Minutes of the Madison Area Transportation Planning Board  
Technical Coordinating Committee  
August 22, 2012  
Fitchburg City Hall, Conference Room  
2:00 p.m.

1. **Roll Call**  
*Members Present:* Beaupre, Stephany, Dryer, Dunphy, Stauske, Hoelker, McComb, Murphy, Phillips, T. Sobota (for Beck), Sylvester, Woodard  
*Members Absent:* Boardman, Coville, Even, Kennedy, Kirchner, Kugler, Scheel, Bertch, Violante  
*Others Present:* Schaefer, Cechvala, L. Barta, D. Paoni, C. Petykowski, R. Anderson, E. Heggelund

2. **Approval of April 25, 2012 Meeting Minutes**  
Sylvester moved, Sobota seconded, to approve the April 25, 2012 meeting minutes. Motion carried.

3. **Presentation on WisDOT Origin-Destination (O-D) Study of the Beltline**  
Larry Barta said the Beltline study was approved in 2011 and was getting underway. The O-D study was the first phase of the overall EIS study, which was addressing long-term needs to address congestion and safety on the Beltline. He said the study will use a combination of aerial photography and devices that track unique Bluetooth ID’s as they travel onto, off of, and along the Beltline. The study will provide information on how the Beltline is used for travel, both local trips circulating through Madison and regional trips. Barta said the Bluetooth data devices were currently in place and that a test deployment had already been conducted. Data would be collected over a six-week period surrounding September in order to capture conditions when the University of Wisconsin was in session. The Bluetooth devices are estimated to track about 5-8% of traffic on the Beltline since not all people carry Bluetooth devices. During this period, traffic volume counts will also be collected using tube counters, ATR units, and Wavetronic devices. The Bluetooth devices will be able to calculate travel speeds as well. A helicopter will collect aerial photographs of the study area for one day during three 90-minute time periods – weekday morning, mid-day, and evening. The photographs will be taken at one-second intervals to create a low-resolution video; software will then be used to track individual vehicles as they progress through the area. The data will be analyzed and expanded to create an O-D table representing all vehicles for both the peak period and full day.

Barta said the O-D data will be combined with other data to update and improve the MPO’s travel model. The model is planned to be converted from a daily model to a peak-period model. The model will be used to develop travel forecasts to analyze improvement options in and outside the Beltline corridor. This will be done as part of the second phase of the study, called a Planning and Environmental Linkages Study, which will start in the fall. The schedule calls for completion of that study in 2015. That would feed into the full EIS, which is scheduled to be completed in 2018-’19.

Schaefer said the draft TIP was sent out in early August and a public hearing was scheduled for the MPO Board’s September 5 meeting. Action by the Board would be in October. He said no changes had been made to the STP-Urban Priority Project Listings reviewed with the committee at the June meeting. The only change was the allocation of additional funding to the University Avenue and Fish Hatchery Road projects this year to get them closer to 50% funding. This was discussed at the June meeting. Doing this does create a funding shortfall in 2017 for the McKee Road project. Schaefer then reviewed the roadway and bicycle project maps in the draft TIP, highlighting some of the more significant projects.
Woodard asked about the implications of MAP-21, the new federal transportation legislation. Schaefer said the impacts were uncertain since the bill was only for two years (2013-'14) and WisDOT had already provided the MPO with its STP-Urban allocation for those years. He also said there was still SAFTEA-LU funding available for some programs. In reference to the planned “Huxley Cut-off Path” on the north side, Phillips said negotiations with Oscar Meyer concerning the path had not been going well and the project was likely to be put on hold for the foreseeable future.

5. Review and Recommendation Regarding Amendment #4 to the 2012-2016 TIP

Schaefer said the amendment was being requested for one new WisDOT project, two WisDOT project revisions, and to add STP-Urban funding to the Fish Hatchery Road and University Avenue projects, which was already discussed. The new project was STH 19 (River Rd. to I-39/90) and involved replacing and expanding the bridge and expanding the roadway to four 4 lanes. The Interstate 39/90 (Milwaukee St. Bridge) project was being changed to a deck replacement for the older of the two structures. Also, the Deming Way rail crossing project was being moved back a year.

Phillips moved, Dunphy seconded, to recommend approval of the TIP amendment.

