1. Roll Call

Members Present: Kugler, Beaufre, Beck, Scheel, Dryer, Even, Wydeven, C. Petykowski (for Phillips), R. Rieder (for Sayre), Woodard

Members Absent: Baker, Bertch, Cornwell, Coville, Dunphy, Stauske, Hessling, Kennedy, McComb, Violante

Others Present: W. Schaefer, D. Kanning, J. Berens, B. Smith, D. Paoni

2. Approval of February 26, 2014 Meeting Minutes

Dryer moved, Kugler seconded, to approve the February 26, 2014 meeting minutes. Motion carried.

3. Presentation on the Stoughton Road (USH 51) Corridor EIS Study (WisDOT SW Region Staff)

Project Manager Jeff Berens, WisDOT SW Region, provided a PowerPoint presentation on the Stoughton Road (USH 51) Corridor EIS Study. He provided some background information on the study purpose and need to address current and forecast future safety and traffic operations issues and reduce barriers for pedestrians and bicyclists in the corridor. WisDOT developed three build alternative concepts: Alternative A – Low Build with Capacity Expansion, which would keep most existing intersections at grade; Alternative B – Enhanced Expressway, which adds interchanges at intersections facing high crash rates and major traffic delay; and Alternative C – Freeway Conversion”, which provides a free flow movement for traffic throughout the corridor. He then reviewed the draft recommended alternative, which includes a combination of the alternatives for different segments in the corridor.

Berens stated that WisDOT believes the recommended alternative is most effective at addressing safety and congestion issues while taking into account the environmental impacts and projected cost; however, some aspects could change based on public and agency input. The City of Madison asked WisDOT to study the possibility of making the corridor a parkway with a raised median, green space and a 45 mph speed limit. WisDOT is currently studying this option.

Berens noted that lowering Stoughton Road in the Buckeye/Pflaum Road area would reduce the visibility of adjacent businesses, and that WisDOT was working with the City of Madison on alternative signage guidelines as a mitigation effort. The recommended alternative would require relocating 80 businesses and 47 residential dwelling units. This alternative has the fewest relocations of all alternatives. Berens provided a summary of the proposed bicycle/pedestrian facilities. On road facilities, off-road multi-use paths and several grade-separated crossings would be provided. WisDOT would add two additional street crossings in the Buckeye/Pflaum Road area, and upgrade other street crossings and parallel roadways within the project area. He said WisDOT was looking at a potential ped/bicycle overpass south of STH 30 at the request of the City of Madison. He mentioned that WisDOT was working with the City of Madison on a redevelopment study for the East Washington Avenue area due to the impacts on businesses in that area. That would be starting in a couple of months.

Berens presented the current study schedule with the draft EIS anticipated to be released in September and a public hearing in October. Wydeven asked if the project might be phased over a period of time as was being considered for USH 51 between McFarland and Stoughton. Berens said WisDOT was not planning on that at this time.
4. **Presentation on Proposed Revised Design for CTH M/CTH PD Intersection**  
 (*City of Madison Engineering Staff*)

Chris Petykowski, City of Madison Engineering, provided an update on the multi-phase CTH M corridor project and the revised design for the CTH M/CTH PD intersection. Petykowski reviewed the goals of the project and the existing conditions, including environmental constraints and lack of other parallel routes. He described the approved CTH M/CTH PD intersection design, a two-lane roundabout expandable to three lanes. He said the traffic simulation modeling for the roundabout, using different models, showed that there would be a significant amount of queuing and delay in the evening peak travel hour for both existing and forecast future traffic conditions. Epic’s rapid expansion has significantly affected traffic volumes in the area. Epic completed a traffic impact analysis based on their proposed expansion, and the projected volumes were greater than the future volumes used in the roundabout analysis.

Because of these issues, some design alternatives were examined that would improve intersection performance. The first was a conventional diamond interchange. This would accommodate the traffic but have negative impacts and cost much more. The second was a partially grade-separated intersection. It is a standard signalized intersection except that westbound traffic passes underneath CTH M. By moving westbound traffic under the intersection, eastbound vehicles that make a left turn can freely clear the intersection during the entire green phase of the east and westbound through movements. This design will improve the intersection’s level of service and will also function well with the multi-use path that will be constructed along the entire CTH M corridor and also cross CTH M and CTH PD at the intersection. This westbound underpass option is now the preferred alternative.

Petykowski discussed the impact of the new design on street connections in the vicinity of the intersection. City of Madison staff is looking at possible street connections in the High Point-Raymond Neighborhood to ensure that CTH PD is accessible from a street that connects to Raymond Road. Petykowski reviewed the project schedule. The new design was currently going through the city approval process. The environmental document will also need to be revised. Construction is now planned to commence in late 2015 with most of this project and the middle segment being constructed in 2016. Petykowski said the new design would probably add about $2 million to the project construction cost. He said the proposed design was supported by the other project partners, Dane County and the City of Verona, and was well received at a public information meeting last month in the City of Verona.

