

**Madison Area Transportation Planning Board (an MPO)
August 6, 2008 Meeting Minutes**

1. Roll Call

Members present: Tom Clauder, Joe Clausius, Jerry Mandli, Al Matano, Paul Skidmore, Duane Hinz, John Vesperman, Robbie Webber, Mark Opitz (arrived at Item #7), Charles Kamp, Eileen Bruskwitz (arrived at Item #6), Robin Schmidt.

Members absent: Satya Rhodes-Conway

Staff present: Bob McDonald, Bill Schaefer, Bob Pike, Ward Paxton

2. Approval of July 2, 2008 Meeting Minutes

Moved by Webber, seconded by Skidmore, to approve the July meeting minutes. Motion carried.

3. Communications

McDonald indicated there was one communication, which was at members' places. It was a letter from WisDOT Secretary Busalacchi approving amendments #2 and #3 to the 2008-2012 Transportation Improvement Program (TIP).

4. Public Comment (for items *not* on MPO Agenda)

None.

5. Consideration of Resolution TPB No. 16, Regarding Amendment #4 of the 2008-2012 Transportation Improvement Program (TIP) for the Dane County Area

Schaefer said the amendment was to add a Federal Section 5309 grant for the City of Sun Prairie to purchase a small bus for its shared ride taxi system. The vehicle would be used to expand the capacity of service for school children where they pick up kids at designated street corners. The school district provides only limited school bus service and thus school trips make up around 1/3 of the ridership of the shared ride taxi system. The taxi provider already has one small bus and one van. The vehicle would also serve as a backup vehicle for the limited shuttle service provided to East Towne Mall. That service might be expanded in the future.

Moved by Mandli, seconded by Harwood, to approve Resolution TPB No. 16. Motion carried.

6. Consideration of Release of Draft 2009-2013 Transportation Improvement Program (TIP) for the Dane County Area for Public Review and Comment

McDonald said staff is seeking the Board's approval to release the draft 2009-2013 TIP for public review. A public information meeting on the draft TIP is scheduled for August 20. A public hearing is scheduled at the Board's next meeting on September 3. Final action by the Board is anticipated at its October 1 meeting. He said staff had already reviewed the draft STP – Urban priority listings with the Board, but would review the other major projects in the TIP. The draft TIP is at members' places.

Schaefer then reviewed some of the other roadway projects in the metropolitan planning area. These include: extension of Pleasant View Road to CTH M, which has been delayed to 2010; reconstruction and widening of the High Point Road Bridge over the Beltline; reconstruction and widening (from Lacy to Nobel Dr.) of Fish Hatchery Road; new USH 14 Interchange at relocated Lacy Road; resurfacing work on University Avenue east of Segoe and Campus Drive; resurfacing of STH 113 (Northport/Packers/Pennsylvania); reconstruction and widening of Hoepker Road east of American Parkway/Rattman; intersection improvements on USH 51 at Hoepker Road and CTH CV; reconstruction the North Thompson/Lien/Zeier intersection; reconstruction and widening of I-94 from I-90 to CTH N and associated bridge work; and reconstruction of STH 19 through Waunakee. There are just a few

pedestrian/bicycle projects since we are awaiting a decision by the state committee on the FY 2010-2011 SMIP/Transportation Enhancement project applications. The City of Madison has two small projects planned, the Hartmeyer Path and the extension of the Capital City Trail (CCT) from Cottage Grove to Buckeye Road. The city has had difficulty working with the railroad and is planning an interim project for the CCT extension that would utilize some local streets and run through a park. In the outer county area, the major project is the expansion of USH 51 to four lanes and conversion to a freeway with probably two interchanges at Windsor Road and CTH V West. That project is scheduled for construction in 2013.

Moved by Bruskevitz, seconded by Skidmore, to approve release of the Draft 2009-2013 TIP. Motion carried.

