

**Minutes of the  
Madison Area Metropolitan Planning Organization  
Technical Coordinating Committee**

**January 20, 2006**

**Fitchburg City Hall**

**2:00 p.m.**

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**1. Roll Call**

*Members Present:* Beaupre, K. Clark, Debo, Dryer, Feeney, Ginder, Hickman (for McComb), Murphy, Nelson, Mandli, Schamale, Andros (for Violante), Woodard

*Members Absent:* Coville, R. Clark, Dryer, Ettinger, Kirchner, Kennedy

*Others Present:* McDonald, Schaefer, Pike, D. Paoni

**2. Approval of Meeting Minutes of September 16, 2005**

Moved by Schmale, seconded by Woodard, to approve September meeting minutes. Motion carried.

**3. Review of Draft Regional Bicycle Way System Map for Regional Transportation Plan (RTP)**

Schaefer said that as part of the RTP update, the Regional Bicycle Way System Map would be updated. He noted that the MPO adopted a comprehensive Bicycle Transportation Plan in 2000, which included maps of proposed bicycle facilities and bicycle routes. The Bicycle Way System Map is essentially a proposed route system with proposed off-street bicycle facilities. Schaefer clarified that staff would not be updating the entire bicycle facilities plan, including recommendations for on-street facilities. This would require updating the bicycle compatibility analysis for all of the regional roadways done as part of the bike plan and expanding it to the whole MPO area. This is not as critical, because bike lanes are almost always added as part of street reconstruction. The decision on whether to add a bike lane can be made as part of project development consistent with policies in the plan. Preparation of the bicycle way system plan will identify important roadways that should be considered for addition of bike lanes if traffic volumes warrant them. Bike routes are typically on parallel streets to arterials or on collectors. Schaefer said that preparation of the updated Bicycle Way System Plan will allow incorporating recent detailed neighborhood and bicycle facility planning, particularly on the West side and in the Westport/Waunakee area. A system of regional routes will be identified that provides for longer-distance travel, connecting the surrounding communities to the Madison area and providing connections to major destinations (i.e. employment centers, shopping centers). Identification of the regional system will help in prioritizing projects for funding. Also, communities and developers can use the planned regional system as a framework from which connections can then be planned as part of new neighborhoods. An updated list of major off-street projects will be prepared and assigned a priority based on our existing criteria, which includes whether the project is on the regional system or provides an important connection to it.

Schaefer reviewed the draft map and highlighted some of the major planned bike path projects likely to be given a first level priority. Schaefer also pointed out a couple of other bike path projects that Dane County Parks Department staff has been working on in the Waunakee/Westport area and from McFarland through Kegonsa State Park to Stoughton. He also showed a map of the draft West Side Bicycle Plan to illustrate the detailed level of analysis in some areas that went into preparation of the draft regional map. Nelson noted that one of the issues with the planned eastern segment of the Capital City Trail to Cottage Grove is the amount of wetland in the corridor. He wondered if the “floating bridge” design the City of Middleton has used in the Pheasant Branch Creek area might be used in this instance.

#### **4. Continued Review of Preliminary Results from New Regional Travel Demand Model for the RTP Update**

McDonald reviewed the process that staff is using to develop the alternatives for the plan. A major transit expansion with a fixed-guideway facility has been tested and will be carried forward for all of the roadway alternatives. For the roadway alternatives, the starting point was the existing plus committed (E+C) system, including projects in the current TIP. Staff then modeled new two-lane roadway connections to help complete the grid system. The next modeling scenario includes recommended projects identified in the current plan. Those are the scenarios that have been modeled thus far. Staff will next evaluate additional potential projects for which studies are underway such as the USH 51 corridor, North Mendota Parkway, and the Verona Road/West Beltline project. He noted that in the USH 51 (USH 12/18 to Interstate) corridor, the problem was due to congestion at the intersections, not through travel capacity. Finally, some new interchanges will be looked at, such as the one by Lacy Road and USH 14 and a possible future one at CTH AB and USH 12/18. McDonald said staff has been refining the calibration of the new travel model. A major issue came up with the Beltline and the capacity that should be used. The capacity had to be increased to account for the spreading of the peak period traffic that we're starting to see. The model was diverting too much traffic from the Beltline with the 2030 growth allocations. Staff is now feeling more comfortable with the model, but further analysis of the roadway scenarios is needed. He briefly reviewed the congestion maps for the three roadway scenarios. Woodard asked if the roadway improvement scenarios had been modeled without the hybrid rail system. McDonald they hadn't yet, but didn't expect to see any significant differences in traffic on the periphery, only some modest reductions in Isthmus corridors. In response to a question from Woodard, he clarified that staff had not yet modeled the proposed freeway option for Verona Road south of the Beltline. He said the schedule called for completion of the plan by June or July.

