Minutes of the Madison Area Transportation Planning Board
Technical Coordinating Committee

November 20, 2013  Fitchburg Community Center, Fitchburg Room  2:00 p.m.

1. Roll Call

*Members Present:* Baker, Kugler, Beaupre, K. Sellner (for Beck), Coville, Dryer, Even, Stephany, T. Koprowski (for Hoelker), Phillips, Sayre, Woodard

*Members Absent:* Bertch, Cornwell, Scheel, Dunphy, Stauske, Hessling, Kennedy, McComb, Violante

*Others Present:* W. Schaefer, D. Kanning, S. Steinhoff, J. Kuehn, D. Paoni

Schaefer introduced Jim Kuehn, WisDOT’s statewide MPO coordinator.

2. Approval of September 25, 2013 Meeting Minutes

Phillips moved, Dryer seconded, to approve the September 25, 2013 meeting minutes. Motion carried.

3. Presentation on Draft Market Study of Walkable, Transit-Supportive Development in Dane County – A Project of the Capital Region Sustainable Communities Partnership (Steve Steinhoff, Capital Area RPC)

Schaefer introduced Steve Steinhoff, Senior Community Planner, Capital Area Regional Planning Commission (CARPC). Steinhoff provided a presentation on the draft market study, which was a companion study to the recently completed Bus Rapid Transit (BRT) study. He first reviewed some information on the overall Sustainable Communities grant project, which funded both studies. The Sustainable Communities project partners identified several priority challenges, which included connecting vibrant, walkable places and establishing high-capacity transit in Dane County.

The purpose of the market study was to: (1) analyze projected market conditions for walkable, transit-supportive (WTS) development; (2) investigate opportunities for walkable, transit-oriented development projects in Dane County; (3) focus on BRT corridors; (4) utilize results to develop alternative year 2035 ridership forecasts for the complementary BRT study; and (5) utilize results to inform local and regional land use/transportation plans and public and private investments. The study contained six major components: (1) a market analysis to project magnitude of demand for real estate products compatible with WTS development; (2) interviews with range of stakeholders to assess local development perspectives; (3) a framework of development types to assess the Madison’s area’s potential to absorb this demand; (4) modeling of alternative scenarios that show where projected demand for such development might be accommodated (with or without BRT); (5) estimated impacts of alternative scenarios measured by selected sustainable development indicators; and (6) conceptual designs for compact, WTS development around three selected BRT routes.

Steinhoff described the factors affecting demand for WTS development and provided a summary of projected demographic changes in Dane County in 2035. The study estimated that nearly 72% of households will prefer housing options compatible with WTS development in the forecast year. The study also projected an annual county demand of around 100,000 sq. ft. of WTS-compatible retail space, and between 83,000 and 390,000 sq. ft. of WTS-compatible work space. Steinhoff described the challenges in meeting shifting demand, since most recent developments in Dane County have been designed to be automobile-dependent.

Three development scenarios were modeled to show the projected demand for WTS development types. The model estimated that by 2035 with BRT and policies to promote transit-supportive development, an estimated 7,200 dwelling units could be added to the BRT corridors in addition to the 8,000 already projected to occur in the corridors under the baseline scenario. The BRT Plus
scenario could also generate sufficient commercial space to accommodate 16,000 net new jobs. Steinhoff said that a three-day design workshop was held to produce conceptual designs for three sites that are representative of the area types. Several options were developed for meeting WTS demand outside of the BRT corridors. Despite the high numbers, the study found that the BRT corridors would only be able to accommodate 25% of projected demand for WTS residential development. If all the demand could be met countywide, annual VMT savings were estimated at over 40 million with an estimated $63 million in annual household transportation cost savings. Under this scenario, walkable, transit-supportive development patterns could extend well beyond the proposed BRT alignments. Extending BRT to these areas could take advantage of the WTS qualities of the development and boost transit ridership.

Koprowski asked about the model used for the study. Steinhoff said it was developed by the Center for Neighborhood Technology and he showed the variables used by the model. Sayre asked Steinhoff to define the small and large lot sizes. Steinhoff said that small lots were less than 1/6 of an acre, while large lots are larger than that. Sayre asked how many dwelling units/acre was required to support BRT. Schaefer said it was difficult to say because it depended upon the location, but perhaps 10-15 dwelling units/acre. Sayre asked for information on the size of the service area. Schaefer said that for BRT the assumed service area was 1/3 mile from the stations compared to ¼ from stops for local bus service. Steinhoff said that a link to the final draft of the study would be added to CARPC’s website by the end of the week.

