1. Roll Call

**Members present:** David Ahrens, Mark Clear (arrived during item #5), Steve Flottmeyer, Ken Golden, Tim Gruber, Chuck Kamp, Steve King, Jerry Mandli (arrived during item #5), Al Matano, Ed Minihan, Mark Opitz, Robin Schmidt, Patrick Stern, Steve Stocker

**Members absent:** None

**MPO Staff present:** David Kanning, Bill Schaefer

2. Approval of April 6, 2016 Meeting Minutes

   Moved by Kamp, seconded by Opitz, to approve the April 6, 2016 meeting minutes. Motion carried.

3. Communications

   - Letter from WisDOT approving Amendment No. 3 to the 2016-2020 TIP.
   - Letter from WisDOT SW Region seeking input on the coordination plan and impact analysis methodology that was developed for the I-39/90 (USH 12/18 interchange to Portage) Major EIS Study
   - Letter from WisDOT SW Region seeking comment on the draft purpose and need statement for the I-39/90 (USH 12/18 interchange to Portage) Major EIS Study. Schaefer said that staff has prepared a draft comment letter in response, which is agenda item No. 8.
   - Newsletter update from WisDOT SW Region on the USH 51 (McFarland to Stoughton) Corridor Study. Schaefer said there is a new recommended alternative for the corridor, a hybrid between the four-lane expressway build alternative and the no-build alternative. Final completion of the EIS is on hold until funding for the recommended alternative is available. As such, the next public meeting isn’t scheduled until the fall of 2017. Matano asked if the section on the west side of Stoughton proposed for expansion to four lanes will have an urban cross-section. Schaefer said yes, an urban cross section with bike lanes.
   - Newsletter update from WisDOT SW Region on the I-39/90 (S. Beltline to Rock County Line) reconstruction and expansion project. Schaefer said various interchanges are currently under construction, including the USH 51 interchange east of Stoughton and the CTH N interchange.

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

   None

5. Presentation on the City of Madison’s *Madison in Motion* Sustainable Transportation Plan and Other Transportation Planning Efforts

   David Trowbridge, City of Madison Principal Planner, provided presentations on the City of Madison’s *Madison in Motion* plan and other transportation planning efforts. Trowbridge said that two development scenarios were developed to go along with two transportation improvement scenarios for evaluation. Scenario A reflected the type of development Madison has been experiencing between 1990 and 2010 with 70% of new population in peripheral areas and 30% in infill/redevelopment areas. Scenario B reflected a reversal of that with 70% infill/redevelopment. Achieving Scenario B would likely require subsidizing some redevelopment with density incentives or other measures. He described the major plan themes and then highlighted some of the public transit, bicycle, and roadway recommendations.
Asked about the term “local bus coordination,” Trowbridge said that referred to changes to local bus service to complement and reduce duplication with BRT. Stern asked if having articulated buses is a significant component of BRT, and Kamp responded yes since articulated buses can accommodate more passengers and in conjunction with off-board fare collection reduce boarding times due to more doors. Stern asked if there has been controversy in any communities with how BRT infrastructure has affected the built or natural environment. Kamp said that these issues are primarily local. The second phase of BRT implementation in Eugene Oregon was controversial because trees had to be removed. There were also issues in the Twin Cities with how a new BRT station would affect Garrison Keillor’s coffee shop and library. Golden said that in addition to BRT the recent bus size study found articulated buses and smaller buses made sense for some local bus service routes. Trowbridge said that small buses could be a solution to getting people in outlying areas to BRT stations.

Golden asked Trowbridge to discuss the “park once” idea in the plan. Trowbridge said this means parking your car once, perhaps at a park-and-ride or other “free parking” area, and then using other modes such as your personal bicycle or a BCycle to make short trips. Stern asked how these kinds of trips can be surveyed. Trowbridge said that knowledge of these trips is mostly anecdotal. Stern asked if these kinds of trips will be studied further, and Trowbridge said a survey might be done.

