

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

July 20, 2016

Madison Municipal Building, Room LL-130

5:00 p.m.

1. Roll Call/Introductions

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

Members Absent: I. Rothe, T. Stoebig

Staff Present: W. Schaefer, M. Cechvala

2. Approval of May 18, 2016 Meeting Minutes

Rylander moved, Canto seconded, to approve the May 18, 2016 meeting minutes. Motion carried.

3. Staff Reports

Schaefer reported that the performance measures report has been completed and distributed final copies to the committee. He mentioned some of the changes made from the earlier draft report. Comments from citizen and RTP committee members as well as the MPO board were incorporated, including reducing the amount of text, improving graphics, and adding a key findings section. Specialized transportation ridership was added. Transit road service calls were removed since that measure is duplicative of bus age.

The Dane County travel demand model improvements project is progressing. Transit related improvements will include more accurate bus and BRT speeds, better ridership validation through improved model choice model, and better representation of UW campus trips. A separate project involves better calibrating the auto speeds in the model.

Schaefer said that there are presentation materials from the City of Madison's *Madison in Motion* plan in the mailing. Recommendations are coming out and will be presented at upcoming public meetings. It is a strategic plan to guide transportation planning and investments. It overlaps to some degree with the MPO's plan, particularly in terms of the transit and bicycle components.

Schaefer said that a preferred improvement alternative had been selected for WisDOT's USH 51 corridor study between McFarland and Stoughton, which focuses primarily on intersection and maintenance improvements rather than expansion to a 4-lane expressway. Because funding for construction isn't expected to be available for a few years, completion of the study is being delayed. FHWA requires that project design start within five years of completion of the environmental study.

WisDOT issued a draft purpose and need document for the Interstate (Madison – Portage) corridor study, and the MPO provided a letter of comment on it. The main issue of content was WisDOT's use of Level of Service C at the 30th highest design hour to document the future need for a capacity expansion of the roadway. This part of the interstate peaks during summer weekends and staff and the board thought that was an excessively high standard and would result in a design that was not a cost-effective use of limited funds. Rylander said that there will be an upcoming update of the Highway Capacity Manual and it would be interesting to see how that update would affect the planning work.

The MPO's website will be redesigned and modernized with "technology responsive design," meaning it would work well with a variety of devices. Several members indicated that it would be good to keep the current URL. Schaefer said that the URL will remain the same.

4. Review of Draft Transit System Network Recommendations for the Regional Transportation Plan (RTP) 2050

Schaefer and Cechvala gave a brief introduction on the status of transit planning for the long range plan. Cechvala gave a presentation on the transit recommendations, noting that existing conditions and analysis were reviewed at the last meeting. Ridership growth from the recommendations, including bus rapid transit, new peripheral service, intensification of transit in central Madison, and new regional express service, will be estimated using the improved travel demand model. Other recommendations include preserving rail corridors for potential passenger rail service and a new intercity bus station. Cechvala said that the City of Madison could be moving forward soon with the next phase of study for BRT to identify a starter project and the scope.

Rylander asked if park-and-ride lots would be included with BRT. Cechvala said that one or two would be included towards the end of each BRT line. Williams supported planning for an intercity bus terminal and asked what the plan was for Monroe Street. Cechvala and Schaefer responded that an intercity bus terminal would be included in the plan and the recommendation for Monroe Street is frequent local service every 15 minutes or better throughout the majority of the weekday. Converting Route 7 to Route 3 is a recommendation in the Transit Development Plan.

5. Review Bicycle and Pedestrian Facility Needs Analysis for the RTP 2050

Cechvala said that a major update of the sidewalk database had been done, starting with a review of aerial photos and adding new codes to reflect rural areas and urban areas where sidewalks are not expected like ramps and frontage roads. He gave a presentation showing work that had been done with the Sugar Access software that estimates the pedestrian demand geographically, taking into account destinations like shopping and health facilities but also weighted by population. He presented a draft map showing priority missing sidewalk segments on urban collector and arterial streets and said that it is a work in progress.

Cechvala reviewed bicycle planning work that had been done for the Bicycle Transportation Plan and said that much of this work would be referenced in the long range plan. He presented a draft map showing priority gaps and barriers in the existing urban bikeway network, and said that it is a work in progress.

Rylander said that having sidewalk on both sides of the street is preferred in most cases but getting it on one side is more important. He said that Pheasant Branch Road should be added to the map as a corridor that needs ped/bike facilities. Schaefer and Cechvala agreed. Rylander said that in some cases it is better to channel pedestrians into fewer road crossings for safety reasons and that crossing limited access highways at grade can be dangerous. Cechvala added that additional crossings are often used to improve access between neighborhoods and to discourage people from crossing mid-block.

6. Review Major Projects in the Draft 2017-2021 Transportation Improvement Program

Item deferred.

7. Committee Member Reports

None

8. Next Meeting Date

The next meeting will be held on Wednesday September 21, 2016, 5:00 pm, in Room LL-130 of City-County Building.

9. Adjournment

The meeting adjourned at 6:45 p.m.

Minutes were recorded by W. Schaefer and M. Cechvala