1. Roll Call/Introductions

   Members Present: S. Arnold (left after item #3), C. Gjerde (arrived during item #3), M. Healy, D. Hoffert, G. Hull, J. Rider, G. Rylander, T. Stoebig (left after item #4), D. Wallace

   Members Absent: J. Canela, R. Ferrell, J. Maldonado, S. Springman, R. Williams

   Staff Present: W. Schaefer, M. Cechvala

2. Approval of September 17, 2014 Meeting Minutes

   Rylander moved, Stoebig seconded, to approve the September 17, 2014 meeting minutes. Motion carried.

3. Staff Reports

   Schaefer reported that the MPO policy board approved the 2015-2019 Transportation Improvement Program (TIP) at its November meeting. Action was deferred at the previous meeting because it was discovered WisDOT had made an error calculating the amount of carryover funding, which was reduced from $2.8 million to $1.1 million. To address the situation, staff had recommended reducing funding proportionately for the new transit projects and the CTH M and Lacy Road projects for which the costs had increased. The board decided instead to deal with the shortfall by postponing the Cottage Grove Road reconstruction project, moving it from 2017 to 2019 outside the current program cycle. Schaefer discussed this with City of Madison staff who agreed with the change. The delay in the Cottage Grove Road project will hopefully result in the road project and the adjacent I-39/90 bridge project being done in the same year, which makes sense. Delaying that project allows the Buckeye Road reconstruction project to be moved up to 2018. MPO staff still needs to work with WisDOT staff to get approval for these cost and schedule changes.

   Arnold asked if moving the Lacy Rd reconstruction from 2017 to 2016 had been discussed. He said design and public outreach will be done next year to keep that option open. Schaefer said he had mentioned that to the Fitchburg Alder on the policy board, but didn't hear back from him or Fitchburg staff. Any changes to the schedule of projects would need to be approved by WisDOT, but it might be possible. Going forward, the MPO will encourage communities to create such “advanceable” projects that would be ready for construction and could be moved up in the schedule if additional funds became available or other projects were delayed. Stoebig asked if the planned Cottage Grove Road work east of Monona Drive was being funded by the MPO, and Schaefer said no.

   Schaefer stated that the ITS plan had begun with HNTB as the lead consultant. Rylander, who has expertise in ITS, was providing some assistance to the MPO with the project. An inventory of technology was being done. A needs workshop was held with a large group of representatives from stakeholder agencies. A major theme from the workshop was the need for integrating and sharing data collected by multiple agencies, particularly during active incidents. Other needs identified included using social media, apps, text alerts, etc. for traveler information and making signal operations more responsive to traffic during incidents and other unexpected conditions. Rylander added that the plan will address how technology can help satisfy various needs given its high cost effectiveness and will follow the required process so projects are eligible for federal funding. He commented that most barriers to implementing ITS are institutional rather than technology related. Discussion followed about allowable use of dynamic message signs. Arnold mentioned the restrictions WisDOT placed on messages they could post on the sign installed on the Fish Hatchery Road ped/bike overpass.
Rylander explained that travel time estimates were generally calculated from loop detectors in the pavement.

Schaefer reported that the Metro Transit on board survey contract had been finalized and a kickoff meeting would be held in early December. The survey will be conducted in the winter/spring. Cambridge Systematics will lead the effort using a hybrid survey approach using pen-and-paper surveys as well as personal interviews with tablets. It will include a separate on-to-off survey that will assist with travel demand modeling. The work will also be used for Title VI analysis and general transit service planning. Hoffert asked how the on-to-off survey addressed transfers – Schaefer responded that it does not, we only get information for the one leg of the trip but the full survey will get information that includes transfers.

Schaefer stated that WisDOT SW Region was working on several major corridor studies – the Beltline, I-39 (including looking at potential additional crossings and longer term capacity expansion), Stoughton Road, and USH 51 from McFarland to Stoughton (which is now focusing on shorter term safety fixes rather than capacity expansion).

4. Presentation on Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County

Cechvala stated that the MPO was updating its county-wide bicycle transportation plan which was last completed in 2000. MPO staff has been coordinating and working with City of Madison staff and their consultant for the city’s Madison in Motion Sustainable Transportation Master Plan. The MPO plan is comprehensive and includes infrastructure as well as policy recommendations. He presented on the various aspects of the plan and showed the analysis that has been completed to date. Recommendations are forthcoming and are being developed now.

Hull asked if the “complete neighborhoods” vision would include ordinances requiring sidewalks, for example, on streets without them. Cechvala responded that it was a vision, not a recommendation, and relates to building neighborhoods that are connected by a bikeable street network. Schaefer added the plan will include recommendations related to this, but they will be advisory to local communities. Hoffert asked if the functional classification data would be shared with online mapping services, and Cechvala responded that it was being developed for internal planning use but future uses could include trip planning and it would assist in wayfinding sign plans.

5. Presentation on WisDOT’s Beltline (USH 14 to CTH N) Corridor Study

Schaefer stated that WisDOT was in the process of conducting a “Planning and Environmental Linkages (PEL)” study for the Beltline, which would be following by an EIS study. The PEL study was intended to integrate long-range planning and corridor/project planning and provide for early public involvement. Schaefer reviewed the presentation that was being given at currently ongoing public meetings that reported on the study findings to date. This first phase of the study was evaluating the impact of “stand-alone” strategies to relieve congestion on the Beltline. The regional travel modeling found that transit enhancements and the North Mendota Parkway had little impact on Beltline traffic volumes. The conceptual “south reliever” freeway from Verona to the east to I-39 would pull a small amount of traffic off the Beltline but at high environmental and economic cost. The final recommendations will likely involve a combination of multi-modal strategies.

Schaefer reviewed the timeline for the study and subsequent EIS study. He said the earliest construction would start would be in the 2020s. He also noted that it is not just an issue of traffic volume as much congestion is caused by weaving and frequent interchanges. Bicycle and pedestrian network problems arise from the relative lack of non-interchange crossings. The next phase of the study will look at these issues.
6. **Review of 2015 MPO Work Program**
   Schaefer distributed a summary of the MPO’s work program. There was not sufficient time for discussion.

7. **Committee Member Reports**
   None.

8. **Next Meeting Date**
   The next meeting date is scheduled for Wednesday, January 21, 2015.

9. **Adjournment**
   The meeting adjourned at 6:46 pm.

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