Minutes of the Madison Area Transportation Planning Board
Technical Coordinating Committee

September 25, 2013  Fitchburg Community Center, Prairie View Room  2:00 p.m.

1. Roll Call

Members Present: Baker, Beaupre, Beck, D. Trowbridge (for Cornwell), Dryer, Dunphy, Stauske, Hessling, T. Koprowski (for Hoelker), A. Kuklenski (for McComb), Phillips, Sayre, Woodard, Violante

Members Absent: Kugler, Bertch, Coville, Scheele, Even, Stephany, Kennedy


2. Approval of August 28, 2013 Meeting Minutes

Violante moved, Stauske seconded, to approve the August 28, 2013 meeting minutes. Motion carried.

3. Election of Chair and Vice Chair

Schaefer stated that Woodard had been chair of the committee for quite a while and the committee may want to have the committee chair rotate to different members. Schaefer said staff could perform the function, but thought it was more appropriate for a committee member to serve as chair. The vice chair would run the meetings in the event the chair was absent.

Dunphy moved, Sayre seconded, to not have a committee chair. Phillips stated he thought that there should be a committee chair and the item should be deferred to the next meeting. The motion to not have a committee chair failed. Phillips moved, Woodard seconded, to defer the item to the next meeting. Motion carried.

4. Review and Discussion on Draft of Roadway Functional Classification System Map

Schaefer introduced Ron Atkinson from the Wisconsin Department of Transportation, who was the lead staff person for the roadway classification update. Schaefer said the version of the draft map sent out for the meeting incorporated comments received from the cities of Middleton, Verona, and Fitchburg. In the meantime, additional changes have been made in response to comments by the city of Madison. Schaefer reviewed the revised map, highlighting the changes. Schaefer discussed the significance of the classification system. He said it was mainly used for funding purposes, but also for planning/design purposes. He said that arterials and collectors generally have the same design standards, but it could be more difficult for a community to get approval of a design exception for an arterial if federal funding was involved. He said the issue for local communities is that the classification could be seen as reflecting policy in terms of prioritizing mobility versus accessibility and pedestrian-friendliness. It is supposed to reflect how the roadway system is actually being used, evidenced by the traffic volumes. He said communities could maintain their own maps with some differences in the classification system. Stauske said the city of Middleton did this in the past, but it was too confusing for people.

Schaefer stated that the new map can’t be approved until next spring after traffic counts are taken on some of the newly designated collector streets. Atkinson stated that he had given a list of the streets for which counts were needed to WisDOT forecasting staff. Schaefer said communities may have counts in some instances. Atkinson said that would be fine as long as the counts were taken within the past few years. In response to a question, Atkinson said the map needed to be approved by the MPO and WisDOT and then FHWA. Schaefer said he talked with McComb who said approval of the functional classification map could wait until the spring, but that associated changes to the urbanized area boundary would need to be approved by January or February. There are three instances where
the boundary is being expanded. This was needed to allow Pleasant View Road to be classified as a principal arterial and for planned CTH AB and USH 51 realignments. Dryer commented that local officials and residents might be concerned if they see the map and notice that some roadways through residential areas had been upgraded to minor arterials. Schaefer stated that he would send out the most current draft map along with a list of roadways that needed traffic counts. He requested any further comments by mid October. Committee members should also indicate whether counts are available for any of the roadways on the list.

5. **Review and Recommendation on Draft 2014-2018 Transportation Improvement Program**

Schaefer summarized major changes to the Draft 2014-2018 TIP. In terms of the STP Urban priority project listings, the cost estimate for the CTH PD project west of CTH M in 2018 was increased. CTH AB/Buckeye Road was added as a funded project. Schaefer said that while the Verona Avenue/CTH M intersection project scored slightly higher, that was a difficult, controversial project with no agreement on a design at this time. Schaefer said the 2018 projects should be viewed as preliminary at this time. Schaefer mentioned again that WisDOT was making significant changes in how it administers the STP Urban program. He said the MPO prioritizes projects for STP-Urban funding, but WisDOT central office administers the overall program and WisDOT region office oversees delivery of the projects, making sure all federal requirements are met. Schaefer said he would discuss these program administration changes and their impact at a future meeting. He said there were still a number of questions and some issues that needed to be resolved with WisDOT central office staff.

Schaefer summarized changes to other projects and highlighted some new WisDOT projects. The project revisions were mostly minor cost and schedule changes. An environmental assessment for USH-12/18 east of I-90 was added. A project was added to reconstruct the STH 19/Broadway Drive intersection with construction in 2018. A project was also added to reconfigure the STH 19 and STH 113 intersection with construction in 2018 as well. Both were newly approved safety projects. Schaefer mentioned that the schedule for the locally funded Winnebago Street and Atwood Avenue reconstruction projects was moved back outside the 5-year TIP period to reflect the City of Madison’s Executive capital budget.

Woodard moved, Phillips seconded, a motion to recommend approval of the Draft TIP with the changes. Motion carried.

