AGENDA

1. Roll Call

2. Approval of October 5, 2011 Meeting Minutes

3. Communications

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


6. Resolution TPB No. 58 Regarding Agreement for Specialized Transportation Coordination Services With Dane County

7. Resolution TPB No. 59 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board (TPB) to Provide Transportation Planning Work Activities to CARPC in 2012

8. Letter of Support for Wisconsin Department of Transportation’s Application for a U.S. Department of Transportation National Infrastructure Investments TIGER Discretionary Grant for the Verona Road (USH 18/151) Reconstruction Project

9. Letter of Support for City of Middleton’s Application for a U.S. Department of Transportation National Infrastructure Investments TIGER Discretionary Grant for a Multi-modal Transportation Center

10. Presentation on Draft Scope of Work for the Transit Corridors Study that is as Part of the Capital Region Sustainable Communities Initiative

11. Update on the draft Regional Transportation Plan 2035

12. Status Report by Madison Area TPB Members on Other Projects Potentially Involving the TPB:
   • USH 51 (USH 12/18 to IH 39/90/94) Corridor Study
   • USH 51 (McFarland to Stoughton) Corridor Study

13. Discussion of Future Work Items:
   • Regional Transportation Plan Update
   • Transit Corridors Study
   • Intercity Bus Terminal
   • Transit Development Plan (TDP)

14. Announcements and Schedule of Future Meetings

15. Adjournment
Next MPO Meeting:

**Wednesday, December 7 at 7 p.m.**
Madison Water Utility Building, 119 E. Olin Avenue, Room A-B

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting,
contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318.
*Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.*

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (886)-704-2318.
*Por favor avisenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.*
Madison Area Transportation Planning Board (an MPO)
October 5, 2011 Meeting Minutes

1. Roll Call

Members present:  Eileen Bruskewitz, Mark Clear, Ken Dahl, Ken Golden, Jeff Gust, Chuck Kamp, Jerry Mandli, Al Matano (Chair), Mark Opitz, Chris Schmidt, Robin Schmidt, Paul Skidmore

Members absent:  Steve Ritt, Steve King

Staff present:  Bill Schaefer, Mike Cechvala, Nick VanderZwan

2. Approval of September 7, 2011 Meeting Minutes

Moved by Golden, seconded by Opitz, to approve the September 7, 2011 meeting minutes. Motion carried.

3. Communications

Schaefer stated that there was one communication in the Board’s packet. It was a letter from the Town of Springfield regarding the request for financial support for the MPO in 2012. The letter stated that they understood the benefits of the MPO, but determined the impacts to the town were not significant enough and declined the invitation. Schaefer said he also included the MPO’s letter since not all of the Board members had seen the final version.

Golden suggested that one way of encouraging financial participation would be to change the MPO’s funding match requirements for STP-Urban projects. If a community that received funding for a project did not financially contribute to the MPO then perhaps the local funding match would be increased by a certain percent. He said the intent was not to punish non-paying municipalities, but rather encourage them to participate. Asked if he had heard from other municipalities, Schaefer said he spoke with the planner from the City of Stoughton who was putting together information for consideration of the item by the City Council. Following some discussion it was agreed to put the item on a future meeting agenda early next year.

Bruskewitz suggested that Board members talk to local officials and gather more information prior to the MPO discussing the matter.

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

No public comments.

5. Public Hearing on Draft Congestion Management Process for the Madison Metropolitan Planning Area

Matano opened the public hearing, and called the names of those members of the public who registered to speak.

Ted Voth, Jr., Madison, stated he believed there was an inherent contradiction in trying to reduce congestion and continuing to encourage the automobile culture. He commented that a person working second shift could take the bus to work, but not get home afterwards, while a third shift worker had the opposite problem. He felt it was a matter of social justice that more emphasis should be placed on improving public transit rather than improving conditions for driving.

Mike Barrett, Madison, stated while spending on roadway projects in the City of Madison had increased significantly spending on other city services (parks, community services, transit) had remained essentially flat. Barrett said traffic congestion was good for the area as it means people want to be in the city. He emphasized the need for a grid street system that is interconnected for biking and walking and more transit-oriented developments.
Bob Schaefer, Madison, stated that congestion must be considered as people moving from one location to another by various modes of transportation that often compete for the same roadway corridor space. He said congestion solutions must benefit the most people, but also enhance all modes. He also said that users must contribute their fair share of the cost of their choice of transportation mode.

There were no questions for the speakers from the Board, and Matano closed the public hearing.

6. **Resolution TPB No. 54 Regarding Amendment #6 to the 2011-2015 Transportation Improvement Program for the Madison Area & Dane County**

   Schaefer explained that a special amendment to the 2011 TIP was needed to deal with project cost or timing changes, as well as a few smaller, new federally funded projects that are planned to either start design or construction next year. Schaefer said this would ensure there isn’t a delay for these projects because the current 2011 TIP rather than the new 2012 TIP will remain effective until the long-range transportation plan update is completed. The new 2012 TIP can then be approved by Federal Transit Administration and Federal Highway Administration and become effective early next year. Schaefer stated that the goal was for the Board to adopt the update in February with the new TIP then being approved in mid-February. Most of the new projects are being added to allow design to start next year. For one of the new projects, construction is scheduled to take place next year. That one is a resurfacing project on the southbound lanes of Interstate 39/90 from the Beltline south to Highway B. Work on the northbound lanes was being done this year. Schaefer said the other new projects included three intersection safety projects: USH 12 and Millpond Road, CTH K and USH 12, and USH 14 west of Middleton between Twin Valley and Stagecoach Road. The other new project is a corridor preservation study that WisDOT will be undertaking for STH 138 between Oregon and Stoughton.