Schaefer said he had asked Adam Sayre to provide an update on Verona’s neighborhood development planning process for the area in the southwest quadrant of the intersection. Schaefer couldn’t make the meeting, but would provide an update at a later meeting. Woodard asked where the project sponsors would get the extra $2 million for the project. Schaefer said that due to an error in how the MPO’s allocation was calculated, there is $2.8 million more in available funding than is shown in the TIP. Those funds can be used for this or other projects. He added that the MPO was still waiting for written guidance from WisDOT on how the STP Urban funding allocations would be calculated and other issues. He said the delay in this project could potentially affect the funding available for 2016-2020 for new projects.

5. **Review of Preliminary Draft Scoring and Priority Ranking of 2014-2018 Transportation Alternatives Program (TAP) Project Applications for Consideration by WisDOT**

Schaefer said that the MPO will not have a sub-allocation of funding for this project cycle because WisDOT is counting previously approved projects in MPO areas against the MPO’s allocations. The delayed Lower Yahara River Trail project has more committed federal funding than the MPO’s allocation, giving us a negative balance. He said MPO staff do not feel this is fair because the project was selected by WisDOT prior to MAP-21 and the requirement for MPOs to receive a sub-allocation of funding. At the end of last week, WisDOT sent an email saying that WisDOT would consider MPOs’ ranking of projects in their areas when deciding on projects to fund with the statewide pot of
TAP funding, but the rankings were needed by May 9. MPO staff therefore quickly scored and ranked the projects using the MPO’s approved criteria. However, because staff had very little time to complete the rankings before the committee meeting Schaefer said the project scoring and rankings should be viewed as preliminary draft subject to change between now and when staff sends the rankings to the MPO board for approval at their May 7 meeting.

Schaefer expressed hope that WisDOT would fund at least one or perhaps two projects in the Madison area. He said he thought staff had correctly identified the highest priority projects based on the MPO’s criteria. He briefly reviewed the highest scoring projects, including the Lower Yahara River Trail, CTH PD underpass for the Badger State Trail, CTH M underpass for the CTH M and Ice Age Junction paths, STH 19 and CTH C side paths in Sun Prairie, and the Capital City Trail extension on Madison’s southeast side. In response to a question, Wydeven said he thought WisDOT had $10 million in funding to award statewide for projects. Schaefer said the MPO’s allocation was supposed to be $2.4 million for this funding cycle. Schaefer clarified that Dane County was seeking additional funding for more needed boardwalk for the Yahara River Trail project. He said he didn’t know how WisDOT would view the county coming back for more funding. Wydeven said this happened with a City of La Crosse project.

Schaefer asked committee members to provide comments by Tuesday, April 29 so staff could incorporate them into a revised draft to send to the MPO board. If that wasn’t possible, comments should be submitted before the board meeting on May 7. Scheel asked if a recommendation was being sought from the committee. Schaefer said staff would normally ask for that, but since the project rankings were just sent out today he didn’t think that was fair. Woodard asked why some projects received a score of “0” for Opportunity/Risk. Schaefer said this criterion related to whether the project was tied to another project such as a street reconstruction, providing an opportunity to do it more cost effectively or if there was a risk the project couldn’t be done if it wasn’t funded now. Woodard said that the Sun Prairie project looked like a good candidate for funding because of the low cost. Schaefer agreed.


Schaefer provided an update on work to develop new policies and project scoring criteria for STP-Urban program applications. Staff reviewed a first draft with the committee in February. He said the document was still a work in progress and the new criteria would not be ready to implement for this year’s application cycle. Rather the new policies and criteria would be finalized over the next few months for use next year when the new biannual application cycle begins. He said staff was further along on criteria for roadway projects versus transit and ITS projects. Schaefer explained that the revised draft of the roadway project criteria included more detail in the point system, showing the point sub-totals for different criteria within each category and use of formulas in some cases. Committee members had asked for this when reviewing the first draft and he said it would be helpful for ensuring consistency in scoring. He said staff planned to revise the document design so that it utilizes columns, a format that will make it easier to read and more user-friendly.

Schaefer went through the revised scoring system formulas for each roadway project category. Dryer asked for a definition of “regional mixed-use center”, and wanted to know if West Towne Mall would qualify as one. Schaefer said that West Towne was a regional center, but not mixed-used one. He said that Hilldale would probably qualify as a regional mixed-use center. Dryer also asked how staff would review and score the “context sensitive design” criterion. Schaefer said that the applicant would need to include information on how the project addresses this criterion so that staff has enough information to provide a score. Scheel commented that smaller communities will be at a disadvantage when cost-benefit scores are given. Schaefer explained that smaller communities generally have smaller projects so that while the overall regional benefit might be lower, the project may also have a lower cost. Schaefer said that Environmental Justice, Environment, and Public Health were divided
into three separate categories at the request of the MPO board. Their weights are now 5%, 5% and 3%, respectively.

