

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

September 22, 2010

Fitchburg City Hall Conference Room

2:00 p.m.

1. Roll Call

Members Present: Dryer, Dunphy, Hoelker, Murphy, Phillips, Sylvester, Vela, VanderWegen (for Woodard)

Members Absent: Beaupre, Beck, R. Clark, Coville, Even, Kennedy, Jolicoeur, Kirchner, Kugler, Scheel, Stauske, Violante, Wheeler

Others Present: Schaefer

2. Approval of July 28, 2010 Meeting Minutes

Vela moved, VanderWegen seconded, to approve the July 28, 2010 meeting minutes. Motion carried.

3. Consideration of Recommendation on Draft 2011-2015 Transportation Improvement Program

Schaefer distributed revised versions of the Addition/Correction sheet for the TIP and the STP Urban Priority Project Listings. He first reviewed the STP Urban listings and noted the change from the version sent out, which was that Phase 1 of the CTH S/CTH M intersection project has now been moved back to 2012. Both phases of that project will now be let in 2012 with construction in 2012 and possibly extending into 2013. This means there are no major projects in 2011. He then reviewed the other proposed changes in the timing of projects compared to what was in the draft TIP. The CTH PD and Mid-Town area segments of CTH M have been pushed back to 2014-2015 while the Fish Hatchery Road project has been moved up to 2012. This will allow the Fish Hatchery Road project to be done at the same time as the Phase 2 work on the Fish Hatchery Road/Beltline interchange and more importantly before the reconstruction of the Verona Road/West Beltline interchange in 2014. There was some question whether the CTH M (CTH PD Area) segment would have been ready for construction in 2013 anyway. CTH PD and Fish Hatchery Road will be the primary alternative route during reconstruction of the Verona Road/West Beltline interchange. Hoelker added that WisDOT will be adding turn lanes from Verona Road onto CTH PD in 2012 prior to the interchange work as well. In response to a question from Sylvester, Schaefer said that while it would be ideal to not have any work being done on CTH M during the interchange reconstruction, that is less of an issue because the roadway is only two lanes now and there are some alternative parallel routes even though the connection between Raymond Road and Mid-Town Road on S. High Point Road hasn't been completed. Hoelker explained the planned phasing of the interchange work in response to a question from Sylvester. Murphy added that the City of Madison would be submitting comments on the draft supplemental EIS on the project, but has asked for an extension of the comment period. Schaefer reviewed the other changes to the STP Urban projects. He also mentioned that the Pleasant View Road project was second under the funding cutoff line in 2015. He said he informed City of Middleton staff that the city would need to coordinate with the City of Madison on that project, and extend the project limits down to Mineral Point Road. Phillips said that the issue of doing an EIS on the entire Pleasant View Road corridor had come up when the environmental work for the Pleasant View Road extension and CTH M projects was initiated, because of the prohibition on project segmentation. The City of Madison said at the time there were no plans to expand the roadway north of Mineral Point Road in the near future. He said this might be an issue if the project were to now be moved forward. Schaefer then reviewed some of the other projects of note in the Addition/Correction sheet.

Moved by Phillips, seconded by Dunphy, to recommend approval of the draft TIP with the changes outlined in the Addition/Correction sheet, including the changes to the STP Urban listings. Motion carried.

4. Review of Draft 2011 MPO Unified Planning Work Program (UPWP)

Schaefer distributed the draft 2011 MPO Work Program, and highlighted the major work activities listed in the summary. The main efforts will be completing the 5-year update of the Regional Transportation Plan, completing enhancements to the Congestion Management Process (CMP) and a report on the process, completing the Transit Development Plan update, and continuing to provide technical assistance to the Regional Transit Authority. He said that a consultant would be hired to assist with the CMP and prepare the CMP report. Schaefer said the CMP report would pull together and summarize the analysis and recommendations from the various WisDOT corridor studies, but would focus more on the local arterial system and problem intersections. A process would also need to be established for tracking and monitoring the impacts of projects/strategies that have been implemented such as the ramp improvements and auxiliary lanes on the Beltline. Dryer mentioned the lack of resources for data collection and analysis. Schaefer said the CMP report would also make recommendations on data and analysis needs to improve the process.

