Madison Area Transportation Planning Board (an MPO)
November 5, 2014 Meeting Minutes

1. Roll Call

    Members present: David Ahrens, Jeff Gust, Chuck Kamp, Steve King, Paul Lawrence, Jerry Mandli (arrived during item #5), Al Matano, Ed Minihan, Chris Schmidt, Robin Schmidt, Patrick Stern

    Members absent: Mark Clear, Ken Golden, Mark Opitz

    MPO Staff present: Bill Schaefer, Mike Cechvala

2. Approval of October 1, 2014 Meeting Minutes

    Moved by Lawrence, seconded by R. Schmidt, to approve the October 1, 2014 meeting minutes. Motion carried.

3. Communications

    • Newsletter from WisDOT regarding the Beltline study and the upcoming public meetings starting next week to review the results of the broad strategies being evaluated such as BRT, a North Mendota corridor, a “south reliever” corridor, and adding lanes to the Beltline. Schaefer said a presentation by WisDOT was planned for the January board meeting.

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

    None

5. Resolution TPB No. 96 Adopting the 2015-2019 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

    Schaefer noted action on the TIP was deferred at the last meeting due to the issue of how to deal with the MPO not receiving as much carryover funding due to an error in the calculation. As a result, there isn’t sufficient funding to cover the new projects—Metro’s bus project and YWCA’s van project—and the cost increases for CTH M and Lacy Road. The solution discussed was to delay Cottage Grove Road from 2017 to 2019 in order to fully fund all the projects. After talking with the two alders for the area, City Engineer Rob Phillips said it was acceptable to the city to delay that project to try to coordinate it with the Interstate bridge project. The city would still proceed with design and environmental work to be in a position to advance the project if additional funding became available. Delaying the Cottage Grove Road project frees up enough money to move the Buckeye Road project up to 2018. There isn’t quite enough money to cover the full 50% amount based on current project cost estimates, but that could change when the projects are let. He said the revised STP Urban priority projects table reflects these changes. Schaefer then reviewed the other project additions and changes included in the change/correction sheet. These included the two bicycle projects that received TAP funding, the 5310 program projects, and a change in the schedule and funding for the Cuba Valley Road bridge project.

    Schaefer added that WisDOT provided written confirmation there was STP Urban funding available in 2015 (SFY 2016) for twelve of the Metro buses and the YWCA vans. He said some additional revisions to the project funding and schedules might be needed as the MPO works with WisDOT to program the proposed changes from the current TIP. Gust noted that discussions had been occurring about moving up the CTH PD project with Epic covering part of the cost rather than using STP Urban funds. That would leave a hole in the program that would need to be covered with another project or two. Schaefer said the City of Madison was moving forward with design and environmental work for both the Cottage Grove Road and East Johnson Street Phase 2 projects so those could be advanced with such a scenario.
Moved by R. Schmidt, seconded by Lawrence, to adopt the 2015-2019 Transportation Improvement Program for the Madison Area and Dane County with the changes in the addition/correction sheet dated 10/22/14. Motion carried.


   Schaefer pointed out the change/correction sheet listing the proposed changes to the draft work program. There were two main changes. The first is the addition of a work task to assist the City of Sun Prairie in updating some travel model work for the city’s West Side Plan, which city staff asked the MPO to do. The second is a change to the work program budget table to allocate more carryover funding to staff costs and less to the ITS Plan with a corresponding change to the 2015 funding allocation. This is being done to ensure that the carryover funding is spent by May 31 in accord with WisDOT policy. The ITS Plan won’t be completed until August.

   Moved by Mandli, seconded by R. Schmidt, to approve the 2015 Unified Planning Work Program and the 2015-2017 Overall Program Design Report with the changes in the change/correction sheet dated November 2014. Motion carried.

7. **Resolution TPB No. 98 Authorizing the City of Madison to Enter Into an Agreement with Dane County for the Madison Area Transportation Planning Board (TPB) to Provide Specialized Transportation Coordination Services to Dane County in 2015**

   Schaefer said this was the annual agreement with the county for the MPO to provide specialized transportation planning coordination support for the Dane County Department of Human Resources. Through the same agreement, the county also provides some funding to Metro for their transit promotion activities. The funding is the same as in prior years.

   Moved by Lawrence, seconded by R. Schmidt, to authorize the agreement with Dane County. Motion carried.

8. **Resolution TPB No. 99 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 2015**

   Schaefer said this was another annual agreement with the Capital Area Regional Planning Commission (CARPC) for the MPO to provide transportation planning services. CARPC uses WisDOT funding and covers the local match. The primary work is preparing transportation analyses for urban service area amendment applications, but it also includes some other things such as providing the transportation section for CARPC’s annual trends report put on their website and support for their future urban development area planning. He pointed out that the correct funding amount was $9,701.