7. Consideration of Letter of Comment on the Long Range Metro Transit Planning Ad Hoc Committee Final Report

McDonald said the committee had referred the report to the MPO Board for review and comment. Staff has prepared a draft letter of comment supporting the recommendations in the report for the Board's consideration. Chuck Kamp then gave a brief overview of the planning process and the report recommendations. He said Mark Opitz was the chair of the committee and Satya Rhodes-Conway was very involved in drafting the report and he thanked both for their hard work on it. He said the Mayor created the committee in 2006 to develop some short- and long-term recommendations to deal with Metro's difficult funding situation. Metro was facing a number of unattractive choices ranging from raising fares to cutting service to large increases in local funding. The committee began meeting in early 2007 and produced a draft report organized into the five areas of marketing, ridership, funding, cost management, and service improvements. Sub-committees were formed to address these different topics. Three public input sessions were held and changes in the initial draft report were made in response to those comments. Three public hearing sessions were held in May. The recommendations for each area are organized by time period, although there is some overlap: short-term recommendations for this year and next year, mid-term (2010-2012), and long-term (2013 or later). He then highlighted a couple of recommendations in each of the five areas. There was considerable discussion and support for creation of a Regional Transit Authority (RTA) as a long-term funding solution. The biggest service concern was the time it takes to travel from one side of town to the other and the need for some express service. There are also some technology related recommendations such as providing real-time information at more stops. Longer range recommendations address bus rapid transit and considering whether Metro should have perhaps two garage facilities with one located on the West side. He said he thought the report gave Metro a good framework to move forward on some of these issues. It is going through the city approval process now. Opitz suggested Kamp mention the makeup of the committee. Kamp said there were representatives from the business community, UW-Madison, other municipalities, the health care sector, and others.

Schmidt asked if there was a mechanism in place for reporting back on the progress in implementing the recommendations. Kamp said Metro would provide regular updates to the City's Transit & Parking Commission and others such as the MPO and business community. Bruskevitz asked whether there was any discussion about use of "queue jumpers" for buses to bypass congestion at intersections. Kamp said the committee did discuss use of dedicated right of way for buses as part of BRT and also recommended consideration of traffic signal priority. Schaefer said the "queue jumper" issue had been considered as part of the Transport 2020 planning process and the Campus Drive/University Avenue intersection was one location identified where that could easily be done. Bruskevitz thought it was something that perhaps could be implemented in the next few years. McDonald added that City Traffic Engineering had expressed willingness to do a pilot project for traffic signal priority. Clauder asked if the problems on the Beltline had been considered, and Opitz said the committee focused on improving ridership on the bus system. McDonald said WisDOT has a number of ongoing studies looking at the Beltline, particularly the interchanges. Vesperman added that WisDOT is also looking at potential park-and-ride facility locations such as Fitchburg and Verona. Webber commented that providing more cross-town (WTP to STP) service in express mode could help at least provide an alternative. Bruskevitz asked if WisDOT had funding for new signal technologies, and Vesperman said ITS improvements must be part of larger construction

projects. Clausius commented on the need for more service to developing areas and supported looking at alternative transit service options for these areas. Harwood suggested that public-private partnerships like Epic Systems and Verona have for the Verona commuter service continue to be pursued. Opitz thanked Metro staff for their work and the major contribution of Satya Rhodes-Conway in drafting the report.

Moved by Harwood, seconded by Webber, to approve letter of comment in support of the Long Range Metro Transit Planning Ad Hoc Committee Report. Motion carried.

8. Consideration of Resolution TPB No. 17, Authorizing an Amendment to the 2008 MPO Budget for Staff to Conduct Reviews of Transportation Demand Management Plans Provided to the City of Madison

McDonald explained that MPO staff currently provides TDM assistance to the Parking Utility and is reimbursed for staff time and materials. One of the programs that MPO staff has implemented, the Share & Park program, has been very successful. The Parking Utility has now asked MPO staff to review TDM plans that are submitted by major employers as part of conditional use permit applications or as a condition of leasing spaces in the public parking ramps. The City does not have its own TDM Coordinator. The Parking Utility has budgeted up to \$19,000 for this work in addition to the \$31,000 that has already been budgeted for MPO assistance with its TDM work. McDonald said since the City is the MPO's administrative agent, he is not sure whether he needs to go through the City Comptroller's office to get permission for the increase to the budget. McDonald said he is seeking approval to amend the budget and for staff to provide this service. Ward Paxton, the MPO Rideshare Program Coordinator, is available to answer any questions about the work or the overall program. Schaefer added that the City is using funding from advertising in the parking ramps to pay for the TDM work.

Moved by Bruskwitz, seconded by Skidmore, to authorize the budget amendment for the TDM plan review work for the City of Madison Parking Utility. Motion carried.

