Minutes of the Madison Area Transportation Planning Board  
Technical Coordinating Committee  

January 23, 2013  Fitchburg City Hall, Conference Room  2:00 p.m.  

1. Roll Call  

Members Present:  Beaupre, Dryer, Dunphy, Kennedy, Stauske, Hoelker, McComb, D. Trowbridge (for Fruhling), Phillips, K. Sellner (for Beck), Rieder, Woodard  

Members Absent:  Boardman, Coville, Even, Kirchner, Kugler, Scheel, Bertch, Violante, Stephany  


2. Approval of August 22, 2012 Meeting Minutes  
Stauske moved, Dunphy seconded, to approve the August 22, 2012 meeting minutes. Motion carried.  

3. Review of Preliminary Draft 2010 Adjusted Urban Area and MPO Planning Area Boundaries  

Schaefer said that MPOs are required to work cooperatively with State and local officials to set new urban area and planning area boundaries following the decennial Census and release of the Census-defined urbanized areas. These boundaries must then be submitted to the State and FHWA for approval. He explained that the urban area and metropolitan planning area boundaries have important transportation planning and funding implications. Among other things, the urban boundary determines or affects (1) the eligibility of areas for Federal Surface Transportation Program (STP) - Urban and other Federal funding; (2) the functional classification of roadways; and (3) roadway level of service and access management standards. The planning area is the area within which the Federal metropolitan transportation planning and programming requirements apply (e.g., federally funded projects must be in the MPO regional transportation plan and TIP). The adjusted urban area must include the Census-defined urbanized area, but expands on that to (1) smooth out irregularities; (2) maintain continuity of peripheral transportation routes; and (3) encompass areas likely to be developed in the next 10 years.  

Schaefer indicated that WisDOT prepared guidelines for MPOs to follow in setting the adjusted urban area. For example, the splitting of road segments into rural-urban categories was to be avoided. Also, all areas of an incorporated city/village are to be included in the urban area with limited exceptions. The functional classification of existing and planned roadways needs to be considered. Schaefer said the planning area boundary is set to include areas likely to develop within the 20+ year planning forecast period covered by the regional long-range transportation plan and to include nearby roadway corridors that are important from a regional transportation planning perspective. Schaefer explained that MPO staff had worked with WisDOT staff to develop a preliminary draft map of the boundaries and that staff was in the process of obtaining feedback from local staff. He reviewed the map, noting some of the more difficult areas. He said the schedule called for presenting a draft map to the MPO Board at its February 6 meeting, which incorporated comments from local staff. That map would be released for review and comment with action by the MPO Board at its March 6 meeting. Schaefer said that MPO staff would continue to work with WisDOT staff on the update to the roadway functional classification system. A proposed draft updated roadway functional classification system map would be presented to the committee in the next few months for comment.  

Phillips requested an electronic copy of the large map for review, and Schaefer said he would distribute that to everyone. Schaefer asked that committee members provide comments by March 6, if possible, so that any changes could be incorporated into the draft map that goes out for official review and comment. Schaefer said MPO staff would be seeking a recommendation from the committee at the next meeting on February 27. Woodard asked if the Village of Oregon was included in the
planning area. Schaefer indicated that the Oregon area was shown as a potential addition to the planning area. He said he would probably only recommend inclusion of Oregon if the village was interested in being in the MPO area because the village would not share in all of the benefits since Oregon was not part of the urban area.

4. **Presentation on Service Change and Other Recommendations in the Draft 2013-2017 Transit Development Plan (TDP)**

Cechvala distributed the draft executive summary of the TDP. The TDP recommendations were included in the meeting packet. He indicated that during the last five years ridership growth had far outpaced the increase in service hours. This has caused crowding and other issues on some routes, particularly those serving UW campus. The TDP recommends service changes and increases to address current and future needs and groups them into three priority levels. It also includes facility, planning, and other recommendations. The summary highlights some of the key recommendations, which he reviewed. One of the more controversial recommendations would be the recommendation to adopt a bus consolidation program to remove or relocate excessive bus stops in central Madison to improve travel times and reliability. A bus stop analysis was done, which led to this recommendation. The TDP references the study to develop concepts for bus rapid transit (BRT) and recommends planning for its implementation in the next 5-10 years pending the outcome of the study. Cechvala reviewed the map of BRT corridors and also the map of proposed commuter routes serving outlying communities. He also mentioned the Metro bus size study that was just getting started to look at potentially diversifying Metro’s fleet. Cechvala stated that a complete draft of the TDP report would be available the first week of February. A notice would be sent to committee members seeking comment on the draft report. The schedule then called for the City of Madison approval process to occur in February and March with MPO Board adoption in early April.

