

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

January 9, 2019

Madison Water Utility Building
119 E. Olin Avenue, Room A-B

6:30 p.m.

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Yog tias koj xav tau ib tug neeg txhais lus, xav tau cov ntaub ntawv ua lwm hom ntawv, 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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AGENDA

1. Roll Call
2. Approval of December 5, 2018 Meeting Minutes
3. Communications
4. Public Comment (for items *not* on Agenda)
5. Approval to Issue Request for Proposals to Update and Enhance the Regional Travel Model
6. Adjournment

**Madison Area Transportation Planning Board (an MPO)
December 5, 2018 Meeting Minutes**

1. Roll Call

Members present: David Ahrens, Allen Arntsen (arrived during item #5), Kelly Danner, Paul Esser, Ken Golden, Chuck Kamp, Jerry Mandli (arrived during item #5; departed during item #6), Mark Opitz (attended via telephone; departed after items #5), Larry Palm, Bruce Stravinski, Doug Wood

Members absent: Steve Flottmeyer, Ed Minihan, Zach Wood

MPO staff present: Bill Holloway, Bill Schaefer

Others present in an official capacity: Lisa Coleman (Director, City of Fitchburg Public Works), Bill Balke (Transportation Engineer, City of Fitchburg), Mike Scarmon (KL Engineering)

2. Approval of November 7, 2018 Meeting Minutes

Moved by Esser, seconded by Golden, to approve the November 7, 2018 meeting minutes. Motion carried with D. Wood and Kamp abstaining.

3. Communications

- Letter from Wisconsin Department of Transportation and Federal Highway Administration approving amendment to 2018 Work Program extending the period of eligibility for MATPB to expend some of the remaining 2018 Work Program funds for the travel modeling project until May 31, 2019.
- Notice of public hearing on the proposed improvement of the Interstate Highway 39/90 and USH 12/18 (Beltline) Interchange, along with summary of the preferred design alternative.
 - Schaefer explained the preferred alternative to the board members, and noted that the number of northbound lanes drops from 3 to 2 just north of the exit ramp to US 12/18, and it will be the left lane that drops. This alleviates the potential problems associated with the right lane becoming exit-only, and forcing drivers to merge left. He also said that structures along the highway will be built to accommodate an additional northbound through lane so that one can be added during potential future projects that make more significant improvements to the interchange area. He said MPO staff was more comfortable with design alternative now.
- Flyer on Bus Rapid Transit project kickoff meeting at the Madison Central Library on December 12.

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

None

5. Presentation on North Fish Hatchery Road Reconstruction Project(City of Fitchburg Staff and Consultant)

Schaefer introduced Mike Scarmon, KL Engineering, the project manager, Bill Balke, City of Fitchburg Transportation Engineer, and Lisa Coleman, City of Fitchburg Director of Public Works. He noted that the reconstruction project is a joint project between the City of Fitchburg and Dane County, and that the City is wrapping up the process of selecting a design alternative. He said asked for a presentation to the MPO Board so it could weigh in on the design and in particular the issue of whether the bus lanes will be retained. Mike Scarmon provided a Powerpoint presentation on the reconstruction of North Fish Hatchery Road from Greenway Cross to just south of CTH PD, including a discussion of the alternatives under consideration, the project timeline, and funding sources. He said the staff recommendation was to select the alternative that retains the bus/bike/right turn lanes and adds off-street bike facilities on both sides. The city's transit and transportation committee supported that recommendation.

Opitz asked about the decision referenced to not widen the footprint of the roadway as part of the project. Scarmon replied that the project was originally envisioned as a simple reconstruction project without major changes and that, while the project will be much larger than originally conceived, expanding the roadway's footprint would conflict with budget and timeline restrictions. Opitz expressed his concern that BRT is a regional priority and he wanted to make sure that the road will be properly designed to support BRT.

Ahrens asked how costs for the project will be divided between the different funding jurisdictions. Coleman said that some will be coming from the county, some will be coming from a tax increment district, and that the city is looking for additional sources of funding. Ahrens asked how much the county was expected to pay. Coleman said that county funding would not be a large portion of the funding. Balke added that the county had initially approached the city with an offer to pay 15% of total project costs if the city would agree to a jurisdictional transfer whereby the city would assume responsibility for long-term maintenance of the road. However, the city did not feel that the county's proposed contribution was enough to justify the city assuming jurisdiction over the roadway so the city began planning to pay 100% of the costs for all of the improvements. He said the county recently approached the city with an improved cost-share offer (40% of total project costs) if the city would agree to the jurisdictional transfer. This proposal will be considered by the City Council. Ahrens asked if the City of Madison would be contributing funding for the project. Balke replied that Madison would be paying a small portion of the cost for work on the northbound lanes at the north end of the project area. He said he thought Madison's share would be about \$775,000. Ahrens asked if the state would be participating. Balke said that it would not.

