1. **Roll Call**

*Members present:* David Ahrens, Mark Clear, Steve Flottmeyer, Tim Gruber, Chuck Kamp, Jerry Mandli (arrived during item #5), Al Matano, Mark Opitz, Steve Stocker

*Members absent:* Ken Golden, Steve King, Ed Minihan, Robin Schmidt

*MPO Staff present:* Philip Gritzmacher, Bill Schaefer

2. **Approval of November 2, 2016 Meeting Minutes**

Moved by Opitz, seconded by Clear, to approve the November 2, 2016 meeting minutes as amended to clarify that a budget simulation tool will be used, among other tools, in the preparation of the Long Range Transportation Plan. Motion carried.

3. **Communications**

- Letter from Rob Knorr, WisDOT SW Region project manager for the Interstate 39/90/94 Study, in response to letter of comment provided by the MPO on the project purpose and need statement. Ahrens asked if the 30th highest hour design standard is used nationally to determine capacity need on all interstate highways. Schaefer confirmed that it was the general standard used by FHWA for all interstate highways.

- Email from Schaefer to WisDOT requesting approval of the 2017-2021 Madison Area TIP and inclusion in the State TIP and also describing a minor technical correction to the West Beltline Path Project description in the approved TIP.

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

None

5. **Resolution TPB No. 124 Approving Amendment to the 2016 Unified Planning Work Program**

Schaefer said that the purpose of the amendment is to add the household travel survey the MPO is conducting with the UW Survey Center to the 2016 Unified Planning Work Program and revise the work program budget. With the amendment, funds will be transferred from a surplus in the travel demand model work category and from staff costs. The amendment will also extend the time for completing the survey work to May 31, 2017.

Moved by Clear, seconded by Gruber, to approve Resolution TPB No. 124 approving the amendment to the 2016 Work Program. Motion carried.

6. **Review Preliminary Draft Recommendations for the Regional Transportation Plan 2050**

Schaefer said that staff is working to develop a complete set of facility plan maps and recommendations. He noted that travel modeling results and some of the bicycle, pedestrian, and transit facility plan recommendations had already been reviewed with the board. Staff has now completed a draft of the major roadway project recommendations, pending the financial analysis. The map was in the packet. Staff also has completed a set of plan recommendations, which was distributed at the meeting.

Schaefer reviewed the major roadway and transit projects and studies map with the board. Currently programmed state highway capacity expansion projects include Verona Road/West Beltline, Interstate 39/90/94 expansion, and short segment of STH 19. Planned projects include the Beltline-Interstate...
interchange project and USH 12/18 freeway conversion to CTH AB. Other major projects will be added following completion of the ongoing major studies of the Beltline, Stoughton Road, and the Interstate. The projects to come out of these studies aren’t known at this time and funding is also uncertain. The USH 51 (McFarland to Stoughton) project could possibly be added since a preferred alternative for that corridor has been identified. A future major study is recommended for the STH 19 and North Mendota Parkway corridor. Schaefer said a study was completed for the section of the North Mendota Parkway proposed for new alignment several years ago to identify the best corridor for minimizing impacts to Door Creek. The study would be state-led and examine the entire corridor between Sun Prairie and USH 12.

Opitz said that WisDOT examined a potential bypass of Waunakee as part of its work on the STH 19 study, and commented that he was not in favor of any route that would be located north of Waunakee. He stated that the North Mendota Parkway route could serve as a bypass for STH 19, eliminating the need for a bypass north of Waunakee. Opitz said that the intersection improvements completed at CTH K and USH 12 have addressed short-term needs for the corridor, but congestion persists on CTH M and K. Schaefer added that the CTH M and CTH K intersection needs improvement as well. He stated that the City of Middleton had the option to map the North Mendota Parkway through it’s extraterritorial authority.

Gruber asked for a definition of “parkway”. Schaefer said it was generally meant to indicate a landscaped design with street trees, etc. The section on new alignment would have limited access with grade-separated interchanges. The remainder of the roadway would have at-grade intersections. In response to a question about how the parkway relates to the “North Beltline,” Opitz said that the parkway concept was intended to be limited access with land use controls along the corridor so that it carries traffic without the need for frontage roads. Schaefer said that WisDOT, if it conducts a study, would be required to look at a broad range of alternatives, including a route north of Waunakee, even though such a route would not serve well the trip patterns in the area.

