

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

September 28, 2016 Fitchburg Community Center, Prairie View Room 2:00 p.m.

1. Roll Call

Members Present: Kugler, Trowbridge, Dryer, Dunphy, Stauske, Koprowski, M. Forlenza (for McComb), Phillips, Sayre, Horton, Violante

Members Absent: Beck, Paoni, Wheeler, Coville, Scheel, Even, Larson, Stephany, Kennedy

Others Present: W. Schaefer, M. Cechvala, C. Petykowski, A. Anderson Scheweppe, E. Frost

2. Approval of August 31, 2016 Meeting Minutes

Dunphy moved, Dryer seconded, to approve the August 31, 2016 meeting minutes. Motion carried.

3. Recommendation Regarding Modification to Membership of the MPO Technical Coordinating Committee

Schaefer explained the reason for the change in membership being proposed. A staff restructure occurred in the village of DeForest and the new village of Windsor has a new planner. Also, due to the large committee size and some members not attending regularly there has been difficulty making quorum. Schaefer said based on the discussion at the last meeting there was a preference to maintain representation on the committee for all cities and villages that desired it. The proposal is for Greg Hall, Public Works Projects Coordinator, to replace Dean Baker from DeForest, and for Amy Anderson Scheweppe from Windsor to replace Rob Kennedy from UW-Madison. Kennedy did not express interest in continuing on the committee. DeForest will be paired with Windsor for voting purposes and Sun Prairie, as the largest city, will have a full vote. Schaefer said that if difficulties getting quorum continue staff would recommend shrinking the size of the committee to only those that attend regularly. He said he was told by the city attorney that quorum must be based on the number of members, not votes.

Discussion ensued with support expressed for the proposed change. Phillips said an alternative would be to designate one of the community pair representatives as an alternate, which would reduce the number of members and make it easier to make quorum. Schaefer said he liked that idea as a fallback if quorum issues continue.

Stauske moved, Horton seconded, to recommend adoption.

4. Recommendation Regarding Draft 2017-2021 Transportation Improvement Program

A revised addition/change sheet was distributed, which included proposed funding changes to two STBG (formerly STP)-Urban projects: Lacy Road and CTH M. Schaefer said the Lacy Road final cost estimate was much lower than the previous one, largely because the Syene Road intersection was removed from the project. Schaefer said the federal funding for the project will be reduced, but the amount proposed is 7.5% more than the 50% match per MPO policy at the time to ensure a minimum of 50% funding in case the cost rises when let. The extra funds will be shifted to the underfunded CTH M project. Horton said that the city of Fitchburg was fine with the shift in funding given the scope change.

Stauske asked if the percent share of funding could be used rather than a dollar amount. Schaefer said WisDOT program manager Michael Erickson told him a dollar amount must be assigned at the time of project letting and can't be changed afterwards since the MPO does not fund the maximum 80% amount. This can create situations where a project is funded at a higher or lower rate than planned if actual costs are significantly different from the estimate.

Schaefer reviewed other proposed project changes to the draft TIP, most of which were schedule changes based on local capital budgets. He mentioned that Metro is deleting an electric bus purchase project with funding for a starter BRT system along with the satellite bus garage. This is reflected in the city's executive budget. The projects are dependent upon receiving discretionary federal funding and thus are not programmed at this time.

Dryer moved, Koprowski seconded, to recommend approval of the 2017-2021 TIP with the revisions in the addition/change sheet. Motion carried.

5. Review Preliminary Travel Forecast Modeling Runs for the Regional Transportation Plan (RTP) 2050 and Other Plan Materials for the Upcoming Public Meetings

Schaefer said staff recently received the revised model with the mode choice/transit improvements and recalibrated auto speeds, and are now running the model for different transportation projects scenarios and analyzing the results. This information, along with other analysis and facility recommendations, will be presented at the upcoming public meetings in mid-October. Schaefer reviewed some of the preliminary results. He emphasized that the regional travel model is macroscopic and forecasts traffic volumes and generalized congestion levels, but that detailed operations modeling is required for corridor level planning and project work. He explained that for the analysis for the regional plan staff is mostly using weekday versus peak hour forecasts and calculating level of service based on daily volume capacities estimated by WisDOT for different facility types and configurations using the highway capacity manual. The model hasn't been fully calibrated on a time of day basis.

Schaefer noted that a number of roadways don't fit one of the facility categories well. For instance, there may be only 1 or 2 signals spaced far apart. Another example is the streets in the isthmus with peak parking restrictions. Schaefer reviewed the results, primarily for the scenario with programmed projects, new collectors, and the future planned transit system, including BRT. He showed maps highlighted the assumed growth with a substantial amount of infill/redevelopment.

There was discussion about the growth forecasts. Schaefer said for Madison they reflected recent trends with more redevelopment, but not a radical change. He said the growth scenario balanced city policy with market trends. Violante asked how BRT affects traffic volumes for instance on East Washington Avenue. Schaefer said that staff would run the future growth without BRT and other improvements to see what the difference is, but it wouldn't be enough to change the level of service. Dunphy said she was surprised that CTH M north did not show up on the congestion map, and Schaefer said he would check on that.

Schaefer noted that modeling of some of the major potential WisDOT projects was being done for analysis of the impacts. They would only be included in the plan after the EIS studies are completed and projects recommended. One of the next steps is a financial analysis to determine how many projects can be funded since the plan must be fiscally constrained.

6. Review Draft 2017 MPO Work Program

Schaefer reviewed some of the major activities included in the proposed 2017 work program. A household travel survey will be conducted to supplement the national survey being done now. The survey has two components – a travel diary and a questionnaire with more general questions related to the travel patterns of people in the household and household information. Staff will also analyze origin-destination data that was purchased with travel collected from people's cell phone signals. Work will be completed with a consultant to implement traffic count management software, which will combine counts from WisDOT and local agencies and will be available to the public. Staff will also assist with comprehensive plans. A minor update to the Transit Development Plan will be initiated and staff may put together a comprehensive bus stop inventory and plan for Metro. Beginning the next phase of planning for BRT will be a major work effort. The work program also includes a potential roadway jurisdictional study which would lay out criteria for recommending

jurisdictional responsibility for regional roadways. MPO staff assistance for WisDOT major corridor studies will continue.

7. Committee Member Reports

Koprowski reported that a new state law prohibits using handheld devices while driving in construction zones.

Dryer said that the design work for the Judge Doyle Square parking ramp has started.

Stauske said that Mendota and Park Street construction is complete.

Kugler reported on the Sun Prairie transportation summit that had 70-80 people attend. A committee was set up to develop some transportation recommendations for the city.

Petykowski said that the draft EA was signed for CTH M and the FONSI was signed for CTH PD. The CEC was turned in for Buckeye Road and the EA was turned in for Cottage Grove Road. The first meeting for Atwood Avenue reconstruction project will be held in September with construction in 2020. Preliminary design has begun for Mineral Point Road. An RFP is out for the Pleasant View Road design. The University Avenue adaptive signals will be designed in 2017 and constructed in 2018. The West Towne path contract was recently started and will be built in 2020. The Capital City Trail CEC will be turned in next week.

8. Staff Reports

Schaefer said the MPO is hiring for a Planner 1. The position had been a planning technician.

9. Next Meeting Dates

The next scheduled meeting dates are November 16 and December 14 (the agenda incorrectly states December 15). The October meeting will be cancelled.

10. Adjournment

Violante moved, Stauske seconded, to adjourn at 3:30 pm.

Minutes recorded by Bill Schaefer and Mike Cechvala