

**Madison Area Metropolitan Planning Organization (MPO)
May 3, 2006 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskwitz, Ken Golden, Al Matano, John Vesperman, Robbie Webber, Doug Zwank

Members absent: Corey Finkelmeyer, David Kluesner, Lisa MacKinnon, Chan Stroman

Staff present: Bob McDonald, Bill Schaefer, Bob Pike

2. Approval of the April 5, 2006 Meeting Minutes

Moved by Matano, seconded by Bruskwitz, to approve April 5, 2006 meeting minutes. Motion carried.

3. Communications

McDonald said all of the communications were regarding item #7 and would be reviewed when that item is taken up.

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

None

5. Consideration of Appointment to the North Mendota Parkway Implementation Oversight Committee

Golden nominated Eileen Bruskwitz to replace him on the committee. He said she was no longer serving on the committee as a Dane County Board representative, and therefore, could represent the MPO. An added benefit is that the project is in an area that she represents on the Dane County Board. Zwank seconded the nomination. Motion carried.

6. Presentation on the Dane County Clean Air Coalition Programs and Projects (Dave Merritt, Clean Air Coalition Project Coordinator)

McDonald introduced Merritt, indicating that he had wanted to have a presentation on the Clean Air Coalition (CAC) for some time. When FHWA staff informed him they still were not ready to present their final Federal Certification Review Report, it opened up a slot on the agenda that Dave agreed to fill.

Merritt distributed a handout of materials. He reviewed the list of members of the CAC. The CAC is a private/public partnership working to voluntarily reduce air pollution and keep the air healthy and in compliance with Federal standards. The success of the new coalition, which has been in existence for 2 ½ years, is the result of a strong foundation that was laid early on by pulling together committed individuals and organizations, elected public officials, and business and community leaders who have a stake in keeping our air healthy. He said the issue is both an environmental/public health one and an economic one. Recent health statistics estimate that around 40,000 or 10% of Dane County residents have asthma. If the county were to be designated in non-attainment of the Federal ozone standard like the counties in southeastern Wisconsin, mandatory regulations to reduce to reduce air pollution could cost businesses and citizens millions of dollars per year and negatively impact the economy. The goal of the coalition is to promote activities that citizens can take to reduce pollution and work with industries, businesses and government agencies on specific, cost-effective ways to reduce air emissions. Such a strong, voluntary effort was in fact part of the deal for Dane County not being designated non-attainment.

Merritt reviewed pie charts showing ozone-producing emission sources in Dane County. He said one of the main messages the CAC conveys is that we all need to take action to keep our air healthy. Nearly ½ of Dane County's ozone-causing pollutants comes from cars and trucks that we all drive. Industrial "point" sources, such as the MG&E power plant, are only a small part of the problem. He mentioned the gas can exchange program that they conducted last summer through a \$20,000 grant from UW-Madison. If all of the old cans were replaced, it would be the equivalent to removing 14,000 cars from the highways. He also reviewed bar charts showing trends in ozone-producing emissions by source and the ozone air quality index. He pointed out that about 90% of the time we do have good air quality, 8% percent of the time we have "moderate" air quality, and 2% are unhealthy days. Webber asked where the measurements were taken, and Merritt said that the DNR monitoring station was located near East High School.

Merritt reviewed a work plan for 2006 that details the programs the CAC is working on. One of the first programs that the CAC initiated two years ago was the Clean Air Action Days Program, which is ongoing. DNR provides notification when ozone levels are expected to reach potentially unhealthy levels the following day. On such days, citizens are asked to take actions to reduce pollution, the City of Madison offers free bus rides, and each of the coalition members implement action plans to reduce ozone pollution. Another initiative, funded by a grant from MG&E, allowed 50 of 77 gas stations in Dane County to be outfitted with vacuum pressure vent caps on their underground storage tanks, greatly reducing gasoline evaporation. The CAC received a \$300,000 Clean School Bus USA grant to work with the Madison Metropolitan School District to retrofit approximately 300 school busses with diesel oxidation catalysts, which are basically anti-pollution mufflers that reduce particulate pollution by 20%, hydrocarbon pollution by 50% and carbon monoxide pollution by 45%. The CAC most recently received a \$450,000 3-year grant from the Wisconsin Partnership Fund (currently being run by the UW School of Medicine) to work with county employers and manufacturers in making further air pollution reductions. Two other recent grants include a \$100,000 grant from the U.S. EPA to retrofit both city and county off road vehicles, and a grant from Dane County for a new bio-diesel fuel purchase incentive program. The initial bio-diesel fuel effort is targeted to school busses. Finally, Merritt mentioned that the CAC has focused on ozone pollution, but the issue of small particulate matter pollution was on the horizon. The U.S. EPA is developing a new more stringent standard and Dane County is on the cusp of being designated non-attainment.

There was discussion about the relationship between land use patterns and travel behavior. Webber pointed out that short trips cause a great deal of pollution, yet are the ones that could most easily be taken using alternative transportation. Golden commented that there should be recognition of the existing TDM programs, which would have educational value. Merritt said a portion of the UW grant was to go towards TDM efforts.

7. Consideration of Draft MPO Ranking of Candidate Statewide Multi-Modal Improvement Program (SMIP) Projects.

Schaefer reviewed the projects and their relationship to the existing and planned bikeway system. He said there were ten projects within the MPO planning area that were submitted for funding with a total cost of \$7.8 million. Another four county projects are outside the planning area and thus were not scored and ranked; the cost of these is \$1.5 million. There is a little over \$12 million available statewide for this 2008-2009 funding cycle, so one can see it is highly competitive for funding. Schaefer said all ten projects within the planning area are excellent projects and all are on what staff has identified as the regional bikeway system on the draft bikeway plan map.

