1. Roll Call

*Members present:* Eileen Bruskewitz, Tom Clauder, Joe Clausius, Ken Harwood, Duane Hinz, Brett Hulsey, Jerry Mandli, Al Matano, Mark Opitz, Satya Rhodes-Conway, Paul Skidmore, John Vesperman,

*Members absent:* Chuck Kamp, Robbie Webber

*Staff present:* Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of November 7, 2007 Meeting Minutes

Moved by Rhodes-Conway, seconded by Harwood, to approve the minutes. Motion carried.

3. Communications

- Letter from Frank Busalacchi (WisDOT) to Allen Radliff (FHWA) and Marisol Simon (FTA) approving the 2008-2012 Transportation Improvement Program (TIP).
- Letter from Sandy Beaupre (WisDOT) to Dwight McComb (FHWA) approving each MPO’s 2008 Unified Planning Work Program (UPWP) and Cost Allocation Plan.
- Email from Dwight McComb (FHWA) to Sandy Beaupre (WisDOT) approving each Wisconsin MPO’s 2008 UPWP.
- Letter from Sandy Beaupre (WisDOT) to City of Madison Mayor Cieslewicz approving the 2008 Madison MPO work program and funding and authorizing work to proceed on the transportation planning activities designated for funding.

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

*None*

At this point, Matano suggested that agenda item 11 be moved to this point, because the presenter, David Noyce, was in attendance. The Board concurred.

11. Presentation on the Wisconsin Traffic Operations and Safety Laboratory (TOPS) and Current Projects

UW-Madison Engineering Professor David Noyce provided a power point presentation on TOPS, which started in 2003 and is supported by WisDOT. The focus is on research, but there is a full-time lab for training. He discussed the new WisTransPortal, a data warehouse that is a server and is designed to digest data. Currently available data includes MV4000 crash reports dating back to 2004, ATMS traffic data (volumes, speeds), and other real time data (weather, traffic videos from camera monitors). For the MV4000 crash reports, there is a Web-based interface for conducting queries of the data. The data can also be combined with other data. There is also a crash mapping tool. A pilot project that is currently being implemented would allow Google mapping of the data, allowing one to pull up information from the crash sites. The TransPortal is accessible to anyone, but the lab must set up an account for persons. They have also been working on coordination issues with the State Patrol and on the development of a 511 phone system with travel related information. Noyce then reviewed a number of safety research projects. These include reducing cross over median crashes by identifying locations where cable barriers are most needed and reducing crashes from red light running through signals that can detect vehicles likely to run a red light and adjust the signal to extend the all red phase. Hulsey
asked if he had any data on the difference in crash rates on four-lane vs. two-lane roadways, and Noyce said he didn’t. Noyce said they are also working on technology that detects and counts non-motorized traffic through infrared sensors and accessible pedestrian signals that provide feedback to pedestrians. He also mentioned studies nationally on the use of a flashing yellow arrow for left turns (vs. green signal), which improved safety dramatically. Opitz asked if anyone had looked at placing overhead signals on the near side of intersections as they do in Europe vs. the far side, which increases their visibility and encourages motorists to stop in advance of the crosswalk. Noyce wasn’t aware of any research on this. Clauder asked if TOPS had conducted any research on motorist/train crashes and Noyce said no. He also asked who was using the WisTransPortal data, and Noyce said WisDOT staff and the safety patrols are right now. It is also available to others. Hulsey asked if TOPS staff works with local units of government on problem areas, and Noyce said no. Vesperman said WisDOT staff works with local governments on problem areas and noted that the Highway Safety Improvement Program funding is available for local as well as state roadways. It was also pointed out that City of Madison Traffic Engineering staff analyzes crash data annually.

Royce Williams, 2437 Fox Ave., Madison registered to speak on this item. He asked if there had been any consideration given to prohibiting trucks from using the passing lane on the Interstate during adverse weather conditions. Noyce said no and he thought this would be difficult to implement.