Schaefer concluded by saying staff will take time in finalizing the new policies and criteria. He said that he wanted everyone to feel comfortable with the new scoring system before it was finalized and that the criteria struck the right balance between favoring regional projects with major benefits and providing an opportunity for smaller communities to have projects funded. He said staff welcomed further comments. He said staff was still working on the scoring methodology for transit and ITS projects.

7. Committee Member Reports

Woodard reported that Fitchburg was continuing to work with WisDOT on the Verona Road/CTH PD interchange project and impacts to businesses. Construction of Fitchburg’s segment of the Cannonball Trail will commence next week. He said the city is coordinating with WisDOT on the CTH PD interchange project as the city has a project to improve CTH PD east of WisDOT’s project, which also includes construction of new streets, Spoke and Sprocket Drive, connecting the Verona frontage road to CTH PD through the Arrowhead neighborhood. He also reported the city had reached a tentative agreement with the county for repairs on CTH PD. The city will accept a jurisdictional transfer of CTH PD from Verona Road to Fish Hatchery Road in 2020. The plan is to repave/reconstruct CTH PD from Seminole Highway to Fish Hatchery Road this summer. Woodard announced that he has accepted a position as the City of Janesville’s new Public Works Director effective May 27.

Wydeven said that WisDOT SW Region staff had completed their review of TAP projects, but wasn’t sure about the status of the Central office review. He also reported on the staff reorganization at the Region office with the creation of separate Planning and Major Projects sections.

Even said that Waunakee staff had been busy working with WisDOT staff on the project to reconstruct the village’s Main Street (STH 19) and build a roundabout at the STH 19/CTH Q intersection. Construction would be starting soon.

Dryer reported that the City of Madison would be making several of their traffic camera videos available online. They were dealing with the controversy over Uber and Lyft, the online “ride sharing” services. He said planning was underway for the Rhythm & Booms. He mentioned the Transportation Master Plan effort that was underway.

Petykowski said that the reconstruction of Mineral Point Road and Junction Road/CTH M was moving forward. The reconstruction of East Johnson Street was scheduled to begin in early May. Utility work had already started.

Rieder said that Verona was moving forward with its north neighborhood plan. He said Verona had been working on improving access into Epic for the past couple years. They are working on the design for reconstruction and relocation of Nine Mound Road, which would be completed in 2015.

Beck reported that Metro Transit has been on a schedule to replace 15-16 buses in its fleet every year. Some buses in the fleet are considerably older than 12 years, the standard life cycle for a bus. With the passage of MAP 21, Metro lost discretionary funding it had been receiving for the replacement of buses. Therefore, Metro may request STP – Urban funding to help with its next bus purchase. Otherwise, Metro will only be able to purchase two buses a year. Dryer asked if Metro was thinking of applying for funds every year. Beck said he didn’t know, but would probably depend upon availability of other funding. Woodard asked how many buses Metro plans to buy next year. Beck said Metro had enough funding for four buses next year. Dryer asked how much a bus costs, and Beck said about $400,000 with hybrids costing considerably more.
Beaupre said that Dwayne Johnson, the former Southeast Region Director, is the new Director of the Traffic Operations Bureau, a position formerly held by John Corbin. She said Donna Brown-Martin was the new Director of the Bureau of Transit, Local Roads, and Rails and Harbors.

8. **Staff Reports**

Schaefer reported that staff sent out the annual request for TIP projects and STP Urban applications. They are due June 2. He mentioned again the availability of extra funding beyond that shown in the current STP Urban priority project listings. He explained that the MPO was no longer operating under the system of an annual allocation with funding carryover. Applicants should submit project applications for the year desired for construction, but not worry about availability of funding in that given year. The schedule for projects will need to be negotiated with WisDOT once they are approved. He added staff is still waiting for written program administration guidance from WisDOT.

Schaefer stated that the MPO is working with Madison Traffic Engineering on a regional ITS plan. A project advisory committee will be set up for the project. An RFP has been issued and proposals are due May 16. Schaefer also reported that MPO staff would be working on a bicycle wayfinding project with Dane County to develop consistent guidelines for signage, graphics, etc. Dryer said that Madison had started work on its signage system. Woodard mentioned new paths that will need signage and said that a bike roundabout was planned on the Cannonball Trail. Dryer said a path numbering system would complicate things. Schaefer said colors for routes could be used instead. Woodard said that the main objective for wayfinding signage guidelines was to achieve consistency across the county.

Schaefer said that several MPO board appointments were up. All except perhaps one City of Madison representative are interested in being reappointed.

9. **Next Meeting Date**

The next meeting date is scheduled for May 28, 2014. Schaefer said that this meeting would be canceled if there were an insufficient number of items.

10. **Adjournment**

The meeting was adjourned at 4:05 p.m.

*Minutes recorded by David Kanning and Bill Schaefer*