

**Madison Area Metropolitan Planning Organization (MPO)
November 1, 2006 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskwitz, Corey Finkelmeyer, Ken Golden, Lisa MacKinnon, Al Matano, Chan Stroman, John Vesperman, Robbie Webber, Doug Zwank

Members absent: David Kluesner

Staff present: Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of October 4, 2006 Meeting Minutes

McDonald said that there were two changes to the minutes. Royce Williams sent an email requesting some edits to his testimony at the October hearing on page two of the minutes. First, the reference to level of service "D" should be "E". Secondly, the words "run more like rail" in reference to revising the bus routes on the second line from the bottom should be replaced with "to follow proposed rail routes." Thirdly, the last line that says "adding Sunday service" should be changed to "adding weekend service." Golden said that if there were no objections those changes would be made.

Moved by Matano, seconded by Webber, to approve October 4, 2006 meeting minutes with these changes. Motion carried.

3. Communications

- Letter from Michael King, Community Analysis and Planning Division of the Dane County Dept. of Planning and Development, with written comments reflecting his testimony from the public hearing on the draft regional transportation plan.
- Memo with comments from Mark Opitz, Assistant City of Middleton Planning Director, detailing suggested edits and changes to the draft regional transportation plan.
- Memo with comments from WisDOT Central Office and SW Region staff on the draft regional transportation plan.
- Editorial from WISC-TV regarding the draft plan.

Golden asked if all the comments on the draft plan had been incorporated or addressed, and McDonald said that they had been.

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

None

5. Consideration of Resolution MPO No. 52, Adopting the Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County

McDonald said that the materials presented with the item included a list of the public comments received and staff responses to them and a listing of the proposed changes to the draft plan. A draft resolution adopting the plan was also in the packet. He added that at board members' places was additional information on the accessibility analysis that staff did as part of the overall environmental justice (EJ) analysis. This information was added in response to comments by WisDOT Central Office staff. MPO staff will also be adding some other information in response to their comments. He said Schaefer would go over the accessibility analysis as part of the review of proposed major changes to the draft plan.

Schaefer highlighted the major proposed changes and additions to the draft plan related to the policy objectives and recommendations. First, a new policy objective #9 under Streets and Roadways was being added, which was requested by Webber. It says that bicycle and pedestrian accommodations should be provided along and across all streets in conjunction with (re)construction. There is a more general policy objective that deals with this issue in the Streets section and this specific language is also included in the Pedestrian and Bicycle sections already, but the language would also be added in the Streets section. Language is being added to the Streets section to clarify that recommendations for any state roadway capacity expansions will come out of the ongoing corridor studies and that congestion management strategies will be needed for corridors that will remain congested, in particular the arterials leading into the Isthmus and the Beltline east of Verona Road. In response to a City of Sun Prairie request, Egge Road will be designated on the planned projects/studies map for right of way acquisition as a potential future arterial street. In response to a request from WisDOT, the portion of USH 12 from Parmenter Street to STH 19 will be added to the map as a corridor for study to convert it to a freeway. Significant changes to the table listing major roadway projects include moving the North Mendota Parkway to a new section with “illustrative” projects (without identified funding). Some of these projects (e.g., Anderson Street) may occur with local funds.

A recommendation is being added to continue to initiate detailed planning and construction of collector street extensions and connections, and a list of key projects is included. The plan includes a policy regarding this issue, but the specific recommendation will emphasize the importance of the issue and these particular projects. Golden suggested adding the West Towne connection across the Beltline. A few changes are being made to the future functional classification map in response to City of Middleton staff comments, which Schaefer reviewed. Schaefer said the MPO received a number of comments in support of creating a regional transit authority. This is an issue that’s being addressed as part of the Transport 2020 study, and the plan references this. However, language will be added to note that this is likely to be the recommendation to come out of the study and to mention the problems with the current structure of a city-owned transit system. Golden commented that the language should not indicate that this would be the recommendation, but that it is being considered. Language is also being added in the transit section to emphasize the recommendation to expand the network of bus lanes where possible. Three new recommendations are being added in the Paratransit/Specialized Transportation section that came out of the meeting the MPO coordinated with WisDOT to develop a “specialized transportation human services plan.” Schaefer reviewed these. Golden suggested using the word “countywide” rather than “county” in reference to the recommended creation of a specialized transportation coordinating council because it may or may not be part of county government. Regarding the issue of private taxicab service, Golden suggested a new recommendation to pursue regional licensing of taxicabs. Zwank agreed, noting that taxis licensed in Middleton are not allowed to go into Madison.

