

**Madison Area Metropolitan Planning Organization (MPO)
September 7, 2005 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskevitz, Ken Golden, Lisa MacKinnon, Al Matano, Laura Rose, Chan Stroman, Robbie Webber

Members absent: Kris Euclide, Rose Phetteplace, Doug Zwank

Staff present: Bob McDonald, Bob Pike, Bill Schaefer, Dan Seidensticker

2. Approval of the July 6, 2005 Meeting Minutes

Moved by Webber, seconded by Stroman, to approve July meeting minutes. Motion carried.

3. Communications

- Letter from Sean Cleary, Chairman of the Economic Development Committee of the Verona Area Chamber of Commerce, to Topf Wells, Dane County Executive Office, concerning the traffic congestion problems on CTH M between Verona and Mineral Point Road.
- Summary of the new Federal Transportation Legislation, SAFETEA-LU, prepared by the American Planning Association.
McDonald noted that the legislation increases planning funds, but the impact on us is still unknown. WisDOT is reviewing the legislation, including the program funding levels, to determine its impact on the state and the state's MPOs. Golden asked whether the new formula funding program for transportation services for persons with disabilities beyond existing ADA requirements was an urban program. McDonald said yes and Schaefer said it was called the New Freedoms program. Following some further discussion, McDonald said WisDOT would make a presentation to the board on the legislation at a later date.

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

- William McCarthy, 2104 Westchester Road, City of Madison, representing self and neighborhood group, spoke regarding Verona Road. He distributed and reviewed a memo to the board advocating for safety improvements. He said they participated in the WisDOT hearings on the Verona Road project EIS, but wanted a short-term plan of action. He noted the special challenges with Verona Road due to the fact that three different agencies oversee it and four have some sort of enforcement responsibility. He then outlined the safety improvements they wanted to be considered within the next ten years.
- Jon Snowden, 1409 Lewon Drive, City of Madison, representing self, spoke regarding Verona Road. He said he was concerned about both the short-term and long-term plans for the roadway. He wanted the same attention given to speeders on the Beltline given to Verona Road. He hoped that some of the long-term plans could be re-examined from a regional perspective in hopes of minimizing disruption in established neighborhoods in Madison and surrounding communities.
- Ted Collins, 2109 Westchester Road, City of Madison, representing self, spoke regarding Verona Road. He said he has lived in the neighborhood for 31 years and has seen the enormous amount of change on Verona Road that has reduced the quality of life and property values for area residents. He questioned whether the Beltline could handle the increased traffic from the planned conversion of the road to a freeway, and asked that WisDOT reconsider a Beltline reliever route to the south such as CTH M to USH 14.

- Mike Neuman, 4334 Waite Circle, City of Madison representing self, spoke regarding bike safety and traffic issues. He lives off of Midvale Boulevard and expressed concern regarding the bike path crossing of Midvale, which he thinks is unsafe. MacKinnon said she has argued for a traffic light at this intersection. He also feels that several other intersections on that road need 4-way stop signs. He wants to see a long-range plan for reducing travel demand, driving in particular.

Golden inquired as to the best way to address the speakers' comments. McDonald stated that the board could take into consideration the comments as part of the long-range planning process, since we'll be addressing Verona Road and the Beltline. To address some of the short-term safety issues, he suggested they be referred to the City of Madison's transportation commissions and the City of Fitchburg. For the longer term issues, such as looking at alternatives, the MPO could address them and also forward their comments to WisDOT District 1. He noted that John Vesperman from WisDOT District 1 was present. Vesperman said that WisDOT was studying short-term solutions. He offered to meet with the speakers to discuss the issues further. Golden suggested that WisDOT District 1 make a presentation on the issue at a future meeting.

5. Consideration of Appointments

- **USH 51 (USH 12/18 to I39/90/94) Policy Advisory Committee (1)**

McDonald said that Bob Dye, who is no longer on the Board, was the previous MPO appointment for the study. Some information was handed out regarding that committee. McDonald asked the members to review the materials and let Ken or him know if they are interested in serving on the committee.

- **North Mendota Parkway Implementation Oversight Committee (2)**

McDonald said there are two appointments. The County Board resolution forming the committee was handed out. It was requested that the previous study appointees continue to serve if at all possible. McDonald reported that Euclide, who was one of the MPO appointments for the study in addition to Golden, called him and said she was interested in being reappointed to the implementation oversight committee. Golden said he would relinquish his appointment to the committee if anyone else was interested, but otherwise would continue to serve on it. The board agreed to this.