Board members discussed parking cost and requirements in Madison and whether fully automated parking systems could be used to fulfill parking requirements for new development projects. Golden said that fully automated parking facilities could not be used to fulfill parking requirements. Stern said a development plan that proposed that wasn’t approved due to concerns with the system, and suggested that the plan address this issue. Ahrens asked if a metric has evolved that addresses how many parking spaces for new projects should be reserved for electric vehicle charging or for car sharing. King said that this is a discussion the Plan Commission will likely have in the future. Schmidt asked Trowbridge if he thought Madison’s required parking rates are on the high or low end. Trowbridge said that he thinks the required parking rates are low in Madison. There are also less parking facilities in the downtown area when compared to other cities, like Milwaukee. Madison’s price for parking is much higher than many medium-sized cities. The board discussed parking challenges and opportunities in the City of Madison. Stern said that the developer of a new multi-family project on the isthmus is having trouble getting tenants since it was developed without parking facilities. The millennials who want to live there want a place to park their vehicle. Trowbridge added that parking for residents in the Tenny-Lapham neighborhood is challenging when there are special events.

Providing additional public parking facilities may be a solution to this issue. The board discussed the future of the Alliant Energy Center and its potential as a future transportation hub with shared-use parking. Trowbridge said that the Alliant Energy Center has been identified as a planned activity center in the Madison in Motion Plan.

6. Resolution TPB No. 117 Approving Amendment #3 to the 2016-2020 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer presented Amendment No. 3 to the 2016-2020 TIP. It will increase the funding amounts for Metro Transit’s capital and capital maintenance projects to reflect both the agency’s 2015 and 2016 grants. Metro Transit didn’t receive its 2015 funding last year due to a change in FTA’s grants system. The amendment will also update the listing for the county’s Glacial Drumlin Trail project to extend design through 2018 and add local construction funding in 2019. The board discussed issues related to the acquisition of property for the trail. Matano asked if the route had been finalized, and Schaefer said yes, that was the issue that delayed design work being done since they acquired property prior to the environmental study being completed.

Schaefer described the other projects that are part of the amendment request. The Beltline bridge girder painting project will be advanced to 2017 and the Interstate 39/90 expansion project will be revised to include funding in 2016 for reconstruction of the CTH N interchange area. The amendment will revise the local utilities and street construction funding for the Lacy Road and Buckeye Road projects that have STP-Urban funding. Lastly, Commerce Park Drive will be extended and a new Sub-Zero Parkway will be added to
accommodate an expansion of Sub-Zero’s manufacturing facility in the City of Fitchburg. This new project received a $1 million Transportation Economic Assistance (TEA) grant from the state.

Moved by Schmidt, seconded by Stern, to approve Amendment No. 3 to the 2016-2020 TIP. Motion carried.

7. Resolution TPB No. 118 Approving Amendment #2 to the 2015 Unified Planning Work Program and Budget

Schaefer described the purpose of the amendment, which is to increase the amount of carryover funding from last year to this year to cover the cost of origin-destination (O-D) data that the MPO will be purchasing, and to extend the period within which the MPO has to spend the funds. The O-D data is being purchased from a company called AirSage, which has developed an approach for converting cellular data into aggregate O-D flows by general trip purpose. This data will be used to supplement the data that will be collected from about 900 households in Dane County as part of the National Household Survey (NHTS) during the same time period. The Air Sage data will be collected for both weekdays and weekends in July and October. Asked if the data will be available to all municipalities in Dane County, Schaefer said that the data will be collected within the county as well as corridors leading into the county.

Moved by Golden, seconded by Stern, to approve the amendment. Motion carried.

8. Response to Request for Comments on the Project Purpose and Need for the Interstate 39/90/94 (Madison to Portage) Corridor EIS Study

Schaefer said that WisDOT is seeking comments on the draft Purpose and Need Statement for the Interstate 39/90/94 Study. The Study includes several crossing routes and some interchange areas, including the triangle created by STH 19, USH 51 and Interstate 39/90/94. An earlier phase of the study examined potential new interchanges and other grade-separated crossings. Some of those are being carried forward for further study as part of the EIS phase of the study. One of the first steps for an EIS is to establish the purpose and need of the project, which drives the recommendations that will come out of the study. The document, which was included in the packet, addresses traffic operations, safety issues, substandard geometrics and bridges, and the pavement.

