with me while knocking doors and participating in interviews. In all honesty, I also recognize the challenges involved in implementing this policy. There will be some resistance to these changes. My job as an elected leader will be to listen to all the interests involved and not unduly discredit or ignore some peoples' concerns. It will be important to look at the particulars of each situation. There are times when a significant reduction in road space makes sense - such as the rework of Atwood Ave that will start in early 2023. There are other times when the automatic reduction of parking might create a major hardship for a business district or neighborhood. These decisions should be made through the lens of Complete Green Streets, but also in consideration of local variables and interests. Compromise is often the best way to not leave anyone behind.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Brad Hinkfuss (D15): My priority roadways and intersections include the following, not necessarily in this order: 1) The intersection of Buckeye Rd and S Stoughton Rd, which has the awful listing for the most intersection crashes in the city. 2) Similar to 1, above, the intersection of Pflaum and S Stoughton Rd. 3) The intersection of Cottage Grove Rd and Monona Drive 4) The intersection of N Fair Oaks Ave and Milwaukee St. 5) The intersection of E Washington Ave and North St/Milwaukee St. The City of Madison has the data that shows us where the danger occurs. The best time to rework an intersection is during its reconstruction, when the Transportation Engineering Department can be engaged in a more comprehensive redesign that prioritizes safety based on the history of injuries and crashes. If reconstruction is not immediately in the future, then a wider range of meaningful interventions must be considered. This can include everything from traffic calming features, to stronger enforcement, to the addition of separated facilities.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Brad Hinkfuss (D15): One of the major gaps that I see in D15 is the lack of good connectivity between the southern part of the district, the Glendale and Lake Edge Neighborhoods, and the better dedicated paths in the Eastmorland and SASY areas.

