

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

**City-County Building, 210 MLK Jr. Blvd.**

**January 17, 2018**

**Room 103A**

**5:00 p.m.**

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**1. Roll Call**

*Members Present:* R. Clark, C. Lawler, J. Rider, J. Richard, E. Sullivan, R. Williams, T. Wilson

*Members Absent:* M. Jones, T. Stoebig, D. Wood

*Staff Present:* W. Schaefer, W. Holloway

**2. Approval of November 15, 2017 Meeting Minutes**

Moved by Clark, seconded by Wilson, to approve the November 15, 2017 meeting minutes.

**3. Staff Reports**

- **MPO/CARPC Workgroup**

Schaefer detailed the ongoing discussions of the workgroup related to potentially merging the MATPB with the Capital Area Regional Planning Commission (CARPC). He summarized the information put together for the next meeting of the workgroup, which identified potential structures if the agencies were to merge, issues associated with a potential merger, and steps for better integrating the planning efforts of the agencies without a merger. He said the materials would be posted on the MPO website and he would send a link.

Wilson, Lawler, and Richard noted that some communities had some ill will towards CARPC and that could negatively impact trust and credibility of the MPO if the two agencies merge. Lawler noted the concern that non-water quality considerations might be used to base decisions on urban sewer service area amendments if the agencies were merged. He asked how the merger discussions might affect the possibility of CARPC expanding beyond Dane County and how that might affect governance. Schaefer said the expansion of CARPC beyond Dane County was a separate issue and was not being considered as part of the merger discussions. It does raise the issue of the different planning areas of the two agencies, which affects the structure of the policy boards. A multi-county RPC would definitely require a separate MPO policy board or committee consisting only of members in the Madison metro area.

- **City of Madison Resolutions Regarding BRT Study**

Schaefer reported that the Madison Common Council adopted the resolution to endorse study of the east-west corridor for the initial Bus Rapid Transit (BRT) project, and that a second resolution had been introduced to approve issuance of an RFP to hire a consultant for the study. The study would likely start this summer.

Williams noted that he and others are interested in again raising the rail alternative to BRT. He also asked about a traffic analysis for the potential BRT project. Schaefer said the scope of work for the BRT study includes conducting a traffic analysis of the different alternatives developed and evaluated for the project. Williams mentioned that recent

technological advances might make it feasible to use battery-powered electric rail cars without the need for overhead wires.

- **City of Madison Title VI Complaint Regarding WisDOT DMV Office Move**

Schaefer reported that the MATPB had submitted a letter to WisDOT asking the agency to reconsider its decision to close its two existing DMV service center locations and consolidate them into one new location on the far west side because of the poor transit access to the new location. The City of Madison subsequently filed a Title VI complaint with USDOT regarding the DMV office move. The League of Women Voters was the first to raise the issue due to the impact on people's access to photo IDs for voting. Schaefer said the MATPB may send a letter of support for the complaint; staff had been working on a transit accessibility analysis of the move that would be provided with the letter.

There was general support among attendees for the letter, and a feeling that continuing limited DMV services at the current Odana Road DMV location and/or the new Hill Farms building would be an easy solution. Schaefer noted that WisDOT's lease for the Odana Road location runs for three more years.

- **Title VI Non-Discrimination Program/Limited English Proficiency Plan**

Schaefer mentioned that the MATPB approved an updated Title VI plan in December. Most of the changes related to the language access plan with the MATPB piggybacking on the city of Madison's new plan.

Williams suggested embedding Google Translate in the MATPB website to allow translation into a wide variety of languages.

#### **4. Review MATPB Policies and Criteria for STBG Transportation Alternatives Set Aside Projects**

Schaefer noted that applications for funding under the STBG Transportation Alternatives program for the 2018-2022 award cycle were due in late January. The MATPB receives an allocation of funding for the program and selects projects based on its adopted scoring criteria. Projects from the Madison area are also eligible for funding under a separate statewide funding allocation. The MATPB's policies and criteria document was revised as part of the last award cycle two years ago, so no major changes are anticipated this time. He reviewed the policies and scoring criteria.

Clark asked whether any engineering analysis was required for projects applying for STBG funding, suggesting that would be helpful given the requirement to start projects within four years of grant award. Schaefer said that initial engineering analysis/design was not required, but projects are more likely to receive funding if they have already had some level of engineering analysis. This is part of scoring criteria. Clark asked how projects are scored for likely usage, and whether there was a quantitative metric. Schaefer replied that MATPB tried use of software to measure accessibility to jobs last time, but the software still needs some tweaks and it was not particularly useful. This time just a qualitative estimate of likely usage by MATPB staff would be made to score projects based on proximity of destinations and location within the bike network.

Clark asked if reconstruction of an existing path was eligible for funding. Schaefer said the current policy was to fund only new paths, but a board member raised that issue previously and it would be reconsidered, at least for future award cycles. Richard asked whether improvements to an existing substandard path could get points for improving safety/accessibility. Schaefer said that such a project could receive funding for improving safety.

## **5. Presentation on Defining and Mapping the Low Stress Bicycle Network**

Schaefer gave a presentation on MATPB's work to define and map the low stress bikeway network, applying the Bicycle Level of Traffic Stress (LTS) methodology to the Madison metropolitan area street network. He explained the different uses for mapping the network, including identifying gaps for prioritizing projects and informing project design.

Committee members were interested in the LTS rating system. Richard mentioned that she would be interested in using the LTS system in Middleton.

## **6. Review Draft Recommendations and Executive Summary Report on Study of Dane County Crashes Involving Bicyclists and Pedestrians**

Holloway discussed the changes to the report made in response to CAC member comments at the November 15, 2017 meeting. These centered on additional detail about crashes involving motorists overtaking bicyclists traveling on the same side of the road.

Holloway then briefly discussed the MATPB recommendations included in the report and the related actions that MATPB is undertaking.

Williams suggested that MATPB issue a press release to publicize the report when it is available.

Rider volunteered to provide information regarding bicyclist and pedestrian safety education for law enforcement officials that MATPB could use in its outreach efforts.

## **7. Committee Member Reports**

None

## **8. Next Meeting Date**

The next meeting will be Wednesday, March 21, 2018 at the same location.

## **9. Adjournment**

The meeting adjourned at 6:35 p.m.

*Notes were recorded by W. Schaefer and W. Holloway.*