

**Madison Area Metropolitan Planning Organization (MPO)
October 10, 2005 Meeting Minutes**

1. Roll Call

Members present: Eileen Bruskewitz, Corey Finkelmeyer, Kristine Euclide, Kenneth Golden, John Vesperman, Laura Rose, Chan Stroman, Robbie Webber, Doug Zwank

Members absent: Lisa MacKinnon, Al Matano

Staff present: Bob McDonald, Bob Pike, Bill Schaefer, Dan Seidensticker

2. Approval of the September 7, 2005 Meeting Minutes

Moved by Webber, seconded by Rose, to approve September meeting minutes. Motion carried.

3. Communications

- Letter from Paul Woodard, City of Fitchburg, seeking MPO assistance for traffic forecast projections to assist in planning for the design of a ped/bike overpass structure over Fish Hatchery Road for the Capital City Bike Trail at or near the intersection with McKee Road. The City of Fitchburg would like the MPO's assistance in providing some traffic forecasts for this project.
- Letter from Frank Busalacchi, WisDOT Secretary, announcing the appointment of John Vesperman from District 1 to the MPO Board.
- Letter from Mayor Dave Cieslewicz, City of Madison, announcing the appointment of Corey Finkelmeyer to the MPO Board.

[NOTE: Remaining communications relate to item # 6, and were covered with that item.]

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

None

5. Consideration of Appointments

- **USH 51 (USH 12/18 to I39/90/94) Policy Advisory Committee (1)**

McDonald said that Bob Dye, who is no longer on the Board, was the previous MPO appointment for the study. Golden asked if there were any volunteers for the position, which there were not. He then asked that people contemplate it and contact him before the next MPO Board meeting.

- **Madison Long-Range Transportation Planning Commission (1)**

McDonald said the appointment was to replace Golden, who is now the City of Madison Plan Commission representative to the committee. Webber stated that Matano had expressed interest in the position, and Golden said that Matano had told him that as well. Golden recommended that Matano be appointed. Moved by Webber, seconded by Zwank, to confirm the appointment. Motion carried.

- **Madison Transit & Parking Commission's Contract Services Oversight Committee**

Golden explained that the appointment is premature, because a change to the makeup of the committee to add an MPO appointment is still being considered. He said the City of Madison created a Contract Services Oversight Subcommittee of the Transit & Parking Commission (TPC) in order to provide a vehicle for municipalities that contract for service with Madison Metro to provide input on the decision making process. Subcommittee recommendations are advisory to the TPC. As the only existing transit body that is regional in nature (i.e., has representatives from multiple jurisdictions), he thought having a MPO representative on the committee might be appropriate. If the Board agreed, Golden said he would have McDonald contact the City Attorney's Office to get an amendment drafted to the ordinance

that created that committee. Bruskewitz and Zwank said it was a good idea, but both said they were too busy to serve on the committee. Schaefer, who attends the meetings regularly, gave some background information on the current committee. The representatives of the communities who attend the meetings are a mix of staff and elected officials, but mostly the former. The meetings have tended to be mostly informational. He said if there wasn't a volunteer from the Board to serve on the committee, he could report on the meetings. Webber said the appointee should be someone from outside the City of Madison to provide a regional perspective. Golden asked if there were any volunteers, and there were none. Golden said he would recommend leaving the item on the table, and asked Schaefer to periodically fill the Board in on anything of interest.

6. Consideration of Resolution MPO No. 49, Regarding the 2006-2010 Transportation Improvement Program for the Dane Co. Area

McDonald started by calling attention to the addition/correction sheet for the 2006-2010 TIP, dated 10/10/05, that was handed out. Schaefer reviewed the changes from the addition/correction sheet mailed out prior to the meeting. These include: (1) Clarification of the scope of South Beltline resurfacing project to indicate that it also includes reconfiguration of the ramps, and revising the funding amounts to reflect this; (2) Putting the Stoughton Road Traffic Corridor Study back in the TIP, since it will be continuing into next year; (3) Separating out the rail-highway crossing safety project into three separate projects; and (4) Revising the funding for the W. Beltline Frontage Road/Todd Drive Intersection project to reflect the increased cost, transfer of State Enhancement funding from the Perry Street Ped/Bike Overpass project, and State TEA program funding. Another revision that was included in the addition/correction sheet mailed out was the change in scope and costs for the Cottage Grove Road Bridge over the Interstate. Instead of replacing the entire bridge, the bridge deck will be replaced with bike lanes and a walkway added. McDonald then reviewed the communications relating to this item:

- Letter from Kathleen Falk, Dane County Executive, Questioning the use of federal funding on some West side roadway projects in the draft 2006-2010 TIP and suggesting that the City of Madison seek federal funding for improvements to CTH M/Junction Road and CTH S/Mineral Point Road.
- Email from David Trowbridge, Planner, City of Madison Planner, communicating the recommendations made by the City's Long-Range Transportation Planning Commission on the draft TIP. They were: (1) Move the CTH CV project from 2007 to 2008 so that it doesn't conflict with the E. Washington Avenue project; (2) Add the Perry Street Ped/Bike Overpass project back in the TIP; and (3) Retain the original design concept for the Cottage Grove Road Bridge project.
- Email from Dwight McComb, FHWA, regarding consequences of allowing the current long-range transportation plan to lapse and allowable alternatives that can be taken to reduce the impacts on the TIP.
- Email from City of Madison Alderperson Lauren Cnare (3rd District), expressing support for the revised project scope for the Cottage Grove Road Bridge project as an interim solution.
- Letter from Mayor Dave Cieslewicz, City of Madison, responding to the comments from Kathleen Falk regarding West side roadway projects and supporting the draft 2006-2010 TIP.