The addition of dedicated lanes to Monona Drive was a good start, but that link is still incomplete. Even when it's done, many bikers will be afraid to ride on such a busy street. Better linkages through the neighborhoods should be part of the solution, as well as an exploration of ways to make the Monona Drive route more viable (including during winter, for example). Another gap or series of gaps exist in that there are few safe ways for bikers to cross S Stoughton Rd. The crossings that do exist occur at the very intersections that are the most dangerous in the city. These gaps exist on the eastern edge of D15 and not wholly in the district, so a collaborative approach will need to be taken with adjacent districts. Additionally, since this is a US Highway that carries both regional and local traffic, it may be eligible for more funding to address the shortcomings. Note that an earlier study and the associated improvements were delayed in 2017 due to shifting state budget priorities. Lobbying at the state level to elevate this work is in order.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Brad Hinkfuss (D15): Reductions in greenhouse gas emissions from transportation can only realistically come from a series of measure that address different pieces of the problem. The city has started down this path to some extent, but must maintain this commitment. The following steps will help achieve this goal: 1) Bus Rapid Transit (BRT) - In order to reduce single user vehicle trips, people must have a fast and efficient alternative. The BRT system is one such step, and potentially a very significant one. 2) Prioritizing the conversion of vehicles (including buses) from gas to electric, along with the associated infrastructure needed to support those vehicles. 3) The Transportation Demand Management (TDM) plan to reduce overall reliance on single user automotive trips. 4) Complete bike network gaps to make bike transportation a more obviously viable and safe alternative for the uninitiated. 5) Emphasize Madison's support for a passenger rail connection to Milwaukee, which could supplant a great number of automotive vehicles and trips every day. 6) Introduce surcharges for ownership of vehicles in excess of 1 that are registered within the city. 7) Redirect funding that would go to road expansion, and direct it instead to alternative forms of transportation and the associated routes. This can get difficult given the prerogatives of state and federal funds, but ultimately the reality that we create will reflect our prioritization of resources. That is how we got to the current situation of high emissions and greenhouse gases. Only a realignment of priorities and resources can change it.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Brad Hinkfuss (D15): The conflict between new development and historic preservation is a conversation that we should always embrace. The interplay should not be dictated by hard and fast rules because by fostering meaningful conversation about proposed changes, room may often be found for compromise. For example, integrating portions of historic structures into new buildings, or building new projects in ways that are architecturally sympathetic to historic styles. Setting the stage for a meaningful dialogue is the best way to make it happen. Another measure may embrace an index of change; that is, a given proposal for redevelopment would be assigned some measure of positive or negative weight depending on how much similar change has happened within a given radius within a certain number of years. This recognizes that change is inevitable to some degree, but that we can intentionally set the pace at which we encourage or disallow it to happen.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Brad Hinkfuss (D15): The city's primary investment focus must be at more affordable rates of housing. The luxury and market rates segments of the market are largely taking care of themselves under current market pressures. Where developers are not building things in sufficient quantity are the segments of housing for people who simply make below market rate incomes. Many service sector positions, for example, will never pay a median level income in a community with the high median income of Madison. Meanwhile, developers are not building much that would be affordable to anyone making a less than median income. City policy must intervene and support this type of housing more directly or an increasingly large number of people with even marginally lower incomes will have a harder and harder time finding housing that they can afford.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Brad Hinkfuss (D15): Yes, I feel that changes to zoning are one place that density and greater variety can be introduced across the city. The key is to implement such changes gradually so as to not allow the wholesale aggregation, razing, and redevelopment of established neighborhoods. Rather, changes should be introduced to allow incremental change so that the scale and rate of change does not happen too quickly. People almost inevitably find any quick change to be disconcerting.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Brad Hinkfuss (D15): Yes, I very much support the prerogatives of TOD and TDM. Madison needs this recalibration of our management and means of transportation. The current sense of normal that prioritizes individual auto trips for the majority of peoples' transportation needs is completely unsustainable. I feel that TOD and TDM are the first meaningful steps to invest in the infrastructure and the planning needed to prioritize alternatives. My vision for Madison's transit system is one in which there are multiple viable alternatives to move safely and efficiently throughout the city. This means meaningful investments in those options. The fast and efficient service envisioned with the BRT system is an excellent example, though the initial iteration of that system will reduce the depth of service to many neighborhoods. A fully built-out bike system is another example, where safe and dedicated paths and lanes create clear connections to all areas of the city. With a transit system that sees meaningful prioritization of alternatives, people will feel empowered to make different decisions about how they move through the city.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Brad Hinkfuss (D15): Ultimately, sustainable funding for an excellent quality of service will be the product of several things. One will be increasing ridership so that user fees help support the system. Another would be to explore road use impact fees for heavier users of the road system. The converse or impact fees could be the exploration of incentives for the use of alternatives, such as partnerships with employers. An expansive search of state and federal funding sources must also be part of this approach since such sources are very typically a big part of public transit systems.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Brad Hinkfuss (D15): There must be a parallel paratransit system to work in conjunction with the redesigned transit system. The needs for paratransit must be forecast in consideration of the redesigned Metro system. Some trade-offs will likely be required initially. A place to start may be reduced frequency of service. While less frequent service is a hardship, it is not as much of a hardship as no service whatsoever.

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District 18: Michelle Ellinger Linley

How candidates move around the city

When was the last time you took the bus?

Michelle Ellinger Linley (D18): I've used it within the last few weeks. My kids use it daily.

When was the last time you rode your bike to work, to school, or for an errand?

Michelle Ellinger Linley (D18): I cannot bike due to mobility issues. (I understand the need for multimodal options, but I want to add that not all folks can easily use bikes as transportation options.)

What is the primary way you move around the city?

Michelle Ellinger Linley (D18): I stay close to home. My kids' bus or walk to school, some family lives close by, and there are quite a few businesses within a half mile. I put around 3,000 miles on my car over the last year. "Around the city," I use a car, but I don't have a lot of necessity to leave the north and east side of Madison very often.

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Michelle Ellinger Linley (D18): Yes, absolutely. Prioritizing pedestrians, bicyclists, and public transit is core to my values around disability justice and socioeconomic justice