9. Consideration of Letter of Comment to WisDOT Regarding Proposed Hoepker Road/USH 51 Intersection Improvement Project

McDonald said that the MPO has received several similar requests from WisDOT as part of the agency consultation process that is now required under SAFETEA-LU. WisDOT is required to seek comment from any agency that has some involvement in a project. This particular request concerns planned improvements to the intersection of USH 51 and Hoepker Road. The letter from WisDOT was included in the meeting packet along with three design alternatives being considered – a roundabout, a roundabout with a bypass lane, and a standard signalized intersection. He noted that the intersection has one of the highest crash rates in the entire state. WisDOT is using Federal safety funding to construct an interim improvement to address the safety problem. Funding isn't available for the long-term solution, which is an interchange given the traffic forecasts for the intersection. The draft letter of comment says that the project is consistent with the regional transportation plan and needed to meet the safety needs of the intersection. The comments are preliminary and there will be an opportunity to further comment on the project following the preparation of the environmental report and public meetings.

Webber said it was her understanding that the MPO was not being asked to comment on the design alternatives at this point. McDonald said that is correct, but said Webber could comment on them. Webber said she thought adding a bypass lane to the roundabout was a bad idea and contrary to the purpose of a roundabout to slow traffic speeds. It could be particularly problematic for bicyclists and pedestrians. Vesperman responded that the roundabout won't function well without the bypass lanes, given the forecast traffic volumes. Traffic is high in the peak period with a heavy north-to-east and west-to-south movement. He acknowledged, however, there are competing interests. Clausius said he was supportive of the project and that traffic was increasing rapidly on Hoepker Road, since it is a route to the American Center. Vesperman said the roundabout would work for a short period of time without the bypass lanes, which he acknowledged could perhaps be added later. He said WisDOT was hoping to get at least ten years out of the interim improvement. The roundabout is clearly better than the signalized intersection from a safety

standpoint. Opitz said he understood Webber's concerns, but saw the merit in the bypass lane. He suggested that perhaps it could be designed so it could be removed if problems arose. Bruskewitz moved to approve the letter of comment, but to add a note that the MPO would like to be notified when the traffic forecasting is finished and the projects gets closer to final design. Mandli said Dane County was asked to comment on the project as well and there were some concerns that the street lighting not create a problem for the airport.

Moved by Bruskewitz, seconded by Clausius, to approve the letter of comment with the addition of the comments made by her and Mandli. Motion carried.

10. Status Report by TPB Board Members on Projects Potentially Involving the TPB:

- **Transport 2020 Implementation Task Force**

Matano said there was a hearing the next day for the Legislative Council Study Committee on Regional Transit Authority legislation. Kamp added that representatives from the American Public Transit Association, Federal Transit Administration, and others would be speaking on the topic. Matano added that the expanded Finance/Governance subcommittee continues to meet.

- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study and USH 51 (McFarland to Stoughton)**

McDonald said an agency consultation process and work on the environmental documents has been proceeding, but the advisory committees have not met recently.

- **North Mendota Parkway Implementation Oversight Committee**

Bruskewitz reported that at the last meeting the committee narrowed down the roadway alignment options to #4 (running north of CTH K), but there is a question about where the new roadway should connect to USH 12 on the west end. Another meeting in the Town of Springfield is scheduled. A meeting was held with farmers on the east end to minimize impacts to them. At the next meeting Ken Bradbury who is a hydro geologist, will be making a presentation on the environmental impacts and there will also be further discussion on the area of disagreement over the E-Way boundaries.

11. Discussion of Future Work Items:

- **Approval of 2009-2013 Transportation Improvement Program (TIP)**

- **Draft 2009 Unified Planning Work Program**

McDonald said this would be initiated this month. A meeting has been scheduled with WisDOT and FHWA staff to review it in September. A draft would then be presented to the Board in October with action expected in November.

- **Verona Road/West Beltline Interim Improvements**

McDonald said WisDOT would be asked to make a presentation when they are ready. There was one issue remaining that had to do with the relationship of CTH PD and Williamsburg Way.

- **Ped/Bike Safety Education Program**

McDonald said a presentation would be made on the program at a future meeting.

12. Announcements and Schedule of Future Meetings

The next meeting is scheduled for September 3, 2008 at the same location.

Matano suggested holding some future MPO Board meetings in other communities in the MPO planning area. This could help raise public awareness about both the MPO and the Transport 2020 Study.

McDonald agreed to set that up. Matano also suggested having an election of officers, and McDonald agreed that it was timely to do so.

13. Adjournment

Moved by Opitz, seconded by Bruskewitz to adjourn. Motion carried.