1. **Roll Call**

*Members Present:* F. Bartol, G. Hull, D. Newton, J. Rider, R. Williams  
*Staff Present:* B. Schaefer

2. **Approval of April 20, 2011 Meeting Minutes**

Item deferred to lack of quorum.

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

Schaefer reviewed the power point presentation on the study that had been provided at the recent public information meeting. The presentation 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. The corridor and intersections currently operate within acceptable service levels, but forecast traffic growth would result in unacceptable congestion/delay and failing operations at a number of intersections. Other issues besides congestion include safety due to substandard roadway design and bicycle/pedestrian accommodations. Schaefer 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. Schaefer said there is not funding now for the project, but interim safety improvements could be made at selected intersections. He said the timing of the “bypass” construction was uncertain and that right of way preservation might be the first step. The schedule calls for a draft EIS to be completed by Spring 2012 and a final EIS in Fall 2013. There was discussion about the STH 138 vs. USH 51 alternatives and the “shelf life” for the EIS document since the expansion project wouldn’t be constructed for quite some time.

4. **Review of Initial Travel Forecast Modeling Results for the Regional Plan Update**

Schaefer said staff had completed an initial travel forecast model run with the Year 2035 socio-economic dataset for the long-range transportation plan update. He said the model run was with the committed or programmed projects only. He reviewed the major projects involving a capacity change either being constructed now or programmed in the current TIP. He reviewed a map of the results showing those roadway segments forecast to be congested and very congested. He explained that the congested category included those roadway segments with a volume-to-capacity (V/C) ratio between 65% and 89%, which represented roughly Level of Service (LOS) D on the A-F scale that engineers used. The high end of that 85-89% was close to or in the LOS E range. The very congested category included roadway segments with a V/C ratio of 90% or greater and represented LOS E or F. He noted that the MPO’s policy was to generally accept a LOS D prior to considering a roadway expansion. He highlighted some of the corridors with high levels of forecast congestion. These included CTH M (S. Pleasant View Rd.) and Mineral Point Road (west of the Beltline) despite reconstruction and expansion of those facilities now programmed. Discussion followed on the results and the impact of potential higher gas prices on people’s travel.

5. **Update on the USH 18/151 (Verona Road) Project**

Schaefer gave a brief update on the project design. Two major design changes have been made. The first was to eliminate the major re-routing of the frontage road that separated the Walgreens and other
commercial properties from the residential neighborhoods and to add a roundabout underneath Verona Road at the grade-separated crossing. There was a concern about pedestrians being able to safely cross the re-routed road. Also, a pedestrian underpass was added just south of the interchange. Rider commented that he wanted to make sure the path connection to the Hammersley Road cul-de-sac north of the interchange would be maintained with the project.

6. **Update on Implementation of WisDOT’s Intercity Bus Program**

Schaefer said a new intercity bus program had been created as part of the last state budget that provided new funding and allows WisDOT to contract directly with providers without the need for a local government sponsor. WisDOT had conducted an RFP process to select providers for new routes, but had been waiting to see if there would still be sufficient funding with the new budget to initiate the service. Apparently, there is enough funding as three new routes to/from Madison are being added. The routes are to Green Bay, Wausau, and Dubuque, IA with intermediate stops. Williams and Bartol commented that the new service increased the urgency of adding an intercity bus terminal. Williams said the U-Haul site on W. Washington Ave. was a perfect location. Rider noted that U-Haul was moving to the far west side off Verona Road. There was also discussion about the need to coordinate the bus schedule to Columbus with the Amtrak service. Williams said WisDOT needed a marketing strategy to get word out about the new service.

7. **Committee Member Reports**

Bartol announced he was setting up two speaker presentations in conjunction with the CNU conference in Madison. One would be more of a workshop on the concept of “express carpooling”.

8. **Staff Reports**

Schaefer reported on the status of MPO Board appointments and the staffing situation. He also distributed the new county bike map.

9. **Next Meeting Date**

Schaefer said the next meeting was scheduled for Wednesday, July 20. The agenda would include a presentation on the draft Congestion Management Process and a review of the draft 2012-2016 TIP projects.

10. **Adjournment**

The meeting was adjourned at 6:40 p.m.

*Notes recorded by Bill Schaefer*