   Matano asked what would be characterized as a capacity expansion project, and whether addition of auxiliary lanes would be considered a capacity expansion project. Gust answered that WisDOT does not consider this a capacity expansion, and Schaefer agreed. He said it only includes expanding the number of general purpose travel lanes, a new interchange, or a new roadway. Dahl asked if a project increases in cost, is there a process for reviewing the reasons for this and re-evaluating the project. Schaefer said the MPO does not do this for non-STP Urban projects. The MPO’s role is mainly to ensure those projects consistent with the long-range plan and that there is federal funding available for those projects and the timing of other projects is not impacted. He asked Gust to elaborate on WisDOT’s process. Gust stated that WisDOT tracks changes in project cost estimates and may remove some project elements if sufficient funding isn’t available as long as that doesn’t substantially reduce the benefits of the project. He said WisDOT has been working on improving their project cost estimating process with the same people scoping and costing out all of the projects. Gust also stated that WisDOT has an internal project management process that requires higher level staff to approve cost increases over a certain threshold. Golden cost and cost changes are addressed in the MPO’s scoring criteria for STP Urban projects. Schaefer said one criterion is cost effectiveness, which addresses the project cost (per mile for typical road construction projects) versus the number of people affected. He said that some larger MPOs use very sophisticated cost-benefit analysis models. Golden asked if the project cost increased significantly whether the MPO would ever revisit the project’s score and merits. Schaefer said that would be appropriate.

   Moved by Robin Schmidt, seconded by Clear, to adopt Resolution TPB No. 54 regarding Amendment #6 to the 2011-2015 TIP. Motion carried.

7. **Resolution TPB No. 55 Regarding the 2012-2016 Transportation Improvement Program for the Madison Area & Dane County**

   Schaefer reviewed the changes in the timing and funding of the STP-Urban projects compared to what was in the draft TIP. The Allen Boulevard and Cottage Grove Road projects are proposed to be delayed one year. That combined with the new corrected, lower cost estimate for Monona Drive Phase 3 allows more funding to
be allocated to the 2012 projects that are short of the full 50% funding, mostly University Avenue and Fish Hatchery Road. Schaefer also reviewed some of more significant new or revised projects in the addition/correction sheet. He said the Dutch Mill Park & Ride expansion project was added back into the TIP because construction was delayed until next spring. He also mentioned the short path segment of the larger planned rail corridor path paralleling University Avenue that will be constructed in 2012. Schaefer said the path was being extended west from Eau Claire Ave. to Whitney Way in part because bike lanes will be added to University Avenue, but not on the bridge. Bicyclists can then access the path from Whitney Way. Clear added that the path is also related to the University Crossing development, which was just approved. Gust mentioned the USH 51 (STH 19 to CTH V) expansion project outside the MPO planning area. Schaefer mentioned that both the Technical Coordinating Committee (TCC) and Citizen Advisory Committee (CAC) recommended adoption of the draft TIP with the proposed changes.

Golden asked if there were any projects in the TIP that are inconsistent with the current transportation plan, and secondly, if there were any projects that created problems from a timing standpoint. Schaefer answered that all of the projects were consistent with the plan. He also said that MPO staff works with WisDOT and other agency staff each year as part of TIP development to ensure that all projects are coordinated and timed appropriately. Bruskewitz asked if minutes were taken of the TCC meetings and whether MPO Board members could receive a copy. Schaefer said MPO staff does prepare TCC meeting minutes, and they are posted on the website. The minutes of both the TCC and CAC meetings could be included in the Board meeting packet. R. Schmidt suggested instead to provide a link to the minutes in the meeting notice. Schaefer agreed to do so.

Moved by Bruskewitz, seconded by Robin Schmidt, to adopt Resolution TPB No. 55 approving the draft 2012-2016 TIP with the changes in the Addition/Correction sheet dated 10/5/11. Motion carried.

8. Resolution TPB No. 56 Regarding the Draft Congestion Management Process for the Madison Metropolitan Planning Area

Schaefer stated that some additional changes were made to the initial draft CMP report based on comments received from the Board as well as the Congestion Management Committee. He briefly reviewed some of those changes, including language clarifying how the CMP fit into the overall planning process. He said the public meeting was held on Thursday, September 29. About a dozen people attended and while there was some good discussion there were no comments specific to the congestion management process. MPO staff reviewed the CMP report with the CAC, which decided not to make a recommendation. The draft report was also presented to the TCC, which recommended adoption with the one change recommended. Schaefer explained the recommended change, which was to revise the Travel Time Index performance target for both freeways and urban arterials to 1.75. Schaefer said the change was recommended after further review of data from the Highway Capacity Manual and Beltline and national travel speed data. Schaefer said a memo was sent out to the CMP committee explaining the change and no committee members expressed concern about the change.

Golden commented that he supported the data-based approach to addressing congestion, but said the issue needed to be addressed on a system-wide level. For example, he said mitigating congestion on the Beltline could lead to problems at the off-ramps and/or arterials that the Beltline feeds. Schaefer agreed that those kinds of impacts needed to be considered and would be as part of the capacity expansion study of the Beltline when that is initiated. Mandli agreed that some projects can end up just moving the problem to a different location in the system. Gust commented that capacity expansion projects can also reduce diverted traffic. For example, the Verona Road study showed that many of the motorists on Seminole Highway wanted to be on Verona Road, but due to congestion used the alternate route. He added there are both macro and micro (operations) models to help anticipate these sorts of trip distribution impacts. Robin Schmidt asked about the timeline for adoption of the report. Schaefer stated that the MPO needed to adopt the CMP report by the end of the year at the latest. Robin Schmidt mentioned the transit service improvement and other TDM recommendations in the report and questioned whether there were other alternatives that should be considered.
(e.g., shuttle service). Schaefer responded that the CMP outlines the planning process that will be used to address congestion, which will be incorporated into the overall planning and programming process, including the long-range plan, Transit Development Plan, and TIP. Those planning processes would be the appropriate vehicle for discussing and making recommendations on transit improvements and TDM initiatives. Golden commented on the MPO’s role in setting policy and that discussions at the MPO level generally reflect municipal discussions, both disputes and agreements. Gust commented that not all staff at WisDOT like the CMP document or agree with the performance standards, but that he likes the fact that congestion will be better tracked on the roadway network. The same data for each roadway will be obtained and analyzed so projects can be compared accurately against one another. That will lead to better decisions. For example, he said while one roadway may have a stable level of congestion, another roadway may be continually degrading so that may be a higher priority for improvements. Schaefer confirmed that the comment he received from WisDOT staff was while they don’t necessarily agree with the entire report and recognize the somewhat different policies of the MPO and WisDOT with respect to congestion, they are looking forward to working with the MPO on the process, which will enable better decisions.

