1. Roll Call

*Members Present:* F. Bartol, T. Stoebig, R. Williams, G. Hull
*Members Absent:* R. Ferrell, C. Gjerde, D. Newton, J. Rider, G. Rylander
*Staff Present:* W. Schaefer, M. Cechvala

A quorum was not present.

2. Approval of May 16, 2012 Meeting Minutes

This item was deferred due to a lack of quorum.

3. Update on the Transit Corridors (BRT) Study

Schaefer said the study oversight committee had agreed to a final set of corridor alignments and roadway improvements for the two different levels of BRT to be analyzed—high level “fixed guideway” (i.e., median running busway) and lower level “corridor” (curb side bus lane or mixed traffic). Schaefer and Cechvala reviewed maps of the different corridors showing the alignments, stations, and runningway types for the two BRT levels. Schaefer pointed out that in portions of some corridors there wasn’t an option for a busway or bus lane. Schaefer and Cechvala reviewed some of the minor changes that had been made to stations or runningway types since the committee meeting. For example, the consultant will evaluate a median busway for N. Park Street with mixed traffic being the “corridor” BRT alternative. For the North corridor the First Street routing has now been dropped with only the potential busway connection across Yahara River shown. Schaefer said staff recognized the obstacles to the busway connection, but it is needed to make the routing work. The First Street routing isn’t workable due to the left turns and traffic congestion at the intersections. On the West corridor, the alternative routing using Old Middleton Road was dropped. In the Central corridor, the Broom/Bassett to W. Washington Ave. routing has been added as an alternative not studied at this time.

Williams commented that the south/central corridor routing shouldn’t be finalized until the location of the intercity bus terminal is known because it is important for the BRT system to serve the terminal. He also said the BRT system needed to be well integrated with the existing local bus routes. Bartol asked whether the BRT system would be an overlay service. Cechvala responded that significant local service changes would be needed. Local service would probably be eliminated in some cases (e.g., Route 6 on E. Washington Ave. and Route 5 on Park Street, Route 67 to West Towne), while in others the service would remain, but with reduced frequency. He mentioned the problem with relocating the West Transfer Point for the Mineral Point Road alternative. There wasn’t a good location for it. There was some discussion about using Campus Drive versus Old University Avenue. Cechvala noted that Old University Avenue has frequent service and most riders are UW students. Stoebig also commented on the need for integration of the BRT system with other transit service.

4. Presentation on Draft Potential Service Changes and Other Recommendations for the Transit Development Plan (TDP) Update

Cechvala reviewed the potential future transit service change concepts. The estimated costs for the service recommendations were shown in the table listing the service changes and identifying the TDP
goals served by the service change. Cechvala said that some of the service recommendations (e.g., combining Route 2 West and Route 6 East) could be considered an incremental approach to implementation of BRT. The recommendations were grouped into three priority levels (short-term, medium term, and longer term or as development occurs). Cechvala also reviewed a list of other non-service related TDP recommendations. One of the more controversial ones was the adoption of a bus stop consolidation program, though that was consistent with the transit service design guidelines that will be adopted as part of the TDP.

5. **Brief Presentation on 2013 MPO Work Program**

Schaefer reviewed the major work activities for next year. Projects that will be completed early next year include the TDP, BRT Study, and designation of the urban and MPO planning area. Other new or continuing projects include assisting with the City of Madison’s Sustainable Transportation Plan; continuing implementation of the MPO’s Congestion Management Process; preparing an update to the Coordinated Public Transit – Human Services Transportation Plan; assisting with the various WisDOT EIS studies; and initiating an update of the regional Bicycle Transportation Plan.

6. **Committee Member Reports**

None

7. **Staff Reports**

Schaefer mentioned that the final TIP document would be sent out to committee members. He said staff had completed a draft map of the 2010 MPO adjusted urban area and planning area boundaries and submitted that to WisDOT for comment. Once WisDOT had provided comments, a final draft would be reviewed with the MPO advisory committees and Policy Board.

8. **Next Meeting Date**

The next meeting is scheduled for Wednesday, January 23, 2013.

9. **Adjournment**

The meeting was adjourned at 6:30 p.m.

*Minutes recorded by Bill Schaefer.*