1. **Roll Call**

*Members present:* David Ahrens, Mark Clear (arrived during #5), Ken Golden, Jeff Gust, Chuck Kamp, Steve King, Jason Kramar, Jerry Mandli (arrived during #5), Al Matano, Ed Minihan (arrived during #5), Mark Opitz, Chris Schmidt, Robin Schmidt, Patrick Stern

*Members absent:* None

*MPO Staff present:* Bill Schaefer, Mike Cechvala

*Others present:* Mike Statz (MSA), Sean Higgins (CARPC), Diane Paoni, Royce Williams, Hank Weiss, Robbie Webber

2. **Approval of June 3, 2015 Meeting Minutes**

Moved by Kamp, seconded by R. Schmidt, to approve the June 3, 2015 meeting minutes. Motion carried with Kram abstaining.

3. **Communications**

Schaefer referenced a newsletter from WisDOT regarding the USH 51 (McFarland to Stoughton) Corridor Study in the meeting packet. A public information meeting is scheduled for Wednesday, August 26 at Stoughton High School.

4. **Public Comment (for items not on MPO Agenda)**

None.

5. **Public Hearing on Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County**

Matano introduced one registrant, Robbie Webber, former City of Madison alder, former member of the MATPB to speak.

Webber said that she had written a memo regarding the draft bicycle transportation plan and board members should refer to it for additional comments. She thinks it’s an excellent plan with a few things that need to be tweaked. The biggest missing component is some metrics that should be adopted identifying goals or performance objectives for the region in the future. The plan includes measures, trends, and recommendations related to connectivity and number of people bicycling, but not goals. She provided some examples such as percentage increase in bike trips, number of bike counts, percentage of people close to primary bike route (i.e., one that is comfortable for the 60% of bicyclists who are “interested but concerned”). She said she’d also like to see some more policy statements to support achievement of the goals such as through project selection and funding.

Kamp said Metro has talked quite a bit about a goal for ridership in the future after reaching the 15 million mark. He said it depends upon how much one wants to invest in the system. He asked if it was similar for bicycling. Webber said to some extent, but there is much less of a capacity problem with the bikeway system. She added there needed to be some fundamental changes in policy and there needs to be plans for connecting new and redeveloped employment and retail areas to residential areas. She mentioned Mineral Point Road as a corridor where there isn’t a facility that most people would feel comfortable using.

Gust questioned whether there was good enough baseline data, noting it is difficult to set goals for measures without that data. Webber responded that in some cases there is such data and others there isn’t, but the plan recommends increasing the availability of bicycle count and other data. She said that should be a goal. Gust
said perhaps the goal should be to acquire the baseline data in order to be able to set some goals in the future.
Webber said there was good data on bikeway system connectivity. Schaefer added that there was discussion about goals by the policy committee, but the consensus was setting goals would be arbitrary and the important thing was to have metrics, improve the data available, and track and report on progress.

6. Presentation on the USH 12 (Parmenter Street Interchange to STH 19) Freeway Conversion Study

Schaefer introduced Mike Statz from MSA Professional Services. MSA is assisting WisDOT with the USH 12 freeway conversion study west of Middleton. Statz provided a Powerpoint presentation on the study covering the study purpose, corridor needs, comments received at recent public meetings, and design details of the draft preferred alternative for the project.

Gust said there is uncertainty regarding the potential Baraboo bypass, part of which is already four lanes. That may shift more traffic from the interstate to USH 12 or otherwise stimulate traffic growth in the corridor. R. Schmidt asked about the time frame. Statz said Phase 2 (design) should be finishing it up in 2015 and that official mapping could start in 2017. There is no funding for construction at this time. Gust commented that he thought official mapping is beneficial to property owners because it provides landowners with more certainty and options to either ask WisDOT for permission to develop or sell the property. Matano said the tone of the presentation indicated WisDOT has decided to go with the freeway conversion. Gust said the purpose of the study is to keep the option available and be prepared if in the future a freeway is needed. WisDOT does believe it will be at some point.

