1. Roll Call

*Members present:* David Ahrens, Mark Clear, Ken Golden (arrived during item #8), Jeff Gust, Chuck Kamp, Steve King, Jerry Mandli (arrived during item #3), Al Matano, Ed Minihan (arrived during item #8), Chris Schmidt, Robin Schmidt

*Members absent:* Judd Blau, Paul Lawrence, Mark Opitz

*MPO Staff present:* Bill Schaefer, Renee Callaway, Mike Cechvala

*Others present in an official capacity:* Dave Trowbridge (City of Madison Planning)

2. Approval of April 2, 2014 Meeting Minutes

Moved by Kamp seconded by C. Schmidt, to approve the April 2, 2014 meeting minutes. Motion carried with King abstaining.

3. Communications

- Letter from WisDOT approving amendment #3 to the 2014-2018 TIP.
- Letter from Matano in support of the TIGER grant application for the freight rail improvement project, but adding concerns about WSOR with regards to various issues as discussed by the board at the previous meeting.

Schaefer said he had informed Ken Lucht with WSOR about the board’s discussion and intent to include its concerns in the letter. Lucht responded with a note asking this not be done, listing all of the supporters for the project, and noting all of the issues WSOR has been working with the City of Madison and other communities on. He said WSOR has now set up quarterly coordination meetings. Schaefer said he shared that with Matano, Golden, and Ahrens. After receiving the letter, Lucht said it would not be included with the grant application.

- Letter from Schaefer supporting the City of Madison’s TIGER grant application for funding to support station area planning around three potential BRT stations using a scenario planning tool.

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

None

5. Resolution TPB No. 89 Approving Amendment #4 to the 2014-2018 Transportation Improvement Program for the Madison Area & Dane County

Schaefer said the amendment was for a small City of Madison safety project recently approved at the intersection of Aberg Avenue and Shopko Drive. The project will install signal heads over the travel lanes on Aberg.

Moved by R. Schmidt, seconded by Kamp to approve Amendment #4 to the 2014-2018 Transportation Improvement Program for the Madison Area and Dane County. Motion carried.

6. Approval of Scoring and Priority Ranking of 2014-2018 Transportation Alternatives Program Project Applications for Consideration by WisDOT (taken up after item 8)

Schaefer explained that even though the MPO will not receive a sub-allocation of funding for this project application cycle, WisDOT informed us the state would consider MPOs’ rankings of projects in its decision
on projects to fund with the statewide pool of money. Schaefer said the MPO received the notice just before the MPO technical committee meeting. Staff quickly scored and ranked the projects and distributed a preliminary draft of the project rankings the day of the meeting. Therefore, staff did not seek a recommendation from the committee, but rather encouraged members to send comments individually. Staff received two comments, one regarding the Westport project and another regarding the Sun Prairie project. Schaefer said staff prepared a final version of the scoring and ranking table for consideration by the board. Schaefer said there were 14 applications totaling almost $11 million. WisDOT indicated there is only $6 million available in the statewide pool of funding. Therefore, only one or perhaps two projects from the Madison area will likely be funded. However, he said he thought the scoring and ranking process had value for applicants going forward as the MPO will have funding for the next cycle in two years. He introduced Callaway, the MPO’s planner and Rideshare Etc. program coordinator, to review the projects.

Callaway reviewed the project applications, noting the high quality of the projects. She described the scope of work for each project. Golden questioned why the cost effectiveness score for the Lower Yahara River Trail project was so low. Callaway said that was because of the very high cost of the project, which has already received over $3 million in federal funding from the last funding cycle. Another $1 million is being requested. She explained the criterion assesses the costs relative to benefits, including the projected number of users. Matano said he objected to use of Transportation Alternatives funding for the CTH M and CTH PD underpasses, which are part of the street reconstruction and expansion projects and already have committed federal funding. Gust pointed out that the West Towne path would connect to a grade-separated path crossing of the Beltline that WisDOT is constructing as part of the High Point Road bridge replacement project. He also questioned the score for the Woodland Drive path and bike lanes project, noting the lack of bicycle facilities north of the lake. Schaefer said a major reason was the project ends at CTH M. It would have been stronger if the missing segment to Governor Nelson Park was included and also if they asked for funds just for the path and not the bike lanes. Callaway said the town received $360,000 in state funding for the project. Schaefer said the scoring emphasized the short-term versus longer term benefits of the projects.

