

**Minutes of the Madison Area Transportation Planning Board
Citizen Advisory Committee**

January 15, 2008

City-County Bldg., Courtroom 309

5:00 p.m.

1. Roll Call

Members Present: R. Ferrell, C. Gjerde, J. Rider, R. Williams

Members Absent: J. Guo, D. Phillips, C. Wittke

Staff Present: B. McDonald, B. Schaefer

Others Present: F. Bartol, P. McDonnell

2. Presentation on USH 51/Stoughton Road (STH 19 to USH 12/18) Corridor Study

Schaefer and McDonald reviewed the power point presentation on the study that had been given at public meetings in October. The presentation covered background information, purpose and need for the project, previous work and public input, some alternatives that have been eliminated, the three roadway alternatives being carried forward in the Draft EIS and their impacts and costs, and potential bicycle/pedestrian improvements. One of the alternatives eliminated—an overpass of the railroad crossing at Lexington/Commercial—will need to be reconsidered if the Transport 2020 and/or high speed rail projects are implemented in the future. The alternatives being considered range from low-level improvements to extend the functionality of the road to high-level improvements that provide more access control and free flow conditions. The final recommendation will likely draw from a mix of these alternatives in different parts of the corridor. Under Alternative A, at-grade intersections remain and Broadway and the frontage roads at Pflaum and Buckeye are relocated. They are also looking at connecting Anderson Street to Lien Road. McDonald said this would be difficult because of the impacts to existing businesses. Under Alternative B, interchanges would be added at Pflaum and Buckeye (split diamond), East Washington Ave., and Hoepker Road, along with a free flow to/from the Beltline. Under Alternative C, the entire corridor would be free flow, including through movements at the Beltline and a single point urban interchange at East Washington Ave. McDonald commented on the issue of Hanson Road access, which would impact a developing industrial park. Signals can't be used at the intersection due to the impact on plane landings at the airport. Schaefer noted that the number of estimated commercial relocations was actually greater under Alternative A than B due to the need to relocate the frontage roads. Williams asked how the airport lands could be taken. McDonald said that would be difficult, especially if FAA funds were used to purchase the land. Schaefer noted the estimated project costs were high even for Alternative A. Some of the Alternative C improvements were very unlikely to be implemented. Schaefer then reviewed the schedule, which calls for a DEIS by March, a final EIS by November, and a record of decision by August 2009. Any of the major improvements included in the FEIS would need to be put in the MPO's regional transportation plan (RTP) before they could be implemented. McDonald added that there are a number of WisDOT studies that will result in recommended improvements and those will also need to be added to the RTP.

3. Review of Proposed Changes to STP Urban Funding Application Form

Schaefer distributed a revised version of the new draft application form. He said the MPO would be asking for additional information from project applicants for STP-Urban funding to allow MPO staff to better score and rank the projects. More details about the design of the project (e.g., median and intersection treatments) will be requested. Also, the applicants will be asked a series of questions related to how the project addresses the project scoring criteria. There was considerable discussion by MPO Board members regarding the scoring and ranking of two projects—University Avenue reconstruction and the Mineral Point Road/CTH M intersection project—as part of review of the

2008-2012 TIP. This was one of the things that made MPO staff realize more information was needed to better score and rank the projects. MPO staff reviewed an earlier version with the technical coordinating committee and they responded positively.

4. Committee Member Reports

Williams mentioned problems at the Dutch Mill Park-and-Ride lot. The lot is often over capacity and the 48-hour limit is a problem, though it isn't enforced. He said ProRail was working with WisDOT to arrange for paid, long-term parking. Williams also mentioned the problems with snow removal at bus stops. One possible solution was to require property owners to clear snow from bus stops as well as their sidewalk. He said he wanted the county to pursue creating an airport shuttle that would provide direct service from the downtown area. He also mentioned that service on the Jefferson Lines intercity bus service to La Crosse had been cut 50% to every other day.

5. Staff Reports

Schaefer reported that staff was working to expand the membership of the committee and would be taking some names to the Board for confirmation at their February meeting. One of the proposed new members is Fred Bartol, who was at the meeting. McDonald reported that it appears unlikely RTA enabling legislation would be introduced this session. The towns are insisting on an "opt in/out" provision in the legislation while the county wants a countywide or metropolitan area wide RTA with one referendum for the whole county or area. He mentioned that an on-board survey of Metro passengers and a travel time study would be conducted in late February/early March for the Transport 2020 project. FTA strongly recommended a survey be done because of the lack of good origin-destination data. MPO staff is assisting with this. In the meantime, it has been decided to move forward with the New Starts application requesting permission to proceed to preliminary engineering.

6. Next Meeting Date

March 18, 2008

7. Adjournment

The meeting was adjourned at 6:30 p.m.

Minutes recorded by Bill Schaefer