Minutes of the
Madison Area Metropolitan Planning Organization
Technical Coordinating Committee

September 16, 2005 Fitchburg City Hall 2:00 p.m.

1. Roll Call
   Members Present: Dalton (for Beaupre), Dunphy (for Mandli), Debo, Kennedy, Nelson, Waidlich (for Murphy), Feeney, Schmale, Andros (for Violante), Ginder, Woodard
   Members Absent: Coville, K. Clark, R. Clark, Dryer, Ettinger, Kirchner, McComb
   Others Present: McDonald, Schaefer, D. Paoni

2. Approval of Meeting Minutes of July 15, 2005
   Moved by Woodard, seconded by Ginder to approve July meeting minutes. Motion carried.

3. Approval of Meeting Minutes of August 19, 2005
   Moved by Woodard, seconded by Ginder to approve August meeting minutes. Motion carried.

4. Presentation on the Condition of State Roadways and Pavement Management Program
   Dalton provided an overview of the process WisDOT uses to prioritize roadway projects for short-range programming and long-range planning. A software program called Metamanager is used to assist with the analysis. Pavement condition rating, safety, and capacity needs are the three factors driving the analysis. Some budget constraints are applied and a future improvement type is recommended based upon the three factors. He said he would focus on the first two factors—pavement condition and safety.
   A project timeline is determined in most cases by the pavement condition. Three different measures are used to assess the pavement condition of the roadway. They are International Roughness Index (IRI), Rut, and Pavement Distress Index (PDI). For the analysis of crashes, all of the deer-related crashes are eliminated. The focus is on three types of crashes: those involving a fatality/serious injury, run off the road crashes, and intersection crashes. For analyzing capacity needs, deficiency thresholds have been developed by roadway functional class. WisDOT uses a higher standard for level of service on the Corridors 2020 Backbone routes, because of their importance for regional traffic. Dalton distributed and reviewed maps of the state roadway system in the county showing the PDI and crash rate. Only a few roadways were in the lowest of the three pavement condition categories mapped and two of those (USH 12, E. Washington Ave.) were under reconstruction. In response to a question from Kennedy, Dalton said the roadways are evaluated every three years. The crash rate summary map showed segments with a rate exceeding the statewide average for the highway type. It was used as a flag to identify a potential problem. Further analysis is needed to determine whether there is a safety problem with an engineering solution.

5. Review and Recommendation on 2006-2010 Transportation Improvement Program (TIP)
   McDonald noted that staff reviewed the major projects at the last meeting. A hearing was held at the last MPO Board meeting, and action is expected at the next meeting. MPO staff also gave a presentation on the TIP to the City of Madison’s Long-Range Transportation Planning Commission (LRTPC) at their meeting this week. The LRTPC approved three recommendations to communicate to the MPO Board. They questioned the decision to change the scope of the Cottage Grove Road Bridge project to a deck overlay with ped/bike accommodations, recommending that the bridge receive priority over the Buckeye Road Bridge for replacement. Second, they recommended putting the Perry Street Ped/Bike Overpass back in the TIP. Finally, they recommended pushing back the CTH CV resurfacing project from 2007 to 2008 when no construction work would be occurring on East Washington Avenue. Otherwise, both routes out of Madison to northbound USH 51 and the Interstate would be
under construction at the same time. Nelson said the ped/bike improvements on Cottage Grove Road were needed now, and was not concerned about foregoing a capacity-providing bridge replacement for at least ten years. Dunphy said the CTH CV resurfacing project would not take a long time, but indicated it would not be a major problem if it was delayed a year. Schaefer reviewed the significant changes listed in the Addition/Correction Sheet. They included mostly UW projects and City of Madison projects, including a number of locally funded street reconstruction projects.

Moved by Kennedy, seconded by Ginder, to recommend to the MPO Board approval of the draft 2006-2010 TIP with the changes listed in the Addition/Correction Sheet dated 9/16/05. Motion carried.

6. Review of Preliminary Results from New Regional Travel Demand Model
McDonald reviewed the transit alternatives that are being modeled. The first is the “existing + committed (E+C)” system with new express routes to Verona and Sun Prairie. The second is a modified version of the TSM alternative from Transport 2020 with express bus service from surrounding communities traveling through the downtown area connecting the transfer points. The third is a hybrid commuter rail alternative with branches on the east side to Sun Prairie and the airport and on the west side to Greenway Center and the new UW Research Park. Preliminary modeling results show a 6,400 daily transit trip increase for the E+C system with the 2030 socioeconomic data and another 3,700 with the TSM (express bus) alternative. The rail alternative hasn’t been modeled yet. McDonald then reviewed maps showing traffic congestion for the 2000 base year on the existing roadway system and E+C system. He then showed projected congestion for 2030 with the E+C roadway and transit systems. He pointed out a problem with the capacity being used for the Beltline, which is diverting too much traffic to CTH PD. MPO staff and the consultants are looking into this. Discussion followed. McDonald said he hopes to have some alternatives to present at the next meeting. Nelson asked if City of Madison staff could meet with MPO staff to discuss the results of the traffic assignments from the model runs, and McDonald said anyone interested was welcome to meet with staff.

7. Committee Member Reports
Woodard mentioned the proposed Target development project on the quarry site south of McKee Road and west of Nesbitt Road. He said that the city would be requiring an extension of Fitchrona Road north to McKee Road as a condition of development approval along with internal access point connections.

Kennedy said the UW Campus Master Plan report was being finished up. He also reported that the university would be initiating its enforcement of the new mopeds restrictions.

Feeney reported that conceptual plans had been completed for some short-term improvements in the USH 51 corridor. They include: a triple right turn from USH 51 onto the westbound Beltline; expansion of the Dutch Mill park-and-ride lot; a ramp addition; and an auxiliary lane between Cottage Grove Road and Buckeye Road.

Schmale said public meetings on the design for the Monona Drive reconstruction project were scheduled for mid-October.

Debo reported that ridership was up and extra buses are being deployed on some routes one month earlier than usual. Service to Verona would be starting September 19. A second meeting with Oregon officials regarding potential service is planned. A survey regarding potential reverse commute riders was being done for Sun Prairie. The state transit association is interested in pursuing state enabling legislation for regional transit authorities this year. The approach being taken is to provide as much flexibility as possible and allow the RTAs to be determined locally. The new low sulfur fuel has caused
problems with fuel or motor oil leakages while the buses are idle. The problem will be covered by warranty. Private fundraising is being initiated to help fund some of the renovations to the administrative and maintenance facility. Metro is looking at the possible purchase of some hybrid diesel-electric buses in 2006 or 2007.

8. **Staff Reports**
McDonald reported that only two towns had responded thus far to the letter sent out regarding the restructuring of the MPO Board. Resolutions of support are needed from municipalities making up at least 75% of the population in the MPO planning area. The issue was on the agenda of the Dane County Cities and Villages Association meeting this week.

9. **Next Meeting Dates**
The next meeting dates are October 21 and November 18.

10. **Adjournment**

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

*Minutes recorded by Bill Schaefer*