

**Minutes of the
Madison Area Transportation Planning Board
Technical Coordinating Committee**

January 27, 2010

Fitchburg City Hall Conference Room

2:00 p.m.

1. Roll Call

Members Present: Beaupre, Coville, K. Clark, Dunphy, Hoelker, Kennedy, Pena, Murphy, Phillips, Scheel, Stauske, Vela, Andros (for Violante), Woodard

Members Absent: Beck, R. Clark, Dryer, Even, Kirchner, Kugler, Sylvester, Wheeler

Others Present: Schaefer, Paoni, Trowbridge, G. Heitz, L. Gibbs, P. Rafferty, M. Treazise, R. Williams

2. Approval of May 13, 2009 Meeting Minutes

Kennedy moved, K. Clark seconded, to approve the May 13, 2009 meeting minutes. Motion carried.

3. Approval of September 23, 2009 Meeting Minutes

Vela moved, K. Clark seconded, to approve the September 23, 2009 meeting minutes. Motion carried.

4. Presentation on Southwest Region Freeway ITS Benefit/Cost Analysis Study

Graham Heitz, WisDOT Southwest Region, provided an overview of the project. He explained that the basis for the study was the state Connections 2030 Plan and a statewide traffic operations plan (TOIP) that was designed to get ITS mainstreamed into planning efforts and included as part of construction projects. He said the list of ITS deployments considered included surveillance cameras, traffic detection upgrades, traffic flow management tools such as ramp meters and gates, service patrols, and traveler information systems. He said the SW Region study focused on the high priority freeway routes and analyzed the benefits and cost of different levels of ITS deployment in these corridors. A level of deployment was recommended for six different freeway segments of the Interstate system and the Beltline. Lee Gibbs with SRF Consulting then reviewed the ITS deployment alternatives evaluated and the criteria used. The Interstate 39/90 corridor segment from Madison to the Illinois line included a 6-lane scenario as a capacity expansion is currently being studied for that corridor. Gibbs reviewed the cost and benefit assumptions and the sources of data for them. He then reviewed the results of the analysis and the deployment recommendations for the different segments. Finally, he summarized the TOIP, which was the basis for the SW Region study. The TOIP recommends development of a tracking tool to monitor upcoming projects recommended for ITS deployment. The WisDOT policy is that ITS deployments can account for up to 10% of the total cost of projects in accordance with the state law mandating that ITS components be incidental to construction projects.

Phillips asked if a new traffic operations center was planned for the Madison area or whether the center in Milwaukee would continue to operate the ITS deployments and monitor traffic conditions in the Madison area. Heitz said the center in Milwaukee would continue to be used. Phillips asked if WisDOT intended to include ITS deployments with projects now being constructed. Heitz said this was being done for projects such as Interstate 94 and the Beltline interchanges as the project budgets allowed. Phillips asked if message signs were planned for the Beltline and Heitz said no, not at this time.

5. Update on the Dane County Regional Transit Authority (RTA)

Schaefer reported that eight of the nine appointments to the RTA Board had been made, although not all of them have been confirmed. The remaining appointment that still needs to be made is the one by the Governor. Kennedy said that appointment was expected to be announced soon. Schaefer said the last he had heard the RTA Board would probably hold its first meeting in February.

6. Review of Conceptual Transit Service Improvement Scenarios for the RTA

Schaefer said that as part of the work on the Transit Development Plan update staff was putting together service and financial scenarios for improvements to the transit system for consideration by the RTA Board. He said the TDP advisory committee had been expanded to include representatives from most all of the suburban cities and villages and the Town of Westport. Schaefer reviewed an outline of the three conceptual transit service improvement scenarios. The first includes bus, express bus, and demand responsive transit service improvements and possibly specialized transportation service/program improvements. The second includes these improvements plus implementation of bus rapid transit (BRT) service improvements in selected corridors. BRT service is essentially bus service designed to operate more like rail service with faster, more frequent service, bus stop enhancements, and in some cases operation in bus lanes or a separate dedicated right-of-way such as a rail corridor. The third scenario includes the first scenario improvements, possibly some of the BRT service, and starter rail service. The rail service could be the current recommended alternative from the Transport 2020 Study or a modified or scaled down version of that. Some of the bus service improvements will need to be modified for the BRT and rail scenarios. The committee is currently fleshing out the details of these scenarios starting with the first one. Schaefer said additional materials on these details were included in the meeting packet. He said staff would provide updates on this work in the future.

