

Madison Area Transportation Planning Board (MATPB)
Technical Coordinating Committee
March 28, 2018 Meeting Minutes

1. Roll Call

Members present: Katie Sellner (for Beck, arrived during #3), Petykowski (for Phillips), Martin (for Trowbridge), Dunphy, Paoni, Hall, Mike Maloney (for Larson), Katherine Holt (for Sayre), Stauske, VanderWegen (for Balke, arrived during #3), Rybarczyk, Batuzich

Members absent: Dryer, Violante, Koprowski, Coville, Kugler, Scheel, Stephany, Even, Wheeler

MPO Staff present: Schaefer, Gritzmacher

Others present: Lee Gibbs (SRF), Asadur Rahman (WisDOT)

2. Approval of January 24, 2018 Meeting Minutes

Stauske pointed out an error in the draft meeting minutes. The two Middleton projects mentioned in his report will be constructed in 2018. Moved by Paoni, seconded by Holt, to approve the January 2018 meeting minutes with the correction. Motion carried.

3. Review and Recommendation on Scoring and Funding of STBP Transportation Alternatives Set Aside Project Applications

Schaefer provided an overview of the four projects that were submitted for STBG Transportation Alternatives Set Aside program funding. He said that the City of Madison submitted two path projects (West Towne Path extension and Garver path), Village of Cottage Grove (Glacial Drumlin Path Extension) submitted one path project, and Dane County submitted the Safe Routes to School Program, which would be a continuation of the program funded in the last application cycle.

Schaefer reviewed the MPO staff scoring of the projects, pointing out some of the reasons the Garver path was the highest scoring path project at 74 compared to 70 for the Glacial Drumlin path extension. He said that MPO staff initially thought that more money would be available for projects in the current funding cycle; however due to the way funding availability is calculated, the amount is less because the funding (\$1.5 million) approved for the yet-to-be-completed West Towne path project counts against the MPO's allocation. That money will be available for the next funding cycle. Staff is proposing to fund the Garver path project with the available funding; it would be funded at 50% due to the limited funding available.

Schaefer explained that projects not funded are submitted to WisDOT for consideration for funding with the available statewide funding. WisDOT receives 50% of all funding to the state. MPO staff ranked the Glacial Drumlin path project the highest for potential state funding. He said MPO staff believes the project has an excellent chance to be funded given its regional nature and designation as a US bike route. If so, this would allow two projects from the area to be funded. If it is not funded by WisDOT, staff is recommending that the MPO consider funding that project instead of the Garver path project and carry over the rest of the funding to the next funding cycle. The reasons for this are because Madison has received funding for projects the past two cycles and the Glacial Drumlin path extension will complete the larger project expected to be done by 2020 with the city and county path extensions to the village.

Stauske commented that the arrangement seemed complicated and asked why staff would recommend funding the Glacial Drumlin path over the Garver path, considering the Garver path scored higher. Schaefer responded by saying that the scores were relatively close, and both are designated as high priority projects in the MPO's plan. He said that Madison projects, especially centrally located ones, typically score higher due to higher anticipated use and other criteria. He explained that the criteria do not take into account the policy of geographic equity in funding. That policy is explicitly recognized, for example, with the STBG Urban program with the goal of using 10% of the funding for low cost project. Ultimately, this will be a policy decision for the MPO board.

Moved by Dunphy, seconded by Maloney, to approve recommending funding the Glacial Drumlin path project and Safe Routes to School project. Stauske asked Dunphy whether the reason was to simply allow two projects to be funded, and Dunphy said yes. Motion failed on a vote of 3 yeas, 4 nays, and 1 abstention. Moved by Petykowski, seconded by Rybarczyk, to support the staff recommendation. Motion carried.

4. Presentation on MATPB Federal Certification Review Report

Batuzich gave a presentation on the results of the MATPB federal certification review. He said that, in general, the review was positive with multiple commendations, no findings of noncompliance, and three recommendations. Schaefer commented that he thought the review process was fair and resulted in good discussions about ways to improve the planning process.