Schaefer noted that tables with the scoring and ranking of the projects and a priority listing of them were part of the packet. He said the Sherman Flyer Path had the highest score and was given the highest priority. The path connects the North side neighborhoods to the planned Yahara Parkway Path, being constructed this summer, and to downtown and provides a bicycle suitable route in the Sherman Avenue corridor. Sherman Avenue is a busy street with many access points and does not have bicycle

facilities. This is also an area with relatively high existing and future projected bicycle use. Three other projects—Ice Age Junction Path, Pheasant Branch Creek Trail Enhancements, and the Cannonball Trail Phase I—had the second highest score and were prioritized 2-4 in that order. Four other projects tied with the third highest score. Schaefer reiterated that all are good projects and arguments could be made to shift the priorities of some of them. McDonald added that MPO staff reviewed the scoring and ranking of the projects with the Technical Coordinating Committee (TCC) and the TCC recommended approval of the draft priority listing of projects as presented.

Golden then called on the following persons who all registered to speak supporting the Sherman Flyer Project:

Michael Shinnors, 2206 Calypso Rd, Madison, representing Northside Bike Advocates. Michael said he's a year-round bike commuter, and a member of the Northside Planning Council. He's concerned with rising obesity and diabetes rates and said part of the solution is to get people on bikes. This project would keep Northside residents off of Sherman Ave, which is a dangerous street to ride on.

Michael Basford, 1917 Schlingen Ave, Madison, representing Sherman Neighborhood Association, Northside Planning Council. He said the project has very broad community support and satisfies the policies and objectives of the City of Madison's comprehensive plan.

Alder Judy Compton, 6030 Fairfax Ln, Madison, representing self. She said she supports this project and the CTH M Corridor path and noted how few bike paths there were on the North and East sides.

Jon Becker, 4233 Kenwood St, Madison, representing self and Mendota Trails North. He reiterated what the prior three speakers said. He said riding a bicycle on Sherman Avenue is very dangerous.

Alder Paul Van Rooy, 113 Southoff Rd, Madison, representing 18th District. He mentioned that he used to bike to work downtown before he retired and never found a convenient and safe path. This path would solve that problem, and the sooner we can get it funded the better.

The following were other registrants who supported the Sherman Flyer, but did not wish to speak:

Wendy Sauvé, 1506 Steensland Dr, Madison, representing self.

Ellen Barnard, 925 Burning Wood Way, Madison, representing self.

Helen Marks Dicks, 1517 Golf View Rd, Madison, representing self.

Jeffrey Shokler, 1509 Hooker Ave, Madison, representing self.

McDonald reported on the following correspondence that was received regarding this item:

- Correspondence from Eileen Bruskewitz, Kim Wilde and Tom Wilson to Bill Schaefer in support of the CTH M Corridor Path.
- Email from Mark Opitz, City of Middleton, regarding bicycling in Middleton and in support of the Pheasant Branch Creek Trail Enhancements project.
- Letter from Michael Rewey in support of the Sherman Flyer project.
- Letter from Lisa Wiese, Helen Dicks, Jeff Shokler and Mike Basford from the Northside Planning Council supporting the Sherman Flyer project.
- Email from Paul Van Rooy in support of the Sherman Flyer project.
- Email from Ann Freiwald supporting the Sherman Flyer.
- Email from Brian Benford, Alder, District 12 supporting the Sherman Flyer.
- Email from Marge Pitts supporting the Sherman Flyer.

Discussion followed. Webber said all of the projects on the list were worthy and that use of the scoring criteria was the fairest way to prioritize the projects. She supported the emphasis placed on transportation, safety, and the number of users. Vesperman commented that safety should be a top priority and asked how it was factored into the scoring criteria. Schaefer said it was included as part of the mobility criterion—whether safe alternative routes were available. Bruskewitz commented on the importance of getting a suitable route around the north side of Lake Mendota, which the CTH M path project would help achieve. Zwank suggested moving the CTH M Corridor path project from #6 to #4,

and others agreed. Vesperman suggested moving the CTH S Underpass project from #10 to #9 ahead of the Fitchburg Bicycle Hub project. Golden asked if projects could be separated out into parts for funding and McDonald said no.

Bruskewitz moved, seconded by Matano, to approve the draft ranking of candidate SMIP projects with the two changes noted above. Motion carried.

8. Continued Review of Preliminary Results from the New Regional Travel Demand Model for the Regional Transportation Plan Update.

McDonald reviewed the draft modeling results, showing congestion maps of the different scenarios modeled thus far. The maps show roadway segments with reduced congestion and/or significantly reduced traffic volumes from the prior alternative. He first reviewed the “existing + committed plus connections scenario, which includes a number of two-lane roadway connections to increase the efficiency of the system. There isn’t a big change in congestion levels with these connections, but there are spot improvements and a better overall distribution of traffic volumes. He then reviewed the results of roadway expansion projects in the current adopted long-range transportation plan and the North Mendota Parkway alternative. The next scenario that will be tested is the Verona Road/West Beltline project. Vesperman noted that WisDOT is looking at alternative solutions to the Verona Road/West Beltline corridors, because there is no money for the more expensive solutions. Webber asked if the land use impacts of the roadway improvements were considered. McDonald said changes were not made to the land use allocations. Some areas might build out faster than others, but he didn’t expect the projects to have major land use impacts as almost all of them were in areas already developing. Golden commented on the potential long-term impacts of increased telecommuting.

Zwank had to leave the meeting at 7:10, resulting in the loss of quorum.

9. Status Report by MPO Board Members on Projects Potentially Involving the MPO:

Deferred

10. Discussion of Future Work Items:

Deferred

11. Announcements and Schedule of Future Meetings

None

12. Adjournment