Minutes of the Madison Area Transportation Planning Board  
Technical Coordinating Committee  
August 28, 2013  Fitchburg Community Center, Fitchburg Room  2:00 p.m.

1. Roll Call

Members Present: Beaupre, Coville, Stephany, Dunphy, Stauske, T. Koprowski (for Hoelker), Kugler, Scheel, McComb, Petykowski (for Phillips), Sayre, VanderWegen (for Woodard), Violante

Members Absent: Boardman, Dryer, Even, Kennedy, Kirchner, Cornwell, Beck, Bertch

Others Present: Paoni, Rieder, Schaefer, Kanning

2. Approval of June 26, 2013 Meeting Minutes

Schaefer pointed out a correction that Stephany attended the last meeting. Dunphy moved, Scheel seconded, to approve the June 26, 2013 meeting minutes with this revision. Motion carried.


Schaefer reviewed the listings, noting the changes from the preliminary draft reviewed with the committee at its last meeting. The first change pertained to the MPO’s annual funding allocation. WisDOT provided MPOs with their funding allocations for 2015-2018 in early August. The allocation for the Madison area will increase from $5.86 to $6.42 million. Schaefer said there were some questions and controversy regarding how WisDOT calculated the allocations and it was possible the MPO’s allocation might be increase a bit more. He mentioned that the MPO will no longer need to use some STP Urban funding to support the planning program due to an increase in federal Planning funds. The other significant changes from the preliminary listings were that the Lacy Road (City Hall to Fahey Glen) project is now programmed for funding in 2017, while the McKee Road/CTH PD (Commerce Park Dr. to Badger State Trail) was dropped from the list of programmed projects in 2018 due to the county’s opposition to that application. The CTH PD project, which will be coordinated with the CTH PD/Verona Road interchange project, is still planned to be done, but with local TIF funds. Schaefer reviewed the other programmed projects. He said there was still funding available in 2018 to fund another project. The next project in line was the CTH M/Verona Road intersection, but the scope of that project hadn’t yet been determined. The next highest scoring project after that was Buckeye Road (Monona Drive to Stoughton Road).

Petykowski commented that the CTH PD (CTH M to E of Nine Mound Road) project was a joint project with the City of Madison as well as Dane County. Madison staff had reviewed the cost estimate for that project and felt it was low. Schaefer said a revised cost estimate could be reflected in the final TIP. Koprowski asked if CTH M had always been planned for six lanes between CTH PD and Valley View Road. Schaefer said no, that the design change was decided on following traffic forecasting work that showed substantial congestion within 10-15 years in large part due to Epic’s continued growth. He said there was significant latent demand in the corridor due to the lack of other parallel routes. Schaefer noted staff would be seeking a recommendation on the STP Urban listings and overall TIP at the September meeting.


Schaefer reviewed maps of all of the major roadway and pedestrian/bicycle projects in the draft TIP. He mentioned the MPO had received a comment from the local neighborhood association last year with concerns regarding the planned Old Middleton Road roundabouts at Rosa and Old Sauk. He asked Petykowski if that project was still in the capital improvement program and Petykowski confirmed it was, but it wasn’t programmed until 2017. Dunphy mentioned that the CTH P project from USH 14 to the north Village of Cross Plains limits was being delayed and would not be
constructed now until 2017. Schaefer said that change and other changes in project schedules, funding, etc. would be reflected in the final TIP. After reviewing the major pedestrian/bicycle path projects, Schaefer said the MPO would be soliciting Transportation Alternatives (TA) program projects later this year or perhaps early next year. He said the available funding statewide was about one half of that available for the last program cycle. The Madison area allocation is expected to be about $600,000 per year. He mentioned that MPO staff is in the process of developing revised project scoring criteria for the program. An update will be provided at the next meeting.