Golden said that WisDOT’s traffic forecasts have been challenged due to inaccuracy on some recent projects, and wondered if the forecasts for this study relied on the same flawed methodology as prior studies. Statz said MSA worked closely with WisDOT on the forecasts and utilized some of the traffic data collected for the Beltline study. He said the information they received was that development was going to continue to occur outside of the Madison area and that many of those people will be destined for jobs on the west side of Madison and Middleton. Statz also emphasized that the project is not being done because of the traffic numbers. WisDOT is simply planning for the future to ensure that if it is needed WisDOT is ready and has or can secure the right-of-way. Gust said that in the Green Bay study where the forecast numbers were challenged that the issue was not with the numbers but that WisDOT didn’t document the methodology well enough. Golden noted that when USH 12 was expanded funds were set aside for land acquisition. He wondered whether that factored into the traffic projections. Gust responded that land was purchased and Sauk County was much more proactive than Dane County.

Clear asked Statz to clarify if he was saying the current condition is actually less safe than when it was still two lanes. Statz said no, that was initially the case, but signals were quickly added at the busy intersections. Gust said signals were added at STH 19 and CTH K right away, and a signal at CTH P was added later. Kramar asked if STH 19 would become a frontage road. Statz said that in one section it would be next to USH 12 and operate as a frontage road, but it would remain a state highway. Schaefer asked if federal highway policy is opposed to split diamond interchanges or whether that was just for the interstate. Gust said they are not opposed to the split diamond design, but don’t like half diamonds where you can get off but can’t get on the highway.

Golden asked how many total miles of new frontage road would be created by the preferred alternative and how many bridges. He also asked how much the capacity of USH 12 would be increased. Statz responded he did not know how many miles of new frontage road would be created but that five bridges would be affected. The additional capacity is not immediately known but there would be an increase. Statz added that each segment may be built on its own rather than all at once.

Kramar commented that it would be a good idea to assume an alignment for the North Mendota Parkway, design the interchange, and let CTH K traffic flow through. That would reduce the impact on the businesses currently on CTH K. Statz responded that they had looked at many different ways that CTH K could be designed and how it would be affected by the North Mendota Parkway. They had talked with local officials
and citizens and shared options and ultimately chose to keep it in an alignment that would minimize short
term impacts. Kramar added that there would be a multi-million dollar bridge built that would have little
value when the North Mendota Parkway is built. Gust said that is not the case. He said the North Mendota
Parkway project was not a DOT-led plan and WisDOT would not make a recommendation on the location of
the interchange, but noted the USH 12 freeway conversion plan could be changed in the future if an
interchange location were chosen that conflicts with the plan. Golden added that he agrees with Kramar
and said the North Mendota Parkway will not happen without state money so the state should take a more active
role in the planning for it. R. Schmidt commented that no final decisions are being made and that even after
official mapping no funds will be expended for a long time. Gust agreed and added that there will be another
full process to design a project. The design may change significantly. Stern commented that there is inertia
when people have seen a certain design.

Clear asked if the speed limit would be going up to 70 mph. Gust responded that it is 55 currently and
WisDOT is not looking into increasing it to 65. Clear asked if other alternatives are being considered to
improve safety at the intersections. Statz said yes, DOT is continuing to make short-term improvements in
the corridor. Gust added that the crash history at the intersections is not bad enough to qualify for Federal
safety program funding.

7. Presentation on County and Urban Service Area Population and Employment Forecasts to Support the
MPO’s Regional Transportation Plan 2050 and Land Demand Estimates for Urban Service Area
Planning

Schaefer said the population and employment forecasts are a key first step in the travel forecasting process.
The MPO uses the forecasts to project growth at the smaller traffic analysis zone (TAZ) level. He introduced
Sean Higgins, a planner with CARPC. Higgins provided a Powerpoint presentation on the new methodology
that CARPC developed for producing the forecasts. Schaefer mentioned that tables with the county and urban
service area population and employment forecasts were included in the packet with a revised employment
table at member’s places.

