

**Minutes of the Madison Area Transportation Planning Board
Technical Coordinating Committee**

November 16, 2011

Fitchburg City Hall Conference Room

2:00 p.m.

1. Roll Call

Members Present: Beaupre, Coville, Stephany, Dunphy, Koprowski (for Hoelker), Trowbridge (for Murphy), Phillips, Beck, Sylvester, Woodard

Members Absent: Boardman, Dryer, Even, Stauske, Kennedy, Kirchner, Kugler, Scheel, Jolicoeur, Bertch, Violante

Others Present: Schaefer, Cechvala, D. Paoni, C. Petykowski, L. Nelson

2. Approval of September 28, 2011 Meeting Minutes

Phillips moved, Dunphy seconded, to approve the September 28, 2011 meeting minutes. Motion carried.

3. Presentation on Preliminary Design for County Trunk (CTH) Highway M (Mineral Point Road to Cross Country Road)

Petykowski reviewed a PowerPoint presentation on the proposed design for County Trunk Highway (CTH) M, which will be given at the December 8, 2011 public information meeting on the project. The phase of the project currently being designed is from Cross Country Road to Prairie Hill Road. The project is programmed for construction in 2014. Petykowski explained the project goals, environmental constraints, and planned growth in the area. He noted the importance of the corridor due to the lack of good parallel routes. The intersection designs being considered for CTH M and McKee Road (CTH PD) are a jug handle on the southwest quadrant and a roundabout that would be two lanes with the ability for expansion to three lanes in the future. In either case, Raymond Road would be cul-de-saced. An at-grade signalized intersection is projected to result in Level of Service E and is not being considered. The intersection designs being considered for CTH M and Mid-Town Road are a traffic signal with double left turn lanes and a roundabout that would be two lanes with the ability for expansion to three lanes in the future. The cross section for CTH M is planned to be 4-6 lanes with bike lanes and sidewalks on each side. The southbound curb lane north of McKee Road and the northbound curb lane from McKee Road to Flagstone Drive would be restricted lanes designated for buses and right turn only. An off-street bike path network will be included with a multi-use path north of Mineral Point Road and mostly west of CTH M. At Flagstone Drive, the path will cross underneath the intersection to the east side and connect with the Ice Age Trail. At McKee Road, the path will switch back to the west side with an underpass.

Woodard asked if there was an agreement between the Cities of Madison and Verona and Dane County on cost sharing for the project. Petykowski said there was an agreement for preliminary design, but not yet for construction. Schaefer asked if the bicycle path improvements were included in the costs, and Petykowski indicated that they were. Woodard suggested that the city apply for an Enhancement grant for the bicycle improvements.

4. Review of Scope of Work for Transit Study to be Conducted as Part of the Capital Region Sustainable Communities Project

Schaefer stated that the Capital Area Regional Planning Commission (CARPC) received a Sustainable Communities Regional Planning Grant, and that around \$175,000 was available for a transit study. The MPO would be the lead agency for this study, although CARPC would issue the RFP. Past transit studies – most recently Transport 2020 – focused primarily on rail service and did

not evaluate potential bus improvements in any detail. This study would fill in that gap. It would be a feasibility study looking at Bus Rapid Transit (BRT), primarily on the street network. The study would also look at how local and express bus service might be restructured to work with a BRT system. Schaefer said that with the regional transit authority (RTA) currently dissolved and new political leadership, this was a good opportunity to step back and gather some additional information and ideas for how to move forward with improved regional transit service. Schaefer said the BRT system could be a pure overlay with local service complimenting it, or it could be designed to largely replace the local route(s) in the corridors it serves. An overlay express service would be faster but might be prohibitively expensive. The study will examine three levels of infrastructure investment – Improved Service, Light BRT, and Heavy BRT – which are described in the table in the draft scope of work that was distributed. The service concept is for 15-minute headways throughout the day.

The corridors to be studied include north-south and east-west routes. The consultant will be provided some preliminary baseline routes with several possible alternatives and future extensions. The Stoughton Road and Monona Drive corridors were added at the request of the MPO Board as potential future extensions to serve the east side. The study will evaluate (re)development and ridership potential in the corridor. This analysis will incorporate information from a separate TOD market study that is being conducted as part of the grant project and an effort by CARPC staff to inventory potential redevelopment sites. The transit study will also make recommendations on passenger facilities such as new buses, stations, fare collection, etc. The study will examine the feasibility of transit preferential roadway enhancements like queue jumps, parking restrictions, preferential lanes, and transit signal priority (TSP). A minor component of the study will include examination of future express commuter routes to outlying communities. The study will be technical in nature, but there will be some opportunities for public input. The study will be coordinated with the City of Madison's work on a new transportation master plan. The study is expected to take 6 to 12 months beginning in early 2012.

