Madison Area Transportation Planning Board (an MPO)
November 2, 2016 Meeting Minutes

1. Roll Call

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

   Members absent: Steve Flottmeyer, Ken Golden, Robin Schmidt, Patrick Stern

   MPO Staff present: David Kanning, Bill Schaefer

   Others present in an official capacity: Steve Steinhoff, CARPC Deputy Director and Larry Palm, CARPC Chair and City of Madison District 12 Alder

2. Approval of October 5, 2016 Meeting Minutes

   Moved by King, seconded by Clear, to approve the October 5, 2016 meeting minutes. Motion carried.

3. Communications

   - Newsletter from WisDOT on the status of the Interstate 39/90 (Madison to Portage) Major EIS Study and upcoming public information meetings where corridor alternatives will be presented.

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

   None

5. Presentation on A Greater Madison Vision

   Schaefer introduced Steve Steinhoff, Deputy Director of the Capital Area Regional Planning Commission (CARPC) and Larry Palm, CARPC Chair and City of Madison District 12 Alder. Steinhoff provided a presentation covering background information on CARPC and its authority, including preparation of a Regional Plan, and the status of CARPC’s A Greater Madison Vision Process. He described the timeline of the A Greater Madison Vision, which will conclude in 2018, as well as planned public engagement tools. Steinhoff also provided an overview of the Urban Footprint scenario planning tool that calculates the impacts of different land use and transportation scenarios. The Urban Footprint tool outputs include public health, transportation, greenhouse gas emissions, energy and water use, land consumption, and fiscal impacts.

   Palm said that one of CARPC’s goals this year was to develop guiding principles for working on their plan with 65 different municipalities, multiple agencies, and partner groups. Steinhoff said that CARPC will develop four scenarios for the region. CARPC will utilize the University of Wisconsin’s Land Science simulation program as one method to obtain public input in developing the scenarios. Input will also be sought following development of the scenarios. Tools such as a budget simulation tool will also be implemented.

   Clear asked how the plan will relate to the City of Madison’s Comprehensive Plan, and whether the plans will be complementary. Palm said that CARPC’s plan will apply to the entire county. He said the purpose of CARPC’s plan is to create a vision for the region that all communities can reference as they update their comprehensive plans and create visions for their own communities. Steinhoff added that CARPC is working with City of Madison planning staff to integrate regional planning issues into their public engagement process. CARPC will incorporate input from Madison into its plan. Schaefer said MPO staff will be involved with CARPC’s planning effort, for example in developing the transportation components of the scenarios, and will utilize the results in the next long transportation plan update.
Ahrens asked if certain work, such as data collection, can be coordinated between the City of Madison and CARPC as they develop their plans. Palm said the Urban Footprint tool is one collaborative feature that both plans will employ. Schaefer said that CARPC will provide the general framework for how the region wants to grow. The comprehensive master plans developed by municipalities will fill in the details consistent with that framework. Steinhoff agreed.

Kamp asked Steinhoff to describe the organizational structures of other regions studied by CARPC. Steinhoff said that most of the regions they studied have joint regional transportation and land use planning entities. Kamp asked if the Greater Madison Vision planning process will make recommendations pertaining to the organization of regional land use planning and transportation planning in Dane County. Steinhoff said that many of the leaders who are involved are not aware of the history of CARPC and have asked why land use and transportation planning are not done by one agency. Kamp asked if state governments or local governments are responsible for the collaborative land use and transportation planning employed by most agencies studied by CARPC. Steinhoff said that local governments are mostly responsible. There are only a few regional agencies with any type of significant growth management authority.

Matano asked how potential opposition to the planning effort by some stakeholders will be addressed, referencing some towns’ lack of support for regional planning. Steinhoff said that there will never be 100% buy-in support by all entities involved in the planning process. The board discussed the makeup of the steering committee and how members representing cities and towns have varying interests. They also discussed the issue of zoning, which is the mechanism for implementing the plan. Steinhoff said towns that opt out of County zoning must implement their own zoning. Matano said we hope to have more collaboration between CARPC and the MPO during their planning process.


Schaefer described the changes to the work program budget. Since the MPO has not been using all of the pass-through funding intended for transportation planning assistance to CARPC, the associated budget was reduced from $9,700 to $8,000. There is a corresponding increase in staff time for corridor studies and a slight reduction in the budget for data and software. Matano noted that the “4” on the correction/addition sheet should be changed to a dollar sign.

Moved by King, seconded by Kamp, to approve TPB Resolution No. 121 approving the 2017 Unified Planning Work Program with change outlined in the change/correction sheet. Motion carried.