McDonald provided additional background information on the Perry Street Ped/Bike Overpass and Cottage Grove Road Bridge projects. The Perry Street Overpass project was planned to be located west of the USH 14 interchange to provide a direct connection between the residential area to the north and employment area to the south. State Enhancement funding was garnered for the project. However, there was opposition to the project at a public meeting and resistance by the City of Madison alderperson. As a result, there were discussions between WisDOT District 1 and city staff to defer the project. Subsequently, the Enhancement funding was moved to the West Beltline Frontage Road/Todd Drive Intersection project to pay for a retaining wall necessary to provide room for bike lanes and sidewalks. If the Perry Street Overpass project were added to the TIP, it would be as an unfunded project.

Regarding the Cottage Grove Road Bridge project, the original design concept was to replace the bridge with a four-lane bridge with bike lanes and sidewalks. The estimated cost for the project increased from \$1 million to \$3 million, and WisDOT realized it didn't have sufficient funding for the project. After discussions with City of Madison staff and officials, it was decided to go with an interim solution to replace the bridge deck and add bike lanes and walkway because of the safety issues that needed attention now.

Webber moved, Bruskewitz seconded, to approve the 2006-2010 Transportation Improvement Program (TIP) for the Dane County Area, including the revisions listed in the addition/correction sheet dated 10/10/05, but separating out the four projects that were the subject of the LRTPC recommendations (Cottage Grove Road Bridge, CTH CV, Perry Street Ped/Bike Overpass, West Beltline Frontage Road/Todd Drive Intersection).

Golden then took public comments. There were three registrants.

- City of Madison Ald. Judy Compton (16th District), 6030 Fairfax Lane, representing the district, spoke in favor of the revised scope for the Cottage Grove Road Bridge Project to replace the 2-lane bridge deck with bike lanes and addition of a walkway. She said she has been working to get improvements to the bridge since the 1980s. While she would prefer to see the bridge replaced with 4 lanes, there wasn't sufficient funding and the ped/bike facilities and railing are needed now. Vesperman, WisDOT District 1, added that WisDOT has made a commitment to add a second two-lane bridge in 2011.
- County Sup. Dave de Felice, 6302 Dominion Dr, City of Madison, representing himself and the McClellan Park Neighborhood Association, also spoke in favor of the revised project scope for the Cottage Grove Bridge project to address the serious safety problems out there now. He mentioned the meeting that had taken place with WisDOT and City staff, State representatives, and others to come to agreement on the project. He said the neighborhood association supported the interim solution.
- Larry Nelson, representing the City of Madison Engineering Department, spoke to further explain the reasons for the change in project scope. The estimated cost of the project increased from around \$1 million to \$3 million, which WisDOT, the City of Madison, and Dane County couldn't afford. There were also concerns about the need to replace the bridge again if the Interstate needed to be further widened. The Buckeye Road Bridge is in worse shape structurally. The priority for the three Interstate bridges has always been Cottage Grove Road first, Buckeye second, and Milwaukee Street third. He added that the two-lane bridge can still accommodate some increase in traffic and the ped/bike safety improvements are needed now. The funding split is 75% federal/state and 25% local with the city and county splitting the local share. In response to a question from Webber, Nelson said the funding split for the new bridge would be the same. Webber expressed concern that it would cost more to add the second bridge at a later date.

There was discussion amongst the board concerning the funding issues and which approach to the Cottage Grove Road Bridge would be more cost effective in the long run. Euclide said she thought this situation reflected a problem with the planning process. Golden responded that the problem was not the planning, but the ability to fund necessary transportation projects. He said the neighborhood plan for the area identified the need to eventually expand the bridge.

Moved by Webber, seconded by Bruskewitz, to drop the short-term bridge deck replacement project with ped/bike facilities. Motion failed.

Moved by Webber, seconded by Bruskewitz, to delay the CTH CV resurfacing project from 2007 to 2008. Motion carried.

[Note: Golden and Bruskewitz had to leave at this point, and Euclide took over as Chair.]