4. **Election of Chair and Vice Chair**

Woodard moved, Sayre seconded, to nominate Phillips as Chair. There were no other nominations. Motion carried. Dryer moved, Woodard seconded, to nominate Woodard as Vice Chair. There were no other nominations. Motion carried.


Schaefer explained that the Transportation Alternatives (TA) program, under MAP-21, consolidated the former Safe Routes to School (SRTS) and Transportation Enhancements (TE) programs. MAP-21 requires that 50% of the funding be allocated directly to large MPOs such as Madison. A total of about $8 million is available statewide, including $1 million in state funding. Large MPOs will receive one half of the federal funding or about $3.5 million per year. Of that, the Madison MPO will receive a little less than $600,000 per year or presumably about $2.9 million total for the 2014-2018 application cycle. WisDOT will retain the rest. Communities in the large MPO areas will be eligible to apply for the statewide funds as well as the MPO funds. WisDOT will select the projects to be funded with the statewide funds, but will consider the project rankings of the MPO. WisDOT is using a two-phase application process with the pre-scoping application due December 13, 2013. Full applications for both the statewide and MPO funding will be due March 28. Schaefer said the same application form would be used, but the Madison MPO might have an addendum with some additional questions addressing the MPO’s criteria.

Schaefer said the MPO will score and rank all submitted projects using its own criteria, and will review the rankings with the technical committee and board. However, the MPO will likely wait to allocate its funding until WisDOT announces the projects it will fund. Schaefer encouraged communities to apply for both the statewide and MPO funds. Funding from the statewide pool would be preferable because WisDOT is requiring only a 20% local cost share, while MPO staff is proposing a 40% cost share for MPO funded projects to stretch the limited funding available. Schaefer clarified that the policies outlined were those that were different than the ones that WisDOT would be using for the statewide program. In some cases, WisDOT wasn’t allowing MPOs to use a different policy. For example, WisDOT is requiring a minimum project cost of $300,000 for infrastructure projects and $50,000 for non-infrastructure projects. MPOs must follow the same requirement. Consistent with WisDOT’s approach, the MPO is not proposing to set a maximum
project cost, but will suggest that the ability to fund projects seeking much more than $1 million in federal funding will be limited. For very large projects, it is suggested the project be divided into phases or segments and an application filed for each segment. Also, WisDOT is requiring that projects must commence construction within four years of approval and be completed within six years. Phillips asked that the document be clarified that it applied only to the MPO funds and the statewide funding was also available.

The committee discussed the draft policies proposed by MPO staff. In response to a question from Sayre, Schaefer said it is proposed that only construction costs be funded, not design or real estate, in order to stretch the funding. Regarding the 60/40 cost share for projects less than $500,000, it was suggested that a sliding scale be used for the cost share ratio with $300,000 projects funded at 80/20, $400,000 projects at 70/30, etc., and projects costing $600,000 or more at 50/50. There was consensus to make that change. Kugler asked if a project sponsor could request funding for a project that is constructed partially outside of its municipal boundaries. Schaefer said yes as long as the town supported the project. Woodard suggested a letter of support from the town.

Schaefer reviewed the proposed project scoring criteria for pedestrian/bicycle infrastructure projects and SRTS non-infrastructure projects. Kugler asked if a separate category could be created for SRTS infrastructure projects with its own criteria. He noted a project Sun Prairie had to construct missing segments of sidewalk connecting to schools and said it wouldn’t compete well with the other ped/bike projects. It was discussed that the $300,000 minimum cost would apply for such a project. Schaefer said that could perhaps be considered. He said MPO staff were not proposing any set aside of funds for SRTS projects, but would leave things flexible depending upon the quality of applications and how the project costs and funding worked out. Dryer suggested increasing the weight of the safety criterion from 10% to 20% and reducing the first two (mobility/connectivity and usage/accessibility) from 25% to 20%. Kugler suggested including a factor under safety for providing facilities to schools. Others agreed with these suggestions.

6. Continued Review and Discussion on Revised Draft of Roadway Functional Classification System Map

Schaefer briefed the committee on the status of the roadway classification update project. He said the latest version distributed reflected changes made in Stoughton, Sun Prairie, and Deforest based on local staff comments and traffic count data. Schaefer said he wanted to make sure no one had serious concerns with the final draft map. Dryer asked what would happen if there was disagreement over the functional classification of one or more roadways. Schaefer said he would work with WisDOT staff to resolve any issues. Baker asked if the map could be revised in the future, and Schaefer said technically yes, but there was a strong preference to only make changes every ten years in conjunction with the new Census urbanized areas. Dryer said that City of Madison staff still had concerns about Maple Grove/Putnam and Acewood being upgraded to minor arterials. Phillips and Dryer suggested that S. High Point Road south of Mineral Point Road could be designated the arterial instead of Putnam/Maple Grove. Schaefer said he would work with Madison and WisDOT staff to try to come to a resolution on those streets.