- **Madison Long-Range Transportation Planning Commission (1)**

McDonald said this request came from Dave Trowbridge, who indicated that Golden had been appointed to the commission as a city planning commission representative. This created an opening for a MPO representative. Following some discussion, Golden and Webber concluded that the MPO could appoint anyone they wanted as long as the person was a City of Madison resident.

6. Public Hearing on Draft 2006-2010 Transportation Improvement Program (TIP) for the Dane County Area

Golden opened the public hearing. Schaefer reviewed the STP-Urban projects. Matano asked about the reconfiguration of the First Street and Winnebago Street intersections as part of the East Washington Avenue reconstruction project. Schaefer said he thought that turn lanes were being added at the First Street intersection and others confirmed this. Winnebago Street was also being realigned to intersect East Washington at a right angle. McDonald suggested that staff could review the plans and report to the board at the next meeting. Schaefer then highlighted some of the other major roadway projects in the draft TIP, including locally funded projects in the TIP for information purposes only. He highlighted some of the additions and changes from last year's TIP. One of them is the change in scope of the Interstate 94 (I-90 to CTH N) project from a reconstruction with expansion to six lanes to a patch and overlay project. This was done for budgetary reasons. It is possible that this may be changed back

to a reconstruction project. There are some new locally funded City of Madison reconstruction and expansion projects, including Sprecher Road and Femrite Drive. Schaefer said the scope of the Cottage Grove Road Bridge project over the Interstate has been changed from a bridge replacement to a deck replacement with bike lanes and sidewalk. Vesperman added that because the cost of the project rose dramatically, WisDOT worked with the city to develop the proposed interim approach. New railings would be installed on the bridge next month and on the Buckeye and Milwaukee Street bridges. Schaefer reviewed the major outer area projects, which include reconstruction of USH 51 from north of STH 19 to CTH V to a four-lane expressway and reconstruction and completion of USH 14 from MM to STH 138 to a four-lane freeway.

Schaefer reviewed the bicycle projects. New projects include the locally funded Capital City Trail extension on the East side and Yahara River path, and the Starkweather Creek path, which received a federal earmark of funding in SAFETEA-LU. The Woodland Drive path project also received a federal funding earmark. The funding details aren't available at this time, so it isn't included in the TIP at this point, but will be added. Webber asked if the Badger State Trail would actually be constructed next year, and Schaefer said DNR staff had told him it would be. Webber asked about the ped/bike improvements being done for the Beltline Frontage Road/Todd Drive project. Vesperman said he would get the details, but mentioned that the cost for the facilities was high due to the need for retaining walls along the Beltline to fit them in. Matano asked about the previously programmed Perry Street Ped/Bike Overpass project. Schaefer said it had been taken out of the TIP due to public and alderperson opposition to the project at meetings held on it. Webber said the alderperson now agrees that the crossing is needed. Golden and Webber expressed concern about the process for the city deciding to drop the project.

Schaefer pointed out the updated Addition/Correction sheet that was handed out, and reviewed some of the significant changes. One is the Campus Drive bike path from University Bay Drive to Linden Drive near the Veterinary Medical School building. The new draft master plan calls for a new overpass of Campus Drive at this location. The university had unsuccessfully applied for federal enhancement funds, but was now proposing to fund the project entirely with its own funds. He also mentioned the reduction in STP-Urban funding in 2008 and 2009 due in part to an error by WisDOT in the allocation of STP Rural versus Urban funding. Schaefer said the reauthorization bill would hopefully increase the STP-Urban allocation, but the impact hasn't been determined at this point. It is unlikely that the reduction in funding will actually happen. Golden then recessed the public hearing.

7. Consideration of Resolution MPO No. 48, Amendment # 3 to the 2005-2009 Transportation Improvement Program for the Dane Co. Area

Schaefer explained that there is a federal capital funding program that is discretionary in addition to the formula funding program. For the past several years, WisDOT has taken requests from transit systems around the state and submitted a joint grant application on behalf of all of them. An accessible van for Stoughton's shared-ride taxi system was included in the grant approved for this year, but this project was never included in the TIP. The amendment adds the project. Moved by Bruskewitz, seconded by Webber, to approve Resolution MPO No. 48, Amendment #3 to the 2005-2009 TIP. Motion carried.

