

**Minutes of the
Madison Area Metropolitan Planning Organization
Technical Coordinating Committee**

June 15, 2007

Fitchburg City Hall

2:00 p.m.

1. Roll Call

Members Present: Beaupre, Clark, Ginder, Hoelker, McComb, Mandli, Murphy, Nelson, Kamp, Vela, Bizjak (for Woodard), Ward (for Kennedy)

Members Absent: Coville, R. Clark, Dryer, Kirchner, M. Simon, Violante

Others Present: McDonald, Schaefer, L. Barta, J. Bauer, D. Paoni, R. Anderson

2. Approval of Meeting Minutes of March 16, 2007

Moved by Mandli, seconded by Vela, to approve the March meeting minutes. Motion carried.

3. Presentation on Interim Improvements Being Considered for USH 18/151 (Verona Rd.)

Larry Barta with WisDOT Southwest District provided a power point presentation on the interim improvements being considered for Verona Road. He said WisDOT would be preparing a supplement to the DEIS that was completed in 2005 for the Verona Road/West Beltline corridor to address the interim improvements. WisDOT is in the process of renegotiating a contract with the consultant for this work. They are taking a staged approach for improvements because of funding challenges. Barta then reviewed the current capacity and safety problems in the corridor and the challenge faced by the limited room available for improving the interchange. He said an outer ring roadway alternative was dropped from consideration because it only pulled off about 10,000 vehicles per day, which wouldn't be enough to address the problem. He noted the short-term improvements that have already been implemented, and then reviewed the different interim solutions that are now being considered. These include roundabouts, a free flow design for the predominant north/east and west/south movement (designed to be independent of the interchange), and a single-point interchange with possible expansion of Verona Road south of the Beltline to eight lanes. A new pedestrian overpass of Verona Road is also being considered. Barta then reviewed the traffic impacts and costs of the different interim solutions. Based upon this, the roundabouts and single-point interchange with an 8-lane Verona Road show the most promise for an interim solution. The next steps are to hold a series of public outreach meetings and put together a schedule for completing the supplemental EIS. WisDOT is hoping to get backbone highway funding and thinks the project will rank well compared to other projects in the state. He said 2012 would be the earliest the project might be constructed. He said WisDOT was also looking at potential interchanges at Raymond Road and CTH PD. In the meantime, the corridor for the free-flow design needs to be preserved and they are developing a plan for gradual acquisition of right of way. McDonald asked if the CTH PD interchange could go forward independently. Barta said it could and that it was part of the state backbone interchange study. Nelson said they needed to work with WisDOT on the limits for the corridor to be preserved.

4. Presentation on Safe Community Coalition's Older Adult Pedestrian Project

John Bauer with the Safe Community Coalition provided a handout and reviewed the project's goals and components. It is a two-year project funded by the National Highway Traffic Safety Administration. The project goals include increasing the number of motorists who yield to pedestrians in crosswalk and reducing the number of injuries and fatalities among pedestrians, particularly older adults. He discussed the driving culture in Wisconsin and noted that less than 2% of motorists yielded to pedestrians in their baseline study of the four target areas. These included downtown Madison and Stoughton and the Hilldale area. He noted there were on average two pedestrian injuries per week in

Madison with 50% of those requiring hospitalization. The project includes education and training of law enforcement, corporate, and government fleets and other drivers to “model” the requirement to yield to pedestrians. Dane County communities that are participating in the program as “StreetShare partners” include Madison, Fitchburg, Middleton, Stoughton, and Sun Prairie. UW-Madison and MG&E are among other partners. A video was produced, which the committee viewed. It is being played on cable TV. The video and other materials are being used by the 4 Lakes Driver Training School. A brochure was also produced, which is being distributed to drivers in traffic stops and to businesses. The other component of the project was focused on improving conditions in the four target areas. A walking audit was done that resulted in recommendations for engineering improvements. These are being implemented and conditions have improved dramatically in these areas. Bauer said they are distributing the video and other training materials statewide.

5. Review of Preliminary Draft Priority Listing and Ranking of Candidate Projects for STP-Urban Funding for 2008-2012

Schaefer reviewed a preliminary draft of the priority listing of projects. He said staff wasn't looking for action, but merely wanted to show the committee how the numbers were working out and the issues that needed to be addressed.. He pointed out there is a funding shortfall in 2009. This is due in part to a new much higher cost estimate for the Monona Drive project. New higher unit costs were used to develop the revised estimate based upon the figures from the most recent segment of the East Washington Avenue project. It would take an additional \$3.5 million to fully fund the East Washington Avenue and Monona Drive projects. There is a \$5.2 million shortfall in 2011 when the first phase of the CTH S and CTH M interchange and the University Avenue reconstruction projects are planned. An additional \$5.8 million would be needed in 2012 to fully fund the second phase of the interchange and the third phase of Monona Drive based on current cost and funding estimates. WisDOT is reviewing the Madison area's funding allocation for 2010-2012, but it is unlikely to be significantly more than the \$5.2 million assumed. There are thirteen additional projects shown in 2012 below the funding cutoff line, the most we've ever had. Schaefer said MPO staff would need to work out with city and county staff whether to delay some projects or go forward with the projects without the full Federal funding share. Nelson suggested consideration of returning to the old pre-ISTEA policy of providing a 50% cost share rather than 80% in order to stretch the dollars over more projects. McDonald agreed that providing a cost share less than 80% is a policy the MPO may need to consider.

6. Committee Member Reports

Vela mentioned that the Monona City Council was reviewing the final design and costs for the first phase of the Monona Drive project.

Mandli reported that a county resolution had been introduced supporting expansion of public transit in the metropolitan area and state enabling legislation for creation of a regional transportation authority. A similar city resolution will be also be introduced.

Ginder reported Middleton police have increased traffic enforcement efforts in target zones as part of the StreetShare program that Bauer reported on. The City is looking at an assessment program for traffic signals. There are also two ongoing studies in the Allen Boulevard corridor, one a County BUILD grant redevelopment study and the other a level of service report.

Clark noted that a redevelopment plan for the Hill Farms State Office Building property was moving forward, and the neighbors have concerns about the traffic and parking. McDonald added that he reviewed the traffic plans for the development and there were some major issues that need to be addressed.

McComb mentioned that the FHWA office was moving to the Johnson Bank Building off the Beltline.

Ward reported that the university was reconstructing a number of streets on the West campus and would soon be starting work on the Campus Drive bike path. Also, some new bus shelters will be installed around campus.

Kamp said that Metro would be implementing some service improvements in Fitchburg and Middleton in September. He also mentioned that the City had formed a Long-Range Transit Planning Committee. In conjunction with the Contracted Services Oversight Sub-Committee, the committee was looking at a number of issues related to how the costs and revenues for contracted services were calculated and other contract issues.

7. Staff Reports

McDonald reported on the status of the MPO Policy Board restructuring and appointments. The Governor signed the agreement and one-half of the appointments have been made, including five of the six Madison appointments, the Towns, and the WisDOT representative. Appointments for the small cities and villages are in the process of being made. The County Executive has not made her appointments yet. McDonald also reported that an environmental consultation meeting had been held to discuss issues associated with the regional transportation plan and how the agencies would like to be consulted in the future as part of the planning process. He said the meeting went well and he thanked McComb for setting it up. Having this consultation meeting and drafting a section on environmental impacts and mitigation strategies was one of the things that needed to be completed to make the plan SAFETEA-LU compliant.

8. Next Meeting Dates

The next meeting dates are July 20 and August 17.

9. Adjournment

The meeting was adjourned at 3:50 p.m.

Minutes recorded by Bill Schaefer