MEETING ANNOUNCEMENT
Madison Area Transportation Planning Board
A Metropolitan Planning Organization (MPO)

May 5, 2010
Madison Water Utility
119 E Olin Ave., Room A-B

AGENDA

1. Roll Call

2. Approval of March 3, 2010 Meeting Minutes

3. Communications

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

5. Presentation by FHWA Staff on Findings and Recommendations of the 2009 Planning Certification Review of the Metropolitan Transportation Planning Process for the Madison Area TPB

6. Consideration of Resolution TPB No. 38 Regarding Amendment #3 to the 2010-2014 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County
   - Interstate 39/90 (CTH B to Lien Road) roadway maintenance project (revised scope, added funding)
   - Interstate 39/90/94 (Lien Road to USH 51) resurfacing (new project)
   - Interstate 39/90/94 (USH 51 to CTH V) resurfacing (new project)

7. Discussion and Potential Consideration of Comments on the Milwaukee-Madison High-Speed Intercity Passenger Rail Service Project and Potential Madison Station Location(s)

8. Update on the Dane County Regional Transit Authority (RTA) and Discussion of the MPO’s Role in Assisting the RTA in Implementing its Goals


10. Status Report on Efforts to Locate an Interim Intercity Bus Station in the City of Madison for Greyhound Bus Company


12. Status Report on Hiring of New MPO Transportation Planning Manager

13. Status Report by Madison Area TPB Members on Projects Potentially Involving the TPB:
   - USH 51 (USH 12/18 to I 90/94/39) Corridor Study
   - USH 51 (McFarland to Stoughton) Corridor Study
   - North Mendota Parkway Study

14. Discussion of Future Work Items:
   - 2010-2014 TIP Amendment for High-Speed Intercity Passenger Rail Service Project
   - Transit Development Plan (TDP), including RTA Service Scenarios
   - MPO Congestion Management Process
   - 2011-2015 Transportation Improvement Program
   - Five-year Interim Update of the Regional Transportation Plan
   - Revisions to MPO Operating Rules and Procedures
15. Announcements and Schedule of Future Meetings

16. Adjournment

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Next MPO Meeting:

Wednesday, June 2 at 7 p.m.
Madison Water Utility, 119 E. Olin Ave., Room A-B

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TTY/TEXTNET (866) 704-2318. Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.

Si Ud. necesita un intérprete, materiales en formatos alternos, o acomodaciones para poder venir a esta reunión, por favor haga contacto con el Department of Planning & Development (el departamento de planificación y desarrollo) al (608)-266-4635, o TTY/TEXTNET (886)-704-2318. Por favor avisenos por lo menos 48 horas antes de esta reunión, así que se puedan hacer los arreglos necesarios.
Madison Area Transportation Planning Board (an MPO)
March 3, 2010 Meeting Minutes

1. Roll Call

Members present: Paul Skidmore, Steve King, Al Matano, Mark Opitz, Mark Clear, Robin Schmidt, Eileen Bruskewitz (arrived at Item #5), Joe Chase, Jerry Mandli, Chris Schmidt (arrived at Item #7), John Vesperman,

Members absent: Duane Hinz, Ken Harwood, Chuck Kamp

Staff present: Bill Schaefer, Bob Pike

2. Approval of February 3, 2009 Meeting Minutes

Moved by R. Schmidt, seconded by Skidmore, to approve February meeting minutes. Motion carried.

3. Communications

Schaefer said the following two communications were in the packet:

- Email from Susan De Vos who is interested in serving on the MPO Citizen Advisory Committee when an opening becomes available.

- Newsletter from WisDOT SW Region concerning a public information meeting on March 9, 2010 for the U.S. Highway 14 Corridor Study that was just recently completed.

Schaefer said the study focused on access management and safety issues and did not address capacity expansion. Opitz added that there was a public officials meeting in Cross Plains that he attended as a City of Middleton staff person. He said the City of Middleton prepared some comments on the draft report, which he provided to Schaefer. He said the city’s two main concerns centered on access to the city’s planned intermodal facility and the Pleasant View Road intersection with USH 14.