#### **5. Review of Pedestrian Travel Trends and Survey of Local Communities Regarding Pedestrian-Related Policies, Requirements, and Standards**

Schaefer said the materials distributed constituted a partial draft of the pedestrian section of the RTP with background information. It includes some data on pedestrian travel from the Census and National Household Transportation Survey. Of particular interest, though, is the survey that was done of cities and villages in the MPO planning area regarding their pedestrian-related policies, requirements, and standards. He briefly highlighted some of the results. Just about every community requires sidewalks on both sides of new streets. Most require a 5-foot width for sidewalks as recommended by FHWA and ITE. All have ordinances requiring maintenance and timely snow removal. All require developers to pay 100% of the cost of new sidewalks. For retrofitting in sidewalks in existing developed areas, the policies vary, but the most common is for the municipality to pay 50% of the cost and require the landowner to pay 50%. Some communities distinguish between single-family residential and other streets. Fitchburg pays 100% of the cost for s/f residential streets outlined in the Ped/Bike Plan, which are primarily collectors serving pedestrian destinations. The street design standards of the communities are pretty similar in terms of block lengths. All require a mid-block pedestrian way if a block is more than 900 feet long. Requirements vary in terms of street width, but 32 feet is most common for local streets. Some communities are now allowing narrower 28-29 foot local streets in some cases. Staff also reviewed the zoning ordinances for any site planning standards regarding pedestrian access/circulation. Some communities do not have any standards. Sun Prairie, Stoughton, and Cottage Grove had the most detailed standards, which applied for larger commercial developments. Schaefer said the MPO would likely include some recommendations in the RTP based on the information presented, including the survey. Nelson commented that while there are differences, he thought the similarities in policies and standards were most striking.

## 6. Committee Member Reports

Woodard reported that a staff meeting was scheduled for next week on transportation issues associated with the Target development off McKee Road and the extension of Fitchrona Road from Nesbitt to McKee Road. He said a small amount of City of Madison parkland was needed for the street extension. He also said a bike path connection to the residential neighborhoods to the west was planned. City of Madison staff said they were preparing comments. He also said that Terrance Wall Properties had purchased a large tract of land in the Nine Springs Neighborhood and was preparing a development plan.

Mandli reported that the county salt brine facility at the Fish Hatchery Road location was completed. The county will be using it with rock salt. The salt brine stays on the road better during initial contact. It will also be used in some cases instead of de-icing chemicals.

Schmale mentioned that staff would be meeting with the consultant after the TCC meeting to review the sidewalk plans and Buckeye Road/Lake Edge Drive intersection plan for the Monona Drive project.

Hickman said that the FHWA and WisDOT would be hosting the first of several planned MPO Directors meetings next week to discuss issues in common, including SAFETEA-LU requirements. She also said that FHWA staff was finishing up the certification review report for the Madison Area MPO and would hopefully be presenting the findings at the MPO Board's next meeting in February. The findings would then be shared with the TCC.

Feeney said that public meetings on the USH 51 (USH 12/18 to Interstate) Corridor Study were scheduled for the end of March. Both potential roadway and ped/bike improvements will be presented.

Ginder reported that the City received bids for the old USH 12 reconstruction project. He also said the city's traffic management study was expected to be completed this spring, and that a corridor study was planned for the extension of Schneider Road east to Oncken Road.

Murphy reported that the City of Madison's comprehensive plan was recently adopted by the Common Council. A neighborhood development planning process would be getting underway soon for the area north of I-94 on the City's East side.

Andros said that the county was making slow progress on its comprehensive plan. The county received an extension until December 2006 and hopes to have a draft plan completed by then.

Beaupre reported that the consultant contracts for the final phase of the Transport 2020 Study were being finalized. She also announced that Doug Dalton would be retiring in March.

Debo reported that Metro's 2005 ridership of 11.3 million was the highest in years. Over the past five years, it has grown by over 1.25 million. She also said that west and south side route restructure was being planned, which would include a new Northwest Transfer Point in Middleton. New services would include a South to East Transfer Point Connector route. Regarding the ITS project, the external and internal annunciator system was completed, slide passes are now being used for all passes except the school district. Staff has been using data from the ITS for solving many problems and for planning. Also, the facilities master plan has been completed.

Nelson said the city has received the 2005 orthophotos and the digital terrain model has been completed. He also reported on the findings of a county stormwater infiltration study.

**7. Staff Reports**

McDonald reported on the status of the Board restructure. He said most of the cities and villages were not going to sign the agreement that had been circulated, but instead want to make their own appointment. Golden, the MPO Board Chair, and McDonald attended a meeting of the cities and village association, and following the meeting Golden asked that a motion to rescind the Board's previous action on the agreement be put on the agenda. In addition to the representation issue, there is another issue that has surfaced during the MPO recertification process—that the Board members are supposed to be elected local officials.

Schaefer noted that application materials for the next Statewide Multi-Modal Improvement Program cycle should be available next week. Applications are due April 14. Only Enhancement program funding is available. A total of \$12.5 million is available statewide. He also mentioned that the Federal Access Board had published newly revised accessibility guidelines for public rights-of-way. A notice of proposed rulemaking would be published at a future time and comments would be sought at that time. One of the proposed changes eliminates the requirement of elevators for over- and underpasses. Dryer said the City of Madison staff still had some concerns, including the requirements for traffic signals at roundabouts.

**8. Next Meeting Dates**

The next meeting dates are February 17 and March 17.

**9. Adjournment**

The meeting was adjourned at 3:35 p.m.

*Minutes recorded by Bill Schaefer*