

**Madison Area Transportation Planning Board
Citizen Advisory Committee
Meeting Notes**

November 16, 2011

Madison Municipal Building, Room LL-130

5:00 p.m.

1. Roll Call

Members Present: F. Bartol, J. Rider, R. Williams

Members Absent: R. Ferrell, C. Gjerde, G. Hull, D. Newton, T. Stoebig, E. Sundquist, K. White

Staff Present: B. Schaefer, M. Cechvala

A quorum was not achieved. These are notes taken during the meeting. Schaefer announced that Kevin White had resigned from the committee. Kevin said his schedule now conflicts with the committee meeting schedule.

2. Approval of September 21, 2011 Meeting Minutes

Item deferred due to lack of quorum.

3. Presentation on Preliminary Design for County Trunk (CTH) Highway M (Mineral Point Road to Cross Country Road)

Schaefer reviewed a copy of a PowerPoint presentation prepared by City of Madison Engineering for a public meeting to be held December 8 regarding the proposed design for the CTH M capacity expansion project. The project will reconstruct the two-lane rural road to a four- to six-lane divided urban arterial. The segment from north of Cross Country Road to Prairie Hill Road is programmed for 2014. CTH M would have four lanes south of McKee Road (CTH PD) and six lanes north of McKee Road with the southbound curb lane designated as bus and right turn only. Sidewalks and an off-street bike path would be constructed throughout the length of the project. Schaefer also reviewed the design options being considered for the CTH M and McKee Road intersection. He thought a roundabout would be chosen over the jug handle option. An at-grade signalized intersection wouldn't meet future capacity needs.

Rider suggested that a four-lane section throughout the project should be considered with a extra wide median rather than building all six lanes north of McKee Road since the extra lanes are not expected to be needed for some time. The extra lanes could then be added on the inside later. Williams commented that bus service should be provided if the corridor is expecting enough traffic to warrant six lanes.

4. Review of Scope of Work for Transit Study to be Conducted as Part of the Capital Region Sustainable Communities Project

Cechvala stated that the Capital Area Regional Planning Commission (CARPC) received a Sustainable Communities Regional Planning Grant, and that around \$175,000 was available for a transit study. The MPO would be the lead agency for this study, although CARPC would issue the RFP. Past transit studies – most recently Transport 2020 – focused primarily on rail service and did not evaluate potential bus improvements in any detail. This study would fill in that gap. It would be a feasibility study looking at Bus Rapid Transit (BRT), primarily on the street network. The study would also look at how local and express bus service might be restructured to work with a BRT system. Cechvala said the BRT system could be a pure overlay with local service complementing it, or it could be designed to largely replace the existing local route(s) in the corridors it serves. An overlay express service would be faster but might be prohibitively expensive. The study will examine three levels of infrastructure investment – Improved Service, Light BRT, and Heavy BRT – which are described in the table in the draft scope of work that was distributed. The service concept is for 15-minute headways throughout the day. The corridors to be studied include north-south and east-west

routes. The consultant will be provided some preliminary baseline routes with several possible alternatives and future extensions. The transit study will also make recommendations on passenger facilities such as new buses, stations, fare collection, etc. The study will examine the feasibility of transit preferential roadway enhancements like queue jumps, parking restrictions, preferential lanes, and transit signal priority (TSP). A minor component of the study will include examination of future express commuter routes to outlying communities. The study will be technical in nature, but there will be some opportunities for public input. The study will be coordinated with the City of Madison's work on a new transportation master plan. It is expected to take 6 to 12 months beginning in early 2012.

Bartol asked what the goals were for the BRT system being studied. Cechvala stated that these were being developed in more detail, but generally the goals of the system were to increase ridership, reduce travel times, improve the efficiency of the system, and simplify the routing structure. Schaefer stated that an oversight committee would be formed to direct and manage the project consisting of staff from the MPO, Metro Transit, and other agencies and organizations. Williams suggested using the TDP/RTA committee, and Schaefer said it would be a hybrid of that committee and the committee overseeing this aspect of the CARPC grant project. Bartol suggested that branding could be added to the "Improved Service" level of investment since some bus routes in the U.S. with frequent service are given special themes to make them easy to recognize, even though they do not have BRT improvements. Cechvala stated that Bartol was correct and that could be changed. Cechvala added that the "Improved Service" level was included primarily to serve as a baseline to measure the effectiveness of transit preferential roadway improvements, since the proposed BRT routes do not have equivalent existing bus routes. Williams stated that Metro is in the process of replacing its fare collection equipment and the BRT study should be coordinated to make sure the new fare collection equipment is compatible with fare collection strategies proposed for BRT. Williams added that a ride free area might be included. Bartol added that Portland, OR has a ride free area. Cechvala stated that Portland's ride free area has gone through some changes and that it is now rail only. This is because all of the rail service in central Portland has off-board fare collection and fare checkers simply do not sweep trains inside a defined boundary. Cechvala added that Seattle currently has a ride free area in its central business district, but it is being phased out.

5. Update on the Regional Transportation Plan 2035 and Timeline for Completion

Schaefer said MPO staff hoped to finish a draft of the plan update report by the end of the year. Public meetings would be held in January and the plan approved by the MPO Board in mid-February. He presented a draft map showing major street/roadway projects and studies. A few additional local arterial street capacity expansion (from two to four lanes) projects have been added and the programmed projects and studies updated compared to the previous map in the RTP 2030. He said the State Transportation Projects Commission recently approved three new major EIS studies in Dane County: USH 51 (Stoughton Road); the Beltline from USH 14/University Avenue in Middleton to Highway N; and Interstate 30/90/94 from Madison to the Wisconsin Dells. Work on those would likely start late next year. Another potential study is shown on State Highway 19, which would likely evaluate the North Mendota Parkway route as well. The other study that WisDOT staff had mentioned as a possible future one is Highway 14 from Middleton to Mazomanie. MPO staff is not currently showing the study because of the major environmental issues and because the forecast traffic volumes don't indicate a need for expansion west of Cross Plains. Schaefer distributed a preliminary draft table of the street/roadway projects. He said MPO staff was still finalizing the financial analysis, but felt the projects listed could be demonstrated to meet the financial constraint requirements.

6. Adjournment

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

Notes recorded by Bill Schaefer and Mike Cechvala