Minutes of the Madison Area Transportation Planning Board  
Technical Coordinating Committee  
April 24, 2013  
Fitchburg City Hall, Conference Room  
2:00 p.m.

1. Roll Call


Members Absent: Boardman, Kennedy, Kirchner, Kugler, Fruhling, Bertch, Violante

Others Present: Schaefer, Cechvala, D. Paoni, D. Baker

2. Approval of February 27, 2013 Meeting Minutes

Dryer moved, Sayre seconded, to approve the February 27, 2013 meeting minutes. Motion carried.

3. Presentation on the Madison Area Transit Corridor (BRT) Study

Schaefer said the BRT study was wrapping up. A public information meeting was held on April 15 to present the study findings and was well attended. A survey was distributed and made available online as well. Results are in the process of being tabulated. The consultant, SRF, is working on revisions to the draft study report document to finalize it. MPO staff will be making a presentation on the study to the Madison Common Council on April 30. Cechvala presented a shorter version of the slide show presentation that was given by SRF at the public information meeting in April. He said that this was a feasibility study that collected information so community leaders could decide if BRT was something they would want to pursue. Alignments and stations would be further developed and refined in future activities such as the City of Madison’s Transportation Master Plan.

Phillips asked if Metro’s standard buses would be able to use the median busways in the fixed guideway alternatives. Cechvala and Schaefer responded that they would not be able to if the median stations required left side doors, or if the local buses needed to serve local stops not on the BRT system. In that case, they would operate in the general travel lanes. Cechvala noted that on Park Street, for instance, BRT was envisioned to essentially replace Route 5 so there might only be a few peak-period express buses using these travel lanes. Sobota asked if the $10 million annual operating cost for BRT service included reductions to local service. Cechvala stated that it did. Woodard asked how many, of the 15,500 daily riders on the BRT system, would be new transit riders. Schaefer responded that about 10-13% was estimated to be new riders, though the estimate was conservative. It was based on the elasticity factor model SRF used to estimate ridership. By comparison, Metro’s current daily ridership is about 60,000, although about one quarter of those are on the UW campus service. Phillips asked if an environmental process would need to take place for BRT. Cechvala stated that it would be unlikely for a corridor BRT project consisting mostly of service improvements, stations, and minor roadway changes. A higher level improvement with measurable impacts to noise or other environmental consequences might trigger an environmental impact statement. He said he did not know if relocating a transfer point would trigger environmental documentation.

4. Review and Recommendation on Resolution TPB No. 75 Approving Amendment #3 to the 2013-2017 Transportation Improvement Program

A listing of the projects included in the TIP amendment was distributed and Schaefer reviewed them. The amendment includes minor cost, scope, and/or schedule revisions to some WisDOT projects. It adds a new City of Madison sponsored intersection safety improvement project that was recently awarded funding. It also updates the construction schedule for two federally funded pedestrian/bicycle trail projects, which were delayed one year, and reflects now programmed federal funding for two continuing specialized transportation projects sponsored by Union Cab and Dane County.
Dryer provided more information on the safety project for the Mineral Point Road/Midvale Boulevard intersection project. It would add left turn bays and left turn phasing for left turns off of Mineral Point Road, which are currently shared with the through movement. Scheel noted the significant reduction in funding for the USH 51 pavement replacement project in Stoughton, which was being moved up to 2013 and asked if the scope had been changed. He expressed concern about that. Schaefer responded that WisDOT had not indicated there was a change in scope, but he would check on that and get back to Scheel. [Ed. Note: The segment of the project from STH 138 to Town Road was split off as a separate project and that segment is scheduled for construction in 2015.]

Even moved, Phillips seconded, to recommend adoption of Resolution TPB No. 75 contingent on the assumption that there was no scope change to the USH 51 project. Motion carried.

5. Initial Discussion on Update to the Roadway Functional Classification System in the Madison Urban Area

Schaefer said that a draft map of the updated functional classification system wasn’t yet ready to show the committee, but he wanted to explain the process and criteria used, review some of the likely significant changes, and get some initial feedback. He said WisDOT takes the lead role, but works closely with the MPOs. He said the functional classification system had significance for both planning and funding. For example, the MPO’s STP Urban criteria awarded more points for projects on higher level streets. Also, the NHS system now included county or local streets classified as principal arterials, which might be eligible for NHS local funding in the future. Schaefer said the first step in the process was setting the boundary of the urban area, which had now been done although final WisDOT and FHWA approval was still needed. The next step was to adjust the roadway classification of streets based on updated traffic count and land use data. Schaefer reviewed a chart from WisDOT’s functional classification criteria document that showed the population, traffic volumes, and other criteria used to classify streets for different areas.