7. Brief Update on STP Urban Program Administration Issues

Schaefer said he planned to provide more information and discuss this further at the next committee meeting, but wanted to provide a brief update. He planned to have WisDOT SW Region staff at the meeting to help explain the issue and answer questions. He explained that WisDOT was now requiring MPOs to program all funds over the next five year period. Also, WisDOT was calculating the MPO’s allocation based on the 5-year period versus providing an annual allocation. Any funding not spent in a given year and carried over to a following year would be counted against the MPO when WisDOT recalculated our allocation in two years. For the MPO’s 2014-2018 allocation, WisDOT reduced the allocation to account for projects that were originally scheduled in 2014, but not completed yet. This included the E. Johnson Street and CTH M (southern segment) projects as well as
the project to support the MPO planning program. That has since been deleted since the MPO now has sufficient planning funds due to a large increase provided starting in 2014. MPO staff argued that the planning project, which was $122,000, shouldn’t count against the MPO’s allocation since it was dropped. WisDOT agreed, but said the funding had to be spent by the end of this fiscal year or June 2014. The only project the funding could be used for in that case is E. Johnson Street so MPO staff plan to process a TIP amendment to add this funding to the project next year.

8. Committee Member Reports

Koprowski reported that STH 19 was now open east of USH 51 with the completion of the two Token Creek bridge construction projects. Also, the USH 51 freeway conversion project was proceeding and the Windsor Street interchange was now open. He also said WisDOT has created Facebook pages for the Beltline study and Verona Road/West Beltline project.

Even said that construction of Peaceful Valley Parkway was completed. He also noted that building activity was picking up again with 76 new single-family home permits issued to date in 2013.

Sayre reported that the realigned section of Northern Lights Road north of the Epic campus would open this weekend.

Stephany said that the Monona Drive project work was winding down for the year with the medians and landscaping to be completed next year.

Baker mentioned that the USH 51 Phase 1 expansion project had been completed. A temporary road with no guardrails will be provided through the winter months within the Phase 2 project area. Baker said that the village is working with WisDOT to reduce the speed limit to 45 mph on this section. The new Vinburn Road railroad crossing had been completed, but the gates still needed be installed.

Beaupre reported that the draft State Rail Plan was now available for review. An open house was scheduled for Tuesday, December 10, from 4-7 p.m. She also mentioned that FHWA released its draft Primary Freight Network yesterday. The Interstate and Beltline in the Madison area have been designated as part of the network. Eventually, the system will be tied to project funding. She said the states are supposed to designated Critical Rural Freight Routes. Beaupre said that Urban Connector Routes were also not included such as Stoughton Road.

Phillips said that construction of the split grade intersection located at Junction Road/CTH M and Mineral Point Road had been completed and the jug handle was open. The rest of the project would be completed next year.

Woodard mentioned that McKee Road would be closed at midnight so that the Cannonball Path Bridge could be set. He said the bridge would be completed in late July. He also said that a public meeting on the next phase of Verona Road improvements was scheduled for December 11. They include interchanges at Williamsburg Way and McKee Road. The proximity of Kapec/Nesbitt intersection to the interchange was an issue. He also said that the rail line from Oregon to Evansville was being reactivated to serve the new Lycon facility.

Sellner said that expanded Route 75 service from the Capitol Square to Epic would begin on December 2. Route 80 will return to its regular, non-detour route next semester.

9. Staff Reports

Schaefer invited committee members to take a hardcopy of the 2014-2018 TIP. He reported that the 2014 MPO Work Program was completed and submitted to WisDOT and FHWA for their approval. He also reported that the MPO Policy Board recommended the Madison Common Council adopt a resolution requiring the mayor to appoint a Metro Transit representative meeting federal requirements as one of the six mayoral appointments. This would prevent the MPO from having to go through essentially a re-designation process to change the MPO re-designation agreement. Schaefer said he thought that would meet the new requirement for a transit agency representative. The board was split
on whether to make any other changes in light of the new expanded planning area boundary, and so no further changes are planned at this time. Schaefer reported that a draft report on the Metro Bus Size Study had been completed. A presentation on the conclusions from the study would be provided at the next meeting.

10. **Next Meeting Dates**

The next meeting dates are scheduled for Wednesday, January 22, 2014 and Wednesday, February 26, 2014. There will not be a December meeting.

11. **Adjournment**

Woodard moved, Dryer seconded, to adjourn the meeting at 3:55 p.m.

*Minutes recorded by David Kanning and Bill Schaefer*