Minutes of the Madison Area Transportation Planning Board
Technical Coordinating Committee

February 27, 2013  Fitchburg City Hall, Conference Room  2:00 p.m.

1. Roll Call

Members Present:  Beaupre, Dryer, G. Petersen (for Dunphy), Hoelker, McComb, C. Petykowski (for Phillips), Woodard, Sayre, K. Sellner (for Beck)

Members Absent:  Boardman, Coville, Even, Kirchner, Kugler, Scheel, Bertch, Violante, Stephany, Stauske, Kennedy, Fruhling

Others Present:   Schaefer, Kanning, D. Paoni,

2. Approval of January 23, 2013 Meeting Minutes

Dryer moved, K. Sellner seconded, to approve the January 23, 2013 meeting minutes. Motion carried.

3. Review and Recommendation on Resolution TPB No. 72 Approving the 2010 Adjusted Urban Area and MPO Planning Area Boundaries

Schaefer said that MPO staff reviewed with the MPO Policy Board a revised draft 2010 Adjusted Urban Area and MPO Planning Area boundaries map at its February 6 meeting and the board approved its release for official review and comment. The draft map sent out for review included some additions to the urban area that were made in response to input by City of Fitchburg and Madison staff. Those additions included Fitchburg’s Northeast Neighborhood area, a small area on Madison’s west side north of Mid-Town Road west to Meadow Road, and the CTH AB corridor area on the southeast side. Since then, some additional comments have been received by local staff and based on those comments two additions to the planning area were being proposed. The first area is north of the Village of Waunakee and east to the Interstate. The second area is west and north of the Epic campus. It includes some land owned by Epic and an area to the north identified as a growth area in the City of Madison’s peripheral area development plan. The addition was suggested by new Verona planner Adam Sayre. MPO staff also conferred with City of Madison planning staff. Schaefer said MPO staff met with Village of Oregon staff and officials regarding adding the village to the MPO Planning Area, but he had not heard back from village officials on the preference. Schaefer said he planned to recommend to the MPO Board to only include the village in the planning area if village officials wished to be included. Schaefer distributed a draft MPO resolution and said it was anticipated that the MPO Board would vote on the Adjusted Urban Area and MPO Planning Area boundaries at its March 6 meeting. If approved, the boundaries map would then be forwarded to WisDOT and the FHWA for approval.

Sayre moved, Dryer seconded, to recommend adoption of Resolution No. 72 approving the final revised draft boundaries map with the two additions to the planning area and including Oregon only if the village preferred to be included. Motion carried.

4. Review and Recommendation on Resolution TPB No. 73 Approving Amendment #2 to the 2013-2017 Transportation Improvement Program (TIP)

Schaefer said that WisDOT had requested a TIP amendment to reflect minor changes to the scope, timing, and/or cost/funding for a number of state highway projects. The amendment was also needed to revise the Madison Metro School District’s Safe Routes to School project to reflect it now has programmed Federal funding for SFY 2014. Schaefer said some of the project revisions were minor enough to be considered “administrative modifications” but were still included in the TIP amendment resolution since it was already being processed. Schaefer distributed a list of the project revisions and highlighted the more significant ones.
Dryer moved, Sayre seconded, to recommend adoption of Resolution No. 73 approving Amendment #2 to the 2013-2017 TIP. Motion carried.

5. **Review and Recommendation on Resolution TPB No. 74 Adopting the Recommendations of the 2013-2017 Transit Development Plan (TDP) for the Madison Urban Area**

Schaefer noted that MPO staff had reviewed the TDP recommendations with the committee at the last meeting. He reminded the committee that the TDP is adopted by both the City of Madison as the major transit operator and the MPO. He said it is to be used as a planning and budgeting guide. The draft plan includes detailed service change recommendations. Implementation of many of them would require significant additional funding. The only possibly controversial recommendation was the one to implement a bus stop consolidation program. He said the TDP was going through the City of Madison approval process now. MPO staff presented the draft plan to the City of Madison’s Long Range Transportation Committee last week and they voted to recommend adoption. MPO staff will be making a presentation to the City of Madison Common Council next week and then the City’s Transit & Parking Commission the following week. City approval was expected in late March and MPO approval in April. Schaefer distributed a draft MPO resolution.

Dryer moved, Sayre seconded, to recommend adoption of Resolution No. 74 adopting the recommendations of the TDP. Motion carried.

