Minutes of the Madison Area Transportation Planning Board
Technical Coordinating Committee

June 26, 2013  Fitchburg Community Center, Prairie View Room  2:00 p.m.

1. **Roll Call**

*Members Present:* Beck, Dunphy, Kennedy, T. Kropowski (for Hoelker), McComb, Petykowski (for Phillips), Rieder (for Sayre), Scheel, Stephany, Trowbridge (for Cornwell), Vanderwegen (for Woodard), Violante

*Members Absent:* Beaupre, Boardman, Coville, Dryer, Even, Stauske, Kirchner, Kugler, Bertch

*Others Present:* Schaefer, Kanning

2. **Approval of April 24, 2013 Meeting Minutes**

Scheel moved, Dunphy seconded, to approve the June 24, 2013 meeting minutes. Motion carried.


Schaefer reviewed the preliminary draft STP Urban priority project listings. He noted the supplemental STP Urban funding that WisDOT awarded for the CTH S/Mineral Point Road (CTH M/Junction Intersection) project this year, which didn’t count against the MPO’s allocation. The Monona Drive Phase 3 project had been let before the additional funding became available. Schaefer noted that starting in 2014 STP Urban funding would no longer be needed to support the MPO’s planning program, making those funds available for capital projects. This was because the MPO will be receiving a large increase in federal planning funds. Support of the MPO’s TDM/Rideshare program is not an eligible activity for planning funds so that would need to continue to be supported with STP Urban funds along with the City of Madison’s pedestrian/bike safety education program per MPO policy. Schaefer noted that the MPO’s funding allocation for 2016-’18 is still uncertain, but WisDOT is expected to provide that this summer. He said the Cottage Grove Road Bridge over the Interstate has now been delayed from 2016 to 2019. He asked Petykowski if the City of Madison had considered delaying the Cottage Grove Road (Interstate to Sprecher Rd.) project since it made sense to do them together. Petykowski stated that the city intended to proceed with the project prior to the Interstate expansion for various reasons. Improvements are needed for a new grocery store anyway. New projects in 2018 included the reconstruction of East Johnson Street (Baldwin to First Street), reconstruction and expansion of McKee Road/CTH PD (Commerce Park Drive to Badger State Trail), and the reconstruction and expansion of CTH PD (West of CTH M to East of Nine Mound Road). Schaefer provided information on the CTH PD projects and noted that there was a shortage of funds for the project in Verona based on current information. He said further coordination was required between WisDOT and the City of Fitchburg on the McKee Road project. He emphasized the tentative nature of the scores and programming of the 2018 projects. He said it is difficult to score projects five years out for which design work had not even started. He mentioned specifically the proposed project to reconstruct the Verona Avenue/Main Street intersection where the project scope is still very uncertain. Schaefer also presented the STP Urban project scoring table for all proposed projects, and invited comments or questions from committee members.

4. **Review and Recommendation on Resolution TPB No. 76 Approving Amendment No. 4 to the 2013-2017 Transportation Improvement Program**

A listing of the projects included in the proposed TIP amendment was distributed and Schaefer reviewed them. He explained that most of the projects were sponsored by WisDOT and that changes were relatively minor. Funds were being shifted from construction to education programs for the Madison Metropolitan School District’s Safe Routes to School project. Construction of the at-grade rail crossing for the planned Central Park ped/bike improvements has been delayed to 2014. Federal JARC funding was awarded to continue the YWCA’s JobRide program. An ITS component
consisting of ramp meters and closed circuit TV is being added to the West Beltline (Old Sauk Road to Mineral Point Road) auxiliary lanes project. Other changes involve mostly cost estimate changes.

Kennedy moved; Dunphy seconded, to recommend adoption of Resolution TPB No. 76 approving Amendment #4 to the 2013-2017 TIP. Motion carried.

5. Presentation on Scope of Work for the City of Madison Sustainable Transportation Plan (Dave Trowbridge, City of Madison Planning)

Dave Trowbridge summarized the scope of work for the City of Madison Sustainable Transportation Plan. The plan will address all modes of transportation and cover the entire city, but will build upon existing plans, including the MPO’s plan. The budget is $500,000. Of this amount, $75,000 will be used for public outreach. Nelson/Nygaard is the primary consultants with Vandewalle & Associates and Tool Engineering sub-consultants on land use and pedestrian/bicycle transportation respectively. A system planning approach will be used to identify activity nodes that are integrated with the street system, transit, and bicycle and pedestrian facilities. The plan will reexamine the recommended residential density in key areas of the city. The plan, which will take about 18 to 24 months to develop, will also develop a street typology indicator. McComb asked how the plan will fit in with MPO planning. Trowbridge said that there would be a cooperative effort with the MPO as well as WisDOT. Schaefer added that the MPO would be represented on both the study committee and the technical committee/staff team.