because of who is excluded from car-focused transit. Car owners skew more advantaged, so if we genuinely believe in closing our troubling socioeconomic & racial disparities, we can afford to inconvenience car owners to improve public transit, walkability, and biking. Besides, if we invest in the latter, those car owners may choose to forgo cars, benefiting our safety and environment.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Michelle Ellinger Linley (D18): Northport Drive should be a core focus for pedestrian and bicycle safety. Like many state highways in urban areas in Madison and Milwaukee, Northport Drive has been turned into a multi-lane thoroughfare - a stroad - that prioritizes speed for cars over safety. I want to see the Northside accessible for pedestrians and bicyclists, along with safe, since our district has many people who do not want a car or cannot afford a car. We need protected bike lanes and traffic lights alongside crosswalks at a bare minimum.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Michelle Ellinger Linley (D18): My district has or is near many green spaces with biking infrastructure. Still, a significant gap is a safe connection to areas closer to downtown that have a disproportionate number of jobs and other amenities that residents need. As mentioned, streets connecting the Northside to the rest of the city, like Northport Drive, need more than just a painted line to protect bicyclists from cars going 35-40 miles per hour. Our district needs protected bike lanes; otherwise, people will forgo biking outside of recreation because of a feeling too unsafe.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Michelle Ellinger Linley (D18): As implied in the question, we must move away from cars. Many Madisonians care about the environment and drive out of necessity. Many Madisonians, too, go out of necessity but don't have the means to sustain the costs associated with a car. So, a convenient biking infrastructure - for more than just recreation - and walkable neighborhoods, along with accessible public transit, are the best priorities we can invest in to address greenhouse gas emissions. They have the bonus of helping address our socioeconomic disparity and public safety.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Michelle Ellinger Linley (D18): The most urgent crisis is ensuring housing for all. Housing has been declared a human right, and it is, so we must do all we can to ensure that. Yes, increasing density and building up is part of that, along with zoning for duplexes, for example. But that doesn't mean we abdicate the responsibility of preservation entirely. We should locate solutions that serve as a way of embracing everything we love about Madison.

For example, with more density comes more walkability and the ability to support more local businesses, many with long roots in the community. We can be thoughtful stewards and prioritize elements that reflect Madison's progress - I would move away from singling out buildings (unless there is a quality option for reuse, of course) and instead use a plaque/monument element, as we've seen in many Madison parks. Considering lots of new housing developments include green space, parks, and community gardens, perhaps having a plaque in these spaces - the Memorial Union history wall may serve as a good example - will allow us to highlight Madison's remarkable history without allowing it to be an obstacle to progress on increasing housing.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Michelle Ellinger Linley (D18): We need to approach housing with an “all of the above” approach; both the private and, especially, the public sector will be required to meet all our housing needs. We must support the work that has begun to increase density, redefine family to be more open-minded, and allow for more private-sector housing development, but we also need other investments. Transitional shelters and tiny home villages are necessary. Cooperative housing expansion is essential. We should be holding developers accountable for redefining affordable housing units they create as truly affordable (no more than 30% of a full-time minimum wage earner’s income, for example). And, of course, the city can and should build housing units.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Michelle Ellinger Linley (D18): Yes. We must move away from car dependency to be a sustainable city that meets the needs of all residents. In an ideal world, residents can walk to major anchor institutions, like a grocery store or library, while being able to get to work via walking, biking, or public transit. This version of Madison would not only be environmentally beneficial, but it would also mean that we remove the financial burden of owning a car on our lower-income residents. This would have a massive impact on reducing poverty. Many negative (and often untrue) stereotypes associated with higher-density housing like multi-family buildings, namely around noise and crime, would be entirely irrelevant in a world where said residents have enough financial resources and aren’t forced to depend on cars, regardless of income level. Cars are also one of the most dangerous aspects of American living, with traffic incidents between cars and cars running over pedestrians and bicyclists, and they are unfriendly to those with disabilities and mobility limitations. So yes, remove parking minimums so we can envision a more inclusive Madison.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison’s transit plans, and what is your vision for Madison’s transit system in the mid and long term?

