Madison Area Transportation Planning Board
Citizen Advisory Committee
Meeting Minutes

February 20, 2013 Madison Municipal Building, Room LL-130 5:00 p.m.

1. Roll Call

Members Absent: F. Bartol, C. Gjerde, G. Hull, G. Rylander
Staff Present: W. Schaefer, M. Cechvala

2. Approval of May 16, 2012 Meeting Minutes

Williams moved, Rider seconded, to approve the May 16, 2012 meeting minutes with one correction. Motion carried.

3. Review and Possible Recommendation on Draft 2010 Adjusted Urban Area and MPO Planning Area Boundaries

Schaefer stated that every ten years the MPO receives new urbanized area boundaries from the U.S. Census Bureau. The MPO is charged with adjusting and smoothing the boundaries to create an urban area boundary. The urban area boundary is to also include areas that are likely to develop within the next ten years. The urban area boundary has both funding and planning implications. The MPO is also charged with revising the metropolitan planning area boundary, which is the official jurisdictional area of the MPO within which the Federal planning requirements apply (e.g., federally funded projects must be in MPO plan and TIP). The planning boundary is set to include areas likely to develop within the 20+ year planning horizon and important transportation corridors. The urban area and MPO planning area boundaries are supposed to be developed in cooperation with WisDOT and local governments. They are then approved by WisDOT and the FHWA. In response to a question from Williams, Schaefer explained that the urbanized area is defined by the Census Bureau based on population density and, new in 2010, impervious surface areas as a surrogate for employment areas. Commuting patterns are not considered.

Stoebig asked why some of the boundary lines didn’t follow straighter paths. Schaefer responded that the lines were smoothed out to a degree, but follow streets, Census geography, etc. Schaefer stated the Village of Oregon area was shown as a possible addition to the MPO planning area even though the village was not in the urbanized area. Schaefer said he met with village officials to discuss the issue and explain the advantages and disadvantages of their inclusion in the planning area. Advantages included greater participation in the regional transportation planning process, representation on the MPO Board, benefit of more detailed planning in the MPO area, and potential eligibility for Transportation Alternatives program funding that will now be allocated to the MPO. On the other hand, the village would be subject to the MPO “bureaucracy” and could potentially be included in a future regional transit authority if the MPO planning boundary was used as the RTA jurisdictional boundary as it was last time. Schaefer said he didn’t think that was likely, and others agreed. Schaefer said he had not yet heard back from village staff regarding the preference of village officials. Schaefer added that because Oregon was not in the urban area and wouldn’t share in all of the benefits of being in the MPO area (primarily eligibility for STP-Urban funding), he planned to recommend to the MPO Board that the village only be included if the village wanted to be. Stoebig, Rider, and Newton stated that they believed forcing the Village of Oregon to join the MPO against their wishes would be inappropriate. Schaefer noted that the MPO Board will need to reconsider a potential restructuring of the board following approval of the planning area with the new communities being added.
Stoebig moved, Newton seconded, to recommend that the MPO Board adopt the draft urban area and planning area boundaries with one addition to the planning area north of Waunakee in response to comments received, and to only include the Village of Oregon in the planning area if the village supported that. Motion carried.


Schaefer stated that the TDP will be approved by the City of Madison, as the major transit operator, and the MPO. A city resolution adopting the TDP recommendations has been introduced and it is going through city committees. A presentation to the Madison Common Council will also be made.

Cechvala provided a PowerPoint presentation that provided background information, illustrated the boarding and bus stop spacing analyses conducted, and highlighted the major TDP recommendations. He said that the recommendations include 33 specific recommendations related to transit service planning, facilities, major projects, and other aspects of public transportation, as well as detailed conceptual service change recommendations and a revised express commuter bus service map, which was updated. He said that the service change recommendations were conceptual in nature and would require significant additional funding to implement. However, since 2005 ridership has been growing at 4.5% per year while revenue vehicle hours have only increased at 0.8% per year, resulting in overcrowding. This demonstrates the need for service enhancements.

Williams stated that the express commuter bus map includes a line to Oregon. If the Village of Oregon chooses not to be in the MPO planning area, the Oregon service should be removed. Williams asked whether or not the City of Madison Transportation Master Plan had started. Schaefer said that it hadn’t yet.

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

Schaefer stated that the City of Madison is beginning planning for a second phase of the Judge Doyle Square project, which focuses on a larger area south of the Capitol Square. 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. The study will also look at some potential locations for an intercity bus terminal. 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. The City will be sending out a Request for Qualifications to developers to prepare redevelopment concepts for this area soon.

Stoebig asked if the planning for the two-block area would include a public market. Newton responded that Mayor Soglin preferred that the public market be built outside of downtown Madison, so it would not.

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

Schaefer stated that the consultant had prepared preliminary results for the ridership and cost estimation. The range is estimated to be about $100 to $200 million in capital costs, including vehicles, and 20,000 to 25,000 daily boardings. The consultant will be in town to discuss the final numbers on March 6, and a public information meeting and final report will occur in April.

Williams expressed a concern that some residents outside the BRT corridors may be upset about the 15-minute all-day service proposed for specific corridors while other routes continue to have 30- to 60-minute service.

Ferrell left before this agenda item, resulting in the loss of quorum. Schaefer briefly mentioned the highlights of the report. He mentioned that the recommendations include adoption of RTA enabling legislation. It did not appear that any of the recommendations would be included in the Governor’s budget.

8. **Committee Member Reports**

Deferred

9. **Staff Reports**

Deferred

10. **Next Meeting Date**

The next meeting is scheduled for April 17, 2013. This date is different from the regularly scheduled date of March 20, 2013.

Williams indicated that he would not be able to attend.

11. **Adjournment**

The meeting was adjourned at 6:40 p.m.

*Minutes recorded by William Schaefer and Mike Cechvala*