Discussion then turned to the Perry Street Ped/Bike Overpass and West Beltline Frontage Road/Todd Drive Intersection projects. Webber said the overpass would provide an important connection between a residential area north of the Beltline and an employment area to the south. There had not been adequate City of Madison review of the decision to shift the Enhancement funding to the West Beltline Frontage Road/Todd Drive Intersection project. She also said it was inappropriate to use enhancement funding for ped/bike facilities that would normally be included in a project. Vesperman explained the rationale. He said WisDOT planned to undertake a comprehensive Beltline corridor study that would include consideration of ped/bike facilities. The Perry Street Ped/Bike Overpass project was proposed because there was funding available, but it wasn't based on any criteria or assessment whether this was the best location for an overpass. He said WisDOT was also concerned, because the Park Street interchange may need to be reconstructed and, if so, might require removing the overpass.

Moved by Webber, seconded by Rose, to add the Perry Street Ped/Bike Overpass project back in the TIP as an unfunded project. Motion failed on a 4-3 vote.

Moved by Webber, seconded by Euclide, to remove the Enhancement portion of funding from the West Beltline Frontage Road/Todd Drive Intersection project. Motion failed.

McDonald then discussed the correspondence regarding the TIP from County Executive Falk and Mayor Cieslewicz. He said there was a misunderstanding that federal funds were being used for the Pleasant View Road extension project, which is not the case. STP-Urban funds are being proposed for the improvement of the intersection of Pleasant View Road extended with Valley View Road and CTH M. The City of Madison is sponsoring the project, but an agreement has not been worked out regarding the local share funding. The same situation is true for the University Avenue/CTH MS project, which the County is sponsoring. Mayor Cieslewicz's letter also raises issues about the Mineral Point Road corridor. Nelson added that the City is hopeful that the Pleasant View extension will address some of the congestion problems on CTH M.

Rose moved, Webber seconded, to approve the main motion to adopt Resolution MPO No. 49 regarding the 2006–2010 TIP with the changes in the addition/correction sheet dated 10/10/05 and the additional change to delay the CTH CV resurfacing project from 2007 to 2008. Motion carried.

7. Review of Draft 2006 Unified Planning Work Program and the 2006-2008 Overall Program Design

McDonald said staff would be meeting with Federal Highway Administration and WisDOT staff to review the document. The major activity will be completing the long-range plan and beginning the implementation of it. Euclide asked if there were any major differences in the allocation of time for 2006 compared to this year. McDonald said additional time was allocated to corridor and area studies from long-range planning. He mentioned that Beltline corridor study planned by WisDOT District 1 was added as a new study. Staff will bring the draft back to the next meeting for the board's approval and to review comments received on it.

8. Consideration of Draft Goals and Policy Objectives for the Regional Transportation Plan 2030 Update

McDonald said the draft goals and policies address ongoing issues, including those that the MPO has heard both at a city and county level. They also address new areas of emphasis such as safety and transportation management strategies and techniques. The MPO staff has been participating in the county and city comprehensive planning processes, helping with their surveys and reports and technical committees. Implementation actions and strategies will be developed to address the policies.

Moved by Stroman, seconded to Webber, to approve the draft goals and policy objectives as draft to take out to the public. Motion passed.

9. Consideration of Creating a Citizen Advisory Committee to the Madison Area MPO

McDonald noted that the board previously approved the creation of a citizen advisory committee. Based on comments and suggestions received from the board, staff has developed a list of interested persons. The list of committee members, which was provided, is not yet complete. There are a couple more people that staff would like to add. In the interim, in order to get the committee up and running staff is seeking approval of these members. A charge with the duties of the committee was provided with the handouts, which needed to be approved by the board.

Moved by Vesperman, seconded by Webber, to approve the committee charge. Motion passed. Euclide asked if the board could make suggestions of people to add to the list, and McDonald said that would be fine. Bruskevitz recommended a representative from the trucking industry, and McDonald said staff is working on that. Moved by Zwank, seconded by Webber, to approve the initial list of committee members. Motion passed.

10. Continued Review of Preliminary Results From the New Regional Travel Demand Model

McDonald said staff is making progress. All of the transit scenarios have been modeled, through there are still some issues with the rail alternative. He reviewed some preliminary ridership numbers with the board. He then reviewed the projected change in vehicle miles and hours of travel with the different transit scenarios.

11. Progress Report on Signatures Received from Units of Government on the New MPO Agreement Concerning Composition of the Policy Board

McDonald stated that he had received three signatures so far from the Towns of Blooming Grove, Cottage Grove, and Sun Prairie. The Town of Verona requested that he come and explain the meaning of the agreement. He said he contacted the administrators of Cities of Middleton, Sun Prairie and Fitchburg to make sure they received the materials and to see where they are at with their discussion of the issue. Zwank said that the Cities and Villages Association was meeting in November and would be discussing whether or not they want to support the agreement. Euclide responded that it was important for the communities to understand that if this agreement is not approved, the current one stays in place. Zwank asked if there was a deadline. McDonald said that there was no deadline per se, but FHWA raised the issue during the MPO recertification review and wanted the issue resolved as soon as possible.

It was agreed to adjourn the meeting at this point, deferring the remainder of the agenda items.

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

Deferred

13. Discussion of Future Work Items

Deferred

14. Announcements and Schedule of Future Meetings

Deferred

15. Adjournment