Schaefer distributed one additional communication. Former City of Madison Engineer Larry Nelson prepared a detailed summary of the status of major bike path projects in the area. While it wasn’t addressed to the MPO, Schaefer said he and Matano thought it would be of interest to the Board.

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

None

5. Discussion of Process and Status of Hiring of the New MPO Transportation Planning Manager and Consideration of Potential Recommendation Regarding the MPO Board’s Role in the Process

Matano asked Brad Murphy, City of Madison Planning Division Director, to comment on the hiring process. Murphy said that about forty applications had been received, and that 8-9 have been certified for interviews following the initial screening by City Planning and Human Resources staff. He said the plan was to put together an interview panel of about five persons with representatives from the MPO Policy Board, WisDOT, Metro Transit, and a planner. The interview panel would rate the candidates and a final interview would then be held with the top 1-3 candidates. The same final candidates might also be interviewed by other individuals, possibly by the MPO Policy Board, but that part of the process hasn’t been worked out. Murphy said he welcomed Board members’ suggestions for participants on the interview panel and for questions to ask of the applicants.
Skidmore asked who would make the final decision on the hiring and Murphy said that he would be making the final selection. Murphy added that this position is in the city’s Planning Division with the position being head of one of the three Sections within the Division that he heads. Murphy said he was interested in those Board members who were willing to serve on the interview panel. Matano, Mandli, Vesperman, and R. Schmidt offered to serve on it.

6. **Consideration of Resolution TPB No. 37 Regarding Amendment #2 to the 2010-2014 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

- Safe Routes to School Program project to construct pedestrian island on Mineral Point Road at Owen Drive intersection

Moved by Opitz, seconded by Skidmore, to approve Resolution TPB No. 37, Amendment #2 to the 2010-2014 TIP. Motion carried.

7. **Consideration of Madison Area TPB Appointment to the USH 51 (USH 12/18 to I-39/90/94) Study Policy Advisory Committee**

Matano said that former Fitchburg Mayor Tom Clauder was the previous MPO representative on the committee. Schaefer asked Vesperman about the status of the study, which has been on hold. Vesperman said the study would resume fairly soon. He noted that quite a bit of work had been done already with three different levels of alternative improvements developed for different segments of the corridor. Schaefer asked if the State Transportation Projects Commission (TPC) had approved the study as an EIS. Vesperman said the TPC has not met in many years. He said the study was started as a planning level study in preparation for a possible EIS in the future. WisDOT Central Office staff are currently re-evaluating projects for possible listing in the Major Highway Program with a new list of statewide priorities expected this summer. In the meantime, the study will be resumed as a planning study. Bruskewitz said that since the North Mendota Parkway is on hold for now she would volunteer to serve on this study committee. Matano asked if there were any others interested. Mandli said he serves on the committee already as the county representative. Matano appointed Bruskewitz to the committee.

Opitz moved, R. Schmidt seconded, to approve the appointment of Bruskewitz to the committee. Motion carried.

8. **Consideration of Potential Response to WisDOT Letter Requesting Comment on the Fish Hatchery Road/South Beltline Interchange Project (ID #1206-01-04)**

Matano commented that the interchange improvement has many benefits. He said eliminating the free flowing traffic would improve safety for pedestrians and bicyclists. He said he was concerned though after reading the comment letter from Metro staff about the elimination of the diamond lanes on the bridge. Vesperman showed a large copy of the cross-section of the structure. He noted the short distance between the ramps, which would be even closer with the diamond interchange. Two left-turn lanes are needed for each direction on the Beltline along with three through lanes. He said WisDOT determined the three through lanes were needed for traffic capacity on the bridge. He said buses would still use the outside lane so operationally it wouldn’t be much different than now. If signed as a diamond lane many cars would still use it. Schaefer added that the roadway will operate the same way regardless of whether the outside lane is signed as a diamond lane. Traffic exiting the Beltline and turning right on red will use the outside lane and then merge into the two inside lanes because the roadway is two lanes with the diamond lane on each side of the bridge. There won’t be much through traffic using the outside lane on the bridge. He said some people might be hesitant to turn into the diamond lane, causing back ups on the ramp. Vesperman agreed, saying the design staff was concerned about the flow of traffic through the short distance on the bridge. Schaefer said Metro staff pointed out
that the loss of the diamond lanes would result in a loss of funding the agency receives each year based on a complicated formula that takes into account miles of diamond lanes, service hours on the lanes, etc. Metro estimated a loss of around $30,000 per year. Vesperman commented that there might be more value in trying to extend the diamond lanes north of Emil Street rather than trying to force them on the bridge. Schaefer said extension of the diamond lanes has been recommended since Fish Hatchery Road is an important transit corridor. Chase asked if there were any plans for use of the land in the southeast corner of the interchange that will be opening up with the elimination of the loop ramp. Vesperman said WisDOT would determine if it was needed for potential future improvements. If not, it would become available for sale.