5. Update on the Milwaukee-Madison Intercity Passenger Rail Service Project and the Madison Station

Schaefer said a copy of the presentation from the most recent public information meeting on the design of the Madison station was included in the packet. The station will be on the first floor of the DOA building with elevators and an escalator down to the platform. Phillips said the platform would be a center platform between two tracks to allow freight trains to pass. He said there would be two tracks east to the Johnson yard. He said the designs for getting passengers down to the platform were being refined. The initial plan showed one reversible escalator, which will not work. He said WisDOT and the City of Madison are looking at relocating the tracks through the planned Central Park. Multi-modal connections are still being worked out. He said one possibility for inter-city bus parking was off John Nolen Drive in the loading area for the convention center. A taxi area could be located on the top level of the convention center parking ramp. A bike station is being planned as part of the redevelopment of the Government East ramp. A traffic analysis was being done for the area. The biggest problem area is the Williamson Street/Blair/John Nolen Drive intersection, particularly with adding a second track.

6. Update on the Regional Transit Authority (RTA)

Schaefer noted that a copy of a document outlining principles for preparing the regional transit plan was included in the packet. That document is a draft and is being reviewed by the RTA transit plan committee. He said it lists the types of services to included and considered, which are consistent with the work done by the MPO's TDP committee. He pointed out a couple of things from the document. First the document mentions using existing providers so the RTA would not become the major transit operator at least initially. Also, the RTA would fund the local share of existing transit services, shifting the costs from the property tax to the new sales tax. These are major policy issues. He said the RTA was still in the organization and information gathering stage. Bylaws were adopted. Also, an advisory committee is in the process of being created.

7. Committee Member Reports

VanderWegen reported that the paving of the Badger State Trail was completed and the rest of the work would be done soon.

Sylvester said the N. Nine Mound Road reconstruction project funded with ARRA funds was completed. He noted that Epic Systems continues to grow.

Murphy said there was a public meeting on the downtown Madison plan the following night to review the plan recommendations. Some of them are controversial, such as the locations where higher densities are recommended and not recommended.

Vela reported that the Monona Drive project was on schedule to be completed this year. The northbound lanes were almost completed and would be open by October 7. Work would then shift to the center/median area.

Hoelker noted the upcoming hearings on the supplemental draft EIS for the Verona Road/West Beltline project that had been mentioned earlier in the meeting.

Phillips said all of the current roadway reconstruction projects were expected to be completed this year. This includes Old Middleton Road, University Avenue, and N. Sherman Avenue. He also mentioned that discussions had been initiated with the county regarding an extension of the Ice Age Trail.

8. Staff Reports

Schaefer reported that the MPO Policy Board approved the Statewide Multi-Modal Improvement Program (SMIP) project rankings prepared by staff, and they were sent to WisDOT for consideration by the SMIP committee. He said he thought the announcement regarding the projects selected for funding would be in October or possibly November. The process for filling the vacant MPO planner position was underway with interviews to hopefully be scheduled in the next 4-6 weeks. He mentioned that Stauske emailed him a note with some information from past projects on the cost of the streetscape and landscape items. This relates to the discussion at the last meeting regarding formalizing some policies for STP Urban projects in terms of total project cost and eligible project costs. Stauske suggested setting a policy on the maximum cost for these items as a percentage of the overall project cost. Schaefer asked Dunphy and Phillips to provide some similar information and some suggestions on the policy.

9. Next Meeting Dates

The next meeting dates are October 27 and November 17. One or possibly even both will likely be cancelled.

10. Adjournment

The meeting was adjourned at 3:25 p.m.

Minutes recorded by Bill Schaefer