8. Review and Recommendation of Proposed Draft 2006 MPO Budget

McDonald said the budget for 2006 was pretty much the same as for 2005. The increase in labor costs was offset by a reduction in the purchase of services and supplies. The City of Madison Mayor has asked departments to achieve a 3% cut, but the planning department was able to absorb cuts in other areas. He said supplies, etc. had been cut as much as possible. Covering cost of living increases in wages through further reductions wouldn't be possible next year, but hopefully there will be an increase in planning funds. Moved by Bruskewitz, seconded by Webber, to recommend approval of the 2006 MPO budget. Motion carried.

9. Consideration of Draft Goals and Policy Objectives for the Regional Transportation Plan 2030 Update

McDonald said that a set of draft goals and policy objectives for the plan update has been prepared for board consideration. They are based in part on feedback received from the public as part of the City of Madison and county comprehensive planning processes that MPO staff has been participating in. The board can discuss and approve them now, approve them as a draft for further debate, or wait and approve them as part of the full draft plan. Implementation strategies and actions will be added to address the policy objectives. He said Euclide told him that she was satisfied with them. Schaefer added that staff has incorporated a few changes to the draft that was mailed out for the previous meeting. The changes reflect comments that we've received thus far from our Technical Coordinating Committee. Most of the comments were from WisDOT staff. The changes in the revised draft are underlined. Bruskewitz asked if the results of the survey done for the County comprehensive plan would be incorporated into the plan update. McDonald said to the extent possible. He said the City of Madison also conducted a very detailed survey that MPO staff helped design, which solicited input on needs and concerns. Many of these are incorporated. The draft also incorporates new emphasis areas in TEA-21 and now SAFETEA-LU dealing with freight and safety. Additional objectives have also been added to address land use and transportation coordination. It was decided to defer any discussion and action on the item, because a number of members were absent. McDonald said it would be on the next agenda for continued discussion and possible action.

10. Review of Preliminary Results From the New Regional Travel Demand Model

McDonald said that while progress is being made, the travel modeling is about four months behind schedule. MPO staff has been working with a team of consultants hired by WisDOT to assist MPOs with their models and develop a statewide model. McDonald said there is no way that we will be able to meet the November 27 deadline for finishing the plan, at least not without severely compromising the public participation process. He has been discussing the situation with FHWA and WisDOT staff. It is possible the MPO might need to take some kind of interim action.

McDonald reviewed the transit scenarios. The first is the "existing plus committed (E+C) system, which is the current system plus express commuter routes to Verona and Sun Prairie. The second is a modified version of the TSM alternative from Transport 2020. TSM is the term FTA uses to characterize a non-capital intensive service improvement (i.e., no fixed-guideway). This alternative includes express bus service with park-and-ride lots from surrounding communities traveling through the downtown/campus area and connecting all of the transfer points. It also includes additional local service, primarily routes serving new neighborhoods. The base year transit model has been successfully calibrated at a corridor level, and staff is currently working on the TSM alternative. Golden asked if a north-south route between Verona and Middleton was being tested. Schaefer said no, but that is something that could be added. The third alternative is a hybrid commuter rail scenario with branches on the East side to the airport and Sun Prairie and on the West side serving Greenway Center and the new UW Research Park. Hybrid means the technology would allow running in the street as well as in the rail corridor. Golden asked about the technology and McDonald said it would likely be a DMU, like the Stadler GTW in Camden, New Jersey, or a new technology that is an even lighter rail. Webber asked about the branches and whether that would increase the service frequency on the core part of the route. Schaefer said yes, and that the system is being set up in the model to account for this. McDonald said staff hopes to have some modeling results for the transit scenarios at the next meeting. He then reviewed the process for developing the roadway alternatives and showed traffic congestion maps for the 2000 base year and 2030 future year with the E+C roadway and transit systems. Golden asked that smaller copies of these maps be made for the board members.

Bruskewitz noted that she had to leave for a meeting, which would result in a lack of a quorum. Moved by Bruskewitz, seconded by Matano, to adjourn the meeting, deferring the rest of the agenda items. Motion carried.

11. Status Report by MPO Board Members on Projects Potentially Involving the MPO

Deferred due to lack of quorum.

12. Discussion of Future Work Items

Deferred due to lack of quorum.

13. Announcements and Schedule of Future Meetings

Deferred due to lack of quorum.

14. Adjournment