

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

**July 17, 2019**

*Madison Water Utility, 119 E. Olin Ave., Room A-B*

**6:00 p.m.**

---

**1. Roll Call**

*Members Present:* P. Caravello, R. Clark, C. Clow, D. Krause, B. Preboski, J. Rider, R. Williams

*Members Absent:* M. Jones, C. Lawler, S. Schmitz, E. Sullivan, T. Wilson

*Staff Present:* W. Schaefer, D. Kanning

**2. Approval of June 12, 2019 Meeting Minutes**

Clark moved, Clow seconded, to approve the June 12, 2019 meeting minutes. Motion carried with Krause abstaining.

**3. Staff Reports**

- **Draft 2020-2024 TIP – Release in early August**

Schaefer explained process of developing the TIP. He said MATPB staff held a TIP project coordination meeting with WisDOT, Dane County, and City of Madison staff earlier this week as part of that process. Preliminary draft scoring of STBG – Urban applications will be presented in Item 4.

- **Anticipated Transportation Alternatives program application cycle**

Applications for the next Transportation Alternatives Program application cycle for 2020-2024 will be available in the fall and due in early 2020.

- **Section 5310 program application cycle**

Section 5310 program applications for 2020 projects are due in early August.

- **Pedestrian Facility Database/Network**

MATPB staff recently completed a pedestrian facility database/network, with the help of an intern. Staff plan to present on this at a future meeting.

**4. Review of Preliminary Draft Scoring of STBG – Urban Project Applications and Priority Listing of Projects for 2020-2025**

Kanning reviewed the ten STBG-Urban project applications received. Schaefer reviewed the project scoring and draft priority project listings tables. Staff is proposing to award funding to the Pleasant View Road and CTH M projects along with the annual funding of MATPB's Rideshare/TDM program and the City of Madison's pedestrian and bicycle safety education program. MATPB had conditionally approved funding for the Pleasant View Road capacity expansion project in the last application cycle. Since then, it was decided that it made more sense to extend the project south to Timber Wolf Trail to tie into recent improvements to the Old Sauk Road intersection. In part because of this, the cost for the project has increased substantially. He mentioned that MATPB might receive some supplemental funding. If so, staff would recommend that the Exchange Street project be funded despite its low score due to the MATPB policy goal to utilize 10% of its funding over time for small projects.

Williams asked why there were no transit projects despite some major capital needs. Schaefer said that funding had been provided in the past to Metro Transit for buses, but the City of Madison did not submit a transit project application this funding cycle. Rider noted that Metro Transit would be applying for federal transit funding for a planned satellite bus facility at the former Oscar Mayer site. Preboski asked about the planned cross-section for CTH M south of CTH K. Schaefer said that hasn't been decided yet, but based on traffic forecast modeling he didn't think an expansion to four lanes was necessary as most of the growth in traffic would be on CTH K using that to get over to USH 12. Preboski asked about the planned park and ride location for the CTH M project. Schaefer said it would be located in the area of the CTH K intersection.

## **5. Presentation on East-West Bus Rapid Transit (BRT) Study**

Schaefer described the East-West BRT Planning Study public engagement opportunities that were employed between December 2018 and May 2019 and some of the results in terms of public priorities. Public engagement opportunities will continue with a public meeting scheduled for August 29 and a design charrette in September. Mobile engagement sessions, small group meetings, and focus groups will also continue. The results from Survey No. 2 are still being processed. Next, Schaefer provided an overview of the East-West BRT Corridor and preliminary route alternatives. He described example cross section and runningway options. Lastly, Schaefer reviewed the project development process and timeline with service potentially starting in 2024.

Royce expressed concern about the lack of technical analysis information on the BRT project website. Schaefer said that results are still forthcoming, and that information will be posted once it is available around the time of the next public information meeting, if not before.

## **6. Presentation on the MPO**

Deferred

## **7. Committee Member Reports**

None

## **8. Next Scheduled Meeting Date**

The next meeting will be Wednesday, September 18, 2019.

## **9. Adjournment**

Preboski moved, Krause seconded, to adjourn. The meeting adjourned at 8:12 p.m.

*Minutes were recorded by W. Schaefer and D. Kanning*