August 21, 2013 Madison Municipal Building, Room LL-130 5:00 p.m.

1. Roll Call

Members Absent: R. Ferrell, R. Williams
Staff Present: B. Schaefer, M. Cechvala

Schaefer mentioned that Bartol has resigned from the committee.

2. Approval of April 17, 2013 Meeting Minutes

Rylander moved, Stoebig seconded, to approve the April 17, 2013 meeting minutes. Motion carried.

3. Staff Reports

Schaefer reported that the MPO Policy Board had adopted a resolution endorsing the BRT study and recommending proceeding to the next project development phase of study. He said that probably wouldn’t happen until the City of Madison is further along with its transportation master plan. In the meantime, the MPO, City of Madison, and Metro Transit were working with FTA to get approval to use federal Alternatives Analysis program funds from the Transport 2020 project to conduct an on-board survey and make improvements to the mode choice/transit component of the regional travel demand model. These activities would be needed for the project development study phase.

The staff review was completed for the required federal planning certification review of the MPO by the U.S. DOT. The review went well. One of the suggestions was that the MPO be more active in safety planning and project programming. A report outlining findings and recommendations will be completed by late fall.

The MPO will consider possible changes to the Policy Board membership and voting structure in light of the expanded MPO planning area. There may need to be more representation from the suburban cities and villages. Also, new MAP-21 legislation requires that MPOs have representation from the main transit provider. Since the City of Madison has appointed the transit general manager to the board, the MPO is in compliance, but in theory the City of Madison could appoint a different individual. Specifying a seat for the transit agency representative would ensure that the MPO remains in compliance.

Schaefer reported on the status of the roadway functional class update and the significance of the classification system. MPO staff would be discussing with WisDOT its comments on the preliminary map prepared by WisDOT. MPO staff felt that WisDOT had adhered too strictly to the ADT and spacing criteria, which in some cases resulted in roadways being classified as minor arterials even though they function as collectors.

Schaefer stated that the South Capitol Transit District Planning study was moving forward. The study was looking at a potential connection from Wilson Street to Lake Monona over John Nolen Drive, a new inter-city bus terminal, and various other transportation issues in the area. There will be a workshop on Thursday September 5.

Schaefer distributed a handout with slides from a presentation summarizing the status of WisDOT’s four ongoing major corridor studies. He said the Beltline and Interstate studies were just getting started. The Beltline study collected origin-destination and other data using blue-tooth tracking and helicopter video. The data confirmed that many beltline trips are short distance. Rylander added that short distance trips are not ideal for freeways because of the excessive merging and weaving; beltline
interchanges are closely spaced. Schaefer said that draft EIS documents are close to being completed for the Stoughton Road/USH 51 and USH 51 (McFarland to Stoughton) studies. In response to a question, Schaefer said the earliest improvements would be constructed on Stoughton Road is 2020. The Interstate corridor study consists of two parts – Madison to Portage and Portage to the Wisconsin Dells. The first part of the study is looking at potential new interchanges and crossings.

4. Review of Draft Listing and Ranking of Candidate Projects for STP Urban Funding for 2014-2018

Schaefer reviewed the draft listing and scope of the projects. He said the MPO’s annual allocation of funding increased from $5.86 million in 2014 to $6.42 million in 2015-'18. Projects programmed for 2014-2017 are the same as in the current TIP and include E. Johnson Street, CTH M, CTH PD, and Cottage Grove Road east of the Interstate. The only exception is the Lacy Road project, which was able to be added with the additional funding. Schaefer said there was a possibility the Cottage Grove Road project might be delayed due to the delay in the Interstate bridge expansion project. New projects programmed in 2018 are the second phase of the E. Johnson Street reconstruction from Baldwin to First Street and CTH PD west of CTH M. The CTH PD project will tie into improvements planned for Northern Lights Road/Nine Mound Road and the CTH PD/Nine Mound intersection and is directly the result of the continued expansion of Epic’s campus. Schaefer said there was sufficient funding available in 2018 for another project. One possibility is the CTH M/Verona Avenue intersection, but the scope/design for that project is uncertain at this time. The next project on the list after that is the Buckeye Road reconstruction between Monona Drive and Stoughton Road.

Rylander recommended that the proposed “Yahara Busway” envisioned in the BRT plan not get lost in planning for the Johnson Street reconstruction project in 2018. Schaefer said that was a good point.


Schaefer reviewed maps of the other major roadway and bicycle projects in the draft TIP, highlighting some of the more significant ones.

Hull asked about the proposed Old Middleton Road roundabouts at Rosa Road and Old Sauk Road. Schaefer said the project was in an outer year and design work had not started. He mentioned the neighborhood association expressed some concern about the project during the TIP process last year. They were concerned about pedestrian safety. It is a locally funded project.

Schaefer pointed out the Interstate 39/90 expansion shown on the map wouldn’t actually be built in Dane County until after 2018. Rylander added that the Illinois Tollway is expanding I-39/90 as an 8-lane freeway from about O’Hare Airport to Elgin, IL and a 6-lane freeway from Elgin, IL to the Wisconsin border. WisDOT is then extending the expansion from the Wisconsin/Illinois border to Madison. That and the higher traffic volumes to the south are the reasons the project is being phased from south to north.

6. Update on Metro Bus Size Study

Cechvala stated that the bus size study has completed its data collection effort, which consisted of passenger load checks at the edges of downtown Madison and at the transfer points. That effort led to the preliminary list of potential candidate routes that may support small or large buses, but did not include other factors like interlining and the presence of extra buses. The consultants – Nelson/Nygaard – are currently working to include that in the analysis.

Cechvala said that he had a phone conversation with the consultants earlier that day. Preliminary results showed that there would likely be relatively few opportunities for small buses and several opportunities for large buses as the current system is designed, which supports Metro’s previous responses. It remains to be seen what opportunities would be possible with moderate or major system restructures.
7. **Update on Coordinated Public Transit – Human Services Transportation Plan**

Cechvala stated that the MPO is working to update the 5-year Coordinated Public Transit – Human Services Transportation Plan. The plan is a federal requirement for Section 5310 (Transportation for Elderly Persons and Persons with Disabilities) grants. In the past, it was also a requirement for Section 5316 (Job Access Reverse Commute Program) and Section 5317 (New Freedom) grants, but those programs were consolidated into Section 5307 (Urban Area Formula Program) and Section 5310. The Coordinated Plan addresses planning for primarily paratransit and specialized transportation services for seniors, the disabled, and low income people.

A stakeholder focus group planning session was held to identify service gaps and coordination needs. A report is currently being drafted and should be available in the next few weeks. One key issue is the elimination of the Job Access Reverse Commute program, which currently funds YW Transit’s JobRide program. Another issue is Metro’s desire to conduct in-person eligibility assessments for their Metro+Plus paratransit service. They have completed a pilot program that showed the assessments are far more accurate if done in person and can save money, but it is difficult to add staff with local funds to continue the program.

A community planning session and public information meeting will be held on September 10, 2013. The plan is expected to be adopted at that time by the coordination team, and then by the MPO Policy Board and Dane County Specialized Transportation Commission.

8. **Committee Member Reports**

None.

9. **Next Meeting Date**

The next meeting date is scheduled for Wednesday, October 16, 2013.

10. **Adjournment**

Rylander moved, Rider seconded, to adjourn. The meeting adjourned at 6:40 pm.

*Minutes were recorded by W. Schaefer and M. Cechvala.*