6. Continued Discussion on Potential Change to MPO Technical Committee Membership/Voting Structure and Meeting Location

Schaefer presented three different alternatives for restructuring the committee membership and voting structure in light of the expanded planning area. In each alternative, Deane Baker from the Village of DeForest would be added to the committee and the Dane County Airport and WisDOT Transit Bureau representatives would be removed. Schaefer said neither of those representatives had attended meetings and didn’t express interest in continuing to serve on the committee. Schaefer said MPO staff works with WisDOT Transit Bureau staff on planning efforts. The difference in the three alternatives related to how the non-Madison city/village voting structure was set up, the number of total votes, and the pairing of the communities for voting purposes.

Dunphy expressed concern about the loss of a county representative. Schaefer said no representative from the airport ever attended meetings and the MPO is not charged with aviation planning. In this regard, having an airport representative on the committee was not essential. Dunphy said she would contact airport staff to see if someone was interested in serving on the committee. Dunphy asked if the makeup of the technical committee was similar to the policy board. Schaefer said the local community representation on the policy board was proportional to population. For the technical committee, that wasn’t as important since it is advisory. In the case of recommendations that weren’t by consensus, MPO staff would communicate all comments or concerns to the policy board. Scheel asked if any other input had been received regarding the membership changes. Schaefer said Stauske emailed him to say he thought the 1/3 vote option was awkward and should be avoided, if possible. Schaefer said he agreed with that, but it was necessary due to the odd number of city/village representatives unless Alternative 3 was selected. That alternative increases the number of non-Madison city/village votes from four to six. Scheel asked when the committee would vote on one of the alternatives. Schaefer said he’d put it on the agenda as an action item soon, but wanted to provide more time for input from committee members. Scheel indicated that he prefers the ½ vote option over the 1/3 vote option. VanderWegen said that Jim Hessling from the Village of Cottage Grove would be a good candidate for membership. Schaefer agreed and said he would see if he was interested. Scheel questioned whether it made sense to group the votes geographically, and there was some discussion about that.
The committee also discussed alternative meeting location options, but in the end agreed to continue meetings in the City of Fitchburg, but at the new location in the community center.

7. Committee Member Reports

Kennedy said that the street construction projects affecting access to the university campus would be completed before the end of summer. He also mentioned a traffic analysis study underway for the UW campus and near west area that was being funded by UW-Madison, City of Madison, and Village of Shorewood Hills.

Petykowski reported that the city was continuing to work on the design for E. Johnson Street. Design work for the southern segment of the CTH M project was bogged down to an issue with a farmhouse impacted by the project.

Rieder mentioned that a traffic analysis for expansion of the Epic campus had been completed, and recommended roadway improvements would be completed over the next couple of years with USH 18/151 exit ramp improvements this year and reconstruction of Northern Lights/Nine Mound Road in 2015. He also mentioned the ongoing downtown corridor planning effort.

Dunphy reported three resurfacing projects this year on CTH A (STH 78 to CTH G), CTH W (USH 51 to USH 12), and CTH PB. All involved addition of paved shoulders for bicycling.

McComb reported that the FHWA and FTA will be conducting a certification review of the MPO and an open house/meeting was scheduled for July 17 before the MPO Board meeting. Such reviews are required every four years.

Scheel mentioned that the City of Stoughton approved an annexation of 130 acres in the northwest quadrant of the STH 138 and USH 51 intersection. A new roundabout is planned for that intersection.

Koprowski mentioned there were issues with the Beltline (Yahara Bridge) project, but it was still scheduled to be completed in November. The Stoughton Road Corridor Study was still on schedule.

Trowbridge said that the South Capitol District Planning Study was underway. The study is examining transportation infrastructure issues south of the Capitol building, including Wilson Street, problem intersections, and the potential for a new ped/bike bridge down to the lakeshore path. Planning for a location of an intercity bus terminal was also part of the study.

Violante said that the county was kicking off an update of its comprehensive plan. For the transportation element the plan was to reference the MPO plan. He also mentioned the Alliant Energy Center planning effort, which will include transportation recommendations.

VanderWegen reported that consultants were working to complete the design for the completion of the Cannonball path. The city is also working with the Village of Oregon on reactivating the freight rail corridor.

Beck reported on the significant Metro transit service expansion in late August. Service will be expanded between Sheboygan Avenue and the UW/downtown area where ridership currently exceeds capacity even with four-minute peak headways. Service will also be expanded to Grandview Commons and Owl Creek near McFarland.

8. Staff Reports

Schaefer reported on the upcoming Transportation Alternatives program funding cycle for 2015-16 projects. The MPO will receive a direct allocation of funding, but with the cut to the state bicycle projects budget it will probably be only around $500,000 to $600,000 per year. The new Madison Urban Area was approved and the MPO Planning Area was expected to be approved next month. Judd Blau replaced the Cottage Grove official on the MPO Policy board. All others were reappointed, including Mark Opitz. The MPO Policy Board will consider changes to their membership/voting
structure with the first discussion at the next MPO Policy Board meeting. MPO staff has a meeting on June 27 related to the Coordinated Public Transit – Human Services Transportation Plan update.

9. **Next Meeting Date**
   The next meeting date is scheduled for Wednesday, July 24th, 2013.

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

*Minutes recorded by David Kanning and Bill Schaefer*