Schaefer asked the Board if there was a desire to prepare a letter of comment. He said the letter seeking comment focused on the frontage road alternatives, but Schaefer said he saw that as a local versus regional MPO type issue. Matano said he might draft a letter of comment for review by the Board at the next meeting. Clear asked about the status of the proposed ped/bike overpass of the Beltline to the west of the Fish Hatchery Road interchange for the Cannonball Trail. Schaefer said the City was moving forward with the design and environmental documentation so that the project would be ready if there was additional economic stimulus funding or more likely for the next round of federal Enhancement funding that would occur this summer. The project will be more likely to be funded if the design is done and any issues have been worked out. Schaefer noted that the MPO ranked the project #1 for the ARRA Enhancement funding cycle.

9. Consideration of Potential Response to Letter Requesting Comment on the University Avenue (Allen Blvd. to Segoe Road) Reconstruction Project (ID #5992-08-18, 79)

Schaefer said there isn’t any additional information. The consultant for the City of Madison is simply asking for any comments that the MPO might have to consider as they prepare the design for the project. The design is planned to include the addition of a bike lane, bicycle path, and improvements to intersections and pedestrian crossings.

Clear commented that the addition of the bike lanes would be difficult on the bridge with the merging for the off ramp for Old Middleton Road. He said there are two existing sections of path. He heard some oppose reconstructing the path to a standard ten feet, but he supports that since many people wouldn’t feel comfortable using the bike lanes. Matano allowed Brian Weinhold, who was in the audience, to comment. Weinhold said a bike lane with a barrier separating the through travel lanes might be considered. Opitz said he supported reconstructing the path from Allen Boulevard to at least Baker Street where it ends now. There are many driveways south of that so he said would understand if the path wasn’t continued past that. Opitz said there are right of way concerns and engineering challenges as well. Clear said the Spring Harbor Neighborhood Association has been very active on the project even though the design process hasn’t really been started. Schmidt commented that the Hill Farms redevelopment plan suggested an underpass to connect the area directly to the roadway corridor. He suggested that consideration be given to this potential project in the placement of the utilities for the reconstruction project.

10. Update on the Dane County Regional Transit Authority (RTA) and Discussion of the MPO’s Role in Assisting the RTA in Implementing its Goals

Schaefer said the agenda for the first meeting of the RTA Board was in the packet along with the resolution that is on the agenda. He said the resolution is essentially a policy statement that the RTA Board will not impose a sales tax until passage of a referendum at a regularly scheduled election. It also says a plan for transit would be done prior to the referendum. Chase commented that he thought the word “binding” referendum would be used. King responded that the RTA Board cannot legally hold a binding referendum. Opitz said the Governor stripped the referendum requirement out of the legislation
so the referendum can’t be binding, but that is the intent. It is the reason why this resolution was drafted, which is to emphasize the commitment to the referendum.