5. Consideration of Citizen Appointments to the Madison Area TPB Citizen Advisory Committee

Schaefer said that the CAC was formed about two years ago and some members from the original group have resigned. Staff is trying to expand the committee to get a good representation of different interests and groups. He said staff is still looking to add some members, in particular a freight transportation industry person, a person from the minority community, and non-Madison residents. Schaefer asked Board members to provide him with names of any persons they think might be interested in serving on the committee. At this time staff is asking for approval to add four new members, and he referred the Board to the list. Moved by Hulsey, seconded by Opitz, to approve the new members. Motion Carried.

6. Consideration of Resolution TPB No. 11, Amending the 2008 Unified Planning Work Program to Provide Transportation Planning Work Activities to CARPC and Authorizing the City of Madison to Contract with CARPC for the Madison Area TPB to Provide Transportation Planning Work Activities to the CARPC in 2008

McDonald said this was an activity that MPO staff had provided in the past prior to the dissolution of the previous RPC. Now that the RPC has been re-formed, they would like MPO staff to prepare the transportation analyses again for urban service area amendments and also prepare the transportation section of the regional trends report published annually. Hulsey commented that it would be nice to include some traffic growth trend data in the trends report. McDonald said that some of that data is in the report as well as the Regional Transportation Plan (RTP). There is also additional data and maps showing traffic growth on the arterial and collector roadway system that staff prepared, which are not in the RTP. In response to a question about RPC’s funding of the work, McDonald said the RPC was seeking a grant from WisDOT for the MPO staff work. The RPC would cover the local match for the grant. McDonald said the Work Program needs to be amended and WisDOT must approve that. Moved by Hulsey, seconded by Rhodes-Conway, to approve Resolution TPB No. 11. Motion carried.

7. Consideration of Resolution TPB No. 12, Regarding Agreement for Specialized Transportation Coordination Services with Dane County

McDonald said that the County requests the MPO to provide these coordination services every year. The agreement is done in cooperation with Metro Transit, which receives around $19,000 for transit
promotion throughout the region. Moved by Bruskewitz, seconded by Clausius, to approve Resolution TPB No. 12. Motion carried.

8. Consideration of Resolution TPB No. 13, Regarding Amendment #1 of the 2008-2012 Transportation Improvement Program (TIP) for the Dane County Area

An amended resolution was distributed at the meeting, which includes some additional projects. Schaefer said the version mailed out included a change to one of Metro Transit’s FTA grants to incorporate an additional grant that the City received to conduct an on-board survey and collect some auto and bus travel time data. The survey and travel time data will be used to refine the calibration of the travel forecast model for the Transport 2020 Study. The amended resolution includes a new WisDOT project to install a median barrier on the Beltline between Verona Road and Whitney Way—an area that has had some crossover crashes, including a fatality—and minor changes to two other existing Beltline interchange projects. The amended resolution also includes a new project funded under the New Freedom Program. Schaefer said that under SAFETEA-LU the Madison area receives a direct allocation of funds under this program for specialized transportation services that go beyond the requirements of the Federal ADA. MPO staff has worked with WisDOT to administer the program. Under the recent application cycle, there was one just applicant, however it is a good project. Union Cab requested funding for two additional accessible vans and some operating funds to train drivers to expand their private accessible taxi service. Opitz pointed out a typo in the first paragraph of the Resolution. The date on the last line should be November 7, 2007 instead of 2006. Moved by Hulsey, seconded by Opitz, to approve Resolution TPB No. 13 with the correction. Motion carried.