Michelle Ellinger Linley (D18): Big picture, I support moving away from our overreliance on a personally owned vehicle and believe deeply in expanding public transit, including our Metro bus system, moving forward with Bus Rapid Transit, and ensuring it is as accessible as possible. Public transit is one of the cornerstones of environmental justice, disability rights, and closing socioeconomic disparities. Long term, I want to see Madison as a place where no one feels like they have to own a car, and people can traverse the city for work, amenities, and play via walking, biking, and public transit. I was happy to see the city move forward with the Transit Oriented Development rezoning, as it will help us unlock the necessary steps for multimodal transit options around need housing.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

Michelle Ellinger Linley (D18): Investment in public transit pays off, so whatever it takes to ensure our Metro system is convenient and reliable for as many residents as possible should be on the table, even fees like vehicle registration fees. If we protect and expand public transit, that means more dollars spent in the economy by people who can now visit businesses and amenities throughout the city and more wealth built for our residents as people can find better-paying work in more places. We can also make a safer community, as cars and traffic incidents are one of the most dangerous things about living in Madison and have increasingly made many areas practically inaccessible for pedestrians and bicyclists.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Michelle Ellinger Linley (D18): Protecting and expanding disability rights is a core passion of mine and is tied to personal experience for myself and my family. If we harm the accessibility of our transit system for those with limited mobility, we are defeating the purpose of public transportation. Certainly, paratransit is a core service we must protect and expand. Still, we must always prioritize those who need public transit the most - those with mobility limitations, people who cannot afford cars, etc. - and not fall into the trap of sacrificing those underserved residents in favor of more influential commuters. The system has to work for all of us, not just a few.

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District 19: John Guequierre

How candidates move around the city

When was the last time you took the bus?

John Guequierre (D19): December 5, 2022

When was the last time you rode your bike to work, to school, or for an errand?

John Guequierre (D19): December 2, 2022

What is the primary way you move around the city?

John Guequierre (D19): Personal vehicle

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

John Guequierre (D19): I am prejudiced about Green Streets. As an avid recreational biker who bikes to shopping, meetings, seminars, and concerts, when possible, I love our Madison bike lanes and paths. Despite a rather nasty biking accident in 2020, I went back out as soon as possible, although I need to recognize that age and winter ice are not a good mix. My wife and I chose our home location to maximize our ability to walk to needed services. Likewise, I prefer to use Metro when the destination is a good fit. I have studied Green Streets closely, and enthusiastically endorse the goals and trajectory for development. Let's maximize the implementation of Green Streets, using education

and logic to, as much as possible, avoid generating a scale of opposition that halts our progress.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

John Guequierre (D19): District 19 is relatively safe for biking, although there was a fatality in an adjoining district on Mineral Point Road. The main thoroughfares connecting to the isthmus include wide bike/bus lanes on Mineral Point, Old Sauk, and University, that allow convenient access to the major separated bike paths. North-south lanes are not quite as safe, but not scary. Intersections on Mineral Point Road are the most problematic, but the recent reduction in the speed limit may help. I've studied Vision Zero and support it.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

John Guequierre (D19): Overall, as noted above, biking in District 19 is relatively safe and convenient. Other districts may deserve a higher funding priority. The one situation that will deserve study is the impact of BRT frequency in the lanes shared with bikes on Mineral Point Road.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

John Guequierre (D19): A key component would seem to be follow-through with Transit Oriented Development, with it's emphasis on encouraging the substitution of walking, biking and public transportation for automobile traffic with supporting infrastructure and the encouragement of development along prime public transit corridors. The other important component would be encouraging the substitution of electric and hybrid

vehicles for gas and diesel vehicles, including busses. That effort probably requires some attention to the availability of charging infrastructure.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

John Guequierre (D19): The recent Common Council debate and approval of the TOD Zoning Overlay (I watched the entire session) and the Landmark designation application for the Filene building are clear examples of this tension. I would want to consider (1) the opportunity to develop more affordable housing, (2) development that advances our approved transportation plans, and (3) the extent to which a proposed development reduces historic inequities. Looking at the details of the Hill Farms historic district, I tend to think that the protections inherent in the designations will preserve most of the desirable historic features in the TOD zoning overlay. Part of the Common Council's obligation is to educate the electorate on the benefits and sacrifices in proposed developments, realizing that time-delay tactics are often used to thwart needed change.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

John Guequierre (D19): I have spent 40 years building housing and other structures in every conceivable price range and the last 25 years focused on affordable and sustainable housing - single-family, multi-family, rental, owner-occupied. In my experience, that I hope to bring to the Council, there are four factors. First, is technology and building codes, probably my greatest expertise. We need to periodically review our codes to assure that they enable the deployment of the latest, useful, building technologies. That has some benefit for construction costs and even greater benefit for increasing the pace of new construction (or rehabilitation). Second, is density. Lot size, allowable living unit size, setbacks, building height, and other criteria are critical. Density is also the most politically difficult to adjust. I participated in the public opinion gathering for the Odana Plan and Greater East Towne Plan, and I'm registered to participate in the

