

**MEETING ANNOUNCEMENT**  
**Madison Area Transportation Planning Board**  
A Metropolitan Planning Organization (MPO)

**July 11, 2018**

**Metro Transit Administration Building**  
**1245 E. Washington Ave., Administrative**  
**Conference Room**

**6:30 p.m.**

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*Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.*

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Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntauw ntauw ua lwm hom ntauw, los sis lwm yam kev pab kom koom tau rau lub rooj sib tham no, hu rau Madison Lub Tuam Tsev Xyuas Txog Kev Npaj, Lub Zej Zos thiab Kev Txhim Kho (Madison Planning, Community & Economic Development Dept.) ntawm (608) 266-4635 los sis TTY/TEXTNET (866) 704-2318.  
*Thov ua qhov no yam tsawg 48 teev ua ntej lub rooj sib tham kom thiaj li npaj tau.*

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*请在会议开始前至少 48 小时提出请求，以便我们做出安排。*

Note: Members of the board will convene at 6:00 p.m. in the surface parking lot of the Metro Transit Maintenance Facility, 1101 E. Washington Avenue, and proceed together to tour the Metro facility before convening at the meeting location in Metro's Administration Building. No official MPO business will be conducted on the tour.

## AGENDA

1. Roll Call
2. Approval of June 6, 2018 Meeting Minutes
3. Communications
4. Public Comment (for items *not* on MPO Agenda)
5. Public Hearing on Amendment #3 to the 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, Making Changes to the STBG Urban Priority Projects and Funding

*Note: Action by the MPO on the TIP amendment is anticipated following the hearing unless comments are received expressing concerns in which case action may be postponed until the August meeting. Written comments on the TIP amendment are invited until 4 p.m. on July 11, the date of the meeting, and should be sent to the MPO offices at 121 S. Pinckney St., Suite 400, Madison, WI 53703 or e-mailed to wschaefer@cityofmadison.com.*

6. Election of Officers
7. Resolution TPB #140 Approving Amendment #3 to the 2018-2022 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
  - STH 30 (Fair Oaks Ave. Bridges), Concrete Overlay of Bridge Decks (NEW)
  - Buckeye Road/CTH AB (Monona Dr. to Stoughton Rd./USH 51), Reconstruction (DELETE)
  - Madison Ped/Bike Safety Education Program (DELETE 2018 funding)

- CTH M/S. Pleasant View Rd. (Cross Country Rd. to Valley View Rd.), Reconstruction & Expansion (Increase funding, const. in 2017-2019)
  - E. Johnson St. (N. Baldwin St. to First St.), Reconstruction (Increase funding, const. in 2019)
  - Cottage Grove Rd./CTH BB (North Star Dr. to Sprecher Rd.), Reconstruction & Expansion (DELETE)
  - Atwood Ave. Phase 1 (Fair Oaks Ave. to Walter St.), Reconstruction (ADD, const. in 2020)
  - McKee Rd./CTH PD (Commerce Park Dr. to Seminole Hwy.), Reconstruction (Increase funding, const. in 2020)
  - Gammon Rd. (Seybold Rd. to Mineral Point Rd.), Reconstruction (Small decrease in funding, const. in 2020)
8. Approval of Comment Letter on Alternatives for Interstate 39/90 and US Highway 12/18 Beltline Interchange Project
  9. Presentation on MATPB Rideshare/TDM Program
  10. Discussion Regarding WisDOT Release of 2019-2022 STBG Urban Program Policies and MPO Funding Allocations
  11. Brief Update on the Coordinated Public Transit – Human Services Transportation Plan
  12. Brief Presentation on Low Stress Bikeway Map Application Developed by MATPB Staff
  13. Appointment to MATPB-CARPC Workgroup
  14. Status Report on Capital Area RPC Activities
  15. Status Report on Studies and Plans Involving the MATPB:
    - USH 51/Stoughton Road (USH 12/18 to I-39/90/94) Corridor Study
    - Beltline (USH 14 to CTH N) Corridor Study
    - Interstate 39/90/Beltline Interchange Study
    - Other WisDOT Corridor Studies
  16. Discussion of Future Work Items:
    - Madison Area Household Travel Survey
    - AirSage Origin/Destination Data Analysis
    - Bus Rapid Transit (BRT) Implementation Planning
    - Low Stress Bikeway Network Identification/Mapping and Analysis
    - Local Arterial Roadway Intersection Safety Analysis
    - Strategic Plan for Enhancements to Travel Model and Other Planning Analysis Tools
    - Coordinated Public Transit – Human Services Transportation Plan Update
    - Transit Development Plan Update
    - MPO Website Redesign and Reorganization
    - Implementation of Public Participation Plan Evaluation Recommendations
    - Issue of Relationship between MPO and City of Madison
  17. Announcements and Schedule of Future Meetings
  18. Adjournment