Moved by Bruskewitz, seconded by Clear, to adopt Resolution TPB No. 56 adopting the Congestion Management Process with the change to the Travel Time Index values noted in the addition/change sheet. Motion carried.


Schaefer briefly reviewed the major work activities. He stated that the first priority was finishing the long-range transportation plan update. The next priority was finishing up the Transit Development Plan (TDP). The MPO would also be overseeing a transit corridors study next year as part of the Sustainable Communities project. He said staff would provide information on that study at the next meeting. Other activities include setting the new MPO planning area boundaries once the 2010 Census urbanized area boundaries are published next year. Schaefer said he anticipated that the Village of De Forest would be added to the urbanized area, but not Oregon or Cross Plains. Following that, another MPO task would be updating the functional classification of area roadways. Towards the end of the year, Schaefer said he anticipated that the comprehensive update of the 2000 bicycle plan would be initiated.

Golden asked about the specialized transportation coordination assistance and how that was funded. Schaefer responded that in the past Dane County provided approximately $13,000 per year for that assistance, but the level of funding was reduced this year to $5,000. Golden asked whether the funding was sufficient to cover the service provided. Schaefer said in the past it probably was, but it was difficult to say because the amount of staff time varied from year to year. He did say MPO staff spends less time on this now that the county has a specialized transportation manager.

10. Review and Recommendation of Draft 2012 MPO Budget

Schaefer reviewed the 2012 budget, which was about 2% higher than in 2011. The increase is due to higher staff and benefits costs, which is partially offset by reductions in purchased services and supplies (e.g., postage, computer software) and supplies. He said that the increase in benefits may not be as high due to anticipated savings in health care costs. Mandli asked about the increase in a position’s salary, and Schaefer responded that it was a change in the job classification due to the evolution of GIS from 1999. Robin Schmidt pointed out an error in the budget where a column from an older document was mistakenly included. Schaefer said he would correct that.

Moved by Mandli, seconded by Robin Schmidt, to recommend approval of the budget. Motion carried.
11. Status Report by Madison Area TPB Members on Other Projects Potentially Involving the TPB:
   - USH 51 (USH 12/18 to I-90/94/39) Corridor Study
   - USH 51 (McFarland to Stoughton) Corridor Study

   Gust said there wasn’t anything new to report on these studies. He offered to have WisDOT staff attend future meetings to give presentations on large projects in the area. Schaefer thanked him for the offer and said presentations had been provided on the USH 51 and Verona Road studies.

12. Discussion of Future Work Items
   - Regional Transportation Plan Update
   - Regional Transit Corridors/TOD Study
   - Intercity Bus Terminal
   - Transit Development Plan (TDP)

   Matano mentioned that the new City of Madison budget was released and Madison Metro will have no fare increases or service cuts. Metro has reported outstanding ridership numbers. Matano added that Madison Metro has rehired its director (Chuck Kamp) for five more years. Kamp added that the lack of service cuts was especially notable given the decrease of 10% in state funding and the anticipated increase in fuel costs. Kamp added that the local share from the City of Madison is actually going up significantly to avoid fare increases and/or service cuts. Matano asked Kamp about Metro’s ridership numbers. Kamp responded that ridership is up 7.7% year-to-date over last year. He said there are overcrowding issues on some city routes and some dodger routes. Kamp added that much of the new ridership is unlimited ride pass ridership. Metro has had success with the new commute card program involving both large and small customers, which has generated approximately 150,000 rides this year.

   Schaefer said he didn’t have anything else to add in terms of work items, but noted MPO staff would be participating in the intercity bus terminal discussions. The City of Madison staff committee that was set up is looking at both short- and long-term sites.

   Kamp suggested that a future agenda item might be how the MPO and City coordinate efforts on the proposed city transportation master plan. Schaefer stated that the project was in the MPO’s work program.

13. Announcements and Schedule of Future Meetings

   Matano introduced the newest member of the MPO staff, Mike Cechvala. Schaefer stated that Cechvala would be handling transit and pedestrian and bicycle planning, among other responsibilities.

   The next meeting is scheduled for November 2, 2011.

14. Adjournment

   Moved by Clear, seconded by Opitz, to adjourn. Motion carried. The meeting adjourned at approximately 8:50 PM.
October 6, 2011

George R. Poirier
Division Administrator
Federal Highway Administration
U.S. Department of Transportation
525 Junction Rd. Suite 8000
Madison, Wisconsin 53717

Marisol Simon
Regional Administrator
Federal Transit Administration
U.S. Department of Transportation
200 W. Adams Street, Suite 2410
Chicago, Illinois 60606-5232

Mr. Poirier and Ms. Simon:

Under the authority delegated to me by Governor Scott Walker, I am here by approving the Madison Area Transportation Planning Board’s amendment to the 2011-2015 Transportation Improvement Program (TIP) for the Dane County Urban Area. The amendment was approved and adopted by the Madison Area Transportation Planning Board on October 5, 2011. We will reflect by reference the 2011-2014 federal aid projects covered by this approval in our 2011-2014 Statewide Transportation Improvement Program (STIP).

A copy of TIP Amendment #6 and Resolution TPB Number 54 for the Madison Area Transportation Planning Board were recently sent to the Federal Transit Administration and Federal Highway Administration respectively. This TIP amendment represents a comprehensive, continuous, and cooperative effort between the MPO, local communities, affected transit operators, and the Wisconsin Department of Transportation (WisDOT), and is designed to meet the objectives of Title 23 USC 134 and 135 and their implementing regulations 23 CFR 450 and the 2030 regional transportation system plan.

