

**Madison Area Transportation Planning Board
September 6, 2017 Meeting Minutes**

1. Roll Call

Members present: David Ahrens, Mark Clear, Steve Flottmeyer, Ken Golden, Steve King, Jerry Mandli (arrived during Item #5), Al Matano, Ed Minihan, Mark Opitz (arrived during Item #5), Larry Palm, Robin Schmidt, Steve Stocker (arrived during Item #5), Bruce Stravinski

Members absent: Chuck Kamp

MPO staff present: Philip Gritzmacher, Bill Schaefer

Others Present: Alicia McConnell, Linda Krueger, Jim Wilson, Diane Paoni

2. Approval of August 2, 2017 Meeting Minutes

Moved by Golden, seconded by Clear, to approve the August 2, 2017 meeting minutes. Motion carried with Schmidt abstaining.

3. Communications

- Letter from MPO to FTA supporting Metro's grant application for replacement buses
- Letter from WisDOT approving Amendment #4 to the 2017-2021 TIP

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

None

5. Public Hearing on the Draft 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

Schaefer reviewed the Surface Transportation Block Grant (STBG) – Urban projects and highlighted some of the other major projects in the draft TIP. Golden asked what the projected traffic volumes were for County Highway M (S. Pleasant View Rd.), and Schaefer said he thought the forecast was over 40,000 vehicles per day by 2050. Currently, north of County Highway PD the weekday traffic volumes were around 20,000. Golden commented that he thought the roadway was being overbuilt and that different options should have been considered. Golden asked what the threshold was for expanding from 4 lanes to 6 lanes, and Schaefer said it was generally 30,000 vehicles per day. Golden suggested that the project should have been designed to accommodate expansion to six lanes in the future rather than building the extra lanes now. Schaefer said that was considered, but it was determined to be more cost effective to build the roadway to six lanes now. He said that the idea of marking the outside lane as a bus lane had been explored, but dismissed due to a lack of existing bus service and a fear that the empty lane would lead to disregard for bus lanes on CTH M as well as other roadways. Golden remarked that he believed that the current roundabout at Pleasant View and Mineral Point Roads will be unsafe with the increasing traffic volumes on those roads. Schaefer remarked that the intersection did have the highest number of crashes in the region, though as with roundabouts generally the crashes are not serious.

Matano opened the public hearing. Jim Wilson register to speak. Wilson said that he was generally supportive of the local bicycle projects that had been presented, but noticed that some state projects, particularly US Highway 14 and State Highway 19, didn't seem to have bicycle improvements considered as part of the roadway expansion. He said that he hoped that wide

paved shoulders and/or a side path would be considered as part of the projects. Flottmeyer said that he could look into what accommodations were being considered for the highways and relay the information. Wilson also expressed support for the Atwood Avenue project. Wilson said that the MPO should consider a complete streets policy. Schaefer responded that the MPO did have a complete streets policy that is documented in the RTP.

6. Election of Officers

Golden moved, Mandli seconded, to suspend the rules to allow Schaefer to take over as Chair for the process to elect a Chair. Golden nominated Matano for Chair. Stocker moved, Opitz seconded, to close the nominations. Motion carried. Schmidt moved, Golden seconded, to cast unanimous ballot for Matano. Motion carried. Matano took over again as Chair. King nominated Clear for Vice Chair. Schmidt moved, Opitz seconded, to cast unanimous ballot for Clear. Motion carried.

7. Approval of Contract with Fehr and Peers for Project to Develop Strategic Plan for Enhancing the Regional Travel Model and Other Planning Analysis Tools

Moved by Mandli, seconded by Schmidt, to approve the contract. Motion carried.

8. Review of Section 5310 Program (Enhanced Services for Seniors and Individuals with Disabilities) Grant Project Applications for 2018

Gritzmacher provided an overview of the Section 5310 program and the projects that had been submitted for this program cycle. He explained that staff had been hoping to provide board members with their recommendations for projects; however, it was still unclear whether Union Cab was eligible for funding based on the application they submitted, making it impossible to make recommendations at this time. Staff was waiting for guidance from the Federal Transit Administration on the issue.

During the presentation, Golden remarked that Union Cab loses a great deal of money providing private accessible taxi service. He said that they could be made eligible for 5310 funding if they reorganized into a non-profit. He said that he believed some of the applications could be significantly impacted by the Family Care conversion and questioned whether costs that should be covered by state through Family Care should be funded through the 5310 applications. Lastly, he said that some applications appear to be requesting vehicles for similar purposes by different organization. He said that effort should be made to determine if vehicles could be shared by the applicants. Golden asked about the criteria used for evaluating the applications and if they had been adopted by the board. Schaefer said that the criteria were adopted by the board as part of approval of the Program Management and Recipient Coordination Plan for Section 5310 Program in 2014.

