

**Madison Area Transportation Planning Board (an MPO)  
November 7, 2018 Meeting Minutes**

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**1. Roll Call**

**Members present:** David Ahrens, Kelly Danner, Paul Esser, Steve Flottmeyer, Ken Golden, Jerry Mandli (arrived during item #5), Ed Minihan, Mark Opitz, Larry Palm, Bruce Stravinski

**Members absent:** Allen Arntsen, Chuck Kamp, Doug Wood, Zach Wood

**MATPB staff present:** Colleen Hoesly, Bill Schaefer

**Others present in an official capacity:** Rodney Scheel (City of Stoughton), Tim Swadley (Mayor, City of Stoughton)

**2. Approval of October 3, 2018 Meeting Minutes**

Moved by Esser, seconded by Minihan, to approve the October 3, 2018 meeting minutes with edit requested by Opitz to change the word “questioned” to “asked” on fifth line of second paragraph under item #5. Motion carried.

**3. Communications**

- Letter from Rob Phillips, City Engineer, City of Madison. The letter provides responses to public comments on the draft 2019-2023 TIP pertaining to City of Madison projects. The Engineering and Traffic Engineering departments collaborated on the letter.
- Email from Robbie Webber, City of Madison resident, containing personal comments regarding the North Fish Hatchery Road Reconstruction project (Item #14).

**4. Public Comment (for items *not* on MATPB Agenda)**

None

**5. Presentation on City of Stoughton Land Use Development and Transportation Plans and Projects (Rodney Scheel, Director of Planning & Development)**

The board members introduced themselves. Mayor Swadley welcomed the board and introduced Scheel, who provided a presentation on upcoming WisDOT projects and some of the city’s development plans and projects, including those for Kettle Park West and the riverfront redevelopment area.

Ahrens asked if the city had received any feedback on the recent roundabout constructed in Stoughton. Scheel said that the roundabout located at the intersection of STH 138 and USH 51 had been generally received well, but some people still prefer traffic signalization. Danner asked if there have been any concerns about how the Yahara River’s high water levels might affect the proposed whitewater rafting park. Scheel said that Stoughton is well prepared to handle the existing water flow, and can accommodate more water volume than what is currently flowing into the city. The dam could potentially be removed and incorporated into the whitewater project and plan. Golden asked for more specific information about new single-family residential lot sizes—particularly the small lot sizes. Scheel said that the small lots would have a 45-foot wide frontage and be alley loaded. Larger lots would likely be 70-foot wide. Minihan commented that safety will continue to be an issue as development occurs in the USH 51 corridor. Scheel agreed and said the city was pleased to see safety improvements occurring in the corridor, but remarked that more interim intersection safety improvements were needed. Ahrens asked for a population growth estimate. Scheel said that Stoughton’s growth was quite slow between 2008 and 2015. In the late 1990s, about 95 single-family homes were constructed annually. More recently, about 30-40 homes per year have been constructed. Scheel said the

city's current population was about 13,000. Opitz said that Stoughton's downtown has character and is one of his favorites in Wisconsin.

**6. Resolution TPB No. 144 Adopting Annual Federal Highway Safety Improvement Program Performance Measure Targets**

Schaefer provided some background on the resolution, the first of three related to setting targets for federal performance measures. He said they were separated out due to different schedules for updating of the targets and different subject matter. He noted that staff had reviewed the data for the first two sets of FHWA measures, but not the third which related to transit agency asset management. He said that for the roadway related measures it was recommended the MPO support the state targets and that for the transit asset management measures to adopt the same targets as those established by Metro Transit for its asset management plan being completed.

Moved by Minihan, seconded by Opitz, to approve Resolution TPB No. 144. Motion carried.

**7. Resolution TPB No. 145 Adopting Federal Performance Targets for Infrastructure Condition, National Highway System Performance, and Freight**

Moved by Stravinski, seconded by Minihan, to approve Resolution TPB No. 145. Motion carried.

**8. Resolution TPB No. 146 Adopting Transit Asset Management Performance Measure Targets**

Moved by Opitz, seconded by Mandli, to approve Resolution TPB No. 146. Motion carried.

