

**Minutes of the Madison Area Metropolitan Planning Organization
Citizen Advisory Committee**

March 20, 2007

Madison Municipal Bldg., Rm. LL-110

5:00 p.m.

1. Roll Call

Members Present: J. Rider, C. Wittke, R. Williams, R. Ferrell, C. Threinen

Members Absent: G. Banks, J. Guo, B. Jamison, D. Phillips

Staff Present: B. Schaefer

2. Presentation on Wisconsin Bicycle Crash Analysis Study

Schaefer provided a power point presentation on a WisDOT bicycle crash study that was recently done. He said Tom Huber, the State Bicycle Coordinator, gave the presentation to the MPO Technical Coordinating Committee. One of the main reasons for doing the study was to develop crash information specific to Wisconsin upon which to base safety programs and inform facility design guidelines. Schaefer reviewed the major findings from the study. Williams expressed concern about the high number of crashes (50%) involving persons aged 10-19. Schaefer said this was related to the high number of sidepath crashes as many kids bicycle on the sidewalk. One of the unique aspects of this study was the use of household survey data on bicycle and vehicle miles traveled, which enabled WisDOT to calculate bicycle-motor vehicle crash rates. The City of Madison and Dane County had the lowest crash rates based on bicycle miles traveled. Rider noted that national studies show crash rates go down as the number of bicyclists increase because motorists are more aware of them. One of the significant findings for rural crashes is that crash rates for roads with 5-foot paved shoulders were considerably lower than those with 3-foot shoulders. For rural areas, WisDOT was able to compare crash rates to the bicycle suitability of roadways. The crash rates were lowest for roads rated most suitable and much higher for those rated as undesirable. Schaefer reviewed the highest frequency crash types in urban areas. The most common crash was the motorist drive out at a stop sign. In most of these cases, the bicyclist was riding the wrong way on the sidewalk or a sidepath. Sidepath crashes accounted for 29% of all urban crashes. Rider mentioned that the types of crashes that adults are involved in are very different than those that children are involved in. Schaefer said this was noted in the study Arthur Ross did in the late 1990s. Wittke asked if it could be determined whether most crashes resulted from a design problem or bicyclist or motorist error. Schaefer said it is obvious that most crashes result from human error (e.g., not yielding the right of way, being inattentive, etc.). Schaefer said WisDOT planned to do additional analyses with the urban data. For the most part, the Wisconsin data confirms the national data. WisDOT has incorporated the data into its educational materials. The data also provides additional support for its design guidelines (e.g., discouraging sidepaths and calling for 5-foot shoulders where feasible).

3. Status Report on Transport 2020 (East-West Transit Corridor) Study

Schaefer provided an update on the study, reviewing selected power point presentation slides from two previous committee meetings. There are three alternatives being considered and the operating plans call for overlapping service in the core segment between UW Hospital and the Schenk-Atwood rail station or possibly the relocated East Transfer Point (for two of the alternatives). Preliminary rail ridership forecasts and capital costs were presented. Schaefer said work on the calibration of the model was still being done and so the ridership forecasts will change. MPO staff is still working with the consultants on the vehicle and bus speeds in the model, which are very important. Because of the much higher capital costs of the street running rail alternative, it is being recommended that it be dropped from further consideration. Schaefer said MPO staff disagreed with some of the assumptions for the costs for this alternative, but that the rail right-of-way alternatives made sense as a starter

system if it is too costly to go all the way out Mineral Point Road. Schaefer said the ambitious schedule calls for finalizing the ridership and costs over the next month or so, holding a public meeting, selecting a preferred alternative, and getting a New Starts application to FTA by early June. Williams noted that a Finance/Governance committee meeting had been set up and that the recommendation will likely be to create a regional transit authority. He said he hoped the sales tax was set up to allow rural communities to use the money for roadway maintenance and specialized transportation. Ferrell asked how much money a ½ cent sales tax would raise. Schaefer said he couldn't remember, but recalled that it was enough.

4. Review of Draft MPO Public Participation Plan

Schaefer explained that federal rules require MPOs to adopt and carry out public participation plans. The proposed plan revises the 2004 plan to incorporate the expanded public participation provisions of SAFETEA-LU. At the same time, other editorial changes are being made to update legislative references, provide additional background information, and better document existing procedures. A few changes reflect experience with the RTP update. The two major new SAFETEA-LU requirements reflected in the revised plan are: (a) undertaking a consultation process with “interested parties” for development of the public participation plan; and (b) undertaking a consultation process with agencies whose planning activities are affected by transportation (e.g., natural and historic resource protection) as part of plan and TIP development. References have also been added to other new SAFETEA-LU requirements such as making use of visualization techniques in the planning process. Also, the section on TIP amendments is being revised to provide more specificity on the types of amendments that are significant enough to require a 30-day comment period and public hearing. Schaefer said staff would be taking this draft out for public review and comment and asked committee members to get back with staff if they have any comments.

5. Committee Member Reports

Item deferred.

6. Staff Reports

Schaefer reported that the MPO had received resolutions and signatures approving the new MPO Board structure from enough municipalities to meet the 75% population requirement. A letter was delivered to the Governor with the agreement, resolutions, and signatures for his approval. The agreement becomes effective as soon as the Governor signs it and a whole new board will need to be appointed. Therefore, it is likely the MPO won't have a policy board for a couple of months or so. Staff hopes that all of the appointments will be made by the end of May. Schaefer also mentioned some of the agenda items for future CAC meetings, including a presentation on CTH M, the Transport 2020 and Streetcar studies, and USH 51 Corridor studies.

7. Next Meeting Date

The next meeting will be May 15, 2007.

8. Adjournment

The meeting was adjourned at 6:45 p.m.

Minutes recorded by Bill Schaefer