Minutes of the
Madison Area Metropolitan Planning Organization
Technical Coordinating Committee

February 18, 2005       Fitchburg City Hall       2:00 p.m.

1. Roll Call
Members Present: Kennedy (for Brown), Clark, Debo, Dryer, Beaupre, Hickman (for McComb), Murphy, Nelson, Peterson (for Mandli), Schmale, Androse (for Violante), Ginder, Vesperman, Woodard

Members Absent: Coville, R. Clark, Kirchner, Ettinger
Others Present: McDonald, Schaefer, Pike, K Even, R. Williams

2. Approval of Meeting Minutes of December 17, 2004
Approval of the minutes moved by Ginder, seconded by Clark. Motion carried.

3. Presentation on City of Madison Pedestrian/Bicycle Program
Arthur Ross provided an overview of the program and the various activities of the two primary staff persons—Steve Meiers, the Safety Educator, and himself. It is a “four E” program, and much of the work involves assistance to other City Traffic Engineering staff on projects such as the planned sidewalks on Capital Avenue. A lot of time is spent providing information to the public. Safety education programs are focused primarily on the elementary schools. The city has received grants in recent years to add some middle school programs. Staff is very involved in neighborhood and school issues. These include speeding, parking, and student pick up/drop off issues. Staff works with the police department on these issues and on enforcement. Staff conducts bicycle safety education classes for those ticketed. The fine can be eliminated or reduced if the violator attends the class. Encouragement activities include publishing the Madison area bicycle map and working with community and advocacy groups, such as on the annual Bike to Work Week event. Staff also works with businesses, coordinating efforts with the MPO Rideshare Coordinator. Ross said staff is in the process of updating the bicycle map. Kennedy mentioned there are a number of bicycle facility improvements occurring on the UW campus that he’d like added to the updated map. In response to a question from Schaefer, Ross said staff works with other communities upon request. Schaefer also noted that the city has a bicycle count program, using counters built into traffic signals.

4. Report on Rails-to-Trails Project on the Chicago Northwestern Rail Line from West Beltline to CTH PD
Nelson said he thinks Union Pacific actually owns the rail line, which crosses the Beltline at grade between Todd Drive and Fish Hatchery Road. Freight rail service is continuing north of the Beltline, but not to the south. There is interest in pursuing a connection to the Capital City Trail (CCT) west of Fish Hatchery Road and providing an alternative to this segment of the CCT, which has some very steep grades. The city is working with WisDOT on the necessary documentation for a rails-to-trails project. Given limited federal funding at this time, a gravel base could be used on an interim basis. McDonald asked about plans for eventually crossing the Beltline. Nelson said the idea is to eventually extend the path north of the Beltline to Fish Hatchery Road. Nelson said the planned Perry Street ped/bike Beltline overpass project—programmed with state enhancement funds—does not have a lot of public support. There have been some discussions about possibly moving the overpass west to this rail line crossing. In response to a question from Clark regarding likely path users, Nelson said one of the primary benefits would be providing a bicycle link for the Arbor Hills neighborhood and residences to the east of that neighborhood. It would also make the CCT more of a commuter facility
by providing a more direct connection to the central area. Woodard added that the City of Fitchburg supports the project.

5. **Consideration of Recommendation on Amendment #2 to the 2005-2009 Transportation Improvement Program (TIP) for the Dane County Area**

Schaefer said WisDOT requested a TIP amendment for three maintenance projects and a corridor study for USH 12/18 from the Interstate to CTH N. Schaefer said the maintenance projects are utilizing funds from the District’s maintenance budget and the result of shifting priorities. Schaefer said he assumed the corridor study was intended to address the existing intersections, particularly at CTH AB. Debo asked whether the reverse commute project grant that Metro is seeking would require a TIP amendment. Schaefer said yes, and he would include it as well. Moved by Kennedy, seconded by Clark, to recommend approval of TIP Amendment #2 with the addition of the Metro project. Motion carried.

6. **Review of Presentation for First Round of Public Meetings on the Regional Transportation Plan (RTP) Update**

McDonald mentioned the distribution list for the meeting notices and the locations of the first series of meetings. He also mentioned that the MPO had the meeting notice, agenda, project summary, and MPO profile translated into Spanish and these were available on the Web site. The notices (in both English and Spanish) were also posted at neighborhood/community centers. He then reviewed the power presentation, which provides information on the MPO, existing studies, and data on land use and transportation trends.

7. **Review of Boards and Handouts for Providing Background Information and Receiving Public Input on Transportation Goals and Issues at the First Round of RTP Update Meetings**

McDonald reviewed the boards and handouts to be used at the meetings. There will be five stations—one with general information on personal and commuter travel and the others covering the different modes (personal vehicle, transit, bicycles, pedestrians). For each station, there will be background information for persons to review and an opportunity for them to post their comments on issues of concern and things they like or dislike.

8. **Committee Member Reports**

Debo reported that an unlimited ride pass program for St. Mary’s employees went into effect in February. Negotiations are starting with Meriter Hospital on a similar program for its employees. An additional trip is being added in the morning and afternoon on the service to the American Center. Plans are on track to provide service to Epic System’s new headquarters in Verona on the day that it opens, which will probably be in August. Metro’s ITS equipment is on board. Bus-stop annunciation will be systemwide soon. The first two message signs have been constructed with six more planned. Installation of new farebox equipment is starting and will be completed by June. This will provide bus-stop level data. Metro is the first transit system in the country with connection between its ITS farebox equipment. Construction of a park-and-ride facility at the East Transfer Point is scheduled for August.

Ginder said the City of Middleton was adopting guidelines for traffic impact analyses for new developments. They included level of service standards for pedestrians and bicyclists as well as auto traffic. This was done as part of the City’s traffic management study.

Murphy reported that the City of Madison had executed an intergovernmental government with the Town of Blooming Grove that provided for the phased annexation of all town land into the City over a 23-year period.
9. **Staff Reports**
McDonald reported that the restructure subcommittee of the MPO Board met twice, and didn’t reach a consensus. Discussions centered on three scenarios: (1) no change; (2) changing the residency requirement of one of the county executive appointments from the City of Madison to a small city or village; and (3) giving one of the county executive’s three appointments to the small cities and villages. At its last meeting, the board invited representatives of the appointing authorities to come and comment on the issue. The county executive’s chief of staff, Topf Wells, argued for keeping the county executive’s appointments unchanged, but was agreeable to scenario two. The cities and villages want a direct appointment. Wells said the county executive was opposed to a potential compromise of having the cities and villages submit a list of candidates from which the county executive would choose.

McDonald also reported on a meeting that took place to discuss a traffic study of the Beltline and Mineral Point Road corridor. As part of adoption of the Pioneer Neighborhood Plan, it was agreed to bring WisDOT, Dane County, and City of Madison staff together to look at possible regional solutions to the current and projected future traffic problems in this corridor. WisDOT agreed to provide some funding for the study. A scope of work for the study is going to be prepared. WisDOT wants the study to look at the entire Beltline corridor from USH 14 to the Interstate. Nelson added that City of Madison staff had recently conducted a traffic operations analysis of the corridor and found the intersections failed. Improvements are planned that would provide some relief for around ten years.

10. **Next Meeting Dates**
The next meeting dates are March 18 and April 15.

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

*Minutes recorded by Bill Schaefer*