   Moved by R. Schmidt, seconded by Lawrence to authorize the agreement with CARPC with the corrected amount of $9,701. Motion carried.

9. **Appointment to the MPO Citizen Advisory Committee**

   Schaefer said Mark Clear had sent him a note about one of his constituents, David Hoffert, who was interested in serving on the committee. Schaefer said he had a nice background and is President of the Parkwood Hills Neighborhood Association on Madison’s west side.

   Moved by King, seconded by R. Schmidt to approve the appointment to the CAC. Motion carried.
10. Presentation on Bicycle Transportation Plan

Cechvala provided a PowerPoint presentation on the plan and work accomplished to date. He discussed the plan vision, goals, and strategies. He showed maps of some of the planning analysis work, including the bicycle level of service analysis and functional classification of the bikeway system, and the data collected.

Gust asked about the distinction made between recreational bicycling and bicycling for transportation. He commented that many bicycling facilities are used for both. Schaefer agreed, and said it just means the focus is on facilities that connect to destinations versus purely recreational loop paths. Ahrens commented that this was an important distinction and he thought it might be mentioned in the vision or goals. He mentioned maintenance of facilities as an issue, for example, saying he receives complaints about the timeliness of plowing paths. Cechvala responded that most of the goals would be the same for both types of bicycling but the connectivity goal emphasizes transportation. Schaefer said for the Usage goal that bicycling for transportation could be emphasized, but the line is blurred. If people start recreational riding they may then ride to work or the store. Matano mentioned the mountain bike loop trails completed recently by the county in the Dunns Marsh area, and said that was an example of something that was clearly outside the purview of the plan. He also agreed with not getting too hung up on the distinction noting we don’t do it for roadways.

In response to a question from R. Schmidt, Cechvala explained the purpose and meaning of the sharrow symbols. In response to a question from Stern, Cechvala clarified the bicycle level of service did not account for side paths alongside high traffic volume streets. Gust asked whether park-and-bike facilities would be covered in the plan. Cechvala said most of that is informal, but it could be addressed generally. A number of park-and-ride facilities are located in areas where they could be used for park-and-bike as well. Matano mentioned that he’d like the county to budget some money for more bike lockers in the downtown area or other locations.

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

Schaefer reported on the status of the Stoughton Road study. New traffic forecasts were completed using the new travel model with the revised lower population and employment forecasts. Traffic volumes were lower as expected, except for the north part of the corridor. WisDOT must decide whether to use the new forecasts for the draft EIS, which is pretty far along, or incorporate them into the recommendations for the final EIS. The problem with waiting is some alternatives might not need to be analyzed with the lower forecasts. The current schedule calls for the draft EIS to be published in May 2015. Schaefer also reported that WisDOT would be modeling the impact of some BRT alternatives in the corridor to address comments received. MPO staff worked with Metro staff to develop the alternatives and also develop an associated land use scenario that assumes higher intensity development at some locations along the corridor.

Schaefer said he hadn’t heard anything on the status of the USH 51 (McFarland to Stoughton) study other than WisDOT was reassessing the direction of the study due to financial constraint issues. Minihan expressed frustration that WisDOT hasn’t focused on short-term safety improvements. Schaefer said he would get an update before the next meeting. Regarding the Beltline study, Schaefer mentioned that MPO staff was working with the study consultants to develop and test an alternative growth scenario that assumes more redevelopment in central Madison area as opposed to peripheral Madison. Regarding the interstate study, the traffic impact assessment of the potential interchanges has been completed with five interchange locations being carried forward into the EIS phase of the study.

12. Discussion of Future Work Items

Schaefer reported that a consultant had been selected for the Metro Transit on board survey, and MPO staff was working with the consultant to finalize details of the work plan, schedule, and budget. Among the differences from the previous survey is that an “on to off” survey would also be done prior to the on board survey to get good information on origin/destination patterns and that about half of the surveys would be done via interviews using a computer tablet rather than traditional paper. The survey would be conducted from late
February or March through April, excluding spring break. A city resolution has been introduced to approve the contract.

Regarding the ITS plan, a workshop was held on October 29 with stakeholders to discuss ITS needs, including information for transportation management staff, consumers, etc. as well as communication protocols for sharing information among various agencies. The need for better sharing of information, particularly during incidents, was a major theme.

13. Announcements and Schedule of Future Meetings

The next meeting will be held Wednesday, December 3, 2014 at 6:30 p.m. at the Madison Water Utility Building, 119 E. Olin Ave., Room A-B. Schaefer said it might be cancelled.

14. Adjournment

Moved by R. Schmidt, seconded by Lawrence to adjourn. Motion carried. The meeting adjourned at 8:07 PM.