1. Roll Call

Members Present: Beaupre, Debo, Ginder, Hickman (for McComb), Nelson, Dunphy (for Mandli), Clayton (for Hoelker), Woodard

Members Absent: Coville, K. Clark, R. Clark, Dryer, Kennedy, Murphy, Kirchner, Violante, Ettinger

Others Present: McDonald, Schaefer, Pike, A. Switzer, D. Paoni

2. Approval of Meeting Minutes of July 21, 2006

Moved by Woodard, seconded by Debo, to approve the July meeting minutes. Motion carried.

3. Review of Draft Summary of the Regional Transportation Plan (RTP) Update

McDonald said staff had presented a draft outline of the summary to the MPO Policy Board at its last meeting, and made a few changes in response to their comments. He then reviewed the draft summary, including the overall plan goal, key recommendations, and key features. The transit recommendation refers to a high capacity, fixed guideway system, but is not specific as to technology. He referred to the map showing the hybrid commuter rail alternative, which is used as an example of one of the key concepts—connecting the activity/employment centers and growth areas with transit as well as roadways. The future functional classification system map illustrates another recommendation to provide for a continuous, interconnected roadway system. He also referred to the Park-and-Ride System map, which is not included in the summary. Beaupre commented that there were a few discrepancies in the location of potential lots shown on the map compared to what WisDOT has and they should review and reconcile those differences. McDonald stated that another key concept was to continue to accept higher congestion levels (LOS D) prior to considering capacity expansion. Beaupre commented that she was concerned about the wording and thought it was inconsistent with Federal standards. Clayton added that WisDOT deficiency standards provide for a higher level of service on backbone routes that are important for inter-regional travel. McDonald responded that this had been the region’s policy since adoption of the last plan. While it might be WisDOT’s goal to achieve a higher level of service on the backbone routes, in reality this would be impossible to achieve, for example on the Beltline. Beaupre said she was unclear what was meant by the statement that roadway improvements be designed to meet existing and short-range traffic needs. McDonald said staff would try to make some editing changes to address these comments. McDonald then reviewed the other key plan concepts. Beaupre said she was concerned about the idea of drawing more traffic to the Beltline, which is discussed as part of the traffic direction concept. Switzer added that the goal should be to maximum local arterial capacity to keep local traffic off the Interstate and Beltline system. McDonald said the plan does promote an interconnected arterial/collector roadway system. Schaefer said perhaps some other local arterial examples such as Reiner/Sprecher Road and CTH M (West) could be added.

4. Review of Draft RTP Recommendations/Implementation Strategies

Schaefer reviewed the draft recommendations, highlighting some of the more significant ones. He said the Streets/Roadways recommendations under the category of “capacity expansion projects and studies” refer to the plan maps. Clayton suggested adding the Interstate interchanges as well as those...
on the Beltline to recommendation #2 calling for consideration of interchange design changes. Nelson questioned whether extending Raymond Road to the Allied Drive neighborhood could be done as an interim improvement. McDonald said he wasn’t sure, but staff could edit the recommendation to clarify that this isn’t necessarily an interim improvement. Clayton asked that #7 be broken out with the two studies of potential new interchanges separately listed. He said that WisDOT would not be conducting the study of a potential interchange on the Interstate at Hoepker Road, but that the City of Madison would need to do that. Schaefer then reviewed the recommendations under the category of TSM. Following some discussion, it was decided to drop #22 related to repeal of state law precluding funding of stand-alone ITS projects. Nelson commented regarding #21, integrating ITS infrastructure into PE/design of project, that the City of Madison couldn’t get anyone to monitor the data from the cameras installed on East Washington Avenue. Schaefer said the recommendation could perhaps be edited to address this issue or a new recommendation added. Schaefer said a member of the citizen advisory committee had recommended pursuing implementation of a 311 telephone system for non-emergencies. Nelson said he has found that when communities reach around 300,000 in population is when such a system tends to get implemented. It was agreed to add that recommendation. Schaefer then reviewed the rest of the recommendations. Switzer said WisDOT should be added to the list of implementing agencies under #8 for Pedestrian Transportation concerning Safe Routes to School Programs. Beaupre questioned whether a downtown intercity rail station site was still on the table. Schaefer said he thought it was, but suggested editing #3 under Inter-Regional Travel to state “continue exploring the potential for a downtown Madison high-speed rail station site. . .” Regarding #4 under Freight, Switzer said that WisDOT was looking at establishing a state freight planning committee. Schaefer said they would edit the recommendation to make reference to this. Clayton commented that he thought recommendation #2 under Rail Transportation was somewhat inconsistent with the policy objectives. Schaefer responded that staff would edit it to include reference to continuing to preserve the possibility for future rail use.

Schaefer thanked the committee for the comments and said staff would make changes to incorporate them into the revised draft that is sent to the Board. He asked that any additional comments be provided to staff in the next couple of weeks prior to the next Board meeting. Staff would be seeking approval from the Board to release the revised draft recommendations to the public at their September meeting.


Schaefer noted that the draft TIP had been sent out to committee members. For the first time, the draft TIP includes a summary of the major projects and maps of major projects. He said he wouldn’t spend time going over the projects, but asked that members review the draft document and get back to MPO staff with any corrections or changes by mid-September. Schaefer noted that a public information meeting would be held on August 23 and the public hearing on the TIP would be held at the MPO Board’s September 6 meeting. Action on the TIP probably would not occur until the November Board meeting following approval of the updated RTP.

6. **Committee Member Reports**

Debo reported that cost estimates for contracting communities and agencies for 2007 had been sent out. Service changes will be implemented on August 27. Testing of the real-time bus schedule information continues and the information should be available to the general public this fall.

Nelson reported that the grand opening of the last segment of the Southwest Commuter path, the so-called “Missing Link”, was scheduled for August 28.
7. **Staff Reports**

McDonald reported that at their last meeting the MPO Policy Board approved changing the name of the MPO because it was felt the current name didn’t explain the function of the agency. The new name will be the Madison Area Transportation Planning Board with a subtitle that says “a MPO.” The name change will not take effect until after the agreement on the new board structure is signed.

8. **Next Meeting Dates**

The next meeting dates are September 15 and October 20.

9. **Adjournment**

The meeting was adjourned at 3:35 p.m.

*Minutes recorded by Bill Schaefer*