A recommendation will be added in the TDM section to explore public/private partnerships for door-to-door transit service, which was requested by Bruskewitz. Schaefer said there are some issues with this, including the financial feasibility and the interaction with Metro, but it is something that can be looked at. Golden suggested adding “demand responsive stop-to-stop” service as well as door-to-door service to the recommendation—something a former Metro Manager had proposed about 15 years ago. In the Bicycle section, a recommendation will be added to provide grade-separated crossings of limited access roadways in conjunction with roadway (re)construction. There are cases where grade-separated crossings wouldn’t be feasible if done as an independent project, but might be cost-effective if done as part of major roadway reconstruction. Golden suggested adding the words “and/or [bikeway] connections or segments” to the recommendation concerning the acquisition of right of way or securing dedications of land or access easements. Schaefer then reviewed some proposed changes to the bikeway system plan map in response to comments received by Middleton and Sun Prairie staff.

Schaefer next reviewed the environmental justice (EJ) analysis that was done for the plan and the new information provided on the accessibility analysis. The accessibility analysis looked at existing auto and transit times from selected EJ neighborhoods to some of the major activity/employment centers and involved modeling of the changes in those times under the recommended plan. Staff identified seven different EJ areas throughout the Madison and some representative employment/activity centers for the analysis. A map of the areas was provided. The transit improvements used for the analysis were the hybrid rail system and associated bus service improvements. In most cases, the transit travel times from the EJ areas to the selected centers did go down under the recommended plan scenario compared to the “existing plus committed” scenario. However, the differences weren’t significant in most cases. The auto times also went down, but the differences were less than a minute. This isn’t surprising because the roadway capacity expansions are all on the periphery. McDonald said that an EJ analyses would be done as part of the Transport 2020 Study. A number of improvements are being made to the transit model as part of that study, which should help with this analysis. Schaefer added that staff also did a qualitative analysis looking at the location of roadway capacity expansion, roadway preservation, and bikeway projects in relation to EJ areas. Roadway preservation and bikeway projects are generally beneficial to the immediate neighborhood. A third part of the analysis looked at existing bus transit service in relation to all EJ areas.

Golden said he agreed with Mark Opitz’s suggestion to provide information for communities other than the City of Madison. He suggested that in the next plan information be presented for segments of the MPO area (e.g., northwest) and/or for some of the larger cities. Zwank asked how this plan interacts with local community plans. For example, there may be conflicts concerning the classification of certain streets. McDonald said the MPO must use state criteria in classifying the regional street system and the MPO’s designation is the one that applies in determining eligibility for federal funding. The plan includes a planned future functional classification map, but roadways would need to meet the criteria in order to be (re)classified as collectors or arterials in the future. Zwank noted Michael King’s comments about a working relationship with the Regional Planning Commission and wondered if this was mentioned in the plan. Schaefer said a reference to coordinating planning efforts with the RPC was added in the last section of the plan. McDonald added that the MPO would do that anyway. The MPO has had a close relationship with the RPC and he expected that to continue. For example, the RPC has contracted with the MPO to provide transportation impact analyses for urban service area amendment applications and that could be done again. The MPO also prepares the transportation section of the Trends Report the RPC publishes. MacKinnon expressed concern about the tone of the report set in the introduction by the statement concerning the dominant role the auto will continue to play in the transportation system. After some discussion, it was agreed to delete the word “dominant”.

