

**Madison Area Transportation Planning Board (an MPO)
January 4, 2012 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskwitz (left after item #6), Mark Clear, Ken Dahl, Jeff Gust, Chuck Kamp, Steve King, Al Matano (Chair), Mark Opitz, Steve Ritt (left after item #5), Chris Schmidt, Paul Skidmore

Members absent: Ken Golden, Jerry Mandli, Robin Schmidt

Staff present: Bill Schaefer, Mike Cechvala, Nick VanderZwan

2. Approval of November 2, 2011 Meeting Minutes

Moved by Kamp, seconded by Schmidt, to approve the November 2, 2011 meeting minutes. Motion carried with Clear abstaining.

3. Communications

Schaefer stated there was one communication in the packet, which was a letter from the USDOT Secretary's office acknowledging the letters of support that were submitted for the TIGER grant applications submitted by WisDOT and the City of Middleton. Unfortunately, neither project was funded. Schaefer also mentioned that he received letters from the Federal Highway Administration and WisDOT approving the MPO's 2012 work program and the associated funding.

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

No public comments.

5. Presentation on the Preliminary Design for the County Trunk Highway M Corridor Improvements

Chris Petykowski from the City of Madison Engineering gave a power point presentation on the proposed improvements to County Highway M (CTH M) from Cross Country Road to Prairie Hill Road. The project is a joint one with Dane County and the City of Verona. Construction is planned to start on the CTH M segment from Prairie Oaks Drive to Flagstone Drive in 2014 and on the segment from Flagstone to Prairie Hill Road (just south of Valley View) in 2015. Work on the Mineral Point Road intersection is beginning later this year and will be finished in 2013 along with the CTH M segment south to Prairie Hill Road. The importance of the north-south corridor was stressed, and a map was shown that lack of other continuous north-south routes from Verona to the West Beltline area. Petykowski said two alternatives are being considered for each of the two major CTH M intersections at CTH PD and Mid Town Road. The CTH PD alternatives are a 2-lane roundabout with right-turn bypasses and a split-grade jug handle with northbound CTH M traffic bypassing the intersection via an overpass. The design alternatives for the Mid Town Road intersection are a traditional signalized intersection with dual lefts and a 2-lane roundabout. The alternatives were compared to one another in terms of forecast Year 2035 traffic operations, required right-of-way (ROW), estimated construction cost, and environmental impacts. Petykowski also reviewed the recommended roadway cross sections, detailing a 4-lane section with a median, bike lanes, terraces, sidewalks and a multi-use path from Prairie Oaks Drive to CTH PD and a similar 6-lane section from CTH PD to Prairie Hill Road. Options for the lower volume intersecting streets were also presented. A parallel multi-use path is planned as well as a connection to the Ice Age Junction Path. Grade separated crossings are planned at Flagstone Drive, Mid Town Road, and potentially CTH PD depending on the design alternative. He said a public information meeting on the project was recently held and comments were generally supportive of the proposed improvements.

In response to a question from Gust, Petykowski said the current traffic volumes ranged from 17,000+ on the south end to almost 30,000 on the north end. Projected future traffic volumes ranged from around 30,000 on

the south end to 40,000 to 50,000 on the north end. Gust commented that the current volumes are very high for a two-lane facility. Asked if the design of the southbound CTH M free-flowing right-turn lane at CTH PD was driven by expected volumes, Petykowski said yes that this movement and the eastbound left-turn were heavy due to Epic Systems commuters. Ritt commented that the through movement (northbound in a.m.) may also increase significantly as residents from outlying communities that work on the west side and now use Verona Road may switch to CTH M. Ritt said a concern raised by the public at the meeting was that the inner lane of the roundabout is too tight. He questioned the staged approach to the CTH PD intersection with the potential third lane of the roundabout being added later. Petykowski responded that the left-turn and through volumes make it a difficult intersection to design, but that the sub-consultant, Ourston Roundabout Engineering, is one of the best in the country at roundabout design and believes the 2-lane roundabout can handle the projected volumes. Gust confirmed the reputation of Ourston as being one of the best roundabout designers in the country. Petykowski stated that the roundabout design has been customized for each intersection. Bruskewitz asked what percent build-out of the UW Research Park was used for the traffic forecasts. Schaefer responded that a 75% build-out by 2035 was used, along with significant growth at Epic Systems. Ritt added that the area southwest of the CTH PD intersection will be developed with commercial and other uses. Schaefer said development of that area was included in the traffic forecasts. In response to another question, Petykowski said Epic Systems was contacted for information on their development plans and a traffic impact analysis was done for Epic that was utilized for the traffic forecasts.

Gust pointed out that the overall level of service (LOS) for the CTH PD intersection is the same for both the roundabout and the jug-handle design, but certain movements for each design will fare better or worse than others. Additionally, the LOS for each movement in the roundabout tends to be more balanced compared to a traditional intersection or the jug handle. Petykowski stated the design is constrained by the substation, the golf course, and a potential historic farmstead house. There was discussion about the wide cross-section. Petykowski said it was very similar to East Washington Avenue. Bruskewitz asked what the speed limit will be posted at, and Petykowski stated it will be designed for 45 mph and posted at 40 mph. Gust asked about the public's general preferences for intersection designs at the meeting. Petykowski said there seemed to be most support for a traffic signal at Mid Town Road, but opinions were more mixed at CTH PD with probably more favoring the roundabout. Phillips, the City of Madison Engineer, stated that the public involvement portion of this phase was completed, and the City's recommendation would most likely be a roundabout at CTH PD and a traffic signal at Mid Town. Phillips said a roundabout at Mid-Town would keep the corridor consistent, but one or more of the minor intersections would need to be signalized anyway, including the UW Research Park entrance. Gust stated that the safety at roundabouts far exceeds that of typical traffic signals, because the types of crashes are quite different with a very low rate of injuries and fatalities. There was further discussion about roundabout design, operation, and maintenance issues. Schaefer asked if there were any 3-lane roundabouts in the US or Wisconsin. Petykowski said there were two in Wisconsin. Gust added that he thought they were part of the USH 41 reconstruction project. Clear asked about bicyclists' use of the roundabout and any research on preferences. Petykowski stated there will be bike lanes through the roundabout, as well as an off-street path, so bicyclists would have an option.