Golden asked about the distribution of traffic north of the project area – how much got onto the Beltline east- and westbound and how much continued north on Fish Hatchery – and whether Fish Hatchery north of the project area could accommodate the new traffic. Scarmon said that the question was difficult to answer and that the data that is available is tainted by the current Verona Road reconstruction project, but that there is no clear pattern of diversion from Verona Road to Fish Hatchery Road. Golden said it would be irresponsible to proceed with a capacity expansion without analyzing the downstream traffic impacts. Scarmon replied that the MPO's travel model suggests about 4,000 additional vehicles per day (without any assumed redevelopment in the corridor). He said about 50% of the northbound traffic would exit onto the eastbound Beltline, while the other 50% would continue north, with some traffic getting on the westbound Beltline and some continuing north on Fish Hatchery. He said he didn't know how much of that 50% of additional traffic continued north on Fish Hatchery Road versus getting on the westbound Beltline. Golden said he wanted to see that data. He then asked whether the project team had projected increased ridership on Madison Metro, and Scarmon said that the project team had not been charged with doing that type of projection. A senior apartment complex and other redevelopment in the corridor will generate additional riders though.

Golden then asked about the feasibility of consolidating driveways. Scarmon said two property owners have agreed to this; others may need some convincing. He noted that some driveways will be relocated to other streets, including Pike Drive. Golden suggested narrowing the travel lanes. Scarmon replied that the project team had explored ways to maximize space in the corridor and the designs all include narrower lanes than there are currently, with a total reduction of about 3 feet. He said reducing the lane widths further would be problematic due to truck volume in the corridor.

Kamp thanked the project team for working with Metro and Madison staff. He noted that Mike Cechvala now works for the City of Madison Department of Transportation and that Tom Lynch is now the director of Madison's Department of Transportation overseeing Metro, Parking, and Traffic Engineering. He said that Lynch has been able to bring a more systematic and multimodal approach to transportation. He commented that the Route 75 service in the corridor to Epic could be tripled if Metro had the buses given the pent up demand and said there was a lot of potential for increased transit service in the project corridor.

Palm invited the registrant, Robbie Webber (2613 Stevens St, Madison), to speak. Webber said bicyclist and pedestrian safety was a major concern. She commented that the 8-foot off-street paths planned for both sides of the road are too narrow for two-way bike and pedestrian traffic and suggested that, if the space for paths cannot be increased, one of the paths should be increased to ten feet and the other be reduced to six. Webber said that using TIF funding required maximizing land values and the way to do that was making a pedestrian and bike friendly roadway. She recommended designing the roadway for 30 mph speeds, reducing the number of driveways to improve safety, and improving pedestrian street crossings.

Esser questioned the reason for discussing the roadway design in such depth. Schaefer said board comments on general design elements were appropriate, but that the primary reason for bringing the project before the board was the issue of the bus lanes. Retaining the bus lanes was consistent with the MPO's regional transportation plan. He applauded staff for recommending retention of the bus lanes, which was a politically difficult position given the current relatively low of them. He mentioned that Metro would stand to lose around \$50,000 a year in fixed guideway funding if the bus lanes were removed. Golden agreed with Schaefer about the importance of retaining the bus lanes. He said providing input on bike and pedestrian facilities along the corridor was also within the board's charge and that the road needed to be slowed down.

D. Wood clarified with Schaefer that the MPO board only had approval authority over the project if the bus lanes were to be removed, which was not being recommended now. Arntsen said that he thought the project had been thoroughly discussed. Schaefer said he would plan to attend the meetings on the project the following week, including the City Council meeting.

6. Review and Approval of Strategic Work Plan to Improve the Regional Travel Model and Other Planning Tools as Guide for Future Work Programs

Schaefer summarized the work plan the process for preparing it, which started with a list of important regional planning issues. The work plan components are designed to improve the ability to address those issues and better quantify whether plans and projects were helping to achieve plan goals and policies. The plan would serve as a guide for preparing future work programs. He said the first major project to be implemented from the plan was the travel model update, recalibration, and improvement project.

Palm reminded board members about its responsibility to carefully consider the plan because the document sets a foundation that will guide future actions. Esser commented on the technical nature of the plan and said he trusted staff. He said the plan looked well thought out and he supported it.

Moved by Kamp, seconded by Arntsen, to approve the work plan as guide for future work programs. Motion carried.

7. Presentation on Bicycle Level of Traffic Stress Work and Approval to Release Report

Schaefer introduced the report and Holloway provided a short presentation with a review of the level of traffic stress (LTS) methodology and uses.

Stravinski suggested adding railroad crossings, particularly those that are not at a 90-degree angle, to the list of factors not considered in the methodology on page six of the report. Schaefer agreed that would be a good addition.

Moved by Arntsen, seconded by D. Wood, to approve releasing the report. Motion carried.

8. Status Report on Capital Area RPC Activities

Schaefer noted that the landlord for the MPO's current office location agreed to let the MPO out of its lease as early as the end of June if it secured another office space so long as four months notice was provided.

Schaefer said an office location at 100 State Street was currently being considered. Schaefer noted that there is a planned joint meeting with CARPC on January 9. The meeting would mainly be focused on reviewing the workgroup report and recommendations.

9. Announcements and Schedule of Future Meetings

The next meeting of the MPO Board will be Wednesday, January 9 at 6:30 pm at the Madison Water Utility, 119 E. Olin Avenue, Room A-B.

10. Adjournment

Moved by Esser, seconded by Kamp, to adjourn. Motion carried. The meeting adjourned at 8:12 PM.