We have determined that: 1) the proposed amendment is consistent with the adopted 2030 Regional Transportation System Plan and the TIP; 2) remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects and 3) conforms to state and national air quality standards as required by the Federal Clean Air Act Amendments of 1990.

Sincerely,

Mark Gottlieb, P.E.
Secretary

cc: William Schaefer, MPO
    Dave Jolicoeur, FHWA
    William Wheeler, FTA
    Chris Betch, FTA
    Jeffrey Gust, WisDOT SW Region
    Aileen Switzer, WisDOT
October 13, 2011

Mark Gottlieb, P.E.
Secretary
Wisconsin Department of Transportation
4802 Sheboygan Avenue, Room 120B
PO Box 7910
Madison, WI 53707

Re: FY 2011-2015 Dane County Urban Area TIP

Dear Mr. Gottlieb:

This letter responds to your letter, dated October 6, 2011, requesting to amend the FY 2011-2015 Transportation Improvement Program (TIP) for the Dane County Urban Area to include the project changes in the attached listings. Projects in program years beyond FY 2011 that remain as viable and fiscally-restrained projects will be included in the approved and published Annual Elements of those TIPs and STIPs for the subsequent fiscal years.

We have determined that all of the FY 2011 transit projects included in this TIP amendment are financially constrained, and that the projects are consistent with the MPO’s and the State’s Transportation Plans. We also find that the above TIP amendment is the result of Metropolitan Transportation Planning processes that substantially comply with the requirements of 23 CFR 450. In accordance with 23 CFR 450.220, we approve this TIP amendment.

If you have any further questions concerning this approval, please contact Rhonda Reed at 312-353-1654.

Sincerely,

[Signature]

Marisol R. Simón
Regional Administrator

Attachments: FY 2011 TIP Amendment

Cc: William Schaefer, Madison MPO
    Dave Jolicoeur, FHWA
    Aileen Switzer, WisDOT
    Jeffrey Gust, WisDOT Southwest Region
Re: Consideration of Resolution TPB No. 57 Approving the 2012 Unified Planning Work Program and 2012-2014 Overall Program Design Report

Staff Comments on Item: A draft of the 2012 Unified Planning Work Program was distributed to all local units of government within the MPO planning area and appropriate agencies, committees, and commissions for review and comment. MPO staff met with FHWA and WisDOT staff to review the draft Work Program. A correction sheet, dated November 2011, has been prepared incorporating comments received. WisDOT staff informed MPO staff of a Freight Priority Corridors Study the department will be initiating. A minor activity has been added to monitor this study. All other comments were supportive of the work program. MPO staff has not received any other comments.

Materials Presented on Item:

2. Correction Sheet dated November 2011
3. Resolution TPB No. 57

Staff Recommendation/Rationale: Staff recommends approval of Resolution TPB No. 45 and incorporating the changes identified in the correction sheet, dated November 2010. The 2011 Unified Planning Work Program is the basis for MPO contracts with local units of government and with local, state, and federal agencies for 2011 planning activities and funding.

You may want to bring your draft copy of the 2012 Unified Planning Work Program dated September 2011 to the meeting for reference
1. Page 28. Add the following minor work activity under Subcategory 2600, Rail Corridor Studies:
   “Monitor WisDOT’s Freight Priority Network Study to identify the most important rail and roadway corridors for freight in the State for incorporation of relevant information and recommendations into future MPO plans.”
Resolution TPB No. 57
Approving the 2012 Unified Planning Work Program
and 2012-2014 Overall Program Design Report

WHEREAS a Unified Planning Work Program continues to be a requirement for receiving various Federal and state planning financial assistance; and

WHEREAS the 2012 Unified Planning Work Program for the Madison Area Transportation Planning Board (TPB) is annually updated, and is the first year of the 2012-2014 Overall Program Design Report; and

WHEREAS separate grant applications will be required to apply for the 2012 programmed planning grant funds, including applications to the Federal Transit Administration, Federal Highway Administration, Wisconsin Department of Transportation, Dane County, and various local governmental units; and

WHEREAS the Madison Area Transportation Planning Board is a legally constituted entity under the laws of the State of Wisconsin and is legally able to receive these funds;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board approves the 2012 Unified Planning Work Program and the 2012-2014 Overall Program Design Report dated November 2011, which incorporates the change reflected in the correction sheet dated November 2011 into the draft 2012 Unified Planning Work Program dated September 2011; and

BE IT FURTHER RESOLVED that the Transportation Planning Manager of the Madison Area Transportation Planning Board is authorized and directed to submit necessary applications to appropriate state, local, and federal departments for planning activities indicated for 2012 and to execute appropriate contracts with said agencies on behalf of the Madison Area Transportation Planning Board; and

BE IT FURTHER RESOLVED that the Transportation Planning Manager of the Madison Area Transportation Planning Board is authorized to file appropriate supporting documents and requisitions and to perform other duties and acts, which may be required as part of these planning grant contracts; and

BE IT FURTHER RESOLVED that the planning agency agrees to abide by all the provisions, terms, and conditions of said contracts; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.334(a) the Madison Area Transportation Board hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
3. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
4. Sections 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and

Date Adopted ____________________________  Al Matano, Chair
Re:
Consideration of Resolution TPB No. 58 Regarding Agreement for Specialized Transportation Coordination Services With Dane County

Staff Comments on Item:
It is proposed that Madison Area TPB continue to provide staff assistance to Dane County for specialized transit coordination services as provided in 2011.

Materials Presented on Item:
1. Resolution TPB No. 58
2. Description of scope of work for proposed County funding of coordination services and Metro Transit’s promotion and transit information services.