Trowbridge commented that the study should include ridership projections. Cechvala indicated that ridership was mentioned in Task 2, but not in the deliverables. It would be added. Woodard suggested that branding be included in Task 3 and asked if the study would just look at the routes mentioned. Schaefer agreed with the comment about branding and said that the consultant would be encouraged to modify the routes and/or suggest new ones. Koprowski mentioned that WisDOT would be undertaking a region-wide park and ride study.

5. Update on the Regional Transportation Plan 2035 and Timeline for Completion

Regarding the plan timeline, Schaefer stated that MPO staff hoped to have a draft of the long range plan update available by the end of the year. The planned schedule is to present the draft report to the MPO Board at their January meeting, and get approval for release of the plan for public comment. Public meetings would be held in January and the MPO Board would adopt it in February. That meeting is being rescheduled to the 15th. Schaefer presented a preliminary draft of a map showing planned projects and studies. A few additional local arterial street capacity expansion (from two to four lanes) projects have been added and the programmed projects and studies updated compared to the previous map in the RTP 2030. He reviewed the projects. The new projects included the segment of McKee Road from CTH M to Nine Mile Road, CTH Q from CTH M to Oncken Road adjacent to the planned large Bishop's Bay development, and CTH T east to Reiner Road in the area of large Northeast Neighborhood Plan area. Schaefer said traffic volumes on CTH N (Gaston to CTH BB) justified a four-lane roadway, but he wasn't sure whether to include because the roadway was scheduled for maintenance work in the next few years. Other roadways forecast to be very congested included CTH CV, CTH Q, and CTH K. One of the issues with CTH CV was whether the airport planned to pursue creation of another access point off of CTH CV. Dunphy said she had heard about that, but didn't know whether that was still planned. The only state project is the planned new

interchange at Verona Road and McKee Road. Other projects will depend upon the outcome of existing and planned major EIS studies. The State Transportation Projects Commission recently approved three new major EIS studies in Dane County: USH 51 (Stoughton Road); the Beltline from USH 14/University Avenue in Middleton to Highway N; and Interstate 30/90/94 from Madison to the Wisconsin Dells. Work on those would likely start late next year. Another potential study is shown on State Highway 19, which would likely evaluate the North Mendota Parkway route as well. The other study that WisDOT staff had mentioned as a possible future one is Highway 14 from Middleton to Mazomanie. MPO staff is not currently showing the study because of the major environmental issues and because the forecast traffic volumes don't indicate a need for expansion west of Cross Plains. Schaefer distributed a preliminary draft table of the street/roadway projects. He said MPO staff was still finalizing the financial analysis, but felt the projects listed could be demonstrated to meet the financial constraint requirements.

6. Committee Member Reports

Woodard stated that a new Hy-Vee store was approved in Fitchburg near the new Super Target. He said the Plan Commission approved it despite concerns about future traffic volumes in the area.

Phillips indicated that the City of Madison's street construction projects were nearing completion. State Highway 113 was looking good and the local street reconstruction projects are expected to be completed on time. He mentioned the planned December 8 public information meeting on the CTH M project. He also mentioned that an initial meeting had been held on the Johnson/Gorham two-way conversion study.

Stephany stated that Monona's local street projects were wrapping up. A new traffic signal on Broadway at Cops was installed and was currently in flashing mode.

Beck stated that Metro was projecting another year of record ridership with potentially more than 14 million riders in 2011. Overloaded buses and passenger pass-ups are becoming more common and Metro is sometimes short of buses.

7. Staff Reports

Schaefer introduced Mike Cechvala, the newest MPO staff member. He said his primary responsibilities would be transit and ped/bicycle planning.

8. Next Meeting Dates

The next scheduled meeting, December 21, would likely be cancelled, but Schaefer said he'd confirm later. The following meeting is January 18, 2012. The agenda would include a review of the draft RTP update report.

9. Adjournment

Moved by Sylvester, seconded by Dunphy, to adjourn. Motion carried.

Minutes recorded by Mike Cechvala and Bill Schaefer