11. Discussion of the Milwaukee-Madison High-Speed Intercity Passenger Rail Service Project and Potential Madison Station Location(s)

Schaefer said some background information was provided in the meeting packet, including some pages from WisDOT’s application for funding and a memo to the Joint Finance Committee for approval of the Governor’s request to accept the federal funding. Schaefer said the project has been held up by the Federal Railroad Administration (FRA). FRA is administering the grant program and isn’t adequately staffed to handle this new responsibility. FRA has not yet given WisDOT approval to start spending the grant money, but WisDOT is in the process of hiring consultants for the work. The work will be divided into three contracts: (1) preliminary engineering and design of the new stations, including the Madison station; (2) final engineering design for the rail infrastructure improvements from Milwaukee to Watertown; and (3) final engineering design for the rail infrastructure improvements from Watertown to Madison. WisDOT hopes to have the consultants hired and be ready to start in a month or so. Schaefer said there are questions regarding the process at this point, including who will make the final decisions and the involvement by the public, local communities, MPO, etc. He said that for studies such as this a policy advisory committee is typically created. He said he'll update the Board again at the next meeting. He said he contacted the project manager to let him know that the MPO may need to process a TIP amendment to add the federal funding for the project.

Matano said he asked to have the item on the agenda because of all of the discussion and newspaper articles on the Madison station location. He mentioned that a station near the First Street and East Washington Avenue intersection (“Yahara Station”) has been proposed as an alternative to the airport. Matano said the MPO could perhaps have the person who has been advocating for the Yahara Station and someone from WisDOT provide presentations to the MPO. Schaefer said that a presentation would be appropriate at a future time, but it is a bit premature at this point. Vesperman and Mandli agreed.

Vesperman said it would be appropriate for the MPO to provide the consultants with some comments and concerns early in the process. Matano agreed. Matano also commented that someone suggested to him the extension of service to the Twin Cities might not take place for quite some time and perhaps a true downtown station location should be considered. Schaefer said that even when service to the Twin Cities is added that the service plan calls for every other train to terminate in Madison. Matano also suggested perhaps a joint meeting on the issue with the City of Madison Long-Range Transportation Planning Commission and/or Transit & Parking Commission.

12. Discussion and Consideration of Potential Recommendation(s) on Initial Steps to Locate an Interim Intercity Bus Station in the City of Madison

Matano said he had hoped that Kamp would be at the meeting to provide an update on this issue. He asked Brad Murphy while he was still in attendance if he had any information. Murphy said he thought Greyhound and City of Madison staff were investigating alternative locations for the intercity bus station. One possibility is some real estate close to the East Transfer Point, but not the same property that had been discussed for a potential park-and-ride lot. He said the city approved a new bus stop on W. Washington Avenue across the street from the old depot for Badger Bus Company.

13. Discussion of Potential Change to Madison Area TPB Meeting Location

Schaefer said Kamp raised the issue at the last meeting after the issue of changing the time of the meeting was discussed. He expressed concern that the current location does not have good bus service. Schaefer said staff investigated potentially available room locations downtown. He said there are a couple of rooms on the third floor of the City-County Building. One other possibility is Room 300 in the Madison Municipal Building, but that isn’t a great room. He said that if the meetings were moved
downtown an issue to consider is the Concerts on the Square, which would make parking difficult on those nights. Schaefer said that the meetings are moved downtown whenever a meeting or public hearing is held at which a large turnout is expected.

Skidmore said he preferred a more central location. King said he preferred this location. R. Schmidt and others said they preferred this location as well. R. Schmidt said she appreciated the fact that the meetings would be moved downtown where a large public turnout was expected. Matano commented that the location was convenient for bicyclists. Clear mentioned that the meeting time conflict he and Ald. Schmidt had is no longer a problem because the City of Madison’s Economic Development Committee now meets on the 3rd Wednesday of the month. Bruskewitz suggested moving the meetings around. Schaefer said the clear consensus is to keep the regular meeting location at the Madison Water Utility.

14. Status Report by Madison Area TPB Members on Projects Potentially Involving the TPB:
   - USH 51 (USH 12/18 to I 90/94/39) Corridor Study
   - USH 51 (McFarland to Stoughton)

Matano said the USH 51 North study was already discussed. Schaefer said he gave an update on the USH 51 South Study at the last meeting.