Discussion followed regarding the scoring of the projects and their likelihood of being funded. Schaefer said staff had taken the criteria and sub-allocated points for each category similar to what was being done for the STP Urban project criteria being developed. Schaefer mentioned the email received from City of Sun Prairie planner Scott Kugler indicating the plan to reconstruct CTH C in 2016. If that is true, the city’s path project should receive an additional two points under the Opportunity/Risk category because it would allow the path to be constructed with the street project. Schaefer said because it is a relatively low cost project it was more likely to be funded. He said staff thought it was unlikely WisDOT would award more funding to the Lower Yahara River Trail project. Gust asked if that would hurt the MPO’s chances of getting a project funded since it was ranked #1. Callaway said she didn’t think so. WisDOT would just go to the next highest ranked project they could fund. Schaefer said the issue could be mentioned in the communication to WisDOT. Matano expressed concern again about funding the over/underpass projects that are part of roadway projects. Golden commented that many projects are similar, i.e., mitigation for a roadway project. He mentioned the Beltline bridge project that was critical for the Southwest path.

R. Schmidt moved, Golden seconded, to approve the staff scoring and priority ranking of projects.

Mandli said he confirmed with his staff that the CTH C project was going forward. R. Schmidt said that would argue for awarding additional points to the Sun Prairie project. Schaefer said that would move it to #3 ahead of the CTH M underpass project.

Moved by R. Schmidt, seconded by Golden, to amend the original motion to approve the scoring and priority ranking of 2014-2018 Transportation Alternatives Program Project applications for consideration by WisDOT with an amendment to award City of Sun Prairie path project an additional two points, moving it to #3 in the rankings. Motion carried.
7. Presentation on the MPO’s TDM/Rideshare Program Activities

Callaway provided a presentation on the MPO’s Rideshare Etc. program activities. She said the core of the program was assisting individuals and businesses with transportation options to driving alone. This occurred through on-site programs, E-newsletters for company transportation coordinators, distribution of materials, and the program website. Assistance has also been provided the past few years through Sustain Dane’s Mpower Business Champion program. She said there were 919 new program registrants in 2013 with a total of 3,300 in the system. She said the list is updated every two years or so to make sure those on the list are still interested in participating in the program. She discussed the Guaranteed Ride Home Program and the annual advertising campaign. The advertising budget is small at $15,000 a year and included back-of-bus and online ads in 2013. Callaway said she has also been providing some assistance for Safe Routes to School programs. Other efforts she is supporting include the Madison Platinum Bicycling Working Group and the county’s Active Living Work Group. The latter group is working to support county communities in applying for bicycle friendly community status. MPO staff will also be managing a bicycle wayfinding project for the county. Finally, she mentioned the new county bicycle map that MPO staff had just completed.

8. Presentation on South Capitol TOD District Planning Study (taken up before items 6 and 7)

Schaefer said the study, which was funded through a federal TIGER grant, was wrapping up. He said a number of regionally significant transportation improvement concepts were being considered and he asked Dave Trowbridge from City of Madison Planning to provide a presentation on the concepts to the board. Trowbridge said this was the second phase of the study. The first phase developed a concept plan for redevelopment of the Madison Municipal Building and Government East ramp blocks. The city has now entered into negotiations with the developer that was selected on the development design and funding. The current study is looking at the broader area south of the Square.