Ahrens asked why CARPC was using observed employment up to 2015 to project the labor force since they
are different statistics. Schaefer clarified that the labor force projection is being used to derive the
employment projection, assuming the same unemployment rate as today. Assumptions are being made are
changes regarding labor force participation rates and commuting into the county to arrive at the labor force
projection. The state does not produce long-range employment projections. He added that there is
considerable variability between employment and labor force participation. Higgins added that the labor
force includes all of those people who are working age (16 and older) who are actively seeking a job or who
are employed. Schaefer said he would review the population and employment forecasts for the urban service
areas and at the TAZ level at a future meeting.

8. Resolution TPB No. 105 Authorizing an Agreement with the Capital Area Regional Planning
Commission to Provide Funding for a Joint Project to Conduct a Public Values Survey

Schaefer reminded board members of the plan previously discussed to support and work with CARPC on a
project to hire Heart+Mind Strategies to conducted values based research and a public survey on growth,
transportation, and other issues. The process involves two phases. The first phase includes two interactive
online brainstorming activities – one with a stakeholder group and the other with residents – to provide an
understanding of the values, priorities, motivations, and potential solutions to issues facing the region. That
information is then used to help develop the survey questions that go out to a random sample of the public.
The survey is done online. Steps will be taken to ensure a representative sample of the public from a
geographic, age, and ethnic/racial standpoint. In addition to Dane County residents, a small sample of
residents in adjacent counties will be included. The cost is $92,000 with the MPO covering 35% of the that.
Moved by R. Schmidt, seconded by Kamp, to approve the agreement. A request for a roll call vote was made. Motion carried 12-2, with Ahrens and Kramar voting no.

9. Resolution TPB No. 106 Approving Amendment #3 to the 2015-2019 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer said the amendment includes cost/funding changes to two state maintenance projects on Interstate 94 and Stoughton Road and the addition of a rail warning device on Orchard Street just south of University Avenue, which would be a pedestrian-only crossing signal.

Moved by Opitz, seconded by Clear, to approve. Motion carried.

10. Review of Draft Scoring and Priority Listing of Candidate Projects for STP Urban Funding for 2016-2020

Schaefer said that eleven applications were received for this program cycle. He said that with each program cycle now two years of projects are being added – in this case 2019 and 2020 – with any necessary adjustments to the previously approved projects. Nine of the eleven applications were from the city of Madison and one each from the cities of from Fitchburg and Middleton. Schaefer expressed surprise at the small number of applications from suburban communities given the new policy goal to allocate 10% of the funding to smaller projects. He said in talking with technical committee members the reasons appeared to be the short timeframe to decide on applying after the policy change and tight local budgets. Schaefer said staff completed a preliminary draft of the scoring of the projects and a priority listing of the projects. Schaefer briefly went over each of the project applications.

Schaefer said that there hasn’t been any work done on the previously approved CTH PD project west of CTH M and it was recognized that project could not be constructed by 2018 when scheduled. MPO staff asked staff from the cities of Madison and Verona to submit a letter withdrawing that project and that is in the process of being done. The city of Verona chose not to apply for funding in 2019 or 2020 because their plan at this point is to construct the roadway as development occurs, which would allow the necessary right of way to be dedicated as part of the platting process rather than purchased. As a result, there is $3.6 million available that needs to be allocated to other projects. It is proposed that this funding be allocated to the CTH M and Lacy Road projects. Cost estimates for those projects have increased substantially. The extra funding is being allocated proportionately based on how much each project is short of 50% funding.

Stern said that there are around fifty driveways along the section of Lacy Road to be reconstructed and neighbors have concerns about the roadway cross-section. As a result, the city tentatively pushed the project back a year in the CIP to let the residents know the city would take the time necessary to hear their concerns and try to come to consensus on the design.

Schaefer reviewed the priority projects proposed to be funded, including the second phase of East Johnson Street, the adaptive signal system project on University Avenue, McKee Road in Fitchburg, the pavement replacement project on Mineral Point Road, the first phase of the Atwood Avenue project, and Cottage Grove Road. He said the project list was tentative as WisDOT has not indicated how much funding will be available to the MPO this program cycle. Schaefer said that Pleasant View Road is not proposed for funding despite the relatively high score because it would be very difficult to get that constructed in 2020. An RFP for design for the project has not yet been issued. The recommendation is for the MPO not fund it this program cycle, but to conditionally approve the project for the next program cycle dependent upon progress being made on environmental review and design.