Next MPO Board Meeting:

**Wednesday, August 1, 2018 at 6:30 p.m.**  
 Madison Water Utility, 119 E. Olin Avenue, Room A-B

**Madison Area Transportation Planning Board (an MPO)  
June 6, 2018 Meeting Minutes**

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**1. Roll Call**

**Members present:** David Ahrens, Mark Clear, Ken Golden, Chuck Kamp, Jerry Mandli (arrived during item #5), Ed Minihan, Larry Palm, Bruce Stravinski, Doug Wood

**Members absent:** Steve Flottmeyer, Steve King, Mark Opitz

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

**Others present in an official capacity:** Mitch Batuzich (Federal Highway Administration, Wisconsin Division), Chris Petykowski (City of Madison Engineering), Rob Phillips (City of Madison Engineering)

**2. Approval of April 4, 2018 Meeting Minutes**

Moved by Kamp, seconded by Golden, to approve the April 4, 2018 meeting minutes. Motion carried.

**3. Communications**

- Letter from Schaefer on behalf of MATB in support of the Village of Cottage Grove’s WisDNR Stewardship funding application for the Glacial Drumlin Trail Connector project.

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

None

**5. Election of Officers**

Clear said it was at the pleasure of the board whether to take up elections or wait until all new board members have been appointed and have him continue in his Acting Chair role. Clear noted the board does not have a Vice Chair and he will be absent from the next meeting so at a minimum a Vice Chair should be appointed. Palm said it was awkward to do that because Clear is also Vice Chair now. Ahrens pointed out Clear would be absent from officer elections if done at next meeting.

Palm moved, Kamp seconded, to appoint Clear as Chair. Clear accepted. There were no other nominations and a unanimous vote was cast for Clear.

There was discussion about whether to take up the election for Vice Chair or postpone that until the next meeting. Ahrens volunteered to chair the next meeting if the vote on Vice Chair was postponed until the next meeting.

Palm moved, Golden seconded, to postpone the election of the now vacated Vice Chair to the next meeting. Motion carried.

**6. Presentation on MATPB Federal Certification Review Report**

Batuzich provided a presentation on the MATPB certification review with some background information and review of the findings, including five recommendations, three commendations, and no corrective actions.

Golden asked for further clarification on the comment related to storm water in context of the climate change/resilience recommendation. Batuzich responded that mitigation of storm water was one of the new planning factors that must be considered. He said Green Bay was looking at incorporating this into the project scoring process. He noted the Monroe Street project had a significant storm water management aspect. This is the largest risk from climate change and the likely more severe storm events. FHWA recommended use of the Vulnerability Assessment Framework tool. Schaefer noted that regional plan

recommendation was to do a study to identify the most flood prone areas and ways to mitigate flooding in them and deal with flooding events.

Clear asked about the recommendation to incorporate analysis of freight bottlenecks in future updates to the Congestion Management Plan. Was that something the MATPB just didn't do? Batuzich said more emphasis has been placed on freight in the planning process in recent years, including coordination with freight operators. It is also a national performance measure, though only focused on the interstate. Schaefer said staff looked at bottlenecks, but not in the context of how they affected trucks in particular. Trucks are affected by the same congestion as cars, but some locations are more important from a freight standpoint. The issue is getting accurate data to identify these bottlenecks.

Kamp asked whether USDOT looked at how public transit was planned and coordinated as part of certification reviews. Batuzich said USDOT will mention best practices from other areas in the reviews. Kamp noted the lack of a regional transit authority or district hinders transit planning and funding in the Madison area. Batuzich agreed that was a major obstacle. Kamp suggested it could have been included in the report. Batuzich agreed, but said it was a legislative issue and a statewide issue. Golden said the issue was more than just funding, but impacted the units of government that take ownership of the issue. It also impacts the ability to plan and fund service that crosses jurisdictional boundaries. Batuzich said he understands there is an organizational as well as funding issue. He suggested perhaps a peer exchange, bringing in people from another area that had successfully dealt with this issue or had a model structure. Kamp noted there was an RTA legislative study committee, which made recommendations. Revisiting that would be timely. Wood mentioned Monona's situation with a separate transit system, saying that contracting with Metro hasn't been done because it would be more expensive and it hasn't been feasible due to levy limits. The solution needs to address both governance and funding.