15. Discussion of Future Work Items:
   - 2009 Federal Certification Review of the MPO
   - Transit Development Plan (TDP)
   - MPO Congestion Management Process
   - Five-year Interim Update of the Regional Transportation Plan

Schaefer said FHWA staff told him they would be ready to provide a presentation on the Federal Certification Review at the next meeting. However, he asked that MPO staff receive a copy of the draft report to review beforehand. He said work on the TDP and the RTA service scenarios was ongoing. He said he might give a brief presentation on the congestion management process at the next meeting.

16. Announcements and Schedule of Future Meetings.
   The next meeting is scheduled for April 7, 2010 at the Madison Water Utility at 7 p.m.

17. Adjournment
   King moved, Opitz seconded, to adjourn. Motion carried.
Dear Madison Metro Planning Organization Members,

I am writing to you in regards to the Verona Road/Beltline expansion proposed by Wisconsin Department of Transportation.

As a mother of two young children, who reside in a neighborhood adjacent to Verona Road, I urge you to actively support further investigation of the South Reliever as an alternative the Verona Road project. The project as currently proposed brings 140% more traffic onto Verona Road, and 7000 cars onto the frontage road to be relocated further into our neighborhood. This will negatively impact the health and safety of our residents, especially the children who will be exposed during critical developmental periods.

Enclosed you will find scientific references with summaries directly from the articles that connect noise and traffic pollution to cancer, cardiovascular disease, respiratory illnesses and other complications and social handicaps including decreased performance in learning, reduced productivity, increased drug use. Also included are Environmental Defense Fund articles regarding the motor vehicle pollution link to cancer and asthma with cited references and the letter I have written to Larry Barta at the Wisconsin Department of Transportation.

The South Reliever will divert a substantial amount of trucks as well as assist regional commuters around Madison, rather than bring more traffic into the city where it will have an enormous effect on several residential neighborhoods.

Please read the enclosed information and work to support and protect this community’s public health and well being in opposition of the Verona Road project.

Thank you.

Sincerely,

Connie Roderick
4313 Crawford Dr.
Madison, WI 53711
croderi@wisc.edu

Enclosures: Personal Letter to Larry Barta
References with Summaries - 3 pages
Environmental Defense Fund – 2 articles with references

cc: Dunn’s March Neighborhood Association Council Member: Donna Sarafin
Governor Jim Doyle
Senator Fred Risser
Representative Terese Berceau
Johnny Gerbitz, Field Operations Engineer, Federal Highway Administration
Frank Busalacchi, Wis DOT Secretary
Kathleen Falk, Dane County Executive
Thomas Schlenker, Director Madison & Dane County Public Health
Carousel Bayrd, Dane County Supervisor
Matt Velda, Dane County Supervisor
Mayor Dave Cieslewicz
Madison Metro. Planning Organization
Alder Brian Solomon
Alder Andrew Potts
World Health Organization, Guidelines for Community Noise, edited by B. Berglund et al. World Health Organization, Geneva, 1999 The WHO guidelines for noise suggest that children are more sensitive to noise than adults because they are exposed to noise during critical developmental periods. The potential health effects of community noise include hearing impairment; startle and defense reactions; aural pain; ear discomfort; speech interference; sleep disturbance; cardiovascular effects; performance reduction; and annoyance responses. These health effects, in turn, can lead to social handicap; reduced productivity; decreased performance in learning; absenteeism in the workplace and school; increased drug use; and accidents. In addition to health effects of community noise, other impacts are important such as loss of property value.

Residential traffic exposure and coronary heart disease: results from the Heinz Nixdorf Recall Study Hoffmann, B. et al. Biomarkers 14 (Suppl. 1): 74-78 2009 Epidemiological evidence links both particulate matter (PM) and noise to cardiovascular disease and increased cardiovascular mortality.

Air Pollution from Traffic at the Residence of Children with Cancer. O. Raaschou-Nielsen et al. American Journal of Epidemiology, 2001, 153, 5: 433-443. The risk of lymphomas increased by 25% (p for trend = 0.06) and 51% (p for trend = 0.05) for a doubling of the concentration of benzene and nitrogen dioxide, respectively, during the pregnancy. The association was restricted to Hodgkin’s disease.

Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study. W.J. Gauderman et al. The Lancet, February 2007, 368, 571-577. Interpretation: Local exposure to traffic on a freeway has adverse effects on children’s lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life.