Golden asked if anything came up in scoring the projects that suggested the need for changes to the new criteria or process. Schaefer said no, but admitted a couple of the criteria were difficult to score. Kamp asked if the adaptive traffic signal system would facilitate implementation of transit signal priority in the future, and Schaefer said yes.
11. **Release of Draft 2016-2020 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County for Public Review and Comment**

Moved by R. Schmidt, seconded by Golden, to release the draft TIP for public review and comment. Motion carried.

12. **Resolution TPB No. 107 Adopting the Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County**

Schaefer said copies of the comments received were at member’s places. He reviewed the addition/revision sheet listing proposed changes to the draft plan document. He said the sheet reflects all comments received to date. He reminded board members that they are adopting the plan recommendations and that is the key thing to focus on. He said there is an optional recommendation related to the county’s use of a trail fee for the Capital City Trail and other trails. There was disagreement between the policy and technical committees as to whether to make a recommendation to eliminate use of trail fees. Because it is a policy issue, staff is bringing it to the attention of the board to decide whether to include or not.

Clear asked if there would be any consequences and/or value in delaying action on the plan for a month. Schaefer indicated that staff was interested in wrapping up work on the plan in order to focus on other projects, but a delay of one month would not be a problem. Kramar asked if the River Road path is planned to continue through DeForest north to CTH. He said the village was interested in that. Schaefer said a side path is shown along River Road north of STH 19, reflecting village plans, but that the identified regional priority path through the village is east of there running through the center of the village. Matano reminded the board of the comments submitted by Hank Weiss and Robbie Webber. He commented that he thought it would be wise to postpone action on the plan. R. Schmidt questioned whether there should be a vision or goals as Webber suggested. Schaefer said the plan includes a vision statement and goals, but not specific goals related to the proposed performance measures. Kramar said the focus of the MPO plan should be connecting local community bikeway networks and that the plan does a good job of that. Kamp added that there is a movement internationally to double transit share in urban areas by the year 2025. A similar goal could be adopted for the bicycle plan. Golden said if the plan includes specific goals like Webber suggested it should also include ways to achieve them. Gust said he thought it was best to establish good baseline data and a trend before setting goals.

R. Schmidt moved, Kamp seconded, defer approval to the next meeting in order to process the input and make any necessary adjustments. Motion to defer to next meeting carried.

13. **Appointment to the MPO Citizen Advisory Committee**

Schaefer said he had recruited a number of new members, but several have since resigned. Kristofer Canto is proposed to be added to the committee. He interned with the MPO and is a planner in the transit section at WisDOT. Schaefer said he will continue to try to recruit some additional members. Golden asked if there were any minority or low-income representatives on the committee. Schaefer said that Greg Hull, a realtor, was biracial. Joe Maldanado worked for the Boys and Girls Club of Dane County. Stern said it would be nice to see more regular citizens on the committee, but understands the challenges of recruiting.

Moved by R. Schmidt, seconded by Kamp, to appoint Kristofer Canto to the committee. Motion carried.

14. **Review of Work Plan and Schedule for Regional Transportation Plan 2050 and the Draft MPO Public Participation Plan**

Moved by King, seconded by Golden, to defer this item until the September meeting.

15. **Status Report on Studies and Plans Involving the TPB**:

Item deferred. Matano said that he and Opitz met to discuss Beltline improvements.
16. Discussion of Future Work Items

Schaefer said that staff expects to receive the database and report on the Metro Transit on-board survey in the next couple weeks and a presentation on the survey will be provided at a future meeting. The contract with the selected consultant for the transit related travel model improvements is being finalized and work on that project will be starting soon, using the results from the survey. A presentation by the consultant on the ITS plan is scheduled at the next meeting. Staff is working with the consultant on the implementation plan, including the recommended strategies and projects. The hearing on the TIP will be at the next meeting. Work on the bicycle wayfinding plan should also start soon following approval of the contract between the consultant and the county.

17. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, July 1, 2015 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

18. Adjournment

Moved by R. Schmidt, seconded by King, to adjourn. Motion carried. The meeting adjourned at 8:45 pm.