7. Resolution TPB No. 122 Authorizing the City of Madison to Enter Into an Agreement with Dane County for the Madison Area Transportation Planning Board to Provide Specialized Transportation Coordination Services to Dane County in 2017

Moved by Opitz, seconded by Clear, to approve Resolution TPB No. 122. Motion carried.

8. Resolution TPB No. 123 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area TPB to Provide Transportation Planning Work Activities to CARPC in 2017

Moved by Kamp, seconded by Clear, to approve Resolution TPB No. 122. Motion carried.

9. Update on the Regional Transportation Plan 2050

Schaefer reported on the second series of public meetings on the Regional Transportation Plan. He thanked Opitz for promoting the meeting in Middleton. Attendance at that meeting was the highest of the three; the other two meetings were not as well attended. Matano said that attendance in Fitchburg may have suffered
because they had an EMS committee meeting around the same time that most alders attended. Schaefer said staff would need to think of other ways to promote meetings and engage the public in the future. He mentioned one idea was use of internet ads.

Schaefer said that the presentation and all boards from the meetings have been posted online on the plan website. A budget simulation tool, which allows users to set the amount of funding they would like to see spent on different types of transportation projects, and a project review tool, have also been posted. The project review tool has interactive maps of project needs and recommendations, and allows people to comment on them. Most comments received thus far have been related to transit and bike projects. The public can also review and comment on draft plan report chapters as they are completed. Schaefer said that staff will continue to solicit input.

Schaefer said staff is still working to complete many of the chapters of the plan report. A financial analysis will need to be completed that examines the cost of not only capacity expansion projects, but also roadway maintenance projects.

Clear asked why BRT is not being planned for Epic Systems. Schaefer said that demand for transit serving Epic Systems is almost all peak-oriented. BRT is intended for corridors where frequent service is provided all day. Commuter express service, possibly using larger articulated buses, is the most appropriate service for Epic.

10. Update on Potential Revision to MPO Technical Coordinating Committee Membership and Voting Structure

Schaefer described the purpose of the MPO Technical Coordinating Committee (TCC) and issues pertaining to the membership and voting structure of the committee. He presented a draft document that outlines changes to the membership and voting system. The idea is to designate one primary member and an alternate member for each of the paired suburban communities. Alternates would vote when the primary member was absent. The primary and alternate representative could be switched each year. This would eliminate the current cumbersome voting structure and solve quorum problems due to the sporadic attendance of some smaller community representatives. The proposed changes will be presented to the TCC at their next meeting.

Clear asked if the committee serves as a forum for solving project-related jurisdictional problems. Schaefer said that project related issues are generally resolved by the affected communities and/or county through project agreements. The TCC gets involved in some cases. In addition, members of the committee have opportunities to provide input on existing or proposed MPO policies, and opportunities to learn about various projects initiated by the MPO or others.

11. Status Report on Studies and Plans Involving the TPB

Schaefer said that WisDOT recently developed updated traffic forecasts for Stoughton Road using the improved travel demand model. Updates of the operations model are now underway and progress meetings on the EIS should commence again soon. Matano provided policy board members an article about a project that converted a highway to a boulevard in New York. Clear said that the first diverging diamond interchange in the state recently opened in Janesville. He asked if a diverging diamond interchange was still being planned for Stoughton Road. Schaefer stated that the current recommended alternative includes diverging diamond interchanges at the USH 51/Beltline and USH 51/STH 30 interchanges.

Schaefer said that MPO staff agreed to conduct an analysis of the impact of potential Beltline crossings and other paths on access to jobs via bicycle for the Beltline study using the Sugar Access tool license the MPO purchased. Results could be presented at a future meeting. Other than that, there was nothing new to report.
12. Discussion of Future Work Items

Schaefer provided an update on the household travel mail survey that the MPO is partnering with the City of Madison Planning staff on. The survey is being conducted by the UW Survey Center. The questionnaire, travel logs and sampling plan have been completed. Pre-notification postcards were sent to households that were selected to receive the surveys. The questionnaire and travel logs will be mailed next week. Half of the surveys will be mailed then with the other half to be mailed in the spring.

Staff plans to work with Metro Transit and City of Madison staff on assembling an RFP to hire a consultant for the next phase of the BRT study. The main purpose of the study will be to identify a starter project, including the corridor, termini, station locations, and scope of improvements. The goal is to issue the RFP in January.

Matano asked if it is still the intent to reactivate the former Transport 2020 Committee to oversee the study. Schaefer said that is the intent. Matano asked if the Mayor of Madison and/or the County Executive had appointed anyone yet to the committee. Kamp said their staff, Anne Monks and Dave Merritt, are working on it, but that they haven’t come to a final closure on that process.

13. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, December 7, 2016 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 King, to adjourn. Motion carried. The meeting adjourned at 7:37 PM.