9. Consideration of Cooperative Agreement for Continuing Transportation Planning for the Madison, Wisconsin Metropolitan Area Between WisDOT, the Madison Area TPB, and Metro Transit

McDonald said that Federal rules require such an agreement to spell out the responsibilities of the different agencies in terms of transportation planning within the region. The agreement goes back to the mid 1970s after the MPO was designated in 1973. A new agreement was signed when the previous MPO was created in 1999. That agreement had been in effect until the redesignation of the MPO to the TPB, which requires a new agreement. Also, since that time SAFETEA-LU has been passed. The new agreement includes just minor changes to the old one. Once the MPO approves the resolution, a resolution will then need to be approved by the City of Madison as the Transit Operator. Moved by Bruskewitz, seconded by Harwood, to approve the cooperative agreement. Motion carried.

10. Consideration of County Board Resolution #185, Authorizing Countywide Vote on a Dane County RTA

Matano said that the County had already acted on a revised resolution. Opitz said that makes it moot for the Board to take action on this resolution. Moved by Opitz, seconded by Hulsey, to table the item indefinitely. Motion carried.

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

- **Transport 2020 Implementation Task Force**
  Matano said the Task Force had met in January to approve the New Starts application. McDonald said the application would probably be filed this spring.

- **USH 51 (USH 12/18 to I 90/94/39) Corridor Study**
  McDonald said that the draft environmental impact statement is close to being released. Some public meetings have been held on the three alternative approaches to the different sections of the corridor. WisDOT has received feedback from the public on the potential approaches to each of the sections, and the responses have been tallied. McDonald noted that he has asked that a presentation
be made to the Board on the different ongoing WisDOT studies in the MPO planning area, including this one.

- **North Mendota Parkway Implementation Oversight Committee**
  Bruskewitz said there is a meeting scheduled for March 13 to review the proposed E-Way and roadway alignment. The environmental study has been underway for some time. She mentioned that WisDOT has been talking with the Village of Waunakee about using STH 19 as the connector between the Interstate and USH 12. She said this would be a hardship for the Village because STH 19 is their Main Street and they need the parking. The County Executive sent a letter to WisDOT requesting that any resources that would be used for looking at STH 19 be put into the North Mendota Parkway study. Vesperman responded that reconstruction of the urban portion of STH 19 is in WisDOT’s six-year program. Waunakee officials have indicated their concern over losing the parking, and WisDOT staff has had discussions with them. WisDOT will be doing some traffic operations modeling to see how bad the congestion problems are and how long it would be before the parking might need to be removed. The stretch of STH 19 between Waunakee and Sun Prairie is in need of a capacity expansion and a potential major project in the future.

- **USH 51 (McFarland to Stoughton)**
  Harwood said that there is a meeting scheduled for March 19 at the City Hall in Stoughton.

11. **Discussion of Future Work Items:**

- **Beltline TSM Improvements**
  McDonald said there are safety and operational improvements needed at the Beltline interchanges. WisDOT has solidified the alternatives for each location and the phasing of the projects. A presentation on these will be provided to the Board at the next meeting.

- **Verona Road/West Beltline Interim Improvements**
  McDonald said that the technical advisory committee for the corridor study is now looking at the last of a series of potential interim improvements on Verona Road from the Beltline, including the interchange with Verona Road, down to CTH PD.

- **Dane County Clean Air Coalition**
  McDonald said the MPO is part of the coalition and he would like to schedule a presentation by the staff person for the coalition to discuss their current activities.

- **Restructure of the Citizen Advisory Committee**
  Ongoing.

- **Ped/Bike Safety Education Program**
  McDonald said that Hulsey requested a presentation on this program, which is partially funded with STP-Urban funds.

  Bruskewitz asked for a presentation on the results of Metro’s on-board survey. Hulsey asked for a presentation on the Mineral Point Road/CTH M/Junction Road interchange project.

12. **Announcements and Schedule of Future Meetings**

  Mandli announced that the Dane County Highway Department is doing a presentation on their salt-brine system for towns, cities and villages on March 19 from 9:00-11:00 AM.

  The next MPO Board meeting is Wednesday, April 2 at 7 PM.

13. **Adjournment**