Madison Area Transportation Planning Board
Citizen Advisory Committee
Meeting Minutes

February 15, 2012 Madison Municipal Building, Room LL-130 5:00 p.m.

1. Roll Call

Members Absent: F. Bartol, C. Gjerde, D. Newton,
Staff Present: B. Schaefer, M. Cechvala
Others Present: G. Rylander

Schaefer introduced Gary Rylander, a traffic engineer with 35 years of professional experience who recently moved back to Madison. Schaefer said Rylander had agreed to serve on the committee and Schaefer said he would be seeking his appointment by the MPO Board at the Board’s next meeting.

2. Approval of September 21, 2011 Meeting Minutes

Stoebig moved, Rider seconded, to approve the September 21, 2011 meeting minutes. Motion carried.

3. Review and Recommendation on Draft 2035 Regional Transportation Plan Update

Schaefer reviewed the major plan maps beginning with the Major Transportation Projects and Studies map. He highlighted the programmed and planned local and state roadway capacity expansion projects. He said the only state roadway projects are the Verona Road/Beltline, USH 51, and Interstate 39/90. Others are subject to major EIS studies. Three such studies will be starting this year for the Beltline, Stoughton Road, and Interstate 39/90 from Madison to the Wisconsin Dells. The STH 19 corridor is identified for a future EIS study. It would include the North Mendota Parkway (NMP) route as well. The plan recommends official mapping of the NMP segment on new alignment, which is shown on the map. Schaefer also mentioned other freeway conversion and access management studies. He said the potential high capacity rapid transit corridors, for which future studies are recommended, are also shown by gray shading. They include both the rail corridors and the on-street routes that will be examined as part of the bus rapid transit study to be done this year as part of the Sustainable Communities grant project. He noted the map also shows remaining congested and very congested roadways. Schaefer then reviewed the Bicycle Way System Plan and Priority Off-Street Bicycle Facilities maps. He said the system plan map was updated. The facilities map highlights priority projects that could be funded based on a financial analysis done of recent expenditures and planning cost estimates for the projects. Schaefer also reviewed the Regional Transit Corridors map showing potential rapid transit and express commuter transit routes and existing and potential future high ridership local routes. Schaefer said a public meeting was scheduled for Feb. 23 and the hearing schedule for March 7 when the Board is expected to adopt the plan. It is a compressed review schedule because the federally required 5-year update was due in November and the TIP is currently frozen.

Hull asked when the North Mendota Parkway would be completed. Schaefer responded that the first step would be an EIS study by WisDOT, but that wouldn’t probably be started for at least two years now. The segment of CTH M from Willow Road to CTH K is in the plan and could be done by the county, but the funding for it isn’t budgeted at this time. Williams commented that the Amtrak through-way service should be mentioned in the plan and said he had a few concerns with the inter-regional travel section that he would share after the meeting.
Williams moved, Hull seconded, to recommend approval of the Draft 2035 Long Range Transportation Plan Update subject to any changes recommended as a result of public comments received. Motion carried.

4. **Review of Scope of Work for the City of Madison Transportation Master Plan**

Schaefer stated that the City of Madison will be hiring a consultant to prepare a long-range transportation master plan. He said the scope of the work was still being fleshed out, but would focus more on the existing developed area. The tasks would probably include reviewing and suggesting any revisions to current plans or resolving differences among them, investigating the transportation impacts of higher density infill/ redevelopment in the central Madison area, making detailed pedestrian and bicycle facility improvement recommendations, and conducting a traffic circulation study in the downtown area to make recommendations on any possible conversions of one-way streets to two-way. The study will also include transit recommendations and incorporate information from the Transit Corridors (Bus Rapid Transit) Study. It will also recommend sites for a downtown bus terminal. Schaefer stated that a draft scope of work was currently being reviewed by city committees. A resolution would be introduced to authorize the RFP and create a plan advisory committee. The project will start this summer and last about 18 months. The MPO will be heavily involved at both a policy board and staff level.

5. **Brief Update on the Transit Corridor (BRT) Study**

Schaefer stated that the RFP for the BRT study was issued January 25 and proposals are due March 7. The study is expected to start in June and be completed near the end of the year. MPO staff is currently setting up a steering committee to guide the consultant. Schaefer added that the Institute for Sustainable Communities (ISC) is sponsoring a three-day BRT academy in Cleveland, OH. MPO staff submitted an application for a team from Madison to participate and it was accepted. Schaefer said the persons attending are Ken Golden, Delora Newton, Steve Steinhoff from CARPC, and Dave Trowbridge with City of Madison Planning. Most expenses would be covered by the ISC.

6. **Brief Update on the Intercity Bus Stop/Terminal Issue**

Cechvala stated that a staff group led by the City of Madison was tasked with finding an interim terminal for intercity buses while the Memorial Union is under construction for the next four years. After investigating a number of on- and off-street sites, the group will probably be recommending a location on the north side of Langdon Street just west of Lake Street near the Red Gym and Pyle Center. This location would require about six of the eight existing metered parking stalls to be removed. City of Madison Traffic Engineering staff estimated that removing all eight would result in a loss of about $22,000 per year in revenue. City staff will be meeting with Van Galder, Badger Bus, and the other bus companies and is likely to ask that they cover the cost of the lost revenue. The cost would likely be split equitably between the companies based on their usage of the stop. Cechvala said the group had looked at about 13 original locations throughout the UW campus area. Four looked promising, including Monroe Street just west of Randall Avenue, Lot 13 at Johnson and Charter Streets, and Lake Street in addition to the Langdon Street site.

Hull commented that he thought the other three options were better than the Langdon Street site. Stoebig stated that the group should look further out besides the UW campus area for a terminal location.

7. **Committee Member Reports**

Williams mentioned that the *New York Times* had published an article on the UW-Madison’s Murray Street (East Campus) Pedestrian Mall project.
8. **Staff Reports**

Schaefer said that an amendment to the 2012-2016 Transportation Improvement Program would be on the agenda for the MPO’s March meeting. The amendment adds the major EIS study projects discussed, a couple other projects, and makes cost or schedule revisions to some others. A copy of the TIP amendment resolution was distributed. Schaefer also reported that Madison Metro will be hiring a consultant to conduct a bus size study looking at smaller 30-foot buses for low ridership routes and larger 60-foot buses for high ridership routes. Metro received a planning grant for the study. MPO staff will be assisting with the project, and has prepared a draft scope of work for it. Schaefer also reported that the Census Bureau will be releasing the new 2010 urbanized areas in the next couple of months. That would start the process of revising the MPO’s new planning area boundary. Schaefer said he anticipated that the DeForest/Windsor area would be added to the new urbanized area.

9. **Next Meeting Date**

The next meeting is scheduled for Wednesday, March 21, 2011. Schaefer said the meeting might be rescheduled to April if there weren’t enough agenda items to hold the meeting in March.

10. **Adjournment**

The meeting was adjourned at 6:45 p.m.

*Minutes recorded by Bill Schaefer and Mike Cechvala*