Schaefer displayed a working map with marked up changes to the classification of the roadways. Most of the changes involved adding new collector streets, but some existing collectors would likely be upgraded to a minor arterial such as Lacy Road, CTH AB, and Hoepker Road. Some adjustments were simply in response to the new urban boundary (i.e., extending the classification out to the new boundary). Woodard suggested that Lacy should not be upgraded to an arterial west of Seminole Highway. Schaefer stated that any new roadways or roadway connections anticipated in the next ten years that might impact the classification system should be shown. Schaefer said he included a link in the email notice to the existing functional classification system. He said committee members could provide comments on suggested changes now or wait until a draft map was ready to comment on.

6. Initial Discussion on Revision to MPO Technical Committee Membership/Voting Structure and Meeting Location

Schaefer said that since the new expanded planning area boundary had been approved by the MPO Board, the committee should consider possible revisions to its membership and voting structure. As part of this process, some current slots could perhaps be eliminated for persons who never attend and therefore create quorum issues. For example, the Dane County airport and WisDOT Transit Bureau representatives have rarely attended. Schaefer said he sent an email out to these individuals to see if they were interested in remaining on the committee. If not, they could simply be included on the email list to get notice and information on meetings, but not be part of the committee. Sobota suggested that with the additional villages the half-vote pairs could be revised to pair communities that are closer geographically. Schaefer agreed and said that was something he was considering for the policy board in terms of its representation.

Schaefer said that the meeting location could also be changed. The conference room in the Fitchburg City Hall that has been used doesn’t have enough seats at the table for all or even most committee members. Schaefer said one of the committee members had commented to him that this makes it
more difficult to participate. Woodard said there were larger rooms available in the adjacent community center that could accommodate the size of the group. He mentioned the Madison Water Utility as another possible location. Schaefer said the MPO Board usually met there. Schaefer said the location could also be moved around to different communities if others had a facility that could accommodate the group. Stauske said the Fitchburg location worked well for him.

Woodard asked Schaefer to present a suggested revised membership list at the next meeting.

7. Committee Member Reports

Woodard said the City of Fitchburg was working with the Village of Oregon to reactivate the rail line that runs through Fitchburg. Lycon will be siting a concrete batch plant on the line and needs to ship by rail. The rail line improvements would be funded by WisDOT, but the communities would be responsible for a few new crossings.

Phillips reported that the City of Madison received favorable bids for the Mineral Point Road (CTH M/Junction intersection area) project at a little more than $19 million. He said they continued work to develop plans for the reconstruction of Library Mall (700-800 blocks of State Street) and Johnson Street.

Hoelker said WisDOT would be meeting with local municipalities regarding Beltline study that was getting underway. The Stoughton Road study continues to move forward.

Sayre reported that the City of Verona was planning for the continued expansion of the Epic campus. Epic currently has 6,300 employees and plans to expand to 8,000 by the end of 2014. A traffic impact study was just completed that identified necessary roadway improvements. The westbound off-ramp from USH 151 will be expanded later this year. Other planned improvements included the expansion of Nine Mound Road to four lanes and reconstruction of the Nine Mound/CTH PD intersection.

Stephany said Phase 3 of the Monona Drive reconstruction was under way.

Scheel mentioned that the City of Stoughton had a meeting with WisDOT regarding the USH 51 project to coordinate it with a proposed development.

Even reported that two legislators were coming to the village to discuss the desire for a future STH 19 corridor study. The study would include the North Mendota Parkway route.

Sobota reported that the Madison Transit & Parking Commission (TPC) held a public hearing on proposed Metro service changes. The TPC will make a decision in May and changes will be implemented in August. Highlights include new service to the Owl Creek neighborhood just north of McFarland, corridor service improvements between the Hill Farms State Office Building and Capitol Square, and fixes to Route 18 so that it can stay on schedule between the South and West Transfer Points.

Baker said he would be interested in representing the Village of DeForest on the committee.

8. Staff Reports

Schaefer reported that the Transit Development Plan had been approved by the City of Madison and MPO board. As stated previously, the urban area and MPO planning area boundaries were approved by the MPO Board. David Ahrens was appointed to replace Paul Skidmore on the MPO Board representing the City of Madison. Three individuals had been nominated for the two open city/village seats: Mark Opitz; Harvey Potter, a Cottage Grove Village Board Trustee; and Judd Blau, the DeForest Village Board President. Staff had started working on researching and updating the project selection criteria for STP Urban and Transportation Alternatives project. He reminded everyone that TIP projects STP-Urban applications were due June 3. He clarified the STP Urban projects would be scored and ranked using the existing criteria.
Woodard asked about the timeline for the next cycle of Transportation Alternatives grants and the years for which projects would be sought. Schaefer said WisDOT was working on this, but was waiting until the state budget was passed. Woodard asked for more information at a future meeting.

9. **Next Meeting Dates**
   The next meeting date is scheduled for Wednesday, May 22, 2013.

10. **Adjournment**
    The meeting was adjourned at 3:30 p.m.

*Minutes recorded by Mike Cechvala and Bill Schaefer*