6. **Review and Recommendation on Draft 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County**

Schaefer stated that the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) was a federal requirement for federal Section 5310 – Transportation for Elderly Persons and Persons with Disabilities Program grants. With MAP-21, the former Job Access Reverse Commute and New Freedoms programs were discontinued. He said the MPO was working on an agreement with Metro Transit to have Metro administer 5310 grants with the MPO selecting the projects. The grants would likely be used in 2014 to continue existing projects like Dane County’s mobility management program and private accessible taxi service as well as in-person paratransit eligibility assessments by Metro. Cechvala then summarized the Coordinated Plan, focusing on the needs assessment and coordination sections of the plan, which were included in the meeting packet. The needs assessment was divided into needs for public transit, specialized transportation, and coordination needs. Section 5310 grants would need to address these needs in order to qualify for funding.

Becker stated that he was with CRANES, an environmental advocacy group. He said he was working with others to look at the feasibility of no-fare public transit service and is encouraging the City of Madison and Dane County to study that. He is not sure if it would work – there are logistical issues to
overcome, but if it could be done it may increase transit ridership and reduce costs by eliminating the need for fare collection equipment. He referenced the Dane 2100 plan for those interested.

Beck moved, Violante seconded, recommend approval of the 2013 Coordinated Public Transit – Human Services Transportation Plan for Dane County. Motion carried.

7. **Update on Metro Bus Size Study**

Cechvala said the study is in the final phase of work. It is investigating the feasibility of diversifying Metro’s fleet of standard 40-foot buses with smaller 30-foot buses on low-use routes and/or large 60-foot articulated buses on busy routes. The preliminary finding by the consultant, Nelson\Nygaard, and MPO and Metro staff was that about 5-6 small buses could likely be deployed into Metro’s fleet without causing additional overcrowding and pass-ups. A minimum fleet of at least 10 or so buses is recommended so that buses don’t get parked in or create problems with having a small specialized fleet. However, if some long peripheral routes were restructured so that the central part of the route was broken from the peripheral tail, requiring passengers to transfer, 10 or 12 buses would likely be practical. There are several opportunities for large buses to reduce overcrowding, particularly on the UW campus and in the University Avenue corridor. Cechvala reported that the consultants and staff would shift their focus to look at facilities. He said that many of the bus stops in Madison, including the transfer points, were designed for 40-foot buses. There may be parking removal needed and/or lengthening of pull-out bays. In addition, Metro’s bus storage and maintenance facility is at capacity and may not have the full ability to maintain articulated buses. These are likely fixable problems, but there will be a cost. A more detailed report will be provided at the conclusion of the study.

8. **Committee Member Reports**

Petykowski stated that the first phase of the Cannonball trail, including the Beltline bridge, will open sometime between October 8 and October 15 from the north Beltline frontage road to the southwest. The Mineral Point Road/CTH M/Junction Road intersection project is coming along and the jug handle should be open in 6-8 weeks. Work continued on the Johnson Street design. PS&E should be completed in November.

Sayre reported that Epic had submitted an application to construct Campus #4 with 1,500 offices. Violante mentioned that Dane County was working to update its Comprehensive Plan, which includes a transportation component. He thanked MPO staff for their review and comments on the current plan policy objectives and recommendations.

Koprowski stated that several public information meetings were held on the Beltline study with decent attendance.

Woodard mentioned that several traffic mitigation projects (intersection, other improvements on alternative routes) were underway in Fitchburg.

Stauske reported that work to improve the USH 14 and Deming Way intersection with turn lanes and a path connection was underway.

Beck stated that Metro is about a month into its recent service change. They are starting to see overloads on the new Route 10 and continued crowding problems on Route 6.

Baker stated that Phase 1 of the USH 51 expansion was completed and Phase 2 will be starting.

9. **Staff Reports**

Schaefer stated that the Transportation Alternatives Program application cycle for 2014-2018 projects would be starting soon. There is about $8 million per year in state funding statewide with $3.2 million per year allocated to the large MPOs. The Madison area will receive about $580,000 per year. Communities in the large MPO areas will be able to compete for the funding available statewide.
Phillips asked if projects would be funded at 80% and Schaefer said yes. Phillips suggested perhaps going with a 50% cost share to fund more projects for the MPO allocation, and Schaefer said that is something to consider. Schaefer said staff would probably recommend to only fund construction and not design work.

Schaefer stated that the draft 2014 MPO Work Program had just been completed. A summary was handed out. He highlighted some of the major work activities, including preparing an ITS plan, follow up work on bus rapid transit, preparation of a new bicycle plan, and assistance with the City of Madison’s Sustainable Transportation Master Plan.

Schaefer mentioned that the MPO Board discussed the issue of a potential change in the board membership/voting structure, but decided to wait until FTA guidance is released on the new requirement for a transit agency representative on the board before taking any action. The board approved the new make-up of the Technical Coordinating Committee.

10. Next Meeting Dates
The next meeting dates are scheduled for Wednesday, October 16, 2013 and Wednesday, November 20, 2013. Schaefer said that the October 16 meeting may be cancelled if there are insufficient items for the agenda.

11. Adjournment
Dryer moved, Stauske seconded, to adjourn the meeting at 3:30 p.m.

*Minutes recorded by Mike Cechvala and Bill Schaefer*