

**Madison Area Transportation Planning Board (an MPO)
November 5, 2008 Meeting Minutes**

1. Roll Call

Members present: Ken Harwood, Duane Hinz, (arrived at Item #5), Al Matano, Robbie Webber, Mark Opitz, Paul Skidmore, John Vesperman, Tom Clauder, Eileen Bruskevitz, Chuck Kamp, Robin Schmidt.

Members absent: Joe Clausius, Jerry Mandli, Satya Rhodes-Conway

Staff present: Bob McDonald, Bill Schaefer

2. Approval of October 1, 2008 Meeting Minutes

Harwood moved, Skidmore seconded, to approve the October meeting minutes. Motion carried.

3. Communications

None

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

None

5. Presentation of Verona Road/West Beltline Proposed Interim Improvements by WisDOT SW Region Staff.

Larry Barta, WisDOT Southwest Region, provided a power point presentation showing the interim and long-term improvements for Verona Road (USH 18/151) and the Beltline interchange and the impacts of them. He said the improvements are intended to provide regional mobility, serve local traffic and access, improve neighborhood connectivity, and address safety issues for motorists, pedestrians, and bicyclists. The interim solutions are intended to provide relief for the next 15-20 years, while the long-term solutions address needs beyond that time frame. Both the interim and long-term solutions will be included in the EIS. Long-term improvements will be mapped and built as warranted in the future. Real estate acquisition will occur as opportunities arise. The interim solution for the Beltline interchange is a single point design with Verona Road expanded to eight lanes. In response to a question from Schmidt, Barta said the design puts the signal under the bridge, allowing opposing left-turn movements to occur at the same time. It requires an arch or long-span bridge. The ramp improvements will require purchasing two more properties and replacing the pedestrian bridge. The Beltline is being widened to the south because the long-term improvement will impact that area as well. He reviewed three different alternatives that WisDOT is considering for the realignment of the S. Beltline Frontage Road. No decision has been made on that. A jug handle design is being proposed for the Summit (Home Depot) intersection with a grade-separated street crossing to the south connecting the frontage roads. This eliminates the left turns. No significant changes are needed at the Raymond Road intersection until the ultimate facility is constructed. A southbound right-turn only lane will be added. The Nakoma Heights entrance will be relocated and the left turn eliminated to improve safety.

A pedestrian/bicycle underpass is planned to the south of the jug handle. Webber expressed concern about the safety of bicyclists' using the jug handle streets, which will have higher traffic volumes. She said bike lanes should be provided at the intersections as was done, for example, at

First Street and East Washington Avenue. Barta said the environmental document does not get to that level of design detail. Carling Drive is planned to be extended under Verona Road in the old rail corridor. The structure has sufficient width for the new street and path. Webber commented that the existing path provided a safe pedestrian/bicycle route for kids. Barta said the streets should still have relatively low traffic volumes and the new street addresses the existing security concern due to the isolation of the path. An additional through lane is planned as a Stage 2 improvement for the Williamsburg Way intersection. Dual left-turns and right-turn lane extensions will be added at CTH PD. That project is programmed for 2012. Webber noted the existing safety issue for bicyclists at the intersection where the Military Ridge Trail parallels Verona Road. Barta said WisDOT traffic engineers are trying to come up with an interim solution to address the problem. In the long-term, the plan is to relocate the path in the abandoned rail corridor to the east. A grade-separated crossing of CTH PD would probably be needed. The ultimate improvement at CTH PD is an interchange similar to the design at Milwaukee Street and USH 51 with a possible Texas U turn. It would be constructed no earlier than 2017. Vesperman said the project is not in the Backbone Program at the present time.

The ultimate improvement is full freeway conversion with a one-way pair of local roads parallel to the freeway. This is not anticipated to be needed until 2030 or later. In response to a question from Webber, Barta said the freeflow of Verona Road to the Beltline would probably be under versus over the Beltline. Webber said she saw a design on the Interstate east of Seattle that she thought would be a good option for Verona Road. The street crossings are wide and include open space, etc. in addition to the street. Schmidt asked if any maintenance work would be needed between the time of the interim and long-term improvements. Barta said no because concrete lasts twenty years or more. Clauder asked if the Raymond Road extension to Allied Drive was still planned. Barta said that it was still on the table as part of the long-term improvement. Barta handed out a map showing the various improvements proposed and under consideration. He also mentioned that two public meetings were scheduled for November 18 and December 4. A large mailing to households and businesses in the corridor was planned prior to the meeting.

6. Consideration of Resolution TPB No. 20 Approving the 2009 Unified Planning Work Program and the 2009-2011 Overall Program Design Report.

McDonald said the draft work program was distributed to local units of government, appropriate agencies, and commissions and committees for review and comment. A correction sheet is at members' places outlining proposed minor changes to the draft document.