University of Southern California (2009, November 5). Big Air Pollution Impacts On Local Communities: Traffic Corridors Major Contributors To Illness From Childhood Asthma. ScienceDaily. http://www.sciencedaily.com/releases/2009/11/091104161834.htm L. Perez, R. McConnel et al. Global Goods Movement and the Local Burden of Childhood Asthma in Southern California. American Journal of Public Health, 2009. The study, which appears in an online edition of the American Journal of Public Health "Our results indicate that there is a substantial proportion of childhood asthma that may be caused by living within 75 meters (81 yards) of a major road in Long Beach and Riverside. This results in a much larger impact of air pollution on asthma symptoms and health care use than previously appreciated. Air pollution is a more important contributor to the burden of childhood asthma than is generally recognized, especially to more severe episodes requiring visits to a clinic or emergency room. Traffic-related health effects should have a central role on the transportation planning agenda." McConnell says.

Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide. Epidemiology, 2005. 16, 737-743. W.J. Gauderman et al. Conclusions: These results indicate that respiratory health in children is adversely affected by local exposures to outdoor NO2 or other freeway-related pollutants.


Traffic-Related Air Pollution and Otitis Media. M. Brauer et al. Environmental Health Perspectives 114, No. 9 (Sep, 2006), pp. 1414-1418. CONCLUSIONS: These findings indicate an association between exposure to traffic-related air pollutants and the incidence of otitis media. Given the ubiquitous nature of air pollution exposure and the importance of otitis media to children’s health, these findings have significant public health implications.
Living Near a Main Road and the Risk of Wheezing Illness in Children. A.J. Venn et al. American Journal of Respiratory and Critical Care Medicine, 2001, 164(12) 2177-2180. Living within approximately 90 m of a main road is associated with a proximity-related increase in the risk of wheezing illness in children.

Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers. Pearson, RL et al. Journal of the Air & Waste Management Association 50(2): 175-180: FEB 2000. The associations between the 750-ft-wide distance-weighted traffic density metrics and all childhood cancers and childhood leukemia are strongest in the highest traffic density category (greater than or equal to 20,000 vehicles per day [VPD]). The odds ratio is 5.90 (95% confidence interval [CT] 1.69-20.56) for all cancers and 8.28 (95% CI 2.09-32.80) for leukemia. The results are suggestive of an association between proximal high traffic streets with traffic counts greater than or equal to 20,000 VPD and childhood cancer, including leukemia.

The Relationship Between Air Pollution from Heavy Traffic and Allergic Sensitization, Bronchial Hyperresponsiveness, and Respiratory Symptoms in Dutch Schoolchildren. N. Janssen et al. Environmental Health Perspectives, September 2003, 1512-1518. Our study showed that children attending schools close to motorways with high truck traffic counts in the Netherlands experienced more respiratory symptoms than did children attending schools near motorways with low truck traffic counts.

Environmental exposure to traffic polycyclic aromatic hydrocarbons (PAHs) and risk of breast cancer. J. Nie et al. American Association for Cancer Research Annual Meeting, Anaheim, CA, 2005. We found evidence that higher exposure to traffic PAH emissions at menarche was associated with increased risk of premenopausal breast cancer (OR 2.07, 95% CI 0.91-4.72, p for trend 0.03) and emissions at the time of a woman’s first birth was associated with postmenopausal breast cancer (OR 2.58, 95% CI 1.15-5.83, p for trend 0.19). Both associations were limited to lifetime non-smokers. There was no association of traffic emissions with risk for any of the other time periods. These findings provide evidence for both the potential importance of early exposures and the potential importance of an environmental agent in risk of breast cancer.


Urban road-traffic noise and blood pressure and heart rate in preschool children. Belojevic, G. et al. Environment International 34 (2) : 226-231 FEB 2008. Systolic pressure was significantly higher (5 mm Hg on average) among children from noisy residences and kindergartens, compared to children from both quiet environments (p<0.01). Heart rate was significantly higher (2 beats/min on average) in children from noisy residences, compared to children from quiet residences (p<0.05). Multiple regression, after allowing for possible confounders, showed a significant correlation between noise exposure and children’s systolic pressure (B=1.056; p=0.009).