Schaefer described the draft comment letter that he prepared in response. He said staff is primarily concerned with the traffic operations analysis, which uses the goal of Level of Service C at the 30th highest hour (of the year) volumes, FHWA’s standard policy for the Interstate system. Staff questions whether the 30th highest hour is the appropriate threshold due to the unique peaking characteristics of the roadway due to recreational traffic. By using the 30th highest hour, the roadway would be designed so people aren’t delayed during these few peak times. The analysis shows that delays would only increase by five to ten minutes by 2050 if additional travel lanes weren’t provided. Other concerns were that the report does not describe how the need for crossings will be addressed, nor does it provide information on how cost-benefit will be analyzed.

Golden said that he liked the tone of the letter. He offered some editorial suggestions and asked if examples could be provided relating to barriers and crossings. Opitz and Clear expressed support for Golden’s comments. Kamp described the transit service improvements that would be necessary to design for the 30th highest hour to show the difficulty of accommodating extreme peak demand. Schmidt suggested that the letter be crafted using bullet points to describe primary concerns and suggestions. Gruber asked if the MPO has a recommendation for which level of service the Interstate should be designed for. Schaefer said the general policy is to try to achieve LOS D. It is the combination of LOS C at the 30th highest hour volume that is the issue. Schaefer said that he suggested in the letter having LOS tables produced for K100 and K250 projected volumes to provide a more complete picture of traffic operations.

Schaefer said that it was his understanding prior to receiving the draft Purpose and Need Statement that the design hour volume would be determined later in the study. However, the document appears to indicate that it has already been decided to use the 30th highest hour. Schaefer asked Flottmeyer if he wanted to provide any input, but Flottmeyer said he didn’t directly work with the individuals involved in the study. Schaefer
explained that he realizes corridor improvements are needed, but that he questions why it was selected for a major study since it is working well from both an operations and safety standpoint.

Moved by Golden, seconded by Opitz, to approve the letter with the edits suggested by Golden and others. Motion carried with Flottmeyer voting no.

9. Update on Regional Transportation Plan (RTP) 2050

Schaefer provided an update on the Regional Transportation Plan. Staff is currently working on the analysis of the existing transportation system and the assessment of future needs to accommodate the forecast year 2050 growth. Some changes to the traffic zone level growth forecasts were made to reflect the new redevelopment plan for the Judge Doyle Square site and to reflect recently prepared development assumptions for the E. Washington Avenue Corridor (Capitol East District) prepared as part of a project to develop a model to estimate future parking needs. The transit/mode choice component of the model is also being updated in preparation for the next phase of the BRT Study. As a result of that work, it was discovered that the auto speeds in the model were too high in the urban area. As such, work is being done to recalibrate the auto speeds. These projects will be completed over the next month. Staff will conduct model runs in preparation for the series of public meetings schedules for the fall.

Other work underway includes the identification of major pedestrian and bicycle facility improvement needs, identification of intersections with high motor vehicle crash rates, and identification of currently congested corridors and intersections based on travel time data.

Schaefer said that staff has completed a performance measures report and a draft goals and policies statement. The seven goals are the over-arching statements we are trying to achieve. The policies are approaches or methods that are recommended for the MPO to use such as in our project scoring criteria or for implementing agencies to use to achieve the goals. Specific recommendations and general strategies will be developed to implement the goals and policies. The performance measures are key metrics to help in determining whether the region is making progress in meeting the goals. Schaefer said the measures were organized by the goals rather than by mode of transportation as in the past since the purpose of the plan is to integrate all of the modes. He said the land use related policies are consistent with those of the Capital Area Regional Planning Commission’s (CARPC), and this will be noted. CARPC will be updating their policies as part of initial work on the regional land use plan update. He asked for comments on the goals and policies document.

Schmidt questioned the use of the phrase “support personal prosperity” in one of the goals. Schaefer said that the transportation system can support personal prosperity by providing affordable, convenient transportation options for people to access jobs and services. Concern about this issue was one of the key themes that came out of the values and priorities study. Golden commented that he liked the format of the document and said it was easy to read and digest. He suggested possibly adding the concept of considering second-story residential uses above commercial uses to policy 2.5. He also suggested including definitions of terms like “transit-supportive land use” and “context-sensitive transportation facility design.” He recommended separating out the point about supporting tourism in policy 3.3 in another policy. Schaefer said staff would make that change. He also said that key terms would be defined and illustrated in the plan report.

Schaefer briefly reviewed the plan report outline, pointing out the planned section that will include maps of different areas highlighting improvement needs covering safety, congestion, and bicycle/pedestrian connectivity issues, among others.

