

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

March 26, 2008

Fitchburg City Hall

2:00 p.m.

1. Roll Call

Members Present: Beaupre, K. Clark, Dunphy, Dryer, Ginder, Hoelker, Kennedy, McComb, Murphy, Nelson, Beck (for Persich), Sylvester, Vela, Schmidt (for Woodard), Andros (for Violante)
Members Absent: R. Clark, Coville, Even, Kirchner, Kugler, Scheel, Simon
Others Present: McDonald, Schaefer, Pike, D. Paoni, R. Anderson, D. Trowbridge

2. Approval of January 23, 2008 Meeting Minutes

Moved by Ginder, seconded by Kennedy, to approve the January 2008 meeting minutes. Motion carried.

3. Presentation on Current WisDOT Corridor Studies in Dane County

Michael Hoelker, WisDOT Southwest District, provided a power point presentation covering the various ongoing studies, which the committee had requested. The corridor studies fall into three categories: majors project studies that required approval of the State Transportation Projects Commission; other EIS level corridor studies; and general corridor studies. The two majors project studies are the USH 51 South (McFarland to Stoughton) Study and the Interstate 39/90 (Madison to South State Line) Study. He reviewed the options being considered for the USH 51 Study and noted that a recently completed value engineering study had added a few sub-options. For I-39/90, the addition of a third lane in each direction is planned with the lane on the inside if there is sufficient median space (60 feet). Nelson asked if ramp gates were being considered for the Interstate in the event of a snow or other emergency. Hoelker said that issue isn't being analyzed as part of this study, but he was aware that a separate interdepartmental study that was ongoing in response to the snowstorm and traffic backup that occurred. The two other EIS level studies are USH 51 North (USH 12/18 to I-39/90/94) and the Verona Road/West Beltline Study. A presentation was recently provided to the TCC on the USH 51 North Study. Interim improvement recommendations are being developed for Verona Road as part of a supplemental EIS for that study. They include a single point interchange, for which construction could start as early as 2014. Hoelker then reviewed most of the eleven other general corridor studies. These include freeway conversion studies on USH 18/151 south of Verona and USH 12 and access management studies on USH 12/18, STH 19/STH 113, USH 14 (Middleton to Mazomanie), and USH 51 (north of DeForest). Others include the Beltline safety/traffic operations study and an Interstate 39/90/94 (Madison to DeForest) study where a new interchange has been proposed. They are starting a new phase of the Beltline study that will be looking at potential new street crossings and additional interchange improvements.

4. Status Report on the Transport 2020 (East-West Transit Corridor) Study

Dave Trowbridge, City of Madison Planning Unit, provided a brief update on the status of the study and handed out a copy of a power point presentation that the study consultants would be giving to Dane County Board members before its meeting on March 27. He said in August/September 2007 the City of Madison, Dane County, and MPO Board had all passed resolutions of support for proceeding with the next phase of the study and seeking state enabling legislation for creation of a regional transportation authority (RTA). Creation of a RTA with authority to levy a sales tax is the recommended governance/finance structure for implementation of the Transport 2020 project. Since last fall, the study consultants have been putting together the New Starts application to FTA for approval to proceed with preliminary engineering. The draft application has been completed and most

of it is on the study Web site for review. It is anticipated that the application will be submitted to FTA soon, but that is up to the County Executive, Madison Mayor, and WisDOT. State RTA enabling legislation can't be passed until 2009 at the earliest. He said there is some risk in submitting the application now without that legislation. FTA could reject it as it did the application in southeast Wisconsin because of the lack of progress on the financial plan. In response to a question from Kennedy, Trowbridge said that FTA staff feedback on the project has improved, but they still have concerns about the "baseline" alternative, which is the lower capital bus alternative that the preferred rail alternative is compared against in terms of cost effectiveness. He said FTA is somewhat suspicious of the Madison application because of the size of the community. McDonald said FTA had also strongly recommended that an on-board survey be conducted to inform the ridership modeling. That survey is currently in process. Clark commented that some have suggested the projected number of trips on the rail system aren't entirely "real". Trowbridge said that many of the trips are transfers from the bus system, but that only a few of the bus routes have been terminated at a rail stop in the modeling done.

5. Committee Member Reports

Kennedy reported that the Campus Drive path would probably open in July a bit behind schedule. The street work on the West campus, including the extension of Observatory Drive to Highland Avenue with a roundabout at the Observatory/Walnut Street intersection, will be completed this summer.

Beaupre said WisDOT staff was monitoring a budget repair bill for impacts on administrative staff and already preparing for the next biennial budget. The draft Connections 2030 Plan would probably be released this summer.

Vela mentioned property acquisitions and other preparations were going forward for reconstruction of the first segment of Monona Drive in 2009-'10.

Dunphy said that county staff had been working with the consultants on the potential roadway alignments for the North Mendota Parkway. The roadway alignment and boundaries of an E-Way are being developed as part of the current environmental study.

Sylvester reported that the City of Verona would be reconstructing to an urban cross-section the second eastern segment of Verona Avenue out to old CTH PB.

McComb mentioned that the U.S. EPA issued a new revised ozone standard of 75 ppb. Dane County is very close to exceeding this new standard and Rock County is even closer. If Rock County were to become non-attainment, EPA might pull in Dane County as well because of the relationship between the two counties. Final designations of non-attainment areas are scheduled for 2010.

Murphy reported that the City of Madison adopted the Pumpkin Hollow Neighborhood Development Plan north of Hoepker Road and west of Rattman Road. The plan does not include a recommendation for a study of an interchange with the Interstate at Hoepker nor a new major employment center east of the Interstate, which one of the property owners had urged be included in the plan.

Russ Anderson noted that WisDNR had significant concerns regarding the USH 14 (Middleton to Mazomanie) corridor, which has many environmental issues. The corridor is the subject of one the access management studies mentioned in WisDOT SW District's presentation.

Beck reported that Metro Transit had scheduled a public hearing in April on some proposed schedule and service changes that would increase total revenue service. The proposed changes would include: schedule and routing changes to Route 6, which has heavy ridership and is often behind schedule; expansion of service to the Sprecher Neighborhood east of the Interstate; and replacement of service in the east Isthmus area that was eliminated for budgetary reasons a few years ago.

Nelson mentioned that the City of Madison was attempting to find funding to increase the budget for roadway resurfacing/repair work after the bad winter.

6. Staff Reports

Schaefer reported that the MPO Board had adopted a minor TIP amendment at its previous meeting. The major change was the addition of a WisDOT project to construct a median barrier on the West Beltline between Verona Road and Whitney Way. WisDOT needed to have the amendment processed as soon as possible. The amendment also included a few other minor changes, including an amendment to one of Metro's grants to include the FTA funding that was received for the on-board survey. McDonald reported that half of the MPO Board appointments are up. Four nominations have been received for the single small cities/villages representative, including the current representative. The towns representative, Eileen Bruskewitz, will likely be re-appointed. The three City of Madison representatives have already been re-appointed, and he thought the two county representatives would also be re-appointed, but he had not seen a resolution yet.

7. Next Meeting Dates

The next meeting dates are Wednesday, April 23, and Wednesday, May 28.

8. Adjournment

The meeting was adjourned at 3:00 p.m.

Minutes recorded by Bill Schaefer