West Area Plan that particularly affects District 19. I'm very impressed with the efforts that are being invested in these plans and the thoughtful consideration for density and a range of housing choices. Third, is preserving existing housing where possible. I like the provisions in the new TID51. Fourth, is financing for affordable housing. At least for now, technology is not going to give us really low-cost housing. We will need to encourage every available financing tool from grants to TIF districts.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

John Guequierre (D19): Revisiting parking minimums is a logical component of transit-oriented-development. That's where constraining the need for vehicles and the attendant increase in developable space is balanced with the availability of public transit. We are not going to have the financing to provide frequent transit everywhere, and I am concerned that constraining parking spaces in areas more remote from public transit might increase vacancy in those areas, actually hurting our supply of housing. I had a consulting arrangement in Portland in early 2022 involving the design of multi-family housing, owned and rental, and the facilities to prefabricate major parts of the structures. We evaluated whether ADU's should be a priority, and concluded that Portland's uptake of the ADU zoning opportunity made that a low priority. Madison is seeing a similar low uptake of the ADU opportunity. The economics of small multi-family structures is challenging. Making them optional everywhere may not yield as big an increase in housing as a focused Increase in the zoning permissions for duplexes, 4-plexes, vertical 3-flats, etc. in the most logical and politically achievable locations.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

John Guequierre (D19): I have devoted time to studying all active area plans, TDM, TOD, the 2023 Metro route redesign, the first phase of BRT and future phases. I believe

they are conceptually strong, and may be the best designs possible within the constraints of allocated funds and grants. Recent public statements by candidates and activists about designing transit around development rather than the reverse, seems to me a prescription for inadequate and inequitable transit, maximized carbon emissions, and even less affordable housing. There is at least a decade of hard work before us just to realize the intent of these plans. Along the way there will undoubtedly be some tweaks to keep the whole process moving toward the desired goals. Unless the Wisconsin Legislature unexpectedly and miraculously makes some changes in revenue-sharing formulae, we are headed toward some very tough budget years that will heap further challenges on staying the course. Vision and courage will be needed.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro's quality of service?

John Guequierre (D19): At this moment, it appears to me that in 2024 when the Common Council develops the 2025 budgets, there will be no interim fix for the structural deficit, and Madison will face some truly painful choices. Searching for sustainable funding when myriad voices are justifying holding on to some piece of their current funding will be stressful. I hope my experience and skills in budgeting and finance will contribute to the debate. In fact, I prefer that we start looking at choices and alternatives now rather than in late 2024. I am impressed with the work that your organizations have invested in analyzing transit systems. If elected, I hope to draw on that expertise as we formulate a path forward.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

John Guequierre (D19): This is my ninth year on the Wexford Village Homes Association board, and we have been active in educating our members on the impact of Metro redesign. The majority of riders, like me, will walk to their same Route 15 and 68 stops on the new R1. Some will have to walk up to 4 blocks further, and a few will have a shorter walk because of the new R2 route. Transportation was very helpful this last month as I pulled together the full impact of the change for our members. We can live with the redesign in order to get the advantages of BRT and the redesign. Paratransit is

already a problem due funding and staffing challenges. We will need to see how we can improve it.

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District 19: Kristen Slack

How candidates move around the city

When was the last time you took the bus?

Kristen Slack (D19): Several years ago

When was the last time you rode your bike to work, to school, or for an errand?

Kristen Slack (D19): October 2022

What is the primary way you move around the city?

Kristen Slack (D19): Car

Madison Bikes questions

Complete Green Streets:

Question: Madison recently adopted a Complete Green Streets policy that prioritizes walking, biking, transit, and green infrastructure over driving and car parking when it comes to allocating our public right of way. Are you committed to implementing this policy, especially when a project requires the removal of car parking or inconveniencing drivers?