#### **7. Resolution TPB #139 Approving Amendment #2 to the 2018-2022 Transportation Improvement Program for the Madison Metropolitan Area & Dane County**

Schaefer reviewed the three new state highway maintenance projects that the amendment would add to allow design work to begin this year. He pointed out that only design funding was being programmed at this time for the Beltline project because the scope of the project was uncertain and construction funding hadn't been approved.

Wood asked whether the \$2 million in the project listing was construction or engineering. Schaefer said it seemed very high, but was for engineering. He said perhaps WisDOT just inserted a placeholder amount given the uncertainty regarding the scope.

Moved by Golden, seconded by Mandli, to approve Resolution TPB #139 approving amendment #2 to the 2018-2022 TIP. Motion carried.

#### **8. Approval to Release for Public Review and Comment Proposed Amendment to 2018-2022 TIP Related to Changes in STBG-Urban Projects and Funding**

Schaefer explained the reason for the proposed changes to STBG Urban projects and funding. He said City of Madison Engineering staff informed MPO staff it would not be moving forward with the approved Buckeye Road project in 2019 and Cottage Grove Road project in 2020 due to a failure to reach agreement with the county on local share funding and future jurisdiction of the roadways. He reviewed the plan for reallocating the funding to other projects, adding funding to three that are short of federal funding and adding the Atwood Avenue project in 2020. He explained that under MATPB TIP amendment rules this is considered a major amendment, requiring a notice and comment period and hearing before approval. Staff was seeking approval to release the proposed amendment for notice and comment. Schaefer mentioned Rob Phillips and Chris Petykowski from City of Engineering were present to answer questions and provide more information on the Atwood Avenue project.

Clear asked if there were questions about the process and why the TIP amendment was being proposed. Golden asked if the lack of agreement was due to the county requesting the city to take over jurisdiction of the roadways. Schaefer confirmed that was the issue. Clear asked Phillips to speak.

Phillips commented that the county had been a good partner with the city on many projects in the past, including most recently the very large County Trunk Highway (CTH) M project. He said they just disagreed about this particular issue of jurisdictional transfer. He said city staff understands that the function of roadways change over time and adjustments in functional classifications and consequently jurisdiction need to be made. However, the city was opposed to transfers of jurisdiction in the absence of data to support that, but rather as a matter of county policy. He said the Southeastern Wisconsin RPC conducts jurisdictional studies and makes recommendations on future jurisdiction of roadways to facilitate agreement between parties. Phillips said the city would support such a study for Dane County.

Clear asked for questions of Phillips. Kamp asked about the responsibilities impacted by a change in roadway jurisdiction. Phillips said it entailed a complete transfer of all maintenance responsibility for the roadway, including snowplowing, signing, marking, maintenance, and eventually reconstruction. In response to question from Clear, Phillips added that it included the entire right of way, including sidewalk and curb and gutter.

Schaefer mentioned that the MATPB had included in its work program for 2017 to conduct a jurisdictional roadway study to work with a study committee to develop criteria, collect data, and make recommendations for long-term jurisdiction of regional roadways. He said the study was going to be done only if WisDOT, county, and local government staff agreed to participate. Schaefer said Mandli wrote him to say the county wanted to conduct the study and would start last summer, but it had yet to be started. Schaefer questioned whether it made sense for the county lead the study anyway. Schaefer said MATPB staff was still willing to conduct the study. Ahrens asked about WisDOT's view, and Schaefer said Flottmeyer had agreed for WisDOT to participate in the study. In response to a question from Stravinski, Schaefer clarified the study would be for the entire county.

Golden said he agreed the study should be an independent one, but he also thought there should be policymaker involvement because there are policy considerations to the data analysis and criteria developed. He mentioned Mineral Point Road as an example of a roadway that has a significant amount of commuter traffic from outside the City of Madison. He said in these cases perhaps a cost sharing arrangement could be developed. That agreement would need to be developed with involvement by policymakers to avoid staff being viewed as biased if an entity didn't like the proposal.

Mandli first commented that he didn't appreciate Golden's comments about the county not doing anything related to transit as the county created the RTA before the legislation was rescinded. Regarding the jurisdictional study he said the study needed to encompass the whole county, not just the urban area. He commented that he thought the MATPB was biased in favor of the City of Madison. He cited as an example of that comments made by MATPB staff on a WisDOT proposal to restructure the STBG Urban program. MATPB staff raised concerns about the proposal, questioning whether the change would result in cost savings, raising a concern about the county's lack of experience in managing the program, and noting that the city and county do not have a great working relationship right now. Schaefer provided background on the WisDOT proposal that MATPB staff had commented on. WisDOT presented the proposal to Wisconsin MPO staff on a conference call. Among many aspects of it, it would have transferred administration of the program from WisDOT Region office staff to counties. It would have taken MPOs' federal funding and converted it to state funding. MPO staff raised a number of concerns about the proposal, and WisDOT staff dropped it rather than working with MPO staff to address their concerns.

