Minutes of the
Madison Area Transportation Planning Board
Technical Coordinating Committee

January 23, 2008
Fitchburg City Hall 2:00 p.m.

1. Roll Call

Members Present:  Beaupre, K. Clark, Dunphy, Even, Ginder, Hoelker, McComb, Murphy, Phillips (for Nelson), Beck (for Persich), Vela, Woodard, Andros (for Violante)

Members Absent:  R. Clark, Coville, Dryer, Kennedy, Kirchner, Kugler, Scheel, Sylvester, Simon

Others Present:  McDonald, Schaefer, Pike, D. Paoni, A. Switzer, J. Oeth, L. Barta, R. Anderson

2. Approval of November 28, 2007 Meeting Minutes

Moved by Woodard, seconded by K. Clark, to approve the November 2007 meeting minutes. Motion carried.

3. Presentation on the Beltline (USH 12/14/18/151) Safety and Operations Study

Jim Oeth with Earth Tech provided a power point presentation on the study. The objectives of the study were identify safety and operational issues and develop and prioritize short-term and mid-term improvements to increase safety and extend the useful life of the roadway without adding mainline capacity. Oeth reviewed crash, traffic volume, and travel time data. Because of the high traffic volumes, any minor incident (e.g., disabled vehicle) causes a major reduction and variability in speeds on the Beltline. He then reviewed the existing deficiencies and the short- and mid-term improvements proposed to address them for several interchanges and interchange areas. The short-term improvements (e.g., ramp widening) are programmed for construction in 2008 and 2009. Larry Barta with WisDOT SW District added that the next phase of the study would analyze other operational improvements such as ramp meters and incident management. Woodard asked whether they would be looking at additional overpasses of the Beltline and Barta said yes. In response to a question, Barta said the Verona Road Interchange improvements couldn’t be done until 2013 at the earliest. The I-39/90 interchange improvements are part of the study looking at expansion of the Interstate to six lanes down to the county line. WisDOT hopes to have a FONSI ruling by spring. Because the majors program is programmed out to 2015, construction of that project could not begin until sometime after that. Murphy asked whether property owners had been notified of the interchange work, and Barta said yes in the case of the Seminole Highway work. A presentation had also been made to the South Metropolitan Area Business Association. Additional notification would be done in the future, but in most cases there are no property impacts for the initial phase of improvements.

4. Continued Discussion Regarding Modifications to STP Urban Funding Application Form

Schaefer said MPO staff had made some further revisions to the STP Urban application form based on comments from committee members. Some formatting changes were also made. It had been suggested to create a check off list of design features for the project description. MPO staff decided this would be difficult given all of the different design variations. Instead, MPO staff has developed a list of features that is to be used as a guide for the type of information desired in describing the proposed project. For reconstruction projects, the particular feature only needs to be mentioned if a change is being proposed (e.g., addition or widening of a median). MPO staff decided to not request that project cost data be broken down by mode of transportation. Such information would not affect the scoring of projects and breaking out such costs is difficult. No changes were made to the questions in the form supplement that ask applicants to describe how the project addresses some of the scoring criteria.
Dunphy asked about the second question in the supplement related to security problems. Schaefer responded that security is a new stand alone planning factor and is intended to address responses to natural disasters or terrorist acts or physical threats to bus passengers, for example. He said for most projects this would not be an issue. Woodard suggested combining question #2 with #1 dealing with safety, and MPO staff agreed with this. Dunphy suggested revising the form to add sub-columns under project cost for instances where more than one type of federal or local funding is involved. Schaefer said the TIP does not break out the local funding. Phillips indicated that would often be difficult anyway when the application is submitted. It was agreed to break out the federal funding column into STP-Urban and Other for instances where other federal funding is anticipated to supplement STP-Urban funding. MPO staff asked that any additional comments be provided on the form prior to the next meeting.

5. Committee Member Reports

Woodard showed the final design for the pedestrian/bicycle overpass of Fish Hatchery Road for the Capital City Trail.

Murphy reported that the City of Madison was finishing up work on the Pumpkin Hollow Neighborhood Development Plan north of Hoepker Road and west of Rattman Road. The issue of access to Interstate 39/90 needs to be resolved prior to approval of the plan. A major property owner wants to have a study done on a potential interchange. The draft plan does not recommend an interchange.

Russ Anderson mentioned that a value engineering study done on the USH 51 South Corridor Study had resulted in the addition of additional alternatives, including use of the STH 138 to USH 14 corridor. Hoelker added that such a study was being done for all of WisDOT’s major corridor studies.

Phillips said the City of Madison was working on plans for Segment 5 of the East Washington Avenue reconstruction project, which includes the reconstruction of the STH 30 interchange. That project is scheduled for 2009. He also said that WisDOT had agreed to provide state funding for resurfacing the segment of the roadway in the East Towne area, which would be done in 2010 or 2011. Also, an informational meeting is scheduled for February 28 on the Mineral Point Road/CTH M/Junction Road intersection project.

Hoelker offered for WisDOT Southwest District staff to provide presentations on other studies, and it was agreed to have a presentation covering all of the different ongoing WisDOT studies.

6. Staff Reports

McDonald said that the new Capital Area RPC was interested in contracting with MPO staff to prepare transportation impact analyses for urban service area amendment applications and provide other assistance as MPO staff used to do. The RPC is seeking a grant from WisDOT for these activities. Schaefer mentioned that under SAFETEA-LU the Madison Urban area now receives a direct allocation of funding under the Job Access Reverse Commute (JARC) Program and the New Freedom Program, which funds services that go beyond ADA requirements. MPO and WisDOT staff have worked out an arrangement for administering the programs. There were no applications for the initial funding cycle for JARC funds. Applications are the New Freedom program are due this week.

7. Next Meeting Dates

The next meeting dates are Wednesday, February 27, and Wednesday, March 26.

8. Adjournment

The meeting was adjourned at 3:30 p.m.

Minutes recorded by Bill Schaefer