7. Review of Preliminary Draft 2035 Population, Household, and Employment Forecasts for the Interim Update of the Regional Transportation Plan

Schaefer said MPO staff had started work on the interim update to the regional transportation plan. The planning horizon year will be extended out five years to 2035. The same methodology will be used for the new 2035 forecasts as was used for the 2030 forecasts. The Department of Administration's (DOA) 2035 county population forecast will be used as a control total. DOA revised its population forecasts in 2008 and the 2030 county forecast increased by 44,000. The 2035 forecast is 653,900. The Capital Area Regional Planning Commission's (RPC) population forecasts for urban service areas (USAs) will be used, but as last time with a minor adjustment shifting some population from the rural areas to the Central Urban Service Area (CUSA). This puts the forecasts for the municipalities in the CUSA closer to the DOA municipal forecasts. As last time, the county employment forecast is based on a labor supply forecast using DOA population-by-age forecasts and an assumed increase in the labor force participation rate. An increase in commuting from adjacent counties is also assumed following past trends. For the USA/municipal forecasts, the employment forecast is based largely on the population forecast with some adjustments made to account for recent trends, land use plans, etc. Schaefer asked committee members to review the USA/municipal forecasts and let him know if they had any comments. MPO staff is beginning work to allocate these forecasts down to the traffic analysis zone level.

8. Committee Member Reports

Woodard said the City of Fitchburg was working on a transit plan. Also, the city was awaiting approval to start construction on the Badger State Trail.

Kennedy reported that the university was working with the City of Madison on the design for improvements to the Campus Drive and University Avenue intersection. He said the power plant project would require new rail infrastructure near Park Street (e.g., new sidings) and this would require moving the bicycle path to the south.

Vela said that work on the Monona Drive reconstruction project would likely start back up again in late March depending upon the weather.

Beaupre reported that WisDOT was preparing a state rail plan, which was required for the state to be eligible for the federal stimulus funding for intercity rail service. She said the passenger rail element of the Connections 2030 Plan could be incorporated, but additional analysis was needed for the freight rail component.

Stauske said the City of Middleton was working with the City of Madison on the reconstruction of Old Middleton Road, which was planned to be done this year.

Phillips said the City of Madison's stimulus projects—University Avenue and Pleasant View Road extension—were proceeding and on schedule.

Hoelker reported that construction of improvements to the Park Street interchange on the Beltline would begin in June. In response to a question, he said the second phase of the work on the Fish Hatchery Road interchange was programmed for 2012.

9. Staff Reports

Schaefer reported that an emergency MPO Board meeting was held in late December to pass a TIP amendment for revisions in the scope and cost of the University Avenue (Segoe to Shorewood) project funded with stimulus dollars. A copy of the TIP amendment resolution, which also included a transit project, was distributed. Schaefer distributed a copy of a draft MPO resolution commending Bob McDonald for his service, which is on the Board's February meeting agenda. He said the process of hiring a new MPO planning manager was underway. He mentioned that City of Madison Alder Mark Clear was appointed to serve out the remainder of term of Alder Joe Clausius. He also mentioned that the next application cycle for federal Bridge and STP-Rural funds would be initiated in February. The next application cycle for the Statewide Multimodal Improvement Program (SMIP) has been delayed, but would be initiated this summer. The State Legislature added \$2.5 million in state funding to the Bicycle & Pedestrian Facilities Program in addition to the \$2.7 million in federal funding for that program and the federal Transportation Enhancements funding that make up the SMIP funding.

10. Next Meeting Dates

The next meeting dates are February 24 and March 24.

11. Adjournment

Moved by K. Clark, seconded by Kennedy, to adjourn. Motion carried.

Minutes recorded by Bill Schaefer