Mandli continued, saying that the city and county had come a long way in working on projects. He noted that the county's jurisdictional transfer policy had been in place for almost ten years. When a transfer is made, the county leaves the road completely rebuilt. He mentioned that the county has worked out creative roadway maintenance agreements with the city in the past. He commented that communities often wanted to include

decorative treatments and other things in roadway projects to sell them, but that drives up the cost. He pointed out the county does not have as many ways to fund projects as cities and villages. The new vehicle registration fee will add new revenue, but there are a great number of rural roadways in need of improvements. He noted the county has participated on major city projects. Regarding the jurisdictional study, he said the county had other priorities.

Golden said he wasn't around for the experience with the RTA. The comment about the county not playing a constructive role in public transit was in reference to the \$2 million included in the county's capital budget a few years ago that was never spent due to a questionable legal opinion that the county could not fund such projects. Regarding the comment about the MATPB being biased, if that is widespread it supports the idea of moving the staff over to the RPC. Lastly, he responded that he was troubled by the comment about adding decorative treatments and other things to sell projects since the county needed to sell the projects as well. Wood responded that no one was saying jurisdictional transfers are bad per se, but that they should be based on data to make the decisions. He also commented that it sounded like a discussion was needed regarding the structure of the MATPB. In response to question by Kamp, Mandli said that transfers are executed via resolutions by both governmental bodies.

Stravinski questioned whether the county was giving up its state aid funding for roadways that are transferred to a city or village. Mandli said the state aid for that mileage goes to the entity that owns it, but then proceeded to explain in more detail how state aid was computed for local communities and the county. For smaller municipalities it is based on mileage, but for larger municipalities and the county it is based on available funding and historic maintenance costs. Phillips added that for the way the aid is computed the city does not receive more aid if it takes over jurisdiction of a roadway. Stravinski said Windsor was dealing with this issue currently and he felt like the county was blackmailing the village by demanding the village take over the roadway if it was repaired and indicating the project would not be done otherwise. He said the village was concerned about the precedent the transfer would set given that the village has a significant amount of rural area.

Ahrens suggested that a countywide study that included all stakeholders would alleviate concern that it would be biased to benefit Madison, and made sense. Mandli said the county decided to hold off on the study when they heard WisDOT was considering changes in how STBG (formerly STP) Urban and Rural funding would be handled, but he agreed that an approach based on data would be good. Ahrens responded that he thought the MPO could play a role in terms of research and data collection and analysis for a jurisdictional study. Schaefer agreed, and added that policy comes into play in developing and applying the criteria. For that policy maker involvement was needed. He also mentioned that agreements could be negotiated regarding cost sharing for maintenance to ensure equity as transfers are made. Mandli commented that based on past experience even with the data it can be difficult to reach agreement. Minihan noted that the state reductions in funding have pitted local governments against each other.

Petykowski from City of Madison Engineering reviewed the draft design for the Atwood Avenue reconstruction project that was presented at a recent public meeting. He noted the likely proposed change from an off-street path to on-street bike lanes south of Walter Street in response to comments received. There are existing bike lanes south of Cottage Grove Road.

Wood asked about the width of the bike lanes, noting many people feel the lanes on Monona Drive were too narrow. Petykowski said they could be wider along the park, but to the south would need to be the standard six feet, including the gutter pan. Wood asked if there was any needed right-of-way acquisition, and Petykowski said no. Golden asked about the possible consolidation of some of the driveways, and Petykowski said that would be sought for some properties.

Moved by Wood, seconded by Ahrens, to approve releasing the proposed TIP amendment related to STBG Urban projects and funding for public review and comment. Motion carried.

## **9. Approval to Seek Bids and Hire Marketing Consultant to Assist with Rebranding Effort**

Schaefer said staff had presented on the issue at the February meeting and after a brief discussion at the April meeting the board approved staff putting together an RFP. Because the contract amount would at most be \$25,000 an RFP was not required. Staff just needed to obtain bids. Schaefer said staff planned to seek bids on a number of aspects of the project and then decide on what to contract out and what to do in-house. The services included developing a new name and logo, a style guide, business card and document templates, and other marketing materials. Staff was seeking approval to go out for bids on these services.