6. Presentation on the 2035 Regional Transportation Plan Update

Schaefer stated review and adoption of the plan update report is on an accelerated schedule with the TIP currently being frozen until the update is completed. A draft report should be available for review and discussion at the February meeting with adoption planned for the March meeting. Schaefer said this is only a minor update with few significant changes from the 2030 plan. Schaefer reviewed the major roadway projects and studies map and noted that the list of both the capacity expansion projects and other planned projects was included in the meeting packet. Schaefer said there were just four additional local capacity expansion projects included in the 2035 Plan that were not in the 2030 Plan. The only state project was the two stages of the Verona Road project. Other projects will be identified in the current and planned corridor studies.

Gust commented that the USH 14 segment from Middleton to STH 78 in Black Earth should be added to the map as a potential future major EIS study. Schaefer responded that he hadn't shown that one because the forecast congestion was only bad to Cross Plains and there were major environmental constraints and issues in that corridor, but that could be considered. Opitz stated that the shading for the North Mendota Parkway corridor to officially map was not accurately shown, and Schaefer said that would be corrected.

Schaefer also reviewed the draft regional bikeway system map and the map of priority off-street bicycle facility projects. He said a financial analysis for the bicycle projects was done, estimating potential available funding and then identifying a priority list of projects that could be funded over the plan period. This was the first time this had been done. One major bikeway project not currently shown is the "Good Neighbor" Path extension west of Middleton. Schaefer said he thought funding for the project was unlikely, although that was also true for a couple other rural projects included in the map and table. Opitz commented that he'd like to see this trail included on the projects map. He said he thought construction of the segment between Black Earth and Mazomanie was scheduled to be done this year or soon, but didn't know the source of funding. Schaefer said the trail could be added.

7. Brief Update on the Transit Study for the Capital Region Sustainable Communities Initiative

Schaefer said MPO staff have been working with CARPC staff to finalize the RFP for the transit corridor (BRT) study. It is anticipated that the RFP will be released by the end of the month. Schaefer said the scope of work hasn't changed significantly from what was reviewed with the Board, but they are fleshing out some things including the public involvement process. The public involvement process won't be too extensive as it is a technical study, but they are planning to have a couple of public meetings along with presentations to the MPO Board and other transportation committees. Schaefer stated that revisions were made to the BRT routing alternatives map based on comments by the Board at the last meeting. Monona Drive and Stoughton Road were added as potential extensions to the BRT system. Schaefer said that Opitz had suggested adding a north-south route west of the Beltline, but MPO staff did not believe there would be sufficient ridership to justify that as a BRT route. That doesn't mean there wouldn't be bus service, but not the frequent all-day service envisioned for a potential BRT system. Opitz stated that congestion in this general corridor is increasing and provision of other transportation options is warranted. He said he understood though why it might not be a BRT route. He thanked staff for looking at it further. Schaefer said another comment had been to consider routing the BRT on Segoe Road and/or Midvale instead of Whitney Way. After looking at that, MPO staff recommended keeping the original proposed routing in the area. He said the multi-family housing on Segoe was all near University Avenue and routing on Segoe or Midvale would result in missing some of the multi-family housing on Sheboygan Avenue, which is one of the highest ridership areas.

8. Brief Update on the Intercity Bus Terminal Issue

Schaefer said a City of Madison/UW-Madison committee has been studying both short- and long-term solutions for an intercity bus terminal. The focus has been on the short-term options due to the upcoming construction at the UW Memorial Union. Thus far no good off-street options have been identified. Schaefer said more information would be provided at a future meeting.

9. Discussion of Future Work Items

- **Regional Transportation Plan Update**
- **Transit (BRT) Study**
- **Intercity Bus Terminal**
- **Transit Development Plan (TDP)**

Schaefer stated that these work items were previously discussed and covered. He said work on the TDP would begin again in earnest following completion of work on the RTP update.

10. Announcements and Schedule of Future Meetings

Schaefer announced that Ward Paxton, the longtime MPO TDM/Rideshare Coordinator, was retiring from City employment. His last day was Friday, January 6. He said the MPO's administrative assistant would be taking over some of the responsibilities in the interim such as providing car/vanpool match and other information. However, the MPO wouldn't be able to conduct any employer programs until the position was filled.

Schaefer discussed the potential of holding the next Board meeting at a location in another community for outreach purposes. He said the March meeting would need to be downtown due to the planned public hearing on the long-range plan update. Schaefer mentioned that he would be giving a presentation to the Dane County Cities & Villages Association at the end of the month. Matano suggested holding a future meeting at Epic Systems and having someone from Epic give a presentation at the meeting. King said a member of their facilities planning staff would be appropriate. Schaefer said he'd work with Matano on the issue.

11. Adjournment

Moved by King, seconded by Opitz, to adjourn. Motion carried. The meeting adjourned at approximately 8:58 PM.