Kristen Slack (D19): I am a recreational bicyclist as is my husband. My oldest son (who is going on a 700-mile bike trip this summer in Montana) uses his bike as much as possible. I greatly appreciate the bike infrastructure around the City and think there are many ways to make our existing infrastructure safer for bicyclists, which we should do. And we should invest in developing more bike infrastructure in areas that are high risk for bicyclists.

At the same time, I personally can't rely heavily on it for things like errands and kid transportation all over the place, and I know I'm not alone. What would make me rely less on my car and more on my bike and on walking is a neighborhood-centered vision of the City that ensures every neighborhood has services and amenities conveniently located. For instance, I currently have to drive my dog to a dog park because there are none nearby. There is no grocery store in a reasonably walkable distance. Safe bike paths and lanes surrounding our schools, parks, and neighborhood-centered commerce makes much sense and will make day-to-day car-less living much more manageable and desirable. Continuing to build a fully connected bike infrastructure for commuting longer distances or to work makes less sense given that we are already recognized as a City that does this well, the huge uptick in hybrid and remote work that isn't going away, and the fact that many people just can't make this work when there are multiple daily tasks (besides just work) with longer distances between them or that require quick commutes, and a good portion of the year when weather makes this choice prohibitive.

I'm not in favor of a one-size-fits-all set of policies with respect to Complete Green Streets for two reasons: (1) the current policy does not involve adequate attention to reversing the continued deterioration of the lakes, improving drinking water quality, protecting and expanding tree canopies, creating more green spaces and use of native plants—all essential for reversing climate change, and (2) spending money on areas of the City where one-size-fits-all policies are less of a need eats up budget dollars that could be used for supporting the Metro redesign, expanding options for more affordable housing, etc. There are hard decisions that will have to be made given a finite budget and a growing structural deficit. This is going to require that exceptions are made to the CGS policies as well as to many other City policies that cost real dollars to implement.

The City simply can't afford to do everything. We create opportunity costs with each spending commitment. What do the Madison Area Bus Advocates prioritize above all else? What one-size-fits-all policies is the group willing to consider tempering and in what situations? It would be very helpful to have that kind of input from advocacy groups because these decisions will have to happen with or without that input, given fiscal constraints and lots of competing priorities.

Vision Zero:

Question: Madison committed to eliminating all fatalities and serious injuries from traffic crashes by 2035. Yet in 2022, 14 people were killed, including 3 people riding bikes, and 74 were seriously injured. Which roadways and intersections in your district should be prioritized for safety improvements, and what strategies would you use to ensure improvements are implemented?

Kristen Slack (D19): First, a 2035 target is a weak target given that we not only know exactly where accidents and deaths are happening and with each accident there is

information on contributing factors (like driving under the influence), which may require different types of responses than what VZ currently prescribes.

We also need more rigorous analyses of the VZ projects already in place so we establish an evaluation feedback loop that can help us understand what is working, what isn't working so that we can improve on future projects. It is not sufficient to just compare raw numbers of accidents and deaths from year to year for the City as a whole. Evaluation needs to focus on VZ project areas and needs to take account of how years affected by different stages of the pandemic influence these raw numbers. If elected, I want to help up the rigor of the analyses we need to inform our VZ-related project spending decisions and how they should be prioritized.

Bike Network:

Question: Madison Bikes wants all residents to have access to a low-stress bike network that makes biking safe and convenient for people of all ages and abilities, no matter where they live in the city. Where in your district do you see major gaps in this network and how would you propose to fix these gaps?

Kristen Slack (D19): I know this is the mission and goal of Madison Bikes, but it is not a goal that is equally prioritized across sociodemographic groups. I want to understand from Madison residents where this priority fits in relation to other priorities like affordable housing and pathways to homeownership, fighting climate change, public transportation, economic development, etc. The Comprehensive Plan that the City uses to justify some decisions includes things endorsed by many residents that we are not doing much about, and we are moving in the opposite direction of residents' preferences on other things. As Alder, I want to make sure that the priorities we pursue are both reflective of what residents want and need across the City, and especially true of those from groups often marginalized from City decision-making.

Transportation Climate Impact:

Question: In Madison, about 40% of greenhouse gas emissions come from transportation. How do you think the city should go about reducing emissions from that sector over the next 5 years?