6. Update on the Transit Corridor (BRT) Study

Schaefer stated that the consultant (Minneapolis-based SRF) had completed the screening report and narrowed the list of alternative BRT alignments in the four corridors to the ones presented in the maps distributed. He said a public information meeting was planned for Monday evening, September 10, which would include a discussion of BRT general concepts and the alignments recommended to move forward for detailed analysis. A workshop for policy-makers and technical staff will follow on September 11. The alignments will be finalized following the meetings. Some alternative alignments will be carried forward for some corridors, particularly the west side. Schaefer reviewed the BRT corridor alignment maps. He said that the assumed service frequency for BRT was 10-15 minutes throughout the day and the routes chosen needed to be able to support that high level of service. He said that the south corridor was relatively straightforward, using Park Street and Fish Hatchery Road. The recommended east line would travel on East Washington Avenue with a deviation to MATC. The recommended north corridor uses Sherman Avenue. Packers Avenue had been considered, but the ridership and redevelopment potential along it is low. A bus only connection would likely be needed to connect East Washington Avenue with Fordem Avenue. The west line had the most alternatives: Campus Drive vs. Old University Ave; potential deviation to UW/VA Hospitals; potential service to lower State Street; Old Middleton or Sheboygan Avenue; and Mineral Point Road or Odana Rd. Schaefer explained that the consultant team would be looking at a range of light and heavy investments in the runningway, ranging from mixed traffic or curb-side bus lanes to fully dedicated busways. He said the study will also look at incorporating future regional express bus routes into the BRT network. There was discussion of the need to consider BRT routing in the East Washington Avenue intersection area as part of the Stoughton Road (USH 51) study.

7. Update on Transit Development Plan

Cechvala stated that MPO staff had developed a prioritized list of potential future service improvements with a cost estimate for the various options. The TDP committee would be reviewing these at its next meeting on September 18.

8. Committee Member Reports

Woodard reported that the Post Road connection and the USH 14 interchange and associated connecting roads are expected to be completed in early October.

Sylvester reported that the Whalen Road utility project and the Cross Country Road project east of CTH M were both completed.
Hoelker stated that a public information meeting on the Stoughton Road (USH 51) study was recently held and attended by about 80 people. He said comments were generally positive and the project would be moving along. He also mentioned that a Southwest Region park and ride study was underway. A workshop was scheduled in early fall.

Beaupre said she had been busy working with some national committees regarding the MAP-21 legislation. She said staff has been busy supporting the work of the Wisconsin Commission on Transportation Finance and Policy. The commission had broken into workgroups. Recommendations would be reviewed at their September 20 meeting.

Stephany said that the second phase of the Monona Drive reconstruction project from Winnequah to Cottage Grove Road was proceeding on schedule and expected to be done by mid-November.

Sobota reported that Metro was implementing fall service changes that begin on Sunday, August 26. He said there will be some changes to campus circulator routes to address a reduction in funding from the UW. The other changes are relatively minor.

Phillips said the East Washington Avenue, University Avenue, and other projects were progressing. Fish Hatchery Road was completed. Grading work for the Mineral Point/CTH M/Junction intersection project would begin in September. The City was also working to finalize the geometry for the southern portion of CTH M.

Murphy reported that the City would be releasing the RFP for the Transportation Master Plan next month with the project hopefully starting by the end of the year.

Anderson introduced Eric Heggelund, who was the new contact person for WisDNR.

McComb said he was waiting for FHWA program guidance on MAP-21. He mentioned that USDOT Secretary LaHood had recently reallocated some unspent earmarks. No area projects were affected.

9. **Staff Reports**

Schaefer stated that MPO staff had completed a draft map of the 2010 adjusted Urban Area and MPO Planning Area boundaries. The map and files were sent to WisDOT staff for comment. Changes would be made based on their comments and then a revised draft would be presented to the technical committee and then the MPO Board. He reported that the MPO was still attempting to fill the modeler position. Things didn’t work out with the top candidate and others would be brought in for interviews next month. He also mentioned that the MPO had sent out a letter again to local municipalities seeking a financial contribution to support the MPO next year. Committee members were copied on the letter.

10. **Next Meeting Dates**

The next meetings are scheduled for September 26 and October 31.

11. **Adjournment**

The meeting was adjourned at 3:15 p.m.

*Minutes recorded by Mike Cechvala and Bill Schaefer*