Kamp suggested adding the satellite bus garage to the map. Schaefer said the garage is shown on the separate transit plan map, but not on this one because of the uncertainty with funding. The intention is that once the next phase of BRT study is completed and the initial project identified the plan will be amended to include that project and the garage, assuming a commitment to fund it even if Metro is again unsuccessful in securing TIGER funding. Some of the costs could be funded with the BRT project.

Opitz asked if interchanges were still being considered to connect Cottage Grove Road with the Interstate and South High Point Road with the Beltline. Schaefer said that the possibility of future interchanges at those locations has been dismissed. There are programmed projects to expand both bridges. Opitz asked for additional information about the potential USH 18/151 freeway conversion extending west from Verona. Schaefer said that the map shows a recommendation to officially map the corridor for a future potential freeway conversion. However, the project is not in the plan. Matano added that WisDOT has mapped the project from Dodgeville to Verona in five segments, and the plan was to convert the highway to a freeway from west to east. Matano suggested adding the the Lower Mud Lake Bike Trail that is currently under construction to the map. Schaefer said there is a separate map with major bikeway projects.

Schaefer reviewed the recommended local arterial expansion projects to accommodate future planned growth. Some of the more major ones include Reiner/Sprecher/CTH AB corridor, Pleasant View Road, and CTH Q in Middleton. He also reviewed locations with projected high congestion levels not addressed by planned projects. Clear asked if some of the planned roadways are shown where right-of-way does not currently exist. Schaefer confirmed that right-of-way will need to be secured for some projects. Schaefer also presented the Future Planned Roadway Functional Classification System, Future Planned Regional Transit Service Network, and Park and Ride System maps. Kamp asked if there is room to place the existing bus garage and needed improvements on the transit service network map. Schaefer said that could be done to highlight needed renovation to the facility. Clear asked about the certainty of the planned intercity bus terminal’s location, shown at the intersection of University and Lake Street. Schaefer said that is planned location at this time – to be built as part of the reconstruction of the parking garage. No alternative location is being considered at this time.
Schaefer presented a summary table of the recommendations, highlighting some of the more significant or interesting ones. Clear asked if staff was recommending fixed-route service between Sun Prairie and East Towne. Schaefer said yes; peak service would go downtown but off-peak service would go to East Towne. Schaefer said Sun Prairie was investigating a way to reinstitute the shuttle service that had been provided using taxis with rides scheduled at certain times to ensure multiple riders at a time in order to keep costs at a reasonable level. Opitz asked if the topic of preserving the rail networks for future passenger service could be covered. Schaefer said there is such a recommendation under Inter-Regional Travel. Kamp asked that specialized transportation be covered, including recommendations on specialized transportation from the Transit Development Plan. He added that the transition to family care and loss of MA waiver funding should be mentioned. Schaefer said that staff can cover these topics. Kamp also commented that the American Girl company has requested seasonal transit service between Madison and its factory in DeForest during off-peak travel periods from October to December. He said that a pilot program may be offered in the future. He also said that vanpools are increasing in popularity as a TDM tool, and that a regional-funded transportation network could be used to help run them. Schaefer said that there is a RTA recommendation within the transit section, but that we need state-enabling legislation to implement it. Opitz asked how the routes with 15-minute all day service were developed. Schaefer said they were based upon existing and to some extent expected increase in ridership. In response to additional comment from Opitz, Schaefer noted the plans recommends planning for expansion of BRT to Middleton, southwest Madison, southeast Madison, Sun Prairie, and Fitchburg. He also said that service could be shown through Bishop’s Bay.

7. **Review Preliminary Draft Scope of Work Outline for the Next Phase of Study of Bus Rapid Transit**

Schaefer said that the MPO, City of Madison, and Metro Transit staff are working together to develop a request for proposals to hire a consultant that would assist in the next phase of the BRT study, which is to identify the details of the project, including the preferred corridor, station locations, and information about the roadway improvements that would be made in that corridor to accommodate BRT service. Schaefer presented the outline of the scope, which identifies the major tasks. Some of the tasks would be mostly work done by the consultant, while others would be much more staff-led, with assistance from the consultant. The study will examine routing through the downtown area.

The purpose of this BRT study is to identify the project and complete the project scope so the design phase does not have to address issues such as station locations. There will be significant public involvement opportunities. Ridership will be a significant criterion for selection of the starter project. Other important factors include cost and how well the project can be integrated with existing service. The study will also evaluate traffic impacts of the selected project. The project will also include environmental scoping in order to determine the level of analysis required. The goal is to obtain a categorical exclusion, but it will depend on the corridor selected and project scope.