Kristen Slack (D19): I believe Madison's current leadership has done some good things in this regard, but I don't think we are doing nearly enough when it comes to protecting and improving what makes Madison a unique and beautiful place—our local lakes, tree canopies, and green spaces. We are not like most other similarly sized cities because of our geographical features and the significance of our environmental resources to the health and wellbeing of those who live and visit here today. Every solution Madison government pursues to address a problem or improve the day-to-day lives of Madison residents should

involve serious consideration of environmental impact. As Alder, I will work to do just that. I will bring a greater focus to carbon drawdown, an essential ingredient in efforts to reverse climate change that, which in combination with efforts to reduce carbon emissions, can help speed the process of reversing climate change. We should be implementing forward-thinking stormwater management practices that prioritize protection of the local lakes and the safety of our drinking water. There are other types of environmental practices we could be exploring that have proven to be feasible here (e.g. geothermal), are widely and successfully used in other countries with similar climates, and which involve much smaller carbon footprints and less environmental harm in their development and use. Such practices contribute to reversing climate change either through directly or indirectly reducing emissions or by ramping up our city's contribution to drawing down carbon from the legacy load of carbon in the atmosphere.

Madison is increasingly known as a center of innovation, and I want to help harness and combine that innovation spirit with a more concerted effort to protect and enhance our physical environment in ways that increase carbon drawdown as well as a continued focus on reducing emissions. More focus needs to be on working with builders and developers to understand where there are unnecessary or onerous costs or policies that disincentivize aspects of energy-efficient building and work together to find ways to make it easier for these groups to pursue more environmentally friendly building.

Madison is for People questions

Historic Preservation:

Question: There have been conflicts between the priorities of promoting new housing development and preserving historically significant buildings and neighborhoods in recent years. What specific factors would you consider when balancing new development against preservation, and how much weight would you give to the different factors?

Kristen Slack (D19): I think we should, wherever it makes sense, balance these things by considering options like incorporating historic structures into new buildings, like the project on Mineral Point involving the old farmhouse that was most recently Uno's Pizzeria. I do believe in the importance of preserving aspects of Madison's history, but also realize that this can't always be the argument for preventing new development.

Housing Affordability:

Question: The City's 2022 Housing Snapshot indicated that more housing was needed at all income levels, including both affordable housing and market rate housing. What is your plan to ensure housing is built that is available at all income levels?

Kristen Slack (D19): More city partnerships with nonprofit developers, land-banking for lower-cost housing development and tax incentives or incorporating more affordable housing into new developments are all useful tools.

I don't believe that rental costs will go down significantly in the east-west corridor of Madison, particularly near downtown, the UW-Madison, and the hospitals, where land prices will always be high. It is more likely that this additional building will slow the increase in rental prices, but a drop of hundreds of dollars or even tens of dollars is not likely. There are key stakeholders who need to be at the table in a bigger way, most notably the UW-Madison, as a large portion of the affordable housing problem is related to the limited student housing the university offers.

Both the affordable and the market rate rental building going on needs to be balanced with a critical need for more homeownership options at different price points. If we don't do this, we will create a path to even more unattainable home purchase options, more inequities in homeownership, more gentrification, more reliance on ag land for development outside of Madison, and a reduced incentive for moving to Madison for those who want to own a home and build equity, savings and wealth.

Zoning Reform: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Not all zoning reforms and not right away, no. These decisions are not adequately considering discussions on legitimate concerns around unintended consequences. We can't use the supply and demand argument to support more rentals and ignore it for purchasable homes. We cannot change the fact that many people prefer to own a home. A shrinking supply of ownership options will lead to gentrification of neighborhoods that currently have a lower cost housing stock as those with higher incomes buy these houses and replace or renovate them into a higher price bracket. More individuals and families will simply choose to live outside of Madison to pursue more affordable home ownership. These trends can influence where businesses choose to locate in ways that will hurt Madison's economy, and they will influence the sustainability of our public schools. More agricultural land will be used to develop homeownership options. I do support changes that would facilitate approvals for ADUs and smaller lots with smaller homes at lower prices that can be purchased and owned, as well as the integration of more townhomes and condo options for purchase in and around the larger developments going on and planned.