5. Presentation on the Metro Bus Stop Amenities Study

Gritzmacher gave a presentation on the Metro Bus Stop Amenities Study. He explained that the purpose of the study was to develop new quantitative screening criteria for the placement of Metro transit bus stop amenities. He said that MPO staff had received some initial positive feedback from Metro staff on the study, but would be providing a presentation to Metro's Service Development committee to get additional feedback.

Following the presentation, Stauske asked if consideration had been given to the entity responsible for the bus stop. Gritzmacher noted that ownership of existing bus stop amenities was considered. The recommendations for future improvements are directed to the implementing municipality. Paoni asked if Title VI requirements had been considered for the study. Gritzmacher said that they are a component of the main report, but were not included in the presentation. VanderWegen asked if vandalism had been considered as a factor and whether bike racks had been considered as an amenity. Gritzmacher said that both were considered; however, both were difficult to quantify. He explained that vandalism happened randomly and that bike racks do not have a comprehensive inventory, nor is it fully understood if racks area needed at stops or not. Consideration of the need for bike racks is not conducive to a screening analysis type approach.

6. Committee Member Reports

- Fitchburg - VanderWegen reported that the city was in the process of hiring a new transportation engineer. He said the SubZero Parkway extension project would be starting this month; it ties into the Badger State Trail crossing. He also said the McKee Road reconstruction design work was continuing with the review of different intersection alternatives. The tunnel for the ped/bike underpass will need to be 12' high, which has increased the cost.
- Middleton – Stauske reported that Gammon Road will be resurfaced soon, and there will be a detour.

- Dane County – Dunphy reported that the county had just received responses to their RFP for County Highway M design study. They anticipate selecting a consultant and having them under contract by the middle of May. She also mentioned that the annual request for joint projects was recently sent out.
- Madison – Petykowski said that the East Johnson and Buckeye Road projects are planned for August letting with real estate work and design plans being finalized. Work continues on other major projects, including Cottage Grove Road and Gammon Road, with PS&Es to be completed in 2019.
- Windsor – Rybarczyk said that part of Windsor Road would be resurfaced with a portion restriped this summer to add bike lanes. Work was also being done on Portage Road.
- Deforest – Hall said that River Road reconstruction will occur this year and signals would be added at intersections on County Highway V. He mentioned that State Highway 19 was having work done to accommodate access to the new Fleet Farm.
- WisDOT – Paoni mentioned that Central Office staff moved into the new building behind the old Hill Farms Staff Office Building.
- FHWA – Batuzich said that Jeremy Roth, a skilled transportation modeler, will be in the area in the next few months for a training. He also said that FHWA will be hosting performance-based planning sessions over the new few months.
- Cottage Grove - Maloney reported that an additional 1,500 feet of Cottage Grove Road will be converted to an urban cross section, from Damascus Trail to Buss Road with intersection improvements. He said the village was undertaking a planning process for the area north of the Interstate 94 and County Highway N interchange.

7. Staff Report

Schaefer provided updates on the following:

- MPO-CARPC Workgroup – Currently discussing co-location of staff of the two agencies, which would occur, at the soonest, next summer. Staff is working on IT issues associated with moving CARPC staff to the city's network.
- Sun Prairie Transit Planning Assistance – Staff recently put together routes for potential future commuter bus service to Madison as well as a household travel survey, which will be done to inform the service planning. .
- Low Stress Bike Network Analysis Project – Staff finished revisions to map and are now working with consultant on accessibility analysis. Staff are also working on online map with routing function.
- Motor Vehicle Crash Analysis – Currently working on analysis for this study, using a methodology developed by a large Ohio MPO.
- Traffic Count Software Implementation – Implementation is almost complete. David Kanning will present to the group when the implementation is complete.

8. Next Scheduled Meeting Dates

The next scheduled meeting date is April 25. Schaefer said that the May meeting will be cancelled.

9. Adjournment

Petykowski moved, Sellner seconded, to adjourn meeting. The meeting was adjourned at 3:30 p.m.

Minutes recorded by Bill Schaefer and Philip Gritzmacher, Jr.