Staff Recommendation/Rationale:
Staff recommends approval.
WHEREAS, the staff of the Madison Area Transportation Planning Board (TPB) has historically provided assistance to Dane County for specialized transportation coordination services; and

WHEREAS, the County is requesting that the Madison Area TPB continue this assistance of coordination services; and

WHEREAS, the County has budgeted $5,000 for this service for the year 2012; and

WHEREAS, this service is included in the MPO’s adopted 2012 Unified Planning Work Program; and

WHEREAS, the County requests that this agreement be part of Metro Transit’s service agreement and contract for transit information, promotion efforts, and operations, since the contracting agent for Metro Transit and the Madison Area TPB is the City of Madison;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board agrees to have the TPB staff provide this service to Dane County in 2012 and authorizes the City of Madison on behalf of the Madison Area TPB to execute the agreement and contract to provide this service.

Date Adopted Al Matano, Chair
**Public Transit Services.** Dane County will fund the following public transit services of the City of Madison to be provided by Metro Transit.

1. **Assistance to Customer Service Center (CSC)**

   The major area-wide information point for transit has been Metro’s Customer Service Center, which provides information on routes, schedules, etc., for those who telephone and responds to E-mail questions regarding routes and schedules. CSC representatives also provide paratransit ride scheduling, transportation referrals, and ridesharing (266-RIDE) referrals for vanpool and carpool services. Representatives utilize Teleinterpreters for interpretation services when callers who speak only foreign languages contact the CSC.

2. **Transit Information/Promotion Assistance**

   Provide assistance to Metro Transit for transit information and promotion costs including:
   - Creating “How to Ride” demonstration videos for distribution online and DVD.
   - Creating alternate language formats including Spanish and Hmong of video and print materials
   - Printing Ride Guides, System Maps and schedules;
   - Promoting new Commute Card pass and existing prepaid fares such as 31-Day, 31-Day Senior/Disabled, and 2-4-6 Weekend & Holiday Passes;
   - Promoting Park & Ride lots, commuter routes and routes to outlying parts of the Madison urban area (such as Fitchburg routes 44, 48 & 52; Middleton routes 70, 71, 72, 73 & 74, etc.);
   - Creating other promotional materials including public information to increase awareness of Metro

   Overall transit information/promotion program is to be approved by County Transportation Committee prior to release of funds.

3. **Contribution Toward Operating Costs of Metro Transit**

   During 2012 Metro Transit plans to continue to focus on employee pass programs (such as the UW and St. Mary’s employee passes) and the Commuter Choice Benefit program to attract more county and regional use. Additional plans, in 2012, include continuing bus stop sign replacement program and installing maps and schedule information in Metro shelters to make riding Metro easier. This funding will assist Metro with some local share costs of this effort.
Specialized Transportation. Dane County will fund the following specialized transportation coordination services of the City of Madison to be provided by the Madison Area Transportation Planning Board.

1) Providing technical assistance to the Dane County Specialized Transportation Commission.

2) Providing technical assistance to the Adult Community Services Division of the Department of Human Services in planning, coordinating and evaluating their specialized transportation services.

3) Assisting in monitoring of and collecting data on the operations of specialized transportation providers, and collecting and analyzing data on the location of elderly and persons with disabilities from the American Community Survey and other sources.

4) Assisting with the implementation of the Dane County Coordinated Public Transit – Human Services Transportation Plan recommendations.

5) Coordinating various projects with county agencies and service providers, both public and private, to make Dane County's specialized transportation services more cost-effective.

Schedule B: Payments

a. Upon receipt of invoices from the City of Madison, payment will be rendered as follows:

Payment in full for Mass Transit Services ($19,300 to Metro Transit)

1. Assistance for Customer Service Center
2. Transit Info/Promotion Assistance (following committee approval)

b. Upon receipt of invoices from the Madison Area Transportation Planning Board, payment will be rendered as follows:

Payment for Specialized Transit Coordination ($5,000 to Madison Area Transportation Planning Board)

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<th>Month</th>
<th>Amount</th>
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Schedule C: Reports

Progress reports will be provided County staff quarterly.
Re:

Consideration of Resolution No. 59 Authorizing the City of Madison to Enter Into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board (TPB) to Provide Transportation Planning Work Activities to the CARPC in 2012

**Staff Comments on Item:**

CARPC is requesting $15,000 from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County outside of the Madison Metropolitan Area. $10,000 of the $15,000 will be set aside for MPO planning services.

CARPC is requesting that the Madison Area TPB, as the MPO for the region, provide these services in a similar manner as in 2011.

These services are to consist of conducting an analysis of the impact of Urban Service Area amendments on the overall transportation system, particularly the impact on rural transportation systems, including general transportation considerations, and preparing the transportation section of CARPC’s Annual Trends Report. MPO staff is also working with CARPC staff on a long-term plan to more fully integrate CARPC’s land use plan with the MPO’s long-range regional transportation plan.

This activity is included in the adopted 2012 Unified Planning Work Program of the MPO

**Materials Presented on Item:**

1. Resolution TPB No. 59
2. Copy of Draft Agreement

**Staff Recommendation/Rationale:** Staff recommends approval.
Resolution TPB No. 59

Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for the Madison Area Transportation Planning Board (TPB) to Provide Transportation Planning Work Activities to the CARPC in 2012

WHEREAS, the Madison Area Transportation Planning Board (TPB) is the designated Metropolitan Planning Organization (MPO) for the Madison Metropolitan Area with responsibilities to perform metropolitan transportation planning and programming activities; and

WHEREAS, the Capital Area Regional Planning Commission (CARPC) is in need of services to conduct transportation planning for areas in Dane County, particularly outside of the Madison Metropolitan Area; and

WHEREAS, CARPC is requesting $10,000 from the Wisconsin Department of Transportation for transportation planning activities for areas in Dane County outside of the Madison Metropolitan Area; and

WHEREAS, the CARPC is also requesting that the Madison Area TPB, as the MPO for the region, provide these services in a similar manner as in 2011; and

WHEREAS, these services are to consist of conducting an analysis of the impact of Urban Service Area amendments on the overall transportation system, particularly the impact on rural transportation systems, including general transportation considerations, and preparing the transportation section of CARPC’s Annual Trends Report; and

WHEREAS, the Madison Area TPB will bill the CARPC on a monthly basis for the cost of these services not to exceed $10,000 for calendar year 2012; and

WHEREAS, this work activity is included in the adopted 2012 Unified Planning Work Program of the Madison Area TPB;

NOW, THEREFORE, BE IT RESOLVED that the Madison Area Transportation Planning Board (TPB) authorizes 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 the CARPC in calendar year 2012 and to provide for the reimbursement of staff services for an amount not to exceed $10,000.

