1. Roll Call

Members Absent:  J. Rider, T. Wilson
Others Present:  B. McDonald, B. Schaefer, C. Threinen, J. Guo

2. Introductions

Committee members introduced themselves.

3. Review of Draft Goals and Policy Objectives for the Regional Transportation Plan (RTP) update

Schaefer and McDonald reviewed the draft goals and policy objectives, highlighting some of the more important ones. Schaefer said there were three sections: the overall transportation system; land use and transportation system coordination; and transportation system elements, which covered the various modes. He noted that there is some repetition as different issues, such as efficiency and safety, are covered in each of the three sections and within the last section under the different modes. The goals and objectives reflect an increased emphasis on safety, traffic operations/management, and equity compared to previous plans. Schaefer said the term “policy objectives” combines policies and objectives. Though objectives are supposed to be result-oriented and policies process-oriented, the distinction is sometimes difficult to make.

Banks asked if the Hilldale Mall redevelopment was an example of a mixed-use activity center mentioned in the land use and transportation coordination section and McDonald said yes. He also gave the example of the Hatchery Hill development in Fitchburg. As part of discussion of the streets objectives, McDonald gave examples of problems created where planned collector streets have been truncated, reducing interconnectivity.

4. Review of Population and Employment Forecasts and Land Use Development Assumptions for the RTP Update

Schaefer summarized the methodology used to prepare the forecasts and allocate the new growth to develop the travel forecasts for the RTP update. The planning horizon or forecast year is 2030. For the population and employment allocations, staff started with a countywide total, allocated that down to the urban service areas (USAs) and rural area, and then allocated those totals down to the traffic analysis zone (TAZ) level based upon local land use plans. Schaefer showed members the composite land use plan map for the county and the TAZ map. Staff used the countywide population forecast prepared by the State Department of Administration’s Demographic Services Center and the USA forecasts prepared by the former Regional Planning Commission staff, which is in charge of approving USA amendments. Staff compared the RPC’s USA forecasts with the State DOA’s municipal forecasts and made some minor adjustments. For households, staff used the future forecast average household size for single- and multi-family housing by USA prepared by RPC staff. For the employment, staff worked with RPC staff to develop a countywide forecast using a labor supply analysis, which assumed an increase in the labor force participation rate by age cohort and an increase in commuting from adjacent counties. For allocations to USAs, employment forecasts were based in large part on the population forecasts. Small adjustments were made in some cases based upon trends, plans, etc. Phillips asked if the move by Epic Systems to Verona was factored into Verona’s forecast, and Schaefer said it was. Schaefer referred to the table handed out, which shows 1990-2000 trend data and the 2030 forecasts by USA. Forecasts for the cities and villages in the large central urban service area are also shown. Schaefer also referred to the table showing the
allocations in the City of Madison by neighborhood. He pointed out the allocation to the downtown/greater isthmus area. Redevelopment is forecast to add over 9,100 persons, 5,200 households, and 3,100 jobs in this area.

5. **Review of Draft Transit and Roadway Scenarios for Travel Modeling Purposes for RTP Update**

McDonald reviewed the scenarios for travel forecast modeling. Transit alternatives are modeled first to see how much traffic can be reduced with transit service improvements. The starting point is the “existing plus committed” system, reflecting planned local service extensions. An express bus alternative was then developed, adding express bus service from the suburban communities and running through the downtown area connecting the bus transfer points. New local bus service, primarily extensions to developing neighborhoods, is also part of this alternative. The final transit alternative is a hybrid (commuter) rail alternative with feeder express bus service. In response to a question from Jessica Guo, Schaefer said the local routes do provide potential transfer connections to the rail system, but staff did not make any changes in the local route system specifically to feed the rail system. That will be done, however, as part of the current final phase of the Transport 2020 East-West Transit Corridor Study. The same process is used for developing the roadway scenarios. The starting point is the existing plus committed projects. Additional two-lane collector street connections were then added in a second scenario. The third scenario includes projects in the current regional plan, which McDonald reviewed. Additional projects from current studies and based on identified needs will then be added. Modeling for these scenarios hasn’t been completed yet. McDonald said the results of these modeling scenarios would be presented at the next meeting.

Luttig asked if the aging of the population was considered. She said this would likely increase the need and support for transit service improvements. McDonald said the travel model doesn’t factor in age, but that the issue is an important one from a policy perspective. Promotion of mixed-use development and different housing types allows persons to remain in their community or neighborhood when they are no longer able to drive and improves the efficiency of the transportation system. Schaefer said it was unclear what the impact of the aging of the baby boomers would have on travel habits, but it would increase demand for all types of transit service, not just bus service. This includes shared-ride taxi service and driver escort programs. Yudice asked if the price of gas was factored into the travel forecasting. McDonald said the cost of auto travel and parking are both variables in the model. Schaefer said the board would likely ask staff to run a scenario that assumes an increase in the cost of auto travel in order to see what the impacts would be.

6. **Staff Reports**

   Item deferred.

7. **Next Meeting Dates**

   - April 18
   - May 16

8. **Adjournment**

   The meeting was adjourned at 7:15 p.m.

*Minutes recorded by Bill Schaefer*