Minutes of the Madison Area Transportation Planning Board
Technical Coordinating Committee

July 29, 2015 Fitchburg Community Center, Prairie View Room 2:00 p.m.

1. Roll Call

Members Present: Paoni, Beck, U. Martin (for Trowbridge), Coville, Scheel, Dryer, Dunphy, Huth (for Stauske), Stephany, Koprowski, C. Petykowski (for Phillips), Horton

Members Absent: Baker, Kugler, Bertch, Even, Hessling, Kennedy, McComb, Sayre, Violante

Others Present: W. Schaefer, M. Cechvala, B. Lamers, C. Hoesly

2. Approval of April 22, 2015 Meeting Minutes

Dunphy moved, Beck seconded, to approve the April 22, 2015 meeting minutes. Motion carried.

3. Election of Committee Chair and Vice Chair

Item deferred.

4. Review of Preliminary Draft Scoring and Listing of STP Urban Priority Projects

Schaefer said staff had completed a preliminary draft of the scoring and priority listing of projects and those tables had been distributed with the meeting notice. There were 11 applications, 9 from the City of Madison and one each from the Cities of Fitchburg and Middleton. He commented that he expected more applications from smaller communities because of the new guidance establishing a goal to utilize 10% of the STP Urban funding allocation for smaller projects. Scheel responded that the City of Stoughton did not submit an application due to time and budget constraints.

Schaefer reviewed the 11 prospective projects. For this program cycle, two years of projects are being added (2019-2020) with a review and adjustment, as necessary, of the projects already approved for the first three years (2016-2018). Huth commented regarding the Atwood Avenue project that there are sight distances issues coming out of the Olbrich Botanical Gardens, which the elimination of one of the westbound lanes might exacerbate. Dryer agreed that it was an issue that would need to be addressed as part of the design process.

Regarding the previously approved projects, Schaefer said that no progress had been made yet on planning and design work for the CTH PD (CTH M to Nine Mound Rd.) project for various reasons. It is acknowledged that the project will not be able to be done by 2018 when programmed. Therefore, the project must be dropped since funding cannot be carried forward from one program cycle to another. It is proposed to use the $3.6 million allocated for the CTH PD to cover increases in the cost for the CTH M and Lacy Road projects. Some could be allocated to the McKee Rd./CTH PD (Maple Grove to CTH M) project. Paoni asked if there is a policy for dealing with this situation where extra funding is available. Schaefer responded that there is not a written policy specifically covering this issue, but based on the MPO’s funding policy the practice has been to first allocate the funding to projects funded at less than 50% or the current federal cost share and then use any extra to fund a new project, if possible.

Schaefer reviewed the highest scoring projects proposed for funding in 2019-2020. He noted that several had scores that were very close. He noted that Pleasant View Road is not proposed for funding despite a relatively high score because it is likely not to be ready for construction by 2020. Given the size of the project and its complexity, it would be very risky to program for 2020. Schaefer said staff is proposing the MPO make a commitment to funding the project in 2021 conditioned on progress being made on planning and design between now and the next funding cycle in two years. This is something that has been discussed as a way to ensure larger, complex projects can be completed when scheduled since they can take 5+ years for environmental study, right of way
acquisition, and design. Huth asked phasing of the final two segments of the Pleasant View Road project. He mentioned the expiration of the city’s TIF district. Petykowski said the city of Madison, which would take the lead on these future phases, would wait and plan future phases around Middleton’s project.

5. **Review and Recommendation on the Draft Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County**

Schaefer noted that staff had provided a presentation on the draft bicycle plan recommendations at a previous meeting. Schaefer said staff had completed the draft plan report, which was published for review and comment. An executive summary was distributed. He said a hearing was scheduled for the MPO board’s upcoming meeting with potential action at that meeting depending upon comments received. The plan was also going through the city of Madison adoption process and probably will also be adopted by Dane County. Cechvala gave a brief overview of the planning work and reviewed the contents of the executive summary. He also reviewed the draft addition/revision sheet listing the proposed changes to be made to the draft based on comments received thus far. These included one new recommendation related to maintenance of bicycle facilities and an optional recommendation related to trail fees. There was a difference of opinion between the policy and technical advisory committees for the plan on whether or not to recommend elimination of trail fees on paths in urban areas that are used for transportation.

Huth said that he supported recommending elimination of trail fees in urban areas because they discourage people from bicycling. Dunphy responded that she did not think the plan should take a position on the subject, but should leave it to implementing agencies to determine how to fund maintenance of paths. Schaefer said it was a policy issue staff was going to leave to the MPO board.