______________________________  ________________________________
Date Adopted                 Al Matano, Chair
Madison Area Transportation Planning Board
AGREEMENT BETWEEN
THE CITY OF MADISON AND THE
CAPITAL AREA REGIONAL PLANNING COMMISSION
FOR TRANSPORTATION PLANNING SERVICES

Parties: This agreement is by and between the City of Madison, hereafter “City,” and Capital Area Regional Planning Commission, hereafter “CARPC.”

Term: The term of this agreement is January 1, 2012 through December 31, 2012.

Scope of Services: The City will provide transportation planning services to the CARPC. These services will be provided by City staff of the Madison Area Transportation Planning Board (TPB). These planning services will consist primarily of conducting analyses of the impact of Urban Service Area amendments on the overall transportation system, particularly the impact on rural transportation systems, including general considerations, and preparing the transportation section of CARPC’s Annual Trends Report. Services may also include analysis of transportation issues associated with development of plans for sustainable growth consistent with CARPC’s Future Urban Development Area planning.

Payment: The City of Madison will bill the CARPC on a monthly basis for the cost of providing the transportation planning services. The total cost of these services is estimated not to exceed $10,000 for calendar year 2012.

Non-Discrimination: During the term of this agreement, the parties agree to abide by their respective policies of non-discrimination and affirmative action. Further, the parties agree that this agreement does not subject either party to the other’s jurisdiction for the determination of such matters.

Liability: CARPC shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. City shall be responsible for injuries, claims and losses arising from or caused by the acts or omissions of its officers, employees, agencies, boards, commissions and representatives. The obligations of the parties under this paragraph shall survive the expiration or termination of this agreement.

IN WITNESS THEREOF, the parties have caused this agreement to be executed by individuals and officers duly authorized on the dates noted below.
Re:
Letter of Support for Wisconsin Department of Transportation’s Application for a U.S. Department of Transportation National Infrastructure Investments TIGER Discretionary Grant for the Verona Road (USH 18/151) Reconstruction Project

Staff Comments on Item:
WisDOT is applying for a $15 million TIGER Discretionary grant for the Verona Road reconstruction project, and has asked the MPO for a letter of support. This program is similar to the initial two rounds of TIGER grants with funding awarded on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on a metro area or region. A total of about $527 is available nationwide for this round. Funds are available for obligation through September 30, 2013. The primary selection criteria are based on the following long-term outcomes:  (1) Improving the condition of existing transportation infrastructure (minimizing life-cycle costs); (2) Contributing to economic competitiveness; (3) Fostering livable communities; (4) Improving environmental sustainability; and (5) Improving safety. Priority will also be given to projects that provide short-term job creation and economic benefits.

Materials Presented on Item:
  1. Draft letter of support

Staff Recommendation/Rationale: Recommend approval of the letter of support for the project.
November 3, 2011

The Honorable Secretary Raymond LaHood
Federal Highway Administration
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary LaHood:

The Wisconsin Department of Transportation (WisDOT) is applying for a U.S. Department of Transportation National Infrastructure Investments TIGER Discretionary Grant to support the Verona Road (U.S. Highway 18/151) reconstruction project.

On behalf of the Madison Area Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Madison Urban Area, I am writing to express the organization’s support for WisDOT’s application. The Madison Area TPB is the designated policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Area. At its November 2, 2011 meeting, the MPO Board approved its support for this project application. The project is included in the MPO’s current long-range Regional Transportation Plan 2030: Madison Metropolitan Area and Dane County.

U.S. Highway 18/151 carries high volumes of regional, commuting, and local traffic through densely populated neighborhoods. The increasing traffic volume on this urban segment of the highway has made access to businesses and shopping areas in the corridor difficult for motorists, transit users, bicyclists, and pedestrians. It has also has caused substantial traffic delays and unacceptable safety conditions for roadway users. An extensive multi-year planning process has led to a proposed redesign of the roadway and its interchange with the West Beltline (USH 12/14) that is capable of accommodating existing and future regional traffic, including freight, while at the same time enhancing the business vitality of the area and increasing the connectivity of the adjacent neighborhoods through the innovative Summit Road jug-handle grade-separated intersection and pedestrian and bicycle facility improvements such as the new pedestrian-bicycle underpass south of the interchange.

U.S. Highway 18/151 is a very important regional facility that makes important connections between Madison and destinations to the southwest into Iowa. While an urban arterial, it carries traffic volumes and trip types that are characteristic of freeways and expressways. Moving people and freight through this corridor is vital to Madison’s local economy as well as the economies of the many communities along the route. This project will enhance mobility in the corridor and improve access to businesses while also enhancing both motorized and non-motorized accessibility for neighborhood residents. Among the adjacent neighborhoods that will benefit from this enhanced accessibility is
the Allied Drive area—one of the highest concentrations of economically disadvantaged populations in the Madison area.

Given both the past and future anticipated economic and neighborhood growth on the Madison area’s Southwest side, the project is needed and timely. The MPO is pleased to support and endorse WisDOT’s application for TIGER funds.