Kamp asked if funding for the BRT study will come from the existing $2 million left over from Transport 2020, and Schaefer said yes. Schaefer said the ambitious schedule calls for application for a construction grant in the fall of 2018 with design and construction in 2019-'20. He said part of the cost of the satellite garage could be incorporated into the BRT project if Metro Transit is not successful in securing others funds for it. Metro Transit is currently finishing environmental work for the garage and design work will start in early 2017.


Schaefer briefed on the recent certification review report submitted by Dwight McComb, Federal Highway Administration (FHWA). The report is very late as it relates to the 2013 review. A finding that the MATPB is in compliance with federal requirements was issued in 2015. He reviewed some of the recommendations with the most significant one related to suggested improvements to the MPO’s congestion management
process. The next certification review will take place this August. Schaefer reported that McComb retired and the FHWA is hiring for his position.

9. **Potential Joint Meeting with Capital Area Regional Planning Commission**

Matano said that he had recently met with Larry Palm, Chair of the Capital Area Regional Planning Commission (CARPC). During their meeting, they spoke about the possibility of having a joint meeting of CARPC and the MATPB. Schaefer asked if the goal was to share information on planning activities and bring the two boards closer together. Matano said that they had a wide-ranging conversation, but the idea is to improve communications. Matano said that he would follow up with the board on potential meeting dates.

10. **Statement of Interest Form Completion (for City of Madison appointees to board only)**

Schaefer said that he was asked to put this item on the agenda even though all of the board’s city of Madison appointees are on other city committees. The board discussed the applicability of the form. The MATPB is not technically a city committee, but the city is the board’s agent so the city attorney’s office asked that the item be put on the board’s agenda to remind the city appointees to complete the form and file it with the city clerk’s office.

11. **Status Report on Studies and Plans Involving the TPB**

Gruber said that he introduced a city of Madison resolution to put the city on record as supporting an urban boulevard design for USH 51/Stoughton Road. The Long Range Transportation Planning Committee and the Ped-Bike-Motor Vehicle Committee will review the resolution and provide recommendations. The Common Council will then have an opportunity to act on the resolution.

Schaefer said that he had previously reported on staff’s analysis for WisDOT of potential crossings of the Beltline for impacts on bicycle access to jobs. He said he heard there have been discussions about potentially delaying the start of the full EIS for the Beltline project due to financial constraint issues.

12. **Discussion of Future Work Items**

Schaefer reported that the UW Survey Center mailed the first wave of surveys, and that so far over 30% of the mailed surveys had been returned to date. A postcard reminder will be mailed to those that have not completed the survey. Clear said that the financial incentive provided to survey respondents is a powerful motivator to participate. Schaefer said another mailing will go out after the holidays to those that didn’t respond and then a second wave of surveys will be distributed in the spring. Ahrens and Gruber said that they received a letter from David Trowbridge, City Planning, asking if they wanted to participate in the survey. Schaefer clarified that survey results from non-randomly selected participants would not be incorporated into the official survey results. Gruber commented that in the future there should be a better way to track travel through a smart phone app.

Schaefer reported that MPO staff received the first sample of AirSage origin/destination data in July. Staff is currently processing that data, which originates from people’s cell phones based on their movements. If a cell phone is tracked at a certain location for five minutes or more, then that location is considered a trip end. Schaefer said there were a few areas where further examination of the data is required. Clear noted that Google Maps knew he was on the bus today. Gritzsmacher said that Google has the City’s bus routes. That could explain why Google knew his mode choice. Kamp said that Google will soon provide real time arrival information, which will be tied to Metro Transit’s GPS system.

13. **Announcements and Schedule of Future Meetings**

Matano reported that Patrick Stern just resigned from the board and indicated he was not running for re-election to the Fitchburg City Council. Schaefer said he would notify the mayors and village presidents of the vacancy after the holidays.
Schaefer reported that the MPO will be interviewing candidates to hire an entry-level planner position to replace a planning support position that has been converted to planner. He mentioned that Mike Cechvala, transit planner, will be leaving the MPO to take a position with Metro Transit. Kamp said that Cechvala will be taking the position formerly held by Kate Christopherson. Kate is now a Rail Service Planner at the Chicago Transit Authority.

The next scheduled meeting is Wednesday, January 4, 2017 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

14. Adjournment

Moved by Opitz, seconded by Stocker, to adjourn. Motion carried. The meeting adjourned at 8:08 PM