Moved by Bruskevitz, seconded by Webber, to approve Resolution MPO No. 52, Adopting the Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County with the proposed changes/additions on the sheet dated 10/23/06 and the additional suggestions made by MPO board members tonight. Motion carried.

6. Consideration of Resolution MPO No. 53, Regarding the 2007-2011 Transportation Improvement Program (TIP) for the Dane County Area.

Schaefer stated that at the board member’s places was a revised addition/correction sheet that includes two additional projects. Schaefer reviewed these along with other major projects. One of the major project changes, which staff has already reviewed with the board, is to show the Mineral Point/Junction Road/CTH M interchange project as a programmed project with STP-Urban funding in 2011. The City of Madison is working on a design for this project and is interested in going forward with the project despite the fact there won’t be sufficient funding to cover the 80% cost share. The plan is do the construction over a two-year period. We don’t know at this point how much money would be available in 2012 either. The last segment of the Monona Drive reconstruction project is scheduled that year. Because of the existing commitment to that project, we wouldn’t want to delay it any further as there

are already two years between segments. The listings for the Ice Age Junction Trail (McKee Road to Badger Prairie Park) and Pheasant Branch Creek Trail Enhancements projects are being revised to reflect the fact they are now programmed projects that were selected for funding by the State's Enhancements committee. Two Beltline projects—the resurfacing from Seminole Highway to Fish Hatchery Road and the Todd Drive Bridge Deck replacement—that were deleted from the TIP because it was thought they would be completed in 2006 are being added back for construction in 2007. The High Point Road Bridge project is being delayed until 2012, just outside the 5-year TIP period. A new project is the freeway conversion study on USH 12 from the Middleton bypass to STH 19. The other new project is the locally funded Fitchrona Road extension from Nesbitt Rd to McKee Road that is being done as part of the Target development going in. Also, of note is the Thompson Drive/Lien Road/Zeier Road intersection project, which is now programmed with local funds. The City was previously seeking STP-Urban funding for the project.

Moved by MacKinnon, seconded by Zwank, to approve Resolution MPO No. 53, Regarding the 2007-2011 Transportation Improvement Program (TIP) with the changes/additions on the sheet dated 11/1/06. Motion carried.

7. Consideration of Resolution MPO No. 54, Approving the 2007 Unified Planning Work Program and 2007-2009 Overall Program Design Report.

McDonald said that a correction sheet was at board members' places with three small, editorial corrections. MPO staff met with WisDOT Central Office and SW District and FHWA staff to review the work program. An emphasis area is making the new plan SAFETEA-LU compliant. There are processes that we need to go through to do that. He also mentioned the completing the redesignation of the MPO Board with the new appointments and also revisiting the makeup of the Citizen Advisory and Technical Coordinating Committees.

Moved by Webber, seconded by Stroman, to approve Resolution MPO No. 54, Approving the 2007 Unified Planning Work Program and 2007-2009 Overall Program Design Report. Motion carried.

8. Status Report by MPO Board Members on Projects Potentially Involving the MPO:

- **Transport 2020 Implementation Task Force**
Transport 2020 Operations Sub-committee is meeting tomorrow (11/2).
- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**
Finkelmeyer missed the last meeting, and McDonald was unable to attend as well.
- **North Mendota Parkway Implementation Oversight Committee**
Bruskewitz said there were a few minor changes that the City of Madison wanted to see in the agreement. The local communities and County Executive have reviewed it, so a final document should be ready for signature soon.
- **USH 51 (McFarland to Stoughton)**
Matano said the study policy committee recently met at which the consultant reported on the public meetings. The public ranked pluses and minuses of the different alternatives. Expanding USH 51 itself seemed to be least popular.

9. Discussion of Future Work Items:

- **Finalize Regional Transportation Plan 2030 and Print for Distribution**
- **Development of a Language Assistance Plan**
McDonald said this is about 95% complete.
- **Begin efforts to make the new Regional Transportation Plan 2030 SAFETEA-LU Compliant**

10. Announcements and Schedule of Future Meetings

McDonald said that based on the actions by the Board tonight it is very possible the December meeting would be cancelled.

11. Adjournment