**9. Resolution TPB No. 147 Amending the 2019-2023 Transportation Improvement Program for the Madison Metropolitan Area & Dane County to Add Discussion of Anticipated Effect of TIP in Meeting Federal Performance Measure Targets**

Moved by Golden, seconded by Minihan, to approve Resolution TPB No. 147. Motion carried.

**10. Presentation on Annual Transportation Performance Measures Report and Approval to Release**

Schaefer introduced the item and remarked that this was the third annual report. The report incorporates the required federal measures and a number of other measures related to MATB's regional transportation plan goals. Revisions continue to be made to some measures or the methodology for calculating them. The biggest example this year was the bicycle measure, which was changed from miles of facilities to percent of regional bike network that is low and high traffic stress, a much more meaningful measure. Staff presented on the work done related to bicycle level of traffic stress.

Hoesly provided a presentation, highlighting several of the report measures. Opitz asked if staff ever reviews general aviation measures. Hoesly said that staff only reviews airline performance. Ahrens asked how it was possible for more people to leave Dane County Regional Airport than to return. Schaefer said that travelers may choose to return to an airport that is different than the originating airport.

Ahrens questioned the report text that speculated the strong economy may be one of the factors in the decline of Metro Transit ridership starting in 2015. He noted that the economy became stronger 2010-'11, but that ridership didn't drop until 2015. There was discussion on the issue. It was noted that an increase ride hailing trips on Uber and Lyft was a likely factor. Schaefer said the report cites reasons provided by national experts. He pointed out that except for 2-3 systems that have made made investments in new BRT and/or rail service all systems nationwide have seen a drop in ridership. Schaefer said the comment about the economy being a factor could be removed if desired by the board. Stravinski said there could be a delay in when the economy improving influenced transit ridership. As the economy improves, people start to become more confident in their ability to purchase a vehicle. Golden commented that there is no way to definitively conclude why transit ridership has been decreasing and suggested citing a national research study.

Ahrens noted that the trend shown for VMT was steady, but that in Dane County it is increasing at a slower rate compared to growth of population and employment. Schaefer added that this has been true since 2008. Ahrens remarked that the report graphic on trend only shows performance related to the previous year. Schaefer said staff agreed in the future to clarify that the performance was shown for the previous year rather than a longer term trend.

Ahrens asked how the measures under the goal “Establish financial viability of the transportation system” relate to transit finances, since no financial data was provided. Schaefer said that the idea is that bus and infrastructure condition trends provide an indication of whether there are adequate financial resources. Ahrens suggested showing year-to-year funding figures so trends could be examined. Schaefer said that transportation funding data is complex, but staff could look at adding this data in the next report. Palm suggested inclusion of a chart that shows federal, state, and local funding percentages, as well as fare box revenue, for the transit system.

Mandli noted that the percentage of truck traffic in Dane County is high compared to other areas of the country. Hoesly said that Milwaukee County was the only area of Wisconsin where there was a concern with truck traffic travel time reliability, based upon the four-hour peak periods used for the federal measure. Mandli said that the rail corridor that goes through Sun Prairie was only rated with a top speed of 10 mph eight or ten years ago. That rail corridor may not be efficient for freight movement, and could correlate with the high percentage of truck traffic on the interstate system. Ahrens noted that air quality was improving, not steady, citing the particulate matter data. Schaefer agreed that even though the ozone levels were steady that perhaps the trend shown should be improving.

Schaefer summarized the performance report revisions that staff would make based upon the Board’s comments. He said that staff would cite national research publications to describe the reasons for transit decline nationally. That will replace the existing language describing potential reasons for decline in transit ridership. Staff would also highlight the longer-term VMT trend mentioned in the text for the VMT measure. The air quality trend graphic would be changed to improving. Palm asked if staff could also add transit financial figures. Schaefer said staff would look at adding a measure related to both transit and roadway funding in next year’s report.

Moved by Opitz, seconded by Golden, to approve release of the report with the changes. Motion carried.