Huth moved to recommend adoption of the plan with the changes in the addition/revision sheet including the optional recommendation to eliminate trail fees in urban areas. There was no second. The committee chose to not make a recommendation regarding the plan.

6. **Review of Draft MPO Public Participation Plan and Schedule for Regional Transportation Plan 2050**

Item deferred.

7. **Update on WisDOT Major Corridor Studies and Projects**

Schaefer introduced Brandon Lamers from the WisDOT Southwest Region office. Lamers gave an update on WisDOT’s major corridor studies. For the Stoughton Road/USH 51 (Beltline to STH 19) study, Lamers said the goal is to have a final EIS done in fall 2018 in order to be in a position to seek funding for part of the recommended corridor improvements. It hasn’t been decided yet whether a tiered EIS approach will be used. He said work was ongoing for the EIS document and that traffic operations analysis was being done with the new count forecasts. WisDOT was working with the city on preparation of redevelopment options for the E. Washington Avenue intersection area.

Lamers reported that the Beltline Highway Planning and Environmental Linkages study was progressing. He said the first part of the study had looked at options outside the Beltline corridor for addressing forecast congestion such as the North Mendota Parkway. None had significant impact on Beltline traffic. Corridor strategies were now being evaluated, including modifications to the interchanges and added travel lanes. A series of public information meetings is planned for the fall. Preliminary recommendations to carry forward into the DEIS will be developed by spring 2016. A tiered EIS will then be started in summer of 2016. The purpose of the tiered EIS is to provide funding flexibility and match funding to the most pressing needs.

For the USH 51 study from Voges Road north of McFarland to I-39 east of Stoughton, it was decided to modify the DEIS into two environmental documents: an EA to address near-term corridor needs and a Tier 1 EIS that addresses long-term corridor needs. This was done because the 4-lane expansion
alternative in the original DEIS could not be funded. The EA would be done in fall 2016 and the Tier 1 EIS in 2018. For the EA, a new hybrid alternative was developed that combines aspects of the “low build” and 4-lane expansion alternatives. A public meeting was scheduled for August 26.

For the I-39/90 study from the Beltline to Portage WisDOT is transitioning to a tiered EIS. For the Tier 1 EIS, off alignment alternatives will be reviewed and a preferred corridor (likely the existing one) selected. For the Tier 2 EIS, recommendations for sections of the corridor will be developed and priorities determined for improvements. He noted, for example, the Wisconsin River bridge is deficient and needs to be replaced. For the Madison area, the Tier 1 study will identify the needed footprint for the interchanges. He said another study was looking at the corridor from Portage to the Wisconsin Dells.

WisDOT is working on a STH 19 safety/operations and access management study that will be completed in 2016. A STH 138 corridor preservation study was wrapping up. Koprowski mentioned that at this point WisDOT doesn’t think the state transportation budget will affect the schedule for the Verona Road and Interstate 39/90 projects.

8. Committee Member Reports

Huth said that the Valley Ridge Road project is underway. The Allen Boulevard project will include a water main replacement, new pavement, and installation of rapid flashing beacons and Maywood and Mendota Streets. The city is soliciting for design work for the High Road / Park Street project to be constructed in 2016. Bishop’s Bay phases 3 and 4 are underway.

Koprowski said that the Verona Road project was ahead of schedule. STH 73 construction was underway.

Petykowski said that the McKee Road (Maple Grove to CTH M) project will have a public information meeting August 18 with the 30% design plans. The city is waiting for approval of the Environmental Assessment for the CTH M project. East Johnson Street, Buckeye Road, and Cottage Grove Road are at 30% design.

Dunphy mentioned three ongoing projects: USH 14 and CTH MM in Fitchburg, CTH MM and Wolf Street intersection in Oregon, and CTH F reconstruction in Blue Mounds.

Paoni said that WisDOT has a new website. WisDOT will begin a statewide freight plan. A website for the plan has been developed.

Horton said there will be a second public information meeting for Lacy Road tonight.

9. Staff Reports

Schaefer said that staff is completing the TIP project listings and the draft TIP will be released in early August. The Metro Transit onboard survey database and report will be completed soon. Staff are finalizing a contract for transit related travel demand model work in preparation for the next phase of the BRT study. An intergovernmental BRT oversight committee is in the process of being formed to guide the BRT study.

10. Next Meeting Dates

The next meeting dates are August 26 and September 30. Schaefer said the August agenda will include a presentation on the ITS plan. The September meeting will include a recommendation on the draft TIP and probably a presentation on the transit on-board survey.

11. Adjournment

The meeting adjourned at 3:30 p.m.

Minutes recorded by Bill Schaefer and Mike Cechvala