10. Presentation on Transportation Performance Measures Report

Schaefer provided a presentation on the final draft Transportation Performance Measures Report. He reviewed and commented on the different measures, noting that they will evolve to some extent over time as new data becomes available. Federal measures related to pavement condition and congestion/reliability are being finalized now. Targets will be set in the future for those federal measures and others as part of the federally mandated process.
Matano noted that we haven’t heard anything about ozone non-attainment for a while. Schaefer said the region continues to meet the standard, but that it was recently made a bit more stringent. King asked what constitutes a medical facility. Schaefer said the hospitals and larger clinics were included. Golden said that it might be useful to share the minutes of the Regional Transportation Plan Advisory Committee meeting with the board as members had some good comments. Schaefer said changes were made in response to the comments as noted in the cover memo on this item. Kamp said that overcrowded buses and low gas prices were among likely factors in why transit ridership was down in 2015. Schaefer said that the ability to track bus passenger loads and compare loads with service levels will be an important performance measure in the future.

Clear praised the format and layout of the report. He asked if the target audience for this is the general public. Schaefer said that is correct. Clear recommended moving the data source and terminology text to the appendix to make the presentation more effective. Schmidt asked about measures to determine the reduction in environmental impacts from the transportation system. She asked if carbon reduction could be measured rather than air quality. Schaefer said that greenhouse gas emissions from cars are directly related to vehicle miles of travel so that is indirectly addressed. Transportation is only part of the picture and weather patterns also affect ozone levels in particular. Mandli asked the source of the data on fatality rates. Schaefer said the data was obtained from the UW TOPS Lab and came directly from MV400 crash reports. Mandli said that the Dane County Traffic Safety Committee uses a Google crash map that was developed by the UW TOPS Lab to analyze crashes on a quarterly basis. Thirty people from law enforcement agencies and fire departments in the county attend the meetings. Schaefer asked who staffed the group, and Mandli said it was someone from the Sherriff’s office. Schaefer said that he would like to obtain more information from the staff since the MPO is conducting a corridor level safety analysis for the regional transpiration plan.

11. Appointment of MPO Representative to the Policy Advisory Committee for the Interstate 39/90/94 (Madison to Portage) Corridor EIS Study

Schaefer said that Patrick Stern had expressed in serving on the committee at the last meeting, but said he couldn’t make day meetings. Schaefer said he corresponded with WisDOT staff who said the policy committee might be changed to evenings. Matano said that he would talk to Steve Stocker in case Stern declines the nomination.

Moved by Schmidt, seconded by Golden, to appoint Patrick Stern to the committee. Motion carried.

12. Status Report on Studies and Plans Involving the TPB

None

13. Discussion of Future Work Items

Schaefer said that the transit/mode choice and auto speed calibration modeling projects would be completed in about a month. Staff is currently assembling the draft 2017-2021 TIP. MPO staff will be working with the City of Madison’s IT department to redesign the MPO website. City of Madison department websites are being redesigned, in part to make them responsive to the type of technology (phone/tablet vs. computer) that accesses it. He said staff will work with the IT department to ensure the site reflects the independence of the MPO. The timeline has been delayed because we lost our staff person, Jeff Greger, who would have been in charge of this effort. Jeff took a position with City Planning.

Schaefer said staff will be making some minor modifications to the MPO’s operating rules. One change will be to add language stating that agendas for all official advisory committee meetings will be posted with the city and county clerks’ offices. Another issue that had been raised is whether votes should be recorded in the minutes. Golden said that members who vote “no” generally want to have their vote recorded, and that this doesn’t need to be in the rules. Opitz said that board members generally want their names to be recorded when they abstain from a vote as well. Schaefer said that we do record the names of members who abstain.
Matano said that he will call a roll call vote if more than one member votes “no” so the names of all members who vote “no” can then be recorded. If one person vote’s “no”, he or she can state their preference for how the vote should recorded.

Schafer reported that the Village of DeForest no longer has a staff engineer or a staff planner. They will use consultants for those services. As such, the voting structure of the technical committee needs to be modified.

14. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, August 3, 2016 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B.

15. Adjournment

Moved by King, seconded by Gruber, to adjourn. Motion carried. The meeting adjourned at 8:40 PM.