Correlation between co-exposures to noise and air pollution from traffic sources Davies, H. et al. Occupational and Environmental Medicine 66 (5) : 347-350 MAY 2009. Both air and noise pollution associated with motor vehicle traffic have been associated with cardiovascular disease.

Children’s annoyance reactions to aircraft and road traffic noise. van Kempen, E. E. et al. Journal of the Acoustical Society of America 125 (2) : 895-904 FEB 2009. Children attending schools with higher road traffic noise (L-Aeq,L-7-23 (h)) were more annoyed.
Conclusions: Living in close proximity to major roadways is associated with higher LVMI, suggesting chronic vascular end-organ damage from a traffic-related environmental exposure. Air pollutants or another component of roadway proximity, such as noise, could be responsible.

Annoyance and disturbance of daily activities from road traffic noise in Canada. Michaud, DS et al. Journal of the Acoustical Society of America. 123(2):784-792: 2008 Sex, age, education level, community size and province had statistically significant associations with traffic noise annoyance. High noise annoyance consistently correlated with frequent interference of activities. Reducing noise at night (10 pm-7 am) was more important than during the rest of the day.


Road Traffic Noise and Annoyance - An increasing Environmental Health Problem Bluhm, G et al. Noise and Health. Vol. 6, no. 24, pp. 43-49. Jul-Sep 2004. In conclusion traffic noise exposure, even at low levels, was associated with annoyance and sleep disturbance.

Increased catecholamine levels in urine in subjects exposed to road traffic noise. The role of stress hormones in noise research Babisch, W et al. Environment International. Vol. 26, no. 7-8, pp. 475-481. Jun 2001. Subjective measures of disturbance due to traffic noise were positively correlated with the noradrenaline level.

Annoyance Caused by Exposure to Road Traffic Noise: An Update Ouis, D. et al. Noise and Health. Vol. 4, no. 15, pp. 69-79. Apr 2002. In general terms, it is found that the continuous exposure of people to road traffic noise leads to suffering from various kinds of discomfort thus reducing appreciably the number of their well being elements... These findings are important at both the society and the individual level in as much as they may help in regulating in a more efficient way the planning of road traffic activity in order to secure minimum comfort to the affected population.
Larry Barta, Project Manager  
Wisconsin Department of Transportation  
Southwest Region, Madison Office  
2101 Wright Street  
Madison, WI 53704

Dear Mr. Barta,

I am writing in regards to the Verona Road Project. I have emailed you in the past with concerns about the redesign of the frontage road that now include Britta Parkway. You replied that due to feedback from the 2008 public meetings the WI DOT and had eliminated Britta from further consideration; the redesign was to reduce business buy outs and provide a noise and visual barrier. (see emails dated: 2/19/2010 and your reply 2/24/2010)

Approximately 7000 cars use the frontage road daily; therefore the argument that businesses will act as a noise and visual barrier is absurd. I will be able to See and Hear this enormous amount of traffic as well as Breathe the exhaust this project will bring closer to our home on Crawford Dr.

Children and residents are often using Britta and Axel (as well as all our neighborhood streets) for riding bikes, walking and playing. If any part of Britta becomes the frontage road there will be more of a tendency for that frontage road traffic to turn onto these side roads in order to get to Marlboro Park or Seminole. Why opt to travel to the traffic congested stoplights at the main intersections of the frontage rd. if there is a short-cut thru the neighborhood? I know there are people who tend to avoid higher traffic areas if they know another route – our neighboring streets. We get some of this traffic now, so making Britta the frontage rd. will give added opportunity for traffic to invade further into local streets and endanger our health and safety.

Please provide me the name(s) of the person(s) in the city in that were in favor and led to decisions of the current plan.

My deepest concern is the health and safety of the children. The eldest of my two young daughters has asthma. The people making decisions in this project must be made aware of the many studies, several concerning children, that link vehicle air pollution to asthma, cancer and cardiovascular disease. Please read the bold type summaries copied directly from the scientific articles that I have included.