5. Update on WisDOT Southwest Region Major Corridor Studies
(WisDOT SW Region Staff)

Tom Koprowski provided a presentation on the four major EIS studies that are ongoing in Dane County: (1) Madison Beltline; (2) Stoughton Road/USH 51, (3) USH 51 (Stoughton to McFarland); and (4) Interstate 39/90/94 (Madison to Wisconsin Dells). He said all of the studies had been approved by the State Transportation Projects Commission and included the ability to add capacity, and will address all modes of travel. They will study safety, operational, and capacity issues for the design year, and look to minimize environmental impacts. Koprowski described the purpose, extents, study areas, timelines and phases for each project.

Committee members pointed out an error on the map showing the Beltline sub-area corridors. Schaefer said the south corridor should include STH 138. VanderWegen asked if a south route proposal on new alignment through Fitchburg would be evaluated for the Beltline study and, if so, asked about public input opportunities. Koprowski said the alternatives to be evaluated had not been selected, but it was likely that would be evaluated to determine the impact on Beltline traffic. There would be extensive public involvement opportunities. He said five initial public meetings were scheduled over the next few weeks. He mentioned some of the initial data that had been received from the O/D study on the Beltline. About 55% of the traffic using the Beltline is only on it for four interchanges or less.

Koprowski reviewed the schedule for the Stoughton Road study and some of the innovative interchange designs being considered. Koprowski also reviewed scope of the Interstate study. The first phase of the study was a traffic impact analysis looking at potential new interchanges and grade separated crossings. He reviewed a table showing the analysis periods and representative K values for the traffic analysis. Schaefer noted that a significant policy issue was the design standard that will be used for the project, given the different peak periods for I-39/90, I-94, and the intersecting highways such as USH 151. The peak periods for I-39/90 were Friday and Sunday evenings during the summer. There is quite a bit of reserve capacity on the highway except for a limited number of days per year. Koprowski said WisDOT would probably not recommend a K30 design standard (30th highest hour of traffic), which was the usual standard for interstate highways.

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

Schaefer mentioned that he presented three alternative proposals at the last committee meeting. At that meeting, it was suggested adding Jim Hessling from the Village of Cottage Grove to the committee along with Deane Baker from the Village of DeForest. That would result in an even number of suburban committee representatives and work well with the existing voting structure pairing the representatives for voting purposes. Schaefer said he contacted Hessling and he expressed interest in joining the committee. He said the two revised alternatives both add Hessling and Baker to the committee and drop the Dane County airport and WisDOT Transit Bureau representatives, who have not attended meetings. Schaefer said the only difference in the alternatives was the way the suburban community representatives are paired for voting purposes. Alternative 1 pairs them by geography and Alternative 2 pairs them based on population. Schaefer said he was looking for input on the alternatives and a possible recommendation. Stauske, Coville and Kugler all said they preferred Alternative 1.
Scheel moved, Coville seconded, to recommend approval of Alternative 1 to the MPO Policy Board.

7. **Report on Roadway Functional Classification System Update**

Schaefer reviewed the status of the roadway functional classification update. He said MPO staff had been working closely with WisDOT Central Office on the update. He noted the preliminary draft map that was sent out to committee members before the meeting. He said there were still some roadways that merited additional discussion and some potential future street realignments that needed to be added. He said the plan was to get some initial feedback from committee members, make any necessary changes, and then send out a revised draft map prior to the next committee meeting. He explained the planning/design and funding implications of the functional classification system.

Roadways with a higher functional class have a higher priority for STP Urban funding purposes. The functional class can also affect the required design standard for federally funded roadways. McComb added that all principal arterials are now National Highway System (NHS) routes with the passage of MAP-21. Schaefer said because of that there was a potential for these routes to be eligible for NHS (now NHPP) local funding in the future.

