

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

April 27, 2011

Fitchburg City Hall Conference Room

2:00 p.m.

1. Roll Call

Members Present: Beaupre, Coville, Dryer, Dunphy, Jolicoeur, Koprowski (for Hoelker), Kennedy, Trowbridge (for Murphy), Phillips, Scheel, Sylvester, Andros (for Violante), Woodard

Members Absent: Beck, Bertch, Even, Kirchner, Kugler, Stauske, Stephany, Trombino

Others Present: Schaefer, C. Pringle, A. Cushman, S. Arnold

2. Approval of March 23, 2011 Meeting Minutes

Dryer moved, Phillips seconded, to approve the March 23, 2011 meeting minutes. Motion carried.

3. Presentation on U.S. Highway 51 (McFarland to Stoughton) Study

Craig Pringle, project manager with WisDOT SW Region staff, provided the power point presentation that was given at the recent public information meeting on the project. It covered the project purpose and need, and the study timeline and steps, which included the initial needs assessment and development and refinement of the alternatives. He reviewed changes made to the “low build” and USH 51 expansion alternatives and the Stoughton “bypass.” At this time, WisDOT is proposing to dismiss the STH 138 and CTH N expansion alternatives mainly because they do not draw enough traffic off of USH 51. The schedule calls for a draft EIS to be completed by Spring 2012 and a final EIS in Fall 2013. He emphasized that no funding has been allocated for construction at this time, but that interim safety improvements at intersections may be considered. It is also possible that the corridor improvements would be done in phases.

Asked about the public comments received, Pringle said many people want something done sooner. He said opinion is pretty evenly split between those wanting USH 51 expanded to four lanes and those preferring to keep it at two lanes with intersection improvements. Most of the controversy concerns the “bypass” – both the route and timing. Woodard asked whether an off-road bicycle path was considered. Pringle said no due to right-of-way constraints. There was discussion about the plans for the Yahara River Trail path. Trowbridge asked about the need for the bypass. Pringle and Scheel said there was significant traffic, including trucks, through the downtown area. Pringle said it is more of a local arterial than a true bypass. Schaefer asked about the cross-section of the bypass and the timing given that it is located in an area that won’t be developed for some time. Pringle said that for the north section (CTH B) an urban versus rural cross-section was being debated. He said an urban cross-section is more costly due to storm water facilities. Schaefer noted that a rural cross-section creates a major barrier for pedestrians and bicyclists and creates a more auto-oriented land use pattern. Regarding the timing, Scheel said there is some interest by developers on the east side. He said reserving the right of way was the most important thing though. Koprowski said the plan was to build a two-lane facility initially, but purchase the right-of-way for four lanes.

4. Consideration of Recommendation on Madison Area TPB Resolution #51 Regarding Amendment #3 to the 2011-2015 TIP for the Madison Metropolitan Area

Schaefer said the main reason for the amendment was to add two design projects for the Interstate 39/90 (Beltline to County Line) expansion project. The State Transportation Projects Commission recently enumerated the project, allowing design work to proceed. Another new project is the installation of roundabouts at the ramp terminals of the CTH MM/USH 14 interchange. Dunphy said the project also includes a roundabout at the CTH MM/CTH M intersection and has some safety

funding. Schaefer said he'd check with WisDOT staff on that. He said the amendment also includes a revision to the E. Washington Avenue (Thierer to E. Springs) project, moving construction up to 2012.

Moved by Sylvester, seconded by Kennedy, to recommend approval of TIP amendment #3. Motion carried.

5. Review of Initial Travel Forecast Model Results for the Regional Transportation Plan Update

Schaefer reviewed an initial travel model run with the new Year 2035 socioeconomic dataset and the "existing plus committed" projects – those built since the current 2005 base year and those programmed through 2015. He distributed a list of these projects. He reviewed a traffic congestion map. He said he was still determining whether or not to make a change to the volume-to-capacity ratio ranges used to show segments as congested or very congested. The two ranges are supposed to reflect a Level of Service (LOS) D and LOS E or worse. Schaefer explained the factors that go into the planning capacities used for the roadways and that the model doesn't factor intersection delay well. He pointed out some observations on the map. He said the results would be used to develop the plan projects.

6. Update on the Madison Area Congestion Management Process (CMP) Project

Schaefer provided a brief update on the project, referring to the power point presentation from the most recent CMP committee meeting. He reviewed the proposed short-term and long-term performance measures to be used for the different facilities and transportation modes. He said service frequency would be added a transit performance measure. A policy issue for the MPO will be the targets or goals to set for the different performance measures. For example, the target for arterial roadway and intersection LOS is D, but that can't be achieved in some core areas of Madison and outlying communities. The question is whether a different target is used for those areas. He said he identified some core areas in the larger outlying communities and would be looking for input from local staff. He said the areas mainly reflect arterial roadways that are capacity constrained due to right of way and the desire to maintain on-street parking. He said some targets for the transit system had been developed as part of work on the Transit Development Plan and those would be used. The consultant plans to have a draft report completed by the end of May, and Schaefer said he planned to have them give a presentation to the TCC at the June meeting.

7. Committee Member Reports

Kennedy said that Observatory Drive and Charter Street would be under construction this summer, causing problems getting around campus.

Phillips mentioned the numerous construction projects that had begun, including Williamson Street, the outer loop, and Old University Avenue. Design work was proceeding on the CTH M project.

Beaupre announced that Paul Trombino had resigned as Transit & Local Roads Bureau Director to accept the job as Secretary of the Iowa DOT.

Dunphy noted that the segment of University Avenue from Segoe to Shorewood Blvd. would need to be re-done. The work was planned for June.

Dryer mentioned that the B-Cycle bicycle sharing project would be going forward.

Sylvester said the City of Verona was continuing to work on the design for the southern CTH M segment.

Koprowski mentioned that the I-94 project was ahead of schedule.

Trowbridge reported that the City of Madison was working on development of a plan for the two-block area south of the Square as part of a TIGER II grant. One of the key elements is the plan for

redevelopment of parking garage with the parking moved underground and development, including a hotel, above.

Woodard reported that the USH 14 and relocated Lacy Road interchange project was moving forward with letting scheduled for August.

8. Staff Reports

Schaefer reported that a number of MPO Board appointments were up, and new appointments would be made over the next month or so. He also reported on the MPO staffing situation. He mentioned that the request for projects for the 2012-2016 TIP had gone out and projects were due in early June.

9. Next Meeting Dates

The next meeting dates are May 25 and June 22.

10. Adjournment

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

Minutes recorded by Bill Schaefer