Sincerely,

Al Matano, Chair
Madison Area Transportation Planning Board

Cc:  Mark Gottlieb, WisDOT Secretary
     John Vesperman, WisDOT SW Region
     Joe Parisi, Dane County Executive
     Paul Soglin, City of Madison Mayor
**Re:**

Letter of Support for City of Middleton’s Application for a U.S. Department of Transportation National Infrastructure Investments TIGER Discretionary Grant for a Multi-modal Transportation Center

**Staff Comments on Item:**

The City of Middleton is applying for a $10.7 million TIGER Discretionary grant for a proposed multi-modal transportation center to be located southwest of the interchange of U.S. Highways 12 and 14, and has asked the MPO for a letter of support. The program is similar to the initial two rounds of TIGER grants with funding awarded on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on a metro area or region. The criteria for selection of projects were summarized in the cover sheet for item 8 regarding the support letter for WisDOT’s application. The City of Middleton applied for a TIGER program grant in the initial round of funding in 2009 for the center. The MPO provided a letter of support for that application. The city has scaled back the funding request for this round to reflect a phased approach to the intermodal center. The Phase 1 concept plan is attached. It includes a park-and-ride facility with 250 parking spaces, a relocated Metro Transit bus transfer point, electric vehicle station, and some limited commercial development.

**Materials呈上 Item:**

1. Draft Letter of Support from the MPO
2. Letter from City of Middleton Administrator to Al Matano seeking MPO Support for the application
3. Transportation Center – Phase One Site Concept Plan map

**Staff Recommendation/Rationale:** Recommend approval of the letter of support for the project.
November 3, 2011

The Honorable Secretary Raymond LaHood
Federal Highway Administration
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary LaHood:

The City of Middleton is applying for a U.S. Department of Transportation National Infrastructure Investments TIGER Discretionary Grant to develop a multi-modal transportation center that will facilitate job creation along a key transportation corridor serving the Madison Metropolitan Area.

On behalf of the Madison Area Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Madison Urban Area, I am writing to express the organization’s support for the City of Middleton’s application. The Madison Area TPB is the designated policy body responsible for cooperative, comprehensive regional transportation planning and decision making for the Madison Metropolitan Area. At its November 2, 2011 meeting, the MPO Board approved its support for this project application. The project is consistent with the MPO’s current long-range Regional Transportation Plan 2030: Madison Metropolitan Area and Dane County.

The transportation center is proposed to be located in the southwest quadrant of the U.S. Highway 12 and 14 interchange and adjacent to a publicly owned rail corridor. The strategic location at the intersection of two regional commuter corridors makes it a perfect location for a park-and-ride facility. City of Middleton’s planners have worked with Metro Transit staff to plan for relocating the city’s bus transit transfer point to this more accessible location where it could serve both existing bus service and planned future express bus or bus rapid transit service. It is also the western terminus for a potential future rail transit line. The center would also be located at the planned junction for two regional bicycle paths. The project includes a bicycle path connection from the center to downtown Middleton. Also planned, but not part of the grant project is a pedestrian/bicycle overpass of U.S. Highway 14 that will connect two major paths to the north with the hub, downtown, and a planned path in the USH 14/University Avenue corridor.

A multi-modal hub in this location will provide the area’s workforce with access to downtown Madison, University of Wisconsin-Madison campus, and other sites on Madison’s Isthmus, thereby promoting job expansion and creation without increasing pressure on capacity constrained roads or increasing demand for parking. At the same time, the center will facilitate “reverse commuting” and enhance the ability of Madison area residents to reach the several thousand jobs in the west-metro area business parks, many of which are in the biotechnology and medical devices manufacturing sectors. The project will also help facilitate development of needed affordable housing in Middleton that has direct access to transit options.

Planners have developed a design for Phase 1 of the facility to accommodate 250 parking spaces, a bus transfer area, a 6,000 square foot commercial building with retail and office space, and an
electric vehicle station. Later phases could include a potential rail station, structured parking, and additional commercial and residential development.

The City of Middleton has diligently planned this facility in concert with the MPO and other key entities in the region, including the Wisconsin Department of Transportation, University of Wisconsin-Madison, University Hospital, Dane County, and City of Madison.

The MPO is pleased to support and endorse the City of Middleton’s application for TIGER funds for this innovative transportation and economic development initiative.

Sincerely,

Al Matano, Chair
Madison Area Transportation Planning Board

Cc: Mike Davis, City of Middleton Administrator
    Mark Opitz, City of Middleton Assistant Planning Director
    Joe Parisi, Dane County Executive
    Paul Soglin, City of Madison Mayor
October 24, 2011

Dear Chair Matano,

I am writing to request your support of a Middleton federal grant application similar to the one you endorsed in 2009 (see letter on page 56-57 of our previous submittal). The City is applying for a competitive national grant through the U.S. DOT’s National Infrastructure Investments program common called “TIGER III”. If funded, the “Western Intermodal Transportation Center” project will implement a plan to create a multimodal transportation hub on a key site long identified for use as a transportation hub. Specifically, the grant funding will be used to acquire the site, construct a park and ride lot, create a new bus transfer point, extend a bike trail to the site and complete a key missing link in the region’s bike system, lay the groundwork for future passenger rail service, and facilitate transit-oriented infill housing development.

The project will result in a number of benefits for the City of Middleton and the greater Madison area. These benefits include:

- Providing greater mobility and access for the region’s workforce and connecting people to job opportunities in Middleton.
- Helping control congestion on University Avenue by offering transit and bike alternatives
- Creating a more clear and accessible Madison Metro bus transfer point in Middleton
- Assisting the University, UW Hospital, and other downtown employers in efforts to control parking demand by providing a Westside park-n-ride option for employees
- Connecting University-based researchers and entrepreneurs to emerging commercialization and business development districts in Middleton and west Madison.
- Improving the Madison Area’s bicycle infrastructure by linking the Intermodal Center to downtown Middleton, completing a missing link trail connection that will connect downtown Madison to Middleton, and connecting to the planned Good Neighbor recreational trail extending west along highway 14.
- Facilitating new needed affordable housing in Middleton that has direct access to transit options.

Since Middleton’s attempt to secure TIGER program funding in 2009, we have continued to develop this idea and have scaled-back our request to reflect a phased approach to the intermodal center (approximately $10.7 million in Phase One, plus a $3.3 million match by Middleton). This site has long been identified as a location for a multi-modal transit facility in state, regional, and local plans, and we are working hard to fulfill this vision. If you are willing to support this initiative, please send your support letter to my attention as soon as possible (ideally within the next couple days). Thank you!