**11. Resolution TPB No. 148 Approving the 2019 MATPB Work Program**

Moved by Golden, seconded by Mandli, to approve Resolution TPB No. 148 approving the 2019 Work Program with the changes included in the new Change/Correction sheet. Motion carried.

**12. Resolution TPB No. 149 Authorizing the City of Madison to Enter into an Agreement with Dane County for MATPB to Provide Specialized Transportation Coordination Services to Dane County in 2019**

Moved by Golden, seconded by Opitz, to approve Resolution TPB No. 149. Motion carried.

**13. Resolution TPB No. 150 Authorizing the City of Madison to Enter into an Agreement with the Capital Area Regional Planning Commission (CARPC) for MATPB to Provide Transportation Planning Work Activities to CARPC in 2019**

Moved by Golden, seconded by Minihan, to approve Resolution TPB No. 150. Motion carried.

**14. Discussion Regarding North Fish Hatchery Road Reconstruction Project and Possible Request for Staff to Prepare Comments on Behalf of MATPB**

Schaefer said the item was included on the agenda mainly as a heads up to board members about the project. He said that while the project would be locally funded, it would be considered regionally significant if it involved a capacity expansion with removal of the existing bus lanes and therefore require MPO approval and

amendment to the regional transportation plan. Mandli clarified that Dane County would be cost sharing on the project. In response to a question from Schaefer, he said the roadway jurisdiction would be transferred to the city.

Golden asked if Fitchburg would absorb 100% of the loss of the fixed guideway funds that support their own transit, or if the loss of funding would be spread throughout the other communities. Schaefer said that it would be the latter. As a result, a higher local match would be required for transit service. Golden asked if the City of Verona would be affected by the project, given that one route that travels to and from the Epic Systems campus uses Fish Hatchery Road. Schaefer said there would be some impact from the loss of bus lanes. Golden said that the multi-community fiscal impact demonstrates a potential regional issue that requires MPO approval. He asked if Fitchburg could still move forward with a capacity expansion if the MPO Policy Board voted against adding the project to the TIP. Schaefer said there was no enforcement mechanism for the requirement of MPO approval. The MPO's only recourse would be to withhold or refuse to fund other Fitchburg projects. Golden asked staff to find out who would have standing to file a lawsuit in the event of that scenario.

Schaefer said that he asked Fitchburg staff and their consultant to present on the project at the board's December meeting. He said a public information meeting on the project would be held tomorrow evening at 5:30 p.m. at Leopold Elementary School.

#### **15. Status Report on Capital Area RPC Activities**

Schaefer said that he had sent an email message about scheduling the joint MATPB-CARPC meeting to review the workgroup report for December 13, but had already heard from several MPO board members that the date would not work for them. Another possibility discussed was Wednesday, January 9. The MPO board is scheduled to meet that evening. Schaefer said he would check with Steve Steinhoff to see if that date would work for CARPC Commissioners. Palm reported that CARPC had received 8,600 responses to date to their A Greater Madison Vision survey.

#### **16. List of Current and Near Future Work Items**

Schaefer said that the work plan for the model and the planning tools will be on the agenda for the next meeting. The scope of work will be used as the basis for an RFP related to the modeling work. A draft report on the bicycle level of traffic stress work would be completed soon with a short presentation planned for the next meeting.

Esser asked if the items always remain on the list. Schaefer said he reduced the size of the list, which is intended to reflect items staff is currently working on or plans to work on in the near future. Schaefer said that he could remove the item from the agenda if the board desired. Palm said that the list could potentially be folded into the announcements and schedule of future meetings items. This would reduce the likelihood of someone thinking that the items would be discussed. Schaefer agreed to make the revision. Schaefer noted that he removed the reports on WisDOT studies item since there is not much happening presently.

#### **17. Announcements and Schedule of Future Meetings**

The next meeting of the MPO Policy Board will be Wednesday, December 5 at 6:30 pm at the Madison Water Utility, 119 E. Olin Avenue, Room A-B

#### **18. Adjournment**

Moved by Golden, seconded by Ahrens, to adjourn. Motion carried. The meeting adjourned at 8:10 PM.