The discussion shifted to the Union Cab application. Gritzmacher explained the benefits of their accessible taxi service, including the flexibility with same day service and the mobility provided for areas outside of the Metro paratransit service area. Schmidt asked if the application sought to maintain or increase service. Gritzmacher said that Union Cab hoped to increase service, but that only a portion of their request could be funded due to the limited available funding even if their application was determined to be eligible.

At the end of the presentation, Gritzmacher explained the preliminary staff recommendations for funding based on the two scenarios regarding the eligibility determination of Union Cab. He said that staff would propose providing Union Cab with \$77,600 to fund two vehicles and support operating expenses if they were eligible. This would occur by reducing funding for the Dane County

Department of Human Service's Call Center, Mobility Training, and Bus Buddies request, not funding the County Transportation Independence Project, and reducing funding somewhat for Metro. Under both scenarios, the Options in Community Living (OCL) application would not be funded. Without the Union Cab project, all of the projects except the OCL one would be funded, almost all at their full request.

Matano recommended that Golden meet with MPO staff to discuss his concerns with some of the applications in more depth.

9. Presentation on Transportation Performance Measures Report and Approval to Release

Gritzmacher provided an overview of the draft 2016 Performance Measures report. Gritzmacher introduced the federally required measures, including the measures related to safety. He noted that the MPO was still waiting for the county VMT estimate in order to finalize the crash rate measures. Schmidt said that she noticed that bicycle and pedestrian fatalities and injuries were being reported as a combined dataset and wondered if the MPO was tracking the information separately. Gritzmacher said that the data was being maintained separately and that staff is currently using the data as part of a bicycle and pedestrian safety study. Mandli suggested adding a discussion of whether or not the fatality rate could be improved. He said that a number of the fatalities were due to things outside of government control such as medical emergencies, deer collisions, and drugs/alcohol. Further, he said that measuring the number of fatalities rather than the number of fatal collisions was not appropriate considering that the number of people in a vehicle that is involved in a collision is random. Gritzmacher said that he agreed and that it had been discussed among staff, but the MPO was required to use the federal measures.

Next, Palm, Gritzmacher, and Ahrens discussed the merits of the newly created 1% threshold used to determine the trend of a measure. Palm and Ahrens suggested that the threshold gave a false sense of precision and could be inaccurate due to margins of error found in the measures. Gritzmacher said that he agreed and said it would be changed to reflect that the trend is not changing if it is within the margin of error.

Later, Gritzmacher provided an overview of the transit ridership measure. He said that ridership declined in 2015 and 2016 and that trend was continuing this year. The downward ridership trend was consistent with the national trend. He explained that a number of factors – weather, increased density downtown, better bicycle infrastructure, low gasoline costs, and an improved economy – may be to blame for this trend. He stated that the ridership losses have been across the board involving many routes and time periods. Golden commented that a significant portion of the lost ridership came from the UW campus routes.

Moved by Mandli, seconded by Golden, to approve release of the report. Motion carried.

10. Review of Draft Scope for Metro Transit Bus Stop Improvement Study

Schaefer explained that the MPO will be undertaking a study of bus stops in the region for Metro Transit. He then explained that there are two formats for these types of studies – one that make specific recommendations for each stop and another that develops overall policies for stop improvements with thresholds for when certain amenities would be added to stops. Gritzmacher said that the MPO is planning on taking a hybrid approach, inventorying the system and creating an STBG-like scoring system to go along with the inventory. He said that staff planned on applying the scoring system to the existing stops once the criteria were established.

11. Follow-up Discussion on MPO Public Participation Evaluation Recommendations

Schaefer said that staff were still waiting for more responses from board members on the public participation evaluation survey. Only four had been completed to date. If more responses aren't received, he said that staff would take the lead in prioritizing recommendations from the report for implementation. However, he said staff did need board direction on the MPO name/logo issue.

12. Status Report on Studies and Plans Involving the MATPB

Schaefer provided a status update on a variety of projects:

- The surveying work for the household travel mail survey is now complete. The MPO will be receiving the unweighted dataset soon.
- The Bus Rapid Transit implementation may be delayed based on the Mayor's budget. The budget delays funding for the project to 2023. More information will be provided at a future meeting.
- The low-stress bicycle network analysis is nearly complete.
- The MPO is conducting two crash studies – one for pedestrian and bicycles, the other for vehicles. A presentation of the results of the bicycle and pedestrian study will occur at the November meeting.
- Staff is currently working on completing the draft unified planning work program (UPWP). It will be presented at the next meeting.

13. Discussion of Future Work Items

Golden suggested having a future agenda item on transportation funding related to agriculture preservation.

14. Announcements and Schedule of Future Meetings

The next meeting of the MPO Board will be held Wednesday, October 4, 2017 at 6:30 p.m. at Verona City Hall, 111 Lincoln Street, Council Chambers, Verona, WI.

15. Adjournment

Moved by Schmidt, seconded by King, to adjourn. Motion carried. The meeting adjourned at 8:55 PM