Sincerely,

Mike Davis
Re:

Review of Draft Scope of Work for the Transit Corridors Study to be Conducted as Part of the Capital Region Sustainable Communities Project

**Staff Comments on Item:**

Among the activities to be undertaken as part of the Capital Region Sustainable Communities Initiative is the preparation of plans for enhanced transit and transit-oriented development (TOD) along regional corridors that improve connections between residents and jobs and other destinations, while promoting redevelopment and revitalization. The focus of the transit study will be to evaluate the feasibility and preferred routing for a conceptual bus rapid transit (BRT) system in the Madison area. This will provide additional information to help evaluate the potential for BRT as a possible alternative (interim or permanent) to rail for providing high-capacity rapid transit service. The study will be coordinated with a separate TOD market study.

**Materials Presented on Item:**

1. Outline of draft scope of work for the transit study.
2. Map of the BRT corridors to evaluate with routing alternatives.

**Staff Recommendation/Rationale:** For information and discussion purposes
SCOPE OF WORK FOR TRANSIT STUDY  
TO BE CONDUCTED AS PART OF THE CAPITAL REGION SUSTAINABLE COMMUNITIES INITIATIVE

1. Background

This is an investigative study to determine the feasibility and preferred routing for a conceptual bus rapid transit (BRT) system in the Madison (WI) Metropolitan Area. The consultant will analyze alternative routing patterns, ridership potential, travel time savings, and integration with other existing and potential future transit routes (both local and express), as well as the feasibility of transit preferential roadway improvements, such as transit signal priority, preferential and dedicated lanes, bus bulbs, fare payment improvements, and longer stop spacing.

A number of transit studies have been conducted over the past 20 years—most recently the Transport 2020 (East-West Transit Corridor) Study—all of which have focused primarily on rail service (light rail, commuter rail, streetcars). BRT is a lower cost alternative to rail transit that offers many similar advantages, including reduced travel times, high capacity, operational efficiencies, attraction of new types of transit riders, and enhanced image. Given financial constraints and the availability of the Federal Transit Administration (FTA) Small Starts program, BRT has begun to attract increasing interest, and the number of BRT systems in North America has grown rapidly in the past 10+ years.

This study will provide additional information on the potential for BRT in the Madison area as a potential alternative (whether interim or permanent) to rail for providing high-capacity “rapid transit” service. Corridors will be prioritized based on the factors mentioned above. The study will provide valuable information on possible service restructure concepts and preferential roadway improvements that could potentially be implemented incrementally over time regardless of whether or not a BRT system is implemented.

2. Project Description

The project involves evaluating four potential bus rapid transit corridors in the Madison area for feasibility and projected benefits and costs. The consultant will evaluate three (3) levels of BRT service: “Improved Service”, “Light BRT”, and “Heavy BRT”. The main attributes of each level of service are listed in the table below.

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<th>Improved Service</th>
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3. Scope of Services

The scope of services involves the following tasks:

**Task 1**: Evaluate routing alternatives for each corridor (east, west, north, south). Deliver transit travel times, number and potential location of stops, ridership potential (based on existing ridership, dwelling units and employment in the corridor, other socioeconomic data such as income and auto ownership, potential transfers, and (re)development potential (from existing plans)), and compatibility with existing and/or restructured service. Screen out the weaker routing alternatives and make a recommendation for each service level (Improved Service, Light BRT, Heavy BRT).

The attached Map 1 shows the BRT corridors and possible routing alternatives to be evaluated. The attached Map 2 shows all of the existing and potential future major transit corridors by type (rapid transit – bus/rail, commuter express, high frequency local bus, and other existing local bus routes), which serves as a framework for how BRT might fit within the overall transit system.

**Task 2**: Evaluate passenger facilities needed to support the BRT system. Deliver conceptual sketches and/or descriptions, and provide cost information. Evaluate the benefits of the facilities to transit users, and integration with Metro’s fleet and other services.

Issues and facilities to address include: general stop spacing – stop closures vs. express service; stop locations (engineering constraints); real time sign technology (equipment, communication, cost, etc); level boarding; off-board fare collection; passive wheelchair restraint; bus options; shelters (conceptual designs); potential park and ride locations (type, vicinity to transit service, number of stalls, access); key bus transfer locations; and fleet expansion needs (to be coordinated with study of options for new or expanded Metro maintenance facility).

**Task 3**: Evaluate enhancements to the roadway network to accommodate the BRT routing and improve transit travel times. Evaluate cost, impacts to motorists/pedestrians/bicyclists, and benefits for transit. Estimate queue lengths where needed, especially on East Washington Avenue where some parking will need to be eliminated.

Roadway enhancements for transit to consider include: preferential lanes (HOV, bus/bike/right turn); dedicated bus only lanes (Median bus lanes); queue jumps at intersections; and bus bulbs.

**Task 4**: Evaluate the feasibility of transit signal priority. Investigate compatibility with existing signal controller hardware and software. Explore detection methods. Evaluate impacts to motorists/pedestrians/bicyclists, parking, and the benefits for transit.

4. Project Deliverables

These would include:

- Maps
- Example bus stop design with minimum and preferred dimensions
- Renderings of stop(s) with shelters, buses, etc
- Travel times (without improvements, with TSM improvements, with major improvements)
- Improvements summary (description, benefits—reduced delay and travel time variability, impacts, costs, recommendations)
- Cost breakdown (capital, operating)
Bus Rapid Transit - Routing Alternatives
Dane County, Wisconsin

- Baseline Routing
- Alternative Routing
- Potential Extension Alternative
Regional Transit Corridors

Madison Metropolitan Planning Area

- Rapid Transit (Bus)
- Rapid Transit (Rail)
- High Frequency Bus
- Express Commuter Bus
- Long Term Future Extension
- Potential Transit Oriented Development Areas
- Potential Redevelopment & Infill Areas
- MPO Boundary
- Metro Transit Routes (2011)
- 2035 Employment Centers

Date: 10/21/2011

Prepared by staff to the:

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