

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

City-County Building, 210 MLK Jr. Blvd.

September 20, 2017

Room 103A

5:00 p.m.

1. Roll Call

Members Present: R. Clark, M. Jones, J. Richard, R. Williams, D. Wood

Members Absent: K. Canto; C. Lawler, J. Rider, T. Stoebig, E. Sullivan, T. Wilson

Staff Present: W. Schaefer, D. Kanning

2. Introductions

Schaefer led introductions since four committee members were recently added.

3. Approval of July 19, 2017 Meeting Minutes

The July 19, 2017 meeting minutes could not be approved because a quorum was not met.

4. Staff Reports

Schaefer reported that the MPO's Federal Certification Review was completed last month. FHWA conducted the review and held meetings with MPO, WisDOT, and Metro Transit staff. The review culminated with an informational session where members of the public had an opportunity to provide comments on the regional transportation planning process. FHWA staff is currently generating a report with findings and recommendations from the review. MPO staff has been told the MPO will be found in compliance with all planning requirements and there will be several commendations.

Schaefer stated that the pedestrian/bicycle crash study is nearly complete. Staff reviewed pedestrian/bicycle crashes that occurred over a five-year period within the county. Staff will present the study findings at the next CAC meeting.

Schaefer provided an update of the bicycle level of stress analysis. The methodology takes into account traffic speeds, number of lanes, presence of bike facilities, and other factors along the roadway network to determine the level of traffic stress. Once the network is built MPO staff plan to use it to identify important gaps and conduct accessibility analyses with it. A presentation will be provided at a future meeting.

Schaefer reported that staff is initiating a multi-year strategic plan to improve the travel demand model and other planning analysis tools and data. Staff has hired a consultant for this effort. A draft scope of work document was discussed at last months' kickoff meeting with the consultant.

Schaefer stated that the draft 2018 MATPB work program was recently completed. Staff will review the draft work program with WisDOT next month.

Richard asked if commuter rail is still being studied. Schaefer said that the focus has shifted to BRT, because it is more cost effective than commuter rail and also better serves the major destinations and redevelopment areas. Clark said that greater population growth is needed in cities outside of Madison as well as greater congestion before commuter rail will become feasible from a demand standpoint. Schaefer agreed. Richard asked if freight rail traffic is an issue preventing commuter rail. Schaefer said that the coordination of freight and commuter rail traffic would need to be addressed, as there are regulations that prevent both from operating in the same corridor at the same time unless the rail cars are "compliant" (i.e., heavier duty).

5. Review of Committee and Board Survey Results Related to Evaluation of MATPB Public Participation Activities

Schaefer summarized the major findings of the survey results. One survey question addressed whether elected officials should serve on the CAC. Schaefer said that having elected officials can be beneficial, since they are especially tuned into the issues and needs of their communities. While elected officials already have an avenue for input by serving on the Policy Board, there are only a very limited number of appointments. Other questions asked for input on the MPO's name and logo, and how the MPO could provide better public outreach. Williams said that he likes the content added to the MPO's website, but is not a fan of content shared through social media.

6. Review and Recommendation on Draft 2018-2022 Transportation Improvement Program, Including Priority Listing of STBG-Urban Projects

Schaefer provided a summary of the Draft 2018-2020 TIP Program. The committee discussed the issue of using eminent domain for ped/bike facilities. Wood said that the newly adopted state budget included a provision that would ban the use of eminent domain to secure land for ped/bike facilities. Williams said that not having an intercity bus terminal is problematic since 35 intercity buses depart from Madison each day. Kanning provided an overview of the seven STBG-Urban projects funded by the MPO that are planned for 2018-2020, and noted that the Gammon Road (Seybold Road to Mineral Point Road) reconstruction project has replaced the Atwood Avenue (Fair Oaks Avenue to Walter Street) and Mineral Point Road (USH 12 to High Point Road) reconstruction projects, which had been scheduled for 2020. Kanning noted that staff is recommending conditional approval of two STBG-Urban projects for the next program cycle: (1) reconstruction of University Avenue (Shorewood Blvd. to University Bay Drive) tentatively scheduled for 2022; and (2) reconstruction and expansion of Pleasant View Road (Greenwood Blvd. to USH 14), tentatively scheduled for 2023. Wood asked about the timing of the Atwood Avenue project. Schaefer said that it was uncertain at this point, but the City of Madison was continuing to work on the design. It was possible the city might go forward with the project with just local funding. After reviewing the STBG-Urban projects, Kanning described several of the major 2018-2022 roadway projects and ped/bike projects.

7. Review of Draft Performance Measures Report

Schaefer provided a PowerPoint presentation on the draft Transportation System Performance Measures report. The purpose of the report is to gauge progress in achieving the RTP goals, inform decisions about investments and strategies, and provide an annual snapshot of how well the regional transportation system is performing over time. Further, the report helps the MPO meet federal requirements for performance management outlined in the Fixing American's Surface Transportation (FAST) Act. The measures in the report allow tracking of meaningful progress towards goals for which accurate, easily obtainable data is available. Schaefer described slides pertaining to safety, cost of transportation, public transit ridership, air quality, and traffic congestion. Schaefer said that staff will not be able to release the draft report until WisDOT releases the 2016 vehicle miles of travel (VMT) estimate for the county. Two of the safety measures rely on that for the rate of fatal and serious injury crashes. VMT figures are expected to be released in the next month.

Williams asked if the increase in the Interstate speed limit could be partially responsible for the recent increase in traffic deaths. Schaefer said he thought WisDOT had looked at that and concluded there wasn't a correlation, but he wasn't sure. Richard noted that Epic employees have contributed to the increase in air travel out of the Dane County Regional Airport. Jones asked if Uber and Lyft might be a contributor to the recent decrease in transit ridership. Schaefer said that the impact of Uber and Lyft is likely small in Madison, in part because the cost of rides is still relatively high compared to transit, particularly for regular commuting. Low gas prices, the improved economy, and good weather (resulting in more bicycling) are probably larger reasons

why transit ridership has been decreasing. Metro Transit and MPO staff intend to study this issue further.

8. Committee Member Reports

None

9. Next Meeting Date

The next meeting will be held on Wednesday, November 15, 2017 at the same location.

10. Adjournment

The meeting adjourned at 6:30 p.m.

Notes were recorded by W. Schaefer and D. Kanning.