

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

March 30, 2016

Madison Municipal Building, Room LL-130

5:00 p.m.

1. Roll Call/Introductions

Members Present: K. Canto, M. Jones, J. Rider, G. Rylander, R. Williams

Members Absent: R. Ferrell, D. Hoffert, I. Rothe, T. Stoebig,

Staff Present: W. Schaefer, D. Kanning

2. Approval of January 20, 2016 Meeting Minutes

Rylander moved, Canto seconded, to approve the January 20, 2016 meeting minutes. Motion carried.

3. Staff Reports

Schaefer reported that the Regional ITS Plan Implementation Committee held their first meeting last month. At that meeting, Peter Rafferty of the Traffic Operations and Safety (TOPS) Laboratory provided a presentation on TOPS Lab ITS activities and a proposed real-time mapping tool project that would show travel times, incidents, links to camera images, etc. He said it was a project recommendation in the ITS plan. Rafferty also presented on Madison's Smart Cities grant application. Rylander asked if slides from that meeting and future meetings could be posted online with the meeting agenda. Schaefer agreed to post the slides. Schaefer informed the committee that seven communities were selected as finalists. Rylander said he heard the city received positive feedback on its application. Canto said he was surprised that only large cities were selected. The committee discussed what factors may have lead to Madison not getting selected. Schaefer said that not having BRT or fixed-rail transit was probably a factor. Williams asked if the ITS plan contains anything about transit priority. Schaefer said the ITS plan focuses on technology, rather than capital projects, but does recommend transit signal priority. Rylander said that transit signal priority is a specific component of BRT.

Schaefer said that WisDOT recently submitted a minor TIP amendment request on behalf of the city of Madison to add Federal STP-Transportation Enhancement Earmark funding for real estate acquisition purposes for the Central Park project. He noted that changes to three locally funded projects on or impacting state highways were identified in the amendment for information purposes.

Schaefer described the new Dane County transit capital grant funding program. He said a meeting was recently held with representatives from area communities to learn about needs and gauge interest in the program. Sun Prairie is the most likely applicant besides Metro. MPO staff has encouraged the city to send WisDOT a letter of intent to apply for additional operating assistance for new commuter bus service in 2017, even though the city is still gauging support for this. The letter is a required first step in the process.

Schaefer reported that WisDOT has made a decision to recommend a short-term alternative for the USH 51 corridor study (Stoughton to McFarland) that combines elements from the no build and build alternatives. He described the elements of the alternative. The study will be converted from an EIS to an EA. He also mentioned that the state is developing an EIS for the I-39/90 and Beltline Interchange. The interchange was separated from the I-39/90 corridor expansion project. WisDOT requested comments from participating agencies on the purpose and need, and Schaefer said that MPO staff prepared a short draft letter for consideration by the board. The two points raised were to reconsider using the 30th highest hour volume as the design volume due to the limited number of congested days confined to summer weekends and think long-term when evaluating design options due to new vehicle technology, etc. Rylander questioned the number to expand the Interstate to eight lanes north of Madison to Portage. The large amount of freight traffic on the interstate was discussed.

4. Presentation on Draft Dane County Bicycle Wayfinding Guidelines

Callaway provided a presentation on the status of the Bicycle Wayfinding project, which is being funded by Dane County Parks, but managed by MPO staff. She described the project scope, which includes developing a Wayfinding Manual and sample Wayfinding Plans for six routes. A Wayfinding Project Oversight Committee has been set up to provide guidance on the project. Callaway described the purpose and need of wayfinding, and the users who would benefit. She presented graphical signage examples that reflect the design/construction standards that have been developed in the Wayfinding Manual. Wayfinding sample plans were displayed, as well as sample destination and travel time/distance information. The manual and sample plans will be completed by early May. A workshop will follow in May or June.

Ryder asked how bicycle travel times would be calculated. Callaway said, if used, they would be developed based upon a casual riding pace, which is similar to how Google calculates travel times for its Google Maps service. Rylander asked how the sign face and letter sizes were determined. Callaway said that sizes were determined using guidance from the Manual on Uniform Traffic Control Devices (MUTCD). Rylander asked about sign placement on streets. Callaway said that signs will be placed on city streets, and that measures will need to be taken to avoid sign clutter. She noted that City of Madison Traffic Engineering staff was on the committee. Rylander asked if the signage will have retro-reflective materials for visibility at night. He recommended searching the literature to see if any studies have been completed that examined the benefits of adding retro-reflective sheeting to bicycle signage. The committee members discussed the issue of using a numbering system to identify routes. Callaway said the project oversight committee decided that trail/path names will be used rather than a color or numbering scheme. Rylander asked why signage will display distances in tenths of a mile. He added that roadway signage uses fractions rather than decimals, and distances are typically rounded to the nearest half mile. Callaway said that the signage is geared for people who are walking and biking. Schaefer noted that distances traveled by bike are generally shorter than distances traveled by automobile, which lends to rounding numbers to a smaller value. Williams asked how the signage will fit in with the U.S. Bike Route System that is under development. Callaway said that Tool Design, the consultant for this project, is also the consultant for WisDOT for the U.S. Bike Route project, thus facilitating coordination between the two efforts.

5. Review and Recommendation on Scoring and Funding of Transportation Alternatives Program Project Applications for the 2016-2020 Program Cycle

Schaefer summarized the eight Transportation Alternatives Program (TAP) applications submitted for the 2016 – 2020 Program Cycle, three of which were submitted by the city of Madison. Schaefer explained that the MPO now receives a direct allocation of TAP funding, and received \$2 million for this cycle. Schaefer reviewed the scoring and ranking for each of the projects. Staff is recommending that the City of Madison's West Towne Path (Segment 1) and the City of Middleton's Northeast Connector Path be funded, along with two years of the Dane County Safe Routes to School education program.

Rylander asked about the cost efficiency of constructing Segment 1 of the West Towne Path now. Callaway said that the Segment 1 path work would be done with the Gammon Road pavement replacement project. Rylander noted that the top four infrastructure projects all received scores that were much higher than the last three. Schaefer mentioned that staff used an accessibility tool to calculate how much each infrastructure project would improve accessibility to jobs and important destinations, but the results were somewhat suspect. The committee discussed the benefits of improving walk/bike accessibility near West Towne Mall.

Schaefer said that staff presented its recommendation to the MPO's technical committee and that the committee concurred with staff's recommendation. Staff will present its recommendation to the MPO Policy Board at their meeting next week. Projects that don't get funded will be forwarded to WisDOT for their review, since they may be eligible to receive state funding. Schaefer said the Badger State Trail may have the best chance to receive state funding. WisDOT has its own criteria for scoring and ranking

projects, but they are similar to the criteria used by the MPO. Jones asked if the Safe Routes to School Grant covers all school districts in Dane County. Callaway confirmed that it does.

Rider moved, Rylander seconded, to recommend approval of TAP funding for the three projects recommended by MPO staff. Motion carried.

6. Update on Regional Transportation Plan 2050

Schaefer said that MPO staff held its first series of kickoff meetings in early March. Turnout was lower than anticipated, but attendees provided insightful and valuable comments. He noted the presentation from the meetings was included in the packet and links to other materials provided. Jones asked when the next series of meetings would be held. Schaefer said that the next meetings will be scheduled for September. The draft plan should be ready by the end of the year; the final plan will need to be adopted in spring 2017. Rylander commented on how difficult it is to plan for 2050, given what is coming with connected and autonomous vehicles.

7. Committee Member Reports

None

8. Next Meeting Date

The next meeting will be held on Wednesday May 18, 2016, 5:00 pm, in Room LL-130 of City-County Building.

9. Adjournment

The meeting adjourned at 6:30 pm.

Minutes were recorded by W. Schaefer and D. Kanning