Schaefer reviewed the preliminary draft map and highlighted some of the roadways that MPO staff felt merited further discussion. He said that WisDOT had followed the spacing and ADT criteria strictly. In some cases that resulted in roadways being proposed for upgrade to minor arterials when that wasn’t necessarily how the roadways functioned within the overall system and didn’t reflect other factors such as land use, street design, and length of trips the roadways served. MPO and WisDOT staff worked through these instances and some changes were made. He said there are a number of roadways that fall within a gray area in terms of classification. He mentioned that one additional change that will likely be recommended is to upgrade Pleasant View Road (Mineral Point to USH 14) to a principal arterial. However, in order to do that the urban area south of USH 14 would need to be expanded west to Twin Valley Road in order to meet the required spacing criteria.

Schaefer asked committee members to provide input on the preliminary map in the next couple of weeks. A revised map would then be distributed for comment and discussion at the next meeting. Kugler asked about the timeframe for showing the planned routes on the map. Schaefer said planned routes were those anticipated to be built over the next ten years, but acknowledged the difficulty in forecasting that since most were dependent on future development.

8. **Committee Member Reports**

Koprowski reported that WisDOT Southwest Region was starting a minor corridor access/preservation study on STH 19 from USH 12 to east to the City of Waterloo.

Kugler mentioned that the West Main Street extension project was scheduled for next year.

Sayre reported that the City of Verona was finishing up work on its downtown plan. He said the city was working on a neighborhood land use development plan for the area between CTH M, CTH PD and Epic, which will be completed soon. Epic was working with WisDOT to finish improvements to the USH 18/151 ramps to Epic Lane and associated improvements to add capacity and improve traffic flow. Plans for Epic’s Campus 4 are expected to be submitted in the next two months. The reconstruction of Northern Lights Road/Nine Mound Road is scheduled in 2015.

Scheel said that a General Development Plan for Kettle Park West was expected next month. The City of Stoughton was working with WisDOT on plans for access to USH 51 and STH 138 for the development.

Petykowski reported that the City of Madison was continuing work on the design for E. Johnson Street. The Cannonball overpass trusses will be set this evening. Work was continuing on the bridge for the Mineral Point Road/CTH M/Junction intersection.
Stephany reported that work on the last phase of the Monona Drive reconstruction had been delayed, but the utility work was back on schedule. Except for some median work, the project was still expected to be completed by November.

McComb reported that the FHWA and FTA conducted their certification review of the MPO last month, and that it went well. Potential recommendations on the planning process will be addressed in a forthcoming report.

Beaupre mentioned some staffing changes at WisDOT. Aileen Switzer was hired as head of the Division of Transportation Investment Management. Jim Kuehn was hired as the team leader for the Metropolitan Planning Assistance Unit, taking over John Nordbo’s former position.

Dunphy mentioned work that was proceeding on CTH PB south of Verona, including the Sunset Drive intersection.

VanderWegen said the Prairie Stoner Neighborhood Plan would be completed this fall. He also reported that work on the Cannonball Trail crossing over McKee Road was back on schedule. It was delayed after fiber optic cable was mistakenly placed on the west side of where the trail will be located.

Stauske reported that Branch Street was planned to be reconstructed next year.

Violante said the county’s Comprehensive Plan update was underway, and that he planned to reference the MPO’s plan within the transportation element. He welcomed MPO comments on the current plan recommendations.

9. **Staff Reports**

   Schaefer reported on the upcoming Transportation Alternatives program application cycle. He said the MPO Policy Board was still reviewing potential changes to their membership/voting structure. An update on the Metro Bus Size study will be presented at the next committee meeting. The draft Coordinated Public Transit – Human Services Transportation Plan was nearly complete. This plan addresses transportation for the disabled, elderly, and low income individuals. Election of a Chair and Vice Chair for the committee will be placed on the next meeting agenda.

10. **Next Meeting Dates**

    The next meeting dates are scheduled for Wednesday, September 25, 2013 and Wednesday, October 30, 2013. Scheel mentioned that October 30 is the date of the CARPC Sustainable Communities conference. Schaefer said he would consider an alternative date for the meeting then.

11. **Adjournment**

    VanderWegen moved, Stauske seconded, to adjourn the meeting at 3:50 p.m.

*Minutes recorded by David Kanning and Bill Schaefer*