Moved by Stravinski, seconded by Palm, to approve staff seeking bids to hire consultant to assist with the rebranding effort. Motion carried.

## **10. Approval to Publish Metro Bus Stop Amenities Study Report**

Schaefer said that staff had provided a presentation on the study at the board's March meeting, and since then worked with Metro Transit staff to develop the draft report. He reviewed the draft report, highlighting information that had not been included in the presentation, such as the accessibility and transfer point sections, and pointing out changes such as the separating out of bus stops owned by other entities. He then reviewed the conclusion and implementation section. Schaefer mentioned that Metro was interested in doing a more comprehensive bus stop accessibility study, and MPO staff had started work to develop a detailed pedestrian network GIS database, which would allow this analysis.

Golden asked about the source of data on the residence location of people with disabilities, and Schaefer said it was from the Census. He complimented staff on the report and said the author should be highlighted. Kamp thanked staff. He said Metro anticipates that with the paratransit service changes more people would be using bus service and the report and data would be helpful in looking at and responding to this. Golden suggested the next Transit Development Plan update include a section that addresses this report and ties it into the city's capital budget.

Moved by Ahrens, seconded by Kamp, to approve publishing the report. Motion carried.

## **11. Review of Materials from Recent Public Information Meeting on the Interstate 39/90 and USH 12/18 Beltline Interchange Project**

Schaefer provided some background on the study and the WisDOT decision to reduce the scope of the interchange project resulting in a change from an EIS to an EA. Hoesly reviewed the two design alternatives that are being evaluated, pointing out that the main difference between the two is whether or not the additional third lane in each direction is carried through the interchange. Schaefer and Hoesly said that Alternative B—carrying the three lanes through the interchange—made the most sense and would likely be chosen.

Clear asked if significant right-of-way acquisition was needed for Alternative B. Hoesly said she wasn't sure how wide the right-of-way was, but didn't think much land, if any, would need to be acquired. Ahrens asked about the project timing, and Hoesly said 2020 when the north section of the interstate expansion project is completed. Wood asked if the MATPB should provide a letter of comment recommending Alternative B. Schaefer said that could be done since WisDOT would be selecting the preferred alternative between now and the fall. There was consensus among the board to put a letter of comment in support of Alternative B on the agenda for the July meeting.

## **12. Appointment to MATPB-CARPC Workgroup**

Schaefer explained that a replacement for Matano needed to be made with the appointment by the chair. Ahrens said it would be good for the chair to be part of the workgroup. Clear agreed to appoint himself to serve on the workgroup.

### **13. Status Report on MATPB-CARPC Workgroup Activities**

Schaefer said staff has been working on potential co-location of MPO and CARPC staff with possible locations being either the building the MPO is in or 30 W. Mifflin Street. He said there was discussion at the last meeting that a complete merger of the agencies was not worth pursuing in the short term. Staff will be putting together a draft report to review with the group at its next meeting, probably in July.

Golden commented that given the discussion earlier that this effort should be publicized to the cities and villages and the county as they may have interested in weighing in prior to recommendations being developed. Stravinski said he had been providing informal updates to the village president and Towns Association chair. Palm added that he had spoken to the County Board Chair, County Executive's office, Mayor of Madison, and the Cities and Villages and Towns Association heads. A letter was also sent out regarding the effort.

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

Palm provided an update on the A Greater Madison Vision project. He said four scenarios had been developed and they were working on a survey to solicit input on them. He also mentioned that CARPC was going to start working on a strategic planning framework looking at the planning horizon of CARPC and the MPO and other issues. He also said CARPC received positive feedback about its budget for next year.

### **15. Status Report on Studies and Plans Involving the MATPB**

Schaefer said there may be something to report on the Stoughton Road study in the fall, but other than that nothing to report on in terms of WisDOT studies.

### **16. Discussion of Future Work Items**

Schaefer said he would defer most of the updates to the next meeting, but mentioned the Bicycle Level of Traffic Stress web map and application with routing function had been completed and was awaiting city IT approval. He also mentioned that the consultant team lead by AECOM was selected for the BRT study. Staff was also preparing for a stakeholder meeting on the Coordinated Plan update in late June.

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

Clear said due to the holiday the next board meeting is July 11. There was discussion about the location of the meeting. The currently planned location at the City-County Building is problematic due to the parking garage construction and Concerts on the Square. Kamp offered use of the administrative conference room at Metro's offices, 1245 E. Washington Ave., and it was agreed to move the meeting there.

### **18. Adjournment**

Moved by Ahrens, seconded by Kamp, to adjourn. Motion carried. The meeting adjourned at 8:56 PM.