6. **Presentation on Stoughton Road (USH 51) (Terminal Drive to STH 19) Study Improvement Alternatives**

Michael Hoelker provided a summary of the scope of work and potential alternatives for the Stoughton Road (USH 51) (Terminal Drive/Voges Road to STH 19) draft Environmental Impact Statement (EIS) Study. He first reviewed the history of studies for the corridor. A Needs Assessment was completed in June 2003. The study indicated there was sufficient need to study potential improvement alternatives with a future level of service of “F” projected for most of the intersections. A Traffic, Safety and Needs Identification Analysis (TSNIA) was completed in 2012. This study began to develop possible long-term corridor solutions to address the problems identified in the Needs Assessment (NA). Capacity expansion was not investigated as part of the TSNIA; however, all alternatives were designed to accommodate an additional lane in each direction. Last fall the State Transportation Projects Commission enumerated the corridor for a major EIS study. The current draft EIS Study builds off the alternatives developed in the TSNIA and also investigates a major capacity expansion. Hoelker reviewed the draft improvement alternatives for each section of the corridor. Some new innovative designs were being analyzed in several locations, including a diverging diamond interchange for the ramp terminals at the Beltline and STH 30. He reviewed some of the other changes to the alternatives since the earlier study. He said a public information meeting was scheduled for March 19 and a public hearing in July.

Dryer asked whether a meeting had been held yet with the businesses in the corridor, and Hoelker said not yet. Schaefer asked Dryer if a presentation had been made to Mayor Soglin, and Dryer said yes, but not a detailed one with discussion of the issues in the various parts of the corridor. Hoelker said the total cost for improvements was high, but they could be implemented in phases in different parts of the corridor. Woodard asked when funding might be available to construct some of the improvements, and Hoelker said 2019-2020 at the earliest.

7. **Brief Update on the Transit Corridors (BRT) Study**

Schaefer reported that the consultant team provided preliminary results on ridership, capital costs, operating/maintenance costs, etc. at the January 31 meeting of the study committee. The consultant team will be in town to present more results on March 6. A presentation will also be given to the MPO Policy Board that night. A public meeting is scheduled for April 15 and the report will be completed at the end of April. He pointed out the report will be informational and will not be...
approved by the MPO. He said the preliminary numbers showed a total system ridership of about 5 million annually with 10-13% new riders, which were very good numbers. A presentation to the committee would be made at the next meeting in April.

8. Committee Member Reports

Petykowski reported that Mineral Point Road/CTH S (Junction/CTH M) intersection reconstruction and expansion project would be out for bid on March 11 with a scheduled let in April. The project has an August 2014 estimated completion date. The 60% design plans for the East Johnson Street reconstruction have been completed. A public meeting on the project was well attended and the plans well received. Design work was continuing on the State Street Mall (700-800 block), which is scheduled for construction in 2014. Construction of the Cannonball Trail overpass of the Beltline would be starting this summer.

Dryer said work had started on the University Avenue Corridor Traffic Study. A workshop was scheduled for March. The Sherman Avenue reconfiguration from four lanes to two lanes with bike lanes and a center turn lane was scheduled for action by the Madison Common Council the following week. He also mentioned that discussions had started with the neighborhood on the Atwood Avenue reconstruction project.

Sayre said that Epic has plans to start construction of Campus 4. Northern Lights Road would need to be realigned to the south to accommodate the expansion. The city is currently working with WisDOT on addressing traffic congestion problems on the USH 18/151 exit ramps near the Epic campus. A traffic impact analysis that addresses Epic’s proposed expansion was underway.

K. Sellner stated that service enhancements were being implemented for the Epic campus route due to overcrowding and scheduling issues. The changes start March 11. Metro was also planning for service improvements to the University Avenue corridor to address overcrowding.

G. Peterson said that CTH PB from Sun Valley Parkway to CTH M would be reconstructed this year, and includes a bridge replacement. Also, CTH W between USH 51 and USH 12/18 would be reconstructed this year as well.

Woodard said that Fitchburg’s portion of the Cannonball Trail project was delayed and was now scheduled for 2014.

9. Staff Reports

Schaefer reported that he attended WisDOT’s SW Region Local Program Symposium. The presentations included information on the solicitation for Safety, STP, and Bridge projects. Schaefer noted that MAP-21 consolidated the Bridge program into the STP program and it wasn’t clear if the MPO’s STP allocation would be affected by the bridge projects approved. Schaefer noted that project applications were due June 28. Schaefer also mentioned that changes to the committee structure would be considered following approval of the urban and MPO planning area boundary changes. Schaefer also reported that MPO staff was starting a process to review and recommend changes to the STP-Urban and Transportation Alternatives Program project scoring criteria.

10. Next Meeting Dates

Schaefer said he planned to cancel the March committee meeting. The next meeting would be April 24, 2013.

11. Adjournment

Dryer moved, Sayre seconded, to adjourn. The meeting was adjourned at 3:10 p.m.

Minutes recorded by David Kanning and Bill Schaefer