

**Madison Area Transportation Planning Board  
Citizen Advisory Committee  
Meeting Minutes**

**September 21, 2016**

**Madison Municipal Building, Room LL-130**

**5:00 p.m.**

**1. Roll Call/Introductions**

*Members Present:* K. Canto, M. Jones, J. Rider, T. Stoebig, R. Williams

*Members Absent:* I. Rothe, G. Rylander

*Staff Present:* W. Schaefer, D. Kanning

**2. Approval of July 20, 2016 Meeting Minutes**

Stoebig moved, Jones seconded, to approve the July 20, 2016 meeting minutes. Motion carried.

**3. Staff Reports**

Schaefer reported that the second series of public meetings for the Regional Transportation Plan 2050 will be held in mid October. He said that several public engagement tools will be added to the plan website to help facilitate public input. These include project review tool with maps of identified facility needs and recommendations and potential roadway capacity projects, a plan review tool to comment on the draft plan, and a budget simulator tool. Canto asked Schaefer for his opinion on the mapping tool that has been on the website. Schaefer said that it has worked pretty well. Comments have mainly been bicycle and transit-related.

Schaefer said that there was an open house last night for the *Madison in Motion* Transportation Plan, and that turnout was good. Williams concurred. He said that draft recommendations were available for review.

Schaefer reported that the MPO has hired the UW Survey Center to conduct a household travel mail survey as a supplement to the National Household Travel Survey (NHTS). This is the only data source for non-work trip making, and is an important dataset for development of the travel demand model. The survey will tell us the kinds of trips people make, where they travel, and their travel modes. The supplemental survey is being conducted to provide more samples than provided by the NHTS to provide a sufficient number of transit and bicycle trips and allow cross tabulation by geographic area and different demographics. A total \$25 cash incentive will be sent to all respondents. Stoebig asked what kind of response rate is expected. Schaefer said the survey center expects a 30-35% overall response rate. Households from the entire MPO area will be sampled, but areas that generate more bike and transit trips and low income, minority areas will be over sampled relative to population. Williams asked if university trips will be categorized as a separate trip type. Schaefer said it would be categorized as a school trip in the survey, but will be separated out as a university trip for analysis and modeling purposes.

Schaefer reported on the recent ITS committee meeting. He said that City Traffic Engineering was working with the UW TOPS Lab to conduct some pilot ITS projects, which include vehicle-to-infrastructure and vehicle-to-vehicle communication. Williams commented that a higher priority should be given to implementing transit signal priority. Schaefer said that would be included in one of the planned pilot projects in the Park Street corridor, if funding is secured. Schaefer said that Metro Transit is implementing smart cards and an upgrade to their automatic vehicle locator system, which will improve the accuracy of real time arrival information. Canto said that lower income people typically use cash to pay for their fares, and asked if there will be any effort to increase access to locations that sell transit passes. Schaefer said that he wasn't sure what Metro planned to do about this, but would find out. Williams stated that smart passes in the Twin Cities can be used for multiple travel modes.

Schaefer reported that Metro Transit did not receive federal TIGER grant funding for a satellite bus garage. They will apply for funding one more time next year. In the meantime, MPO, Metro, and city

Planning staff will initiate an RFP process to select a consultant to assist with the next phase of BRT study next year to identify a starter project. The timeline, which is tight, calls for final design in 2018 with an application for grant funding in 2019 to be submitted in late 2018. If the garage isn't approved for TIGER funding, at least part of the cost of that will be included in the Small Starts BRT project. Canto asked Schaefer to describe Phase 1. Schaefer said that a corridor will be selected for Phase 1 based on criteria to be developed, including ridership, cost, operations, and equity. He noted some of the options for project termini. Jones asked if one of the existing travel lanes on E. Washington Avenue or University Ave. could be used exclusively for BRT. Schaefer said that this is unlikely.

#### **4. Review Preliminary Travel Forecast Modeling Runs and Motor Vehicle Crash Maps for the Regional Transportation Plan (RTP) 2050**

Schaefer reviewed the preliminary results of the travel forecast modeling runs and noted that the work is still ongoing. He said that the travel forecasting is an important component of the RTP to identify potential roadway capacity needs. Schaefer explained that staff is conducting a planning level analysis, rather than an operations analysis which is done as part of project design. He described the growth forecasts prepared by the MPO based on local land use plans and presented maps that showed the major household and employment changes by TAZ. He said the growth forecasts, which are the key input to the travel model, assume about 55% of the city of Madison's new housing units are constructed in infill/redevelopment areas, consistent with the trend over the past ten years.

Schaefer presented future congestion according to Level of Service maps for the base year and the future year for various transportation project scenarios. He said that the MPO must demonstrate funding availability for all new projects. William asked if the model accounts for induced travel demand. Schaefer said that it does not account for induced travel demand created by land use impacts of transportation projects or people making more or further trips due to projects. Canto asked if WisDOT uses the same model as the MPO. Schaefer confirmed that they use the same model.

#### **5. Review Major Projects in the Draft 2017-2021 Transportation Improvement Program**

Schaefer reviewed the major Draft 2017-2021 TIP projects with the Committee, including the STP-Urban projects and their construction schedule. He explained that the MPO did not solicit any STP-Urban projects this year. Stoebig said that utility markings have already been applied to the Buckeye Road pavement. Stoebig asked about the pedestrian/bicycle component of the Atwood Avenue reconstruction project. Schaefer said that a new pedestrian bridge will be built over Starkweather Creek with a new path that will cross Atwood Avenue and connect to the Capital City Trail. Rider said the Lower Yahara River Trail will be completed in June or July of 2017. The committee members expressed enthusiasm for the path that will extend the Cannonball Trail north to connect to the Wingra Creek path with a new bridge over the creek.

#### **6. Review Draft 2017 MPO Work Program**

Schaefer reviewed the major work activities planned for next year. He said that work on the RTP will be ongoing through March or April of next year. MPO staff will assist CARPC with their regional growth scenario planning process, which will ultimately lead to a new regional land use plan. The effort is being guided by the A Greater Madison Vision group put together. Staff will be heavily involved in the next phase of BRT study and will initiate a minor update of the Transit Development Plan. A bus stop improvement study may also be conducted. Canto asked if the bus stop study will be part of the City of Madison's ADA Transition Plan. Schaefer said that the information developed from the study could be used for the plan.

Schaefer said that the City of Madison has asked the MPO to conduct a roadway jurisdictional study, which may be done. The request stems from the county's policy in recent years to require transfer of roadway jurisdiction from the county to the city or village as part of reconstruction projects. Stoebig asked how long the county has had the policy. Schaefer said it has been a while, but he wasn't sure.

**7. Committee Member Reports**

Canto said that WisDOT anticipates releasing the State Draft Freight Plan on September 29.

**8. Next Meeting Date**

The next meeting will be held on Wednesday November 16, 2016, 5:00 pm, in Room LL-130 of City-County Building.

**9. Adjournment**

The meeting adjourned at 6:35 p.m.

*Minutes were recorded by W. Schaefer and D. Kanning*