Moved by Harwood, seconded by Bruskevitz, to approve Resolution TPB No. 20 approving the 2009 Work Program. Motion carried.

7. Consideration of Letter of Response to WisDOT Regarding Invitation to Participate in the Environmental Review Process of the USH 51 (I-39 to USH 12/18) Corridor Study.

McDonald explained that federal rules now require agencies to indicate in writing that they want to be a participating agency in EIS processes for purposes of review. This is the third such invitation the MPO has received. The MPO is already a participating agency for the Verona Road/West Beltline and USH 51 North (USH 12/18 to STH 19) Corridor studies. This invitation is for the USH 51 South (USH 12/18 to I-39/90) Corridor study. The letter says that the MPO wants to be involved in this study as a participating agency. The MPO is in fact already involved in the study. A member of the Board is on the Policy Advisory Committee and staff is on the Technical Advisory Committee.

Moved by Webber, seconded by Schmidt, to approve letter of response to WisDOT regarding invitation to participate in the EIS process for the USH 51 (I-39 to USH 12/18) Corridor Study. Motion carried.

8. Consideration of Letter of Comment to WisDOT Regarding Draft SAFETEA-LU 6002 Documents-Coordination Plan and Impact Analysis Methodology of US 51 (I-39/90 to US 12/18) Corridor Study.

McDonald said that as part of the coordination process WisDOT is now required to outline a coordination plan and the impact analysis methodology to be used for EISs. He said he thought this was very helpful. Staff has reviewed both the coordination plan and the impact analysis methodology and thinks they are very good.

Moved by Skidmore, seconded by Opitz, to approve letter of comment. Motion carried.

9. Consideration of Letter of Comment to WisDOT Regarding Draft SAFETEA-LU 6002 Documents-Coordination Plan and Impact Analysis Methodology of US 51 (Terminal Drive to Token Creek Park Road) Corridor Study.

McDonald said the coordination plan and impact analysis methodology for the USH 51 North Corridor study is essentially the same as for the USH 51 South Corridor study. The only difference in the letter of comment is that for this study staff is suggesting that WisDOT consider conducting a mobile source air toxics analysis as part of the air quality analysis. Federal guidance does not require that type of analysis unless traffic volumes on the roadway are over 150,000 per day. However, because this segment of USH 51 is heavily traveled and passes through a very urbanized area staff felt the analysis might be worthwhile, particularly given the public's concern about air pollution. Staff didn't ask WisDOT to consider doing this analysis on the South corridor because traffic volumes are much lower and it is more rural. Webber asked why in the socioeconomic impacts section the document refers to addressing impacts to highway dependent businesses and not all businesses. McDonald said he didn't think the intention was to limit the analysis to those types of businesses. At the time the draft EIS is prepared, the MPO can raise issues and make sure that the impact on all businesses is addressed. That is why the letter of comment states that the MPO may wish to comment more extensively following review of the application of the analysis methodologies.

Moved by Hinz, seconded by Bruskwitz, to approve the letter of comment. Motion carried.

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

- **Transport 2020 Implementation Task Force**

Matano reported that at the last meeting of the Finance/Governance Subcommittee the committee reviewed information on financing options. McDonald reported on the Legislative Council Study Committee on RTAs. He said council staff was in the process of taking the earlier draft and separating out the areas or issues where there was disagreement for discussion. The goal is to have draft legislation completed by the end of the year.

- **USH 51 (USH 12/18 to I 90/94/39)**
- **USH 51 (McFarland to Stoughton) Corridor Studies**

These were both covered under earlier agenda items.

- **North Mendota Parkway Implementation Oversight Committee**

Bruskewitz reported that the committee continues to examine alternatives roadway alignments. A public meeting is scheduled for November 11 in Westport. She said criteria are going to be developed for making the decision on the roadway alignment.

11. Discussion of Future Work Items:

- **2009-2013 Transit Development Program (TDP)**

McDonald said progress is being made on the TDP and staff will be providing information to the Board as it is completed.

- **2009 Federal Certification Review of the MPO**

McDonald said this would occur next summer.

12. Announcements and Schedule of Future Meeting

McDonald said the December meeting would likely be cancelled. The January meeting is scheduled for the 7th.

Matano asked if McDonald foresaw any transportation policy changes with the election. McDonald said that the outlook for high speed rail funding is certainly better. Schmidt asked that staff update the Board on federal policy changes in the future. McDonald said he would. He mentioned that there is the possibility of an economic stimulus bill being passed early next year, which could include funding for transportation projects. Kamp said bus purchases require too much lead time to be part of such a bill. Vesperman said WisDOT has projects on advanceable list for circumstances where funding is made available.

13. Adjournment

Schmidt moved, Webber seconded, to adjourn. Motion carried.