Trowbridge reviewed the five elements of the study and draft recommendations. The elements include an evaluation of an intercity bus station location, Law Park path improvements, “gateway” street intersection and Wilson Street improvements, and possible pedestrian/bicycle bridge connections across John Nolen Drive to connect downtown to Law Park. He reviewed the recommended location and design concept for the bus station near the Kohl Center. The land is owned by the Boldt Company, which has approached the city about incorporating the bus station as part of redevelopment of the property. Discussion followed regarding local bus service in the area, the clientele of the intercity bus service (many students), and the difficulties with the current temporary intercity stop on University Avenue near the Chazen museum. The Law Park path improvement concepts included widening it and creating a separate pedestrian path. Clear commented that the separate pedestrian and bicycle path areas work well for the west end of the UW lakeshore path. Trowbridge reviewed the different bridge concepts and their locations from a plaza bridge to the east to more utilitarian bridges affixed to the side of Monona Terrace.

Trowbridge next reviewed the different gateway intersection improvement concepts, starting with the Blair-Wilson-Williamson-John Nolen Drive intersection. Concepts included a tunnel (with park above), roundabout, hovenring, and cul-de-sacing Wilson Street with a new intersection at Hancock and John Nolen Drive. Another option is to just relocate the driveway to the bicycle shop and other businesses southeast of the intersection further west to remove it from the intersection. Golden commented that if Wilson Street were cul-de-saced a bus only connection to Williamson would need to be explored as it is an important route. Clear noted the difficulty of adding another rail crossing. Trowbridge added that Traffic Engineering is also concerned about the grades for the new Hancock Street intersection. The recommendation for Wilson Street was to maintain as one-way, but remove parking on the south side to create a contra-flow bike lane. Golden commented that eliminating the parking west of MLK Jr. Blvd. would be problematic due to the amount of traffic flow to the health department building with people picking up documents, etc. Trowbridge agreed it was a major issue, especially with the need for loading zones.

Trowbridge the study committee was meeting the next night to review and determine the recommendations or alternatives to advance to the city council. R. Schmidt asked how this study related to other plans. Schaefer
said the study recommendations could be incorporated into the city and MPO transportation plans. Trowbridge said that some could be incorporated into planned projects such as the Blair Street reconstruction. The Law Park path improvement could be a stand-alone project.

9. Discussion and Consideration of Possible Letter to WisDOT on Plans for Verona Road (USH 18/151) and Corridor Studies of Stoughton Road (USH 51), USH 51 (McFarland to Stoughton), and the Beltline (USH 12/14/18/151)

Matano said he had asked Schaefer to put this item on the agenda. He handed out a draft letter that he wrote and asked for comments from board members before the next meeting.

10. Status Report by Madison Area TPB Members on Other Projects Involving the TPB

Schaefer said there weren’t any major updates to provide on the WisDOT studies. He reported on a public information meeting held for the City of Madison’s Sustainable Transportation Master Plan. The meeting was focused on getting input on two different land use scenarios being developed for the planning process. He said MPO staff had been working with City of Madison staff on the details of the two scenarios as well as on some pedestrian and bicycle analysis for the plan.

11. Discussion of Future Work Items

Schaefer said staff was working on a Title VI Program document that needed to be approved by the board in August. TIP project listings and STP-Urban project applications were due in early June. The STP Urban project applications would be reviewed with the board at the July meeting. The ITS plan proposals were due May 16. The technical and policy committees for the bicycle plan met to review and discuss the functional classification of bikeways and a bicycle level of service analysis that had been completed. The committees also provided input on draft plan goals and the outline for the plan report.

12. Announcements and Schedule of Future Meetings

Schaefer announced that the board appointments were being processed. He said both Minihan and Lawrence would be reappointed.

The next meeting will be held Wednesday, June 4, 2014 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., rooms A-B.

13. Adjournment

Moved by King, seconded by C. Schmidt to adjourn. Motion carried. The meeting adjourned at 8:43 PM.