The Wisconsin Code that sites “Rules for Noise Barriers” (Trans 405.04 Siting criteria and policies (d) with a 1988 dollar amount that only includes “residences” abutting the barrier is totally illogical. This code is noticeably outdated. What should be considered is not the cost effectiveness of a noise barrier, but the real economic and universal cost to human health and well being. I have provided a few references at the end of this letter that demonstrate the link between ill health and noise. It’s time to align our principles and protect the community prioritizing public health first.

My family had trouble sleeping during recent construction near the Seminole bridge (widening and traffic light installation). The years of construction for this project are going to be unbearable. Just on the TVNews they claim the lack of sleep from the change to daylight savings time can lead to more heart attacks which alerted me to the disturbing
specifics of this project. If there is any construction, it would be better if it was done during daytime so we can sleep.

Several neighbors are thinking of leaving if this project continues as presented. We will lose our recognized community that has been an effort to establish. City government dollars and police support spent to revitalize this already challenged low income neighborhood will be lost. It will be tougher to sell our homes as property values and quality of life diminishes. Some of us will have no alternative but to live in the imposed detrimental conditions.

I plea the South Reliever, that provides a viable alternative, be reconsidered.

The “South Reliever Impact Analysis Summary” concludes that a South Reliever would improve the overall roadway network in the Madison Metro area but would require further study. The cost of human quality of life and health is too great not to reconsider.

There is significant opposition to many parts of the current project. I am glad that I live in a country where my voice can be heard and recorded. It’s my hope the DOT and City will listen and awaken to do the right thing for the children and citizens of our community.

Thank you.
Sincerely,

Connie Roderick
4313 Crawford Dr.
Madison, WI 53711
croderi@wisc.edu

Enclosures: References with Summaries
Environmental Defense Fund – 2 articles with references

cc: Dunn’s March Neighborhood Association Council Member: Donna Sarafin
Governor Jim Doyle
Senator Fred Risser
Representative Terese Berceau
Johnny M. Gerbitz, Field Operations Engineer, Federal Highway Administration
Frank Busalacchi, Wis DOT Secretary
Kathleen Falk, Dane County Supervisor
Thomas L. Schlenker, Director Public Health -Madison & Dane County
Carousel Bayrd, County Supervisor
Matt Veldra, County Supervisor
Mayor Dave Cieslewicz
Madison Metro. Planning Organization
Alder Brain Solomon
Alder Andrew Potts
Alder Carol Poole
Tom Lynch, Strand Associates
Mr. Larry Barta and Mr. Tom Lynch  
Wisconsin DOT  
Strand Associates  
April 17, 2010

Re: Verona Road Reconstruction Project

Dear Mr. Barta and Mr Lynch,

With this letter, I URGE you omit or drastically redesign that huge, complicated interchange that has been proposed for Hwy 151 coming into Madison!

Please consider - - a route that gives north-south bound traffic the option to bypass Madison all together.

My major comments are: 1) Please come up with a plan that avoids dangerous congestion in and around Madison. And, 2) Do all that you can to preserve and protect the Arboretum!! That land is a City, State, and National treasure! - - a significant land and heritage to all who have lived here through the last 500 hundred years; a "model" of what can be done to accomplish Ecological Restoration of prairie vegetation; and a place that inspires spiritual renewal.

Know that a great many of us in Madison, Dane County, and Wisconsin recognize that the Arboretum, and the surrounding areas that affect it, are "...to be loved and respected..." and PROTECTED!

Sincerely,

Martha Christensen  
1713 Frisch Rd  
Madison, WI  53711

Replinger, Jill

From: JoAnn Tiedemann [jtiedemann@uwalumni.com]
Sent: Thursday, April 22, 2010 1:08 PM
To: Verveer, Mike; Mayor; Replinger, Jill; Falk; mcdonell; governor@wisconsin.gov; Bruer, Tim
Cc: wsjopine@madison.com
Subject: Madison station for surface mass transit

Hello governmental representatives,
I would like to strongly encourage the thinking about a central terminal for rail, city/regional/interstate bