

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

**121 S. Pinckney Street, Suite 400
MPO Conference Room**

April 25, 2018

5:00 p.m.

1. Roll Call

Members Present: R. Clark, J. Rider, E. Sullivan, R. Williams, D. Wood
Members Absent: M. Jones, T. Stoebig, C. Lawler, T. Wilson, J. Richard
Staff Present: P. Gritzmacher, W. Schaefer

2. Approval of January 17, 2018 Meeting Minutes

Due to a lack of quorum, approval minutes for the January 17, 2018 was deferred.

3. Staff Reports

• **MPO/CARPC Workgroup**

Schaefer provided an update on the MPO/RPC workgroup, saying that the purpose of the group was to examine ways that the two agencies could better integrate their planning efforts, including short term strategies as well as potential long term merger of the MPO with the RPC. He said that the MPO and RPC have been exploring co-locating staff as an initial step and recently learned that the space next to the MPO will be becoming vacant soon. He said that staff had recently toured the property and determined that it would be big enough for CARPC. The next workgroup meeting will occur Monday, April 30, 2018 with an update on this issue and further discussion of other issues.

Williams asked if a potential merger would merge the policy board or result in one unified board. Schaefer said that this is one of the issues being examined. There would likely need to still be two policy bodies with the MPO policy board essentially a subcommittee of the RPC board. This is because of the requirements for membership of an MPO board.

• **Federal Certification Review Report**

Schaefer explained that the Federal Highway Administration (FHWA) has completed its report on the MPO certification review for MATPB. FHWA plans on reviewing its findings with the MPO board at the next board meeting scheduled for May 2, 2018. He explained that the reviews take place every four years and examine the MPO's compliance with federal planning regulations. Further, FHWA uses the opportunity to share best practices with MPO staff and discuss ways to improve the planning process. He said FHWA recertified the MPO with no required corrective actions, a few recommendations, and three commendations. The commendations were for the MPO's bicycle and pedestrian planning efforts, performance report, and public participation evaluation. Notable recommendations include potentially clarifying the relationship between the MPO and City of Madison.

• **MPO Board Appointments**

Schaefer said that MPO board appointments are currently taking place. He said that at least three new appointments would take place to replace Sun Prairie Alder Steve Stocker and former Dane County Supervisors Robin Schmidt and Al Matano.

• **Bicycle Level of Traffic Stress Mapping and Analysis**

Schaefer said that work continues on the Bicycle level of service mapping and analysis project. The stress level of each segment and crossing in the network had been calculated and mapped with traffic volumes now incorporated for roads that do not contain bicycle facilities. He also said that staff was

working on creating a web map with a routing tool that will allow users to select routes based on the level of stress they are willing to accept on their route. He said that the tool would be similar to Google Maps, but would not be available as a mobile phone app.

- **Local Roadway Intersection Safety Analysis**

Schaefer said that staff was beginning to work on a roadway intersection safety analysis. He said that a database with intersection information, including travel volumes entering the intersection, had been completed and that a methodology for the analysis selected and being refined.

- **Potential MATPB “Rebranding” Effort**

Schaefer said that staff has been working to implement the Public Participation Evaluation, specifically researching efforts from other MPOs related to renaming and rebranding the MPO. He said that staff intends to request board approval to move forward with the hiring of a consultant to help with the effort.

4. Review of Scoring and Funding of STBG Transportation Alternatives Set Aside Project Applications

Schaefer reviewed the four projects submitted for STBG Transportation Alternatives Set Aside program funding. He said that the MPO received two projects from Madison, one from the Village of Cottage Grove, and one from Dane County for the Safe Routes to school program.

He said that staff recommended funding the City of Madison’s Garver Path project using the funding allocated to the MPO. The other projects were submitted to WisDOT for consideration of funding with the statewide funding pool, with Cottage Grove’s Glacial Drumlin Trail connector project given the highest priority. Schaefer said staff thought it had an excellent chance of being selected for funding due to its regional nature and low cost. Staff suggested the board consider funding the Glacial Drumlin Trail connector project instead of the Garver path if it was not awarded funding from WisDOT. This is because Madison has received funding for major projects every cycle and for geographic equity reasons it would be nice to spread the funding around. The board concurred with the staff recommendation.

5. Presentation on Metro Bus Stop Amenities Study

Gritzmacher gave a presentation on the Metro Bus Stop Amenities Study explaining the purpose of the study to develop a screening tool for prioritizing improvements to bus stops. He explained that he had recently presented the study to the MPO board and Metro staff and is currently looking for feedback on the draft document.

Clark asked how situations where right of way was limited were handled. Gritzmacher said that because the report was a screening tool, those situations would have to be addressed on a case-by-case basis. In some cases, the recommended improvement (e.g., shelter) might not be able to be installed. Clark then commented that one could argue only ridership at stops mattered, not the density of the area around the stop since that was simply related to likely ridership. Gritzmacher replied that studies found that the architectural interest of an area has an impact on rider perceptions of wait times, leading to a willingness to wait longer with fewer amenities in a more dense area. Further, the likelihood of private amenities in a densely populated area is higher than the likelihood of finding similar amenities in a less populated area.

Sullivan suggested that schedule should be separated from bench in the amenities table because all stops should have a schedule. Gritzmacher said that Metro staff provided similar feedback and that he intended to make that change in the final report. Williams commented that fare equipment was expensive. Gritzmacher said that he agreed and explained that the amenities would only be available at very high utilization stops.

6. Review of Work to Assist Sun Prairie in Planning for Commuter Bus Service to Madison

Gritzmacher gave a presentation on MPO’s staff work to assist Sun Prairie in planning for new potential commuter bus service to Madison. He explained that their transit committee wanted route examples, travel times, and estimated costs for both Metro Transit provided and private service. Schaefer said Sun

Prairie was interested in contracting with Metro, but if Metro couldn't do it because they didn't have buses available they would contract with a private provider until Metro could provide the service. Wood cautioned about using a private provider, stating that based on Monona's experience it was difficult to transition from contracting with a private provider to contracting with Metro for service because of the greater expense.

7. Committee Member Reports

Williams gave a report of his trip to the Rockford intercity bus terminal.

8. Next Meeting Date

The next meeting will be Wednesday, July 18, 2018 at the City-County Building, Room 103A.

9. Adjournment

The meeting adjourned at 6:23 p.m.

Notes were recorded by P. Gritzmacher and W. Schaefer.