When very real and legitimate concerns are dismissed, or worse, people are called names and ridiculed for raising them, it is apparent that an authentic desire to solve the affordable housing problem in a way that doesn't create or worsen other problems is not the goal. I'd like to engage in discussions that adequately address the complexity of the problem, and make sure that critical stakeholders are all at the table. Creating a unified

vision on how to solve this problems is possible, but the current strategy is divisive and unproductive. I'd like to help change that.

Zoning Reform:

Question: Municipalities across the country, including Portland, Minneapolis, and Charlotte have taken steps to reform zoning by eliminating parking minimums and allowing for small multi-family buildings by-right throughout the city. Would you support similar reforms in Madison? Why or why not?

Kristen Slack (D19): Not all zoning reforms and not right away, no. These decisions are not adequately entertaining discussions of legitimate concerns around unintended consequences. We can't use the supply and demand argument to support more rentals and ignore it for purchasable homes. We cannot change the fact that many people prefer to own a home. A shrinking supply of ownership options will lead to gentrification of neighborhoods that currently have a lower cost housing stock. More individuals and families will simply choose to live outside of Madison to pursue more affordable home ownership. These trends can influence where businesses choose to locate in ways that will hurt Madison's economy. More ag land will be used to develop purchasable homes. When these very real concerns are dismissed, or worse, people are called names and ridiculed for raising them, it is apparent that the motivation is not an authentic desire to solve the affordable housing problem in the best possible way, that doesn't create or worsen other problems. I'd like to engage in discussions that adequately address the complexity of the problem, and make sure that critical stakeholders are all at the table. Creating a unified vision on how to solve this problems is possible, but the current strategy is divisive and unproductive. I'd like to help change that.

Madison Area Bus Advocates questions

General Vision:

Question: 2023 brings many significant changes for Metro including the beginning of Bus Rapid Transit implementation, a complete redesign of the transit network, and policy changes such as Transportation Demand Management and Transit Oriented Development. Do you support the current direction of Madison's transit plans, and what is your vision for Madison's transit system in the mid and long term?

Kristen Slack (D19): I support the exploration of bringing the Amtrak to Madison. I support the BRT but have questions about the price tag on several aspects of the direction we chose, and support removing buses from State St. and making it a pedestrian mall from the university to the Capitol. I believe we should have started with and should be

sticking with a coverage model of transit over a ridership model, which is what the City chose to start with. Bus transit is a public service, so maximizing revenue from it should not be the main goal—coverage should, especially for those who rely on the bus and lack other options for transit. I support a regional transit model that can bring more people from outside of Madison into the city for shopping, entertainment and other activities. As for the vision, I do think we need to consider that the world has and is changing with respect to where many people work due to an increase in hybrid and remote work options, especially in the tech industries where Madison has seen growth. This will affect where people choose to live and how and whether they use public transportation. It is worth taking a pause to get our arms around how pre-pandemic-made transit plans stack up against trends put in motion or accelerated by the pandemic.

Sustainable Funding:

Question: In the Metro redesign, funding constraints limiting the budget to 2019 levels required compromises in network coverage, hours of service, and frequency outside a handful of core routes. What would you do to establish more sustainable funding to improve Metro’s quality of service?

Kristen Slack (D19): Reduce unnecessary spending elsewhere, especially from one-size-fits-all policies that create opportunity costs for supporting things like the Metro redesign. I want to also further understand the expenditures we have made so far (e.g. on the particular specialty buses), as well as whether there are aspects to our current plan that are nice to have but not really necessary.

Accessibility:

Question: The Metro network redesign has increased the distance to the nearest bus stop for some residents. This is a major concern for bus riders with limited mobility. What measures would you take to ensure riders with mobility limitations are well-served by our transit system? What do you think the role of paratransit is in this regard?

Kristen Slack (D19): The redesign planning should have started and stuck with a coverage model as it is, on its face, a more equitable approach to service, yet the City opted to start with a ridership model. While there have been changes in response to many concerns raised by residents (which involved an absurd amount of time and energy on residents’ part), there is still more to do to improve coverage throughout the City, and I will push hard to ensure that coverage to current and would-be bus riders is maximized as much as possible, particularly for those who depend on the bus and lack other transportation options.

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