

**Minutes of the
Madison Area Metropolitan Planning Organization
Technical Coordinating Committee**

August 19, 2005

Fitchburg City Hall

2:00 p.m.

1. Roll Call

Members Present: K. Clark, Kennedy, Nelson, Mandli, Schmale, Andros (for Violante), Ginder, Woodard

Members Absent: Coville, R. Clark, Debo, Dryer, Ettinger, Kirchner, Beaupre, McComb, Murphy, Quade

Others Present: McDonald, Schaefer, Pike, P. Dunphy

2. Approval of Meeting Minutes of July 15, 2005

Item deferred due to lack of quorum.

3. Presentation on the Condition of Roadways and Pavement Management Program

Nelson provided a power point presentation on the City of Madison's pavement management program. All city streets are rated every two years. The PASER rating system is used. Curbs are also rated. He showed tables with pavement rating data for 2001-2004. He said while one would expect the arterial roadways to have a higher average pavement rating than collector and local streets, that isn't the case. He then showed a table summarizing (re)construction and maintenance activities from 2001-2004. The ratings and street condition report are used to plan the city's maintenance activities. He then reviewed the different maintenance activities. In response to a question from Schmale, Nelson said seal coating was done on a periodic basis (about every 5 years) versus being tied to a rating. The city has recently experimented with using seal coating on streets with curb and gutter. The resurfacing schedule is tied to the street rating and the street classification. Pulverizing the existing pavement is a new technology that allows letting the street deteriorate further before reconstruction, though it is more expensive than resurfacing. Resurfacing of streets is coordinated with utility and curb/gutter work. The city assesses one half of the costs of curb and sidewalk reconstruction, but pays 100% of street resurfacing and reconstruction.

Mandli and Dunphy provided a power point presentation on the county's pavement management program. Dunphy said county staff does an annual tour of roadways in the spring before putting together their capital improvement program. The county is transitioning to use of the PASER system. She showed a map of the county roadways with their pavement rating. She then showed some graphs tracking average surface rating by class of roadway from 1987 to 2003. The classes correlate loosely to functional classification with 5 being arterials, 4 collectors, 3 minor collectors, and 2 and 1 very low volume roadways. She also showed a graph with the average PASER rating, which was started in 2000.

4. Review of Draft 2006-2010 Transportation Improvement Program (TIP)

Schaefer reviewed maps showing the draft STP-Urban projects, major roadway projects in the Metro planning area, major roadway projects in the outer county area, and pedestrian/bicycle transportation enhancement projects. For the roadway projects in the Metro and outer areas, he highlighted some of the changes from last year's TIP. Changes in the Metro area include pushing back the USH 151 resurfacing and Thompson Road overpass projects in Sun Prairie beyond the 5-year TIP period and the change in scope of the Interstate 94 (I-39/90 to CTH N) project from a reconstruction and widening to a patch and overlay. The change in scope of the I-94 project means the structures for the planned underpass west of Gaston Road will not be built. Nelson pointed out that fieldwork done by the City of Madison found wetlands in the area of the planned underpass, so it would need to be moved and

changed to an overpass. New federally funded projects include reconstruction of the High Point Road bridge over the Beltline and an asphalt overlay project on I-90. New locally funded projects in the City of Madison include reconstruction and widening of Sprecher Road, Femrite Drive, and Old Sauk Road. New projects in the outer area include reconstruction and widening of USH 51 from north of STH 19 to CTH V and USH 14 from CTH MM to STH 138. The planned relocation of USH 14 south of STH 138 has been pushed back to outside the 5-year TIP period. New bicycle path projects include the Starkweather Creek path, which received a federal earmark of funds in the TEA-21 reauthorization bill, and two other locally funded City of Madison projects—extension of the East Rail Corridor path to Buckeye Road and the Yahara River Parkway path. Schaefer mentioned that the TEA-21 reauthorization bill also included an earmark of funds for the Woodland Drive path. Committee members were asked to provide MPO staff with any changes in the timing, scope, or cost of projects by mid-September.

5. Review of Preliminary Results from New Regional Travel Demand Model

McDonald reviewed the approach that the MPO will be using for the modeling. The first step is modeling the “existing+committed (E+C)” roadway and transit systems with the 2030 socioeconomic data. Maps of the E+C roadway and transit systems were shown. Two different transit scenarios will then be tested, a “TSM” scenario with express bus service and local route improvements and then a fixed-guideway system supplemented by the express routes. Different levels of roadway improvements will then be added and tested starting with projects in the current plan and planned collector roadways. The roadway and transit improvements will then be combined into 2-3 different plan alternatives. Calibration and validation of the travel model has taken longer than anticipated, but the work is almost done. McDonald showed maps of congestion for the 2000 base year scenario and the E+C roadway system with base 2000 socioeconomic data. The E+C system has also been run with the 2030 socioeconomic data, but there are a few issues that need to be resolved yet. Additional modeling results will be presented at the next meeting.

6. Committee Member Reports

Woodard reported that the Fitchburg City Council approved the official mapping of the USH 14 interchange at relocated Lacy Road in accord with the design worked out with WisDOT and MPO staff. A consultant has been hired to prepare the design for the project. He said that the capital budget includes funds for construction of a trailhead facility on Seminole Highway where the parking lot for the Capital City Trail is located. He also noted that the traffic counts for Fish Hatchery Road south of Lacy Road increased 30% from 2004 to 2005.

Schmale reported that an ad hoc committee had been set up for the Monona Drive project. A consultant has been hired to prepare the construction plans and environmental document.

Kennedy said the university was finishing up work on the master plan update. A significant amount of street work is being done over the next 2-3 years. He also reported that the university would be constructing several parking lots exclusively for mopeds with a total of 660 stalls. Mopeds will be prohibited from parking at bicycle racks and from using wheelchair ramps.

Dalton said WisDOT staff was preparing funding program forecasts for use by MPOs in preparation of their long-range plans. He also reported that WisDOT was preparing an analysis of the funding implications of the TEA-21 reauthorization bill.

Nelson reported that City of Madison staff had been working on a design for improving the Junction Road and CTH M/Mineral Point Road intersection. They have developed a grade-separated intersection design and contracted with a consultant for a peer review of the design, which looks promising. The

design allows for phasing of improvements. Once a design has been finalized, they would be meeting with county and WisDOT staff.

7. Staff Reports

McDonald reported that a letter was sent out yesterday to local units of government in the MPO planning area regarding the MPO board's action on restructuring of the board. The board voted to change the representation on the board to switch the residency requirement of one of the three County Executive appointments from the City of Madison to a small city or village. The letter included the revised draft agreement, a sample resolution of support for the change, and a signature sheet. Resolutions of support are needed from municipalities making up at least 75% of the population in the MPO planning area.

8. Next Meeting Dates

The next meeting dates are September 16 and October 21.

9. Adjournment

The meeting was adjourned at 3:35 p.m.

Minutes recorded by Bill Schaefer