5. **Presentation on Scope of the South Capitol Transit-Oriented Development (TOD) District Planning Study**

Dave Trowbridge provided a summary of the scope of work for the South Capitol Transit-Oriented Development (TOD) District Planning Study. The TOD Study was the result of a recommendation from the City of Madison’s downtown plan. The work tasks included a circulation and traffic operations and safety analysis of Wilson Street and some challenging intersections, including Wilson/Blair/Williamson/John Nolen Drive, and evaluating the potential for a ped/bike bridge connecting Wilson Street to the lakeshore and possible locations. Conflicts among different transportation modes will be addressed and ADA issues will also be studied for the potential future bridge. The study will also look at some potential locations for an intercity bus terminal. Trowbridge stated that the first phase of the study looked at redevelopment of the two-block area south of the Capitol Square, including the existing Government East parking garage and the Madison Municipal Building. Commercial, office, hotel, and residential uses were envisioned. He said the City will be sending out a Request for Qualifications to developers to prepare redevelopment concepts for this area soon.

Kennedy asked that the City of Madison work with the UW-Madison on the potential terminal sites, especially the one by the Kohl Center as UW owns several properties in that vicinity. Trowbridge affirmed that the City would work closely with UW.

6. **Update on the Transit Corridors (BRT) Study**

Schaefer provided a brief update. He said MPO staff had been working with the study consultants on an analysis of transit signal priority and the bus operations plan outlining changes in local bus service if BRT were to be implemented. The consultant team was in the process of preparing numbers on ridership, capital costs, operating/maintenance costs, etc. Preliminary results would be presented at the January 31 meeting of the study committee. The consultant team would be in town to present the
full results on March 6. A presentation would also be given to the MPO Board that night. A public meeting was scheduled for mid-April and the report will be completed at the end of April.

7. **Committee Member Reports**

Rieder reported that Epic is continuing to grow and that the company wishes to pursue development of campuses 4 and 5. A draft traffic impact analysis study will be completed in March to address the expansion. Rieder also stated that MSA had been hired to provide consulting work for the City of Verona’s downtown redevelopment corridor.

Phillips stated that the City of Madison was finishing up plans for the Mineral Point Road/Junction/CTH M intersection and that construction would be starting this summer. Plans were also being finalized for the bridge over the Beltline for the Cannonball Trail. He said the city was continuing to work on the design for the Johnson Street reconstruction project. A public information meeting on the project was scheduled for January 31.

Hoelker said that WisDOT was working with the consultants to finish up work on the designs and traffic operations modeling for the different alternative improvement options for Stoughton Road. A public information meeting to present the results is planned for March. Work by consultants continued to process the origin/destination and other data collected this past summer/early fall for the Beltline Study. A traffic study was also just getting underway for the Interstate from Madison to the Dells. The first phase will look at potential new interchanges and grade separated crossings. A WisDOT SW Region park-and-ride facility study was also underway. Woodard requested that WisDOT share that data when it was available.

Beaupre stated that the just released Commission on Transportation Policy and Finance report was available on WisDOT’s website. She also reported that WisDOT was beginning work again on the state rail plan. Schaefer asked if there was interest in a presentation on Commission report. The consensus was to combine a presentation on that with a presentation on the biennial budget to be introduced in February.

Dryer said that the City of Madison was going to be conducting a downtown bicycle parking study as well as a traffic study of the Regent and Village of Shorewood Hills neighborhoods. Staff had just completed a report on Sherman Avenue, which recommended converting the street to two lanes with bike lanes and a center turn lane.

Stauske stated that the initial phase of the Bishops Bay development project was getting started. He also reported that the reconstruction of Terrace Avenue and N. High Point Road into a single intersection was moving forward.

Sellner said that Metro Transit would be implementing a small fare adjustment and the extra funding would be used to add service in the overcrowded University Avenue corridor, address a scheduling problem on Route 18 connecting the West and South Transfer Points, and add service to the Owl Creek neighborhood.

Kennedy reported that UW-Madison was working on a project to expand the hospital parking facility in conjunction with the closing of a lot for the Nursing School. He also mentioned an ongoing UW campus bus study and the installation of new higher density bike racks to increase bicycle parking capacity.

McComb said FHWA Division staff was reviewing a draft policy on MAP-21 related to planning issues.

Trowbridge reported that consultant interviews for the City of Madison’s Transportation Master Plan were scheduled for early February.
8. **Staff Reports**

Schaefer reported that a minor amendment to the 2013-2017 Transportation Improvement Program was approved by the MPO Board at its January meeting. He also introduced David Kanning, the MPO’s new Transportation Planner/Travel Demand Modeler.

9. **Next Meeting Dates**

The next TCC meetings are scheduled for February 27 and March 27.

10. **Adjournment**

    Phillips moved, Kennedy seconded to adjourn. The meeting was adjourned around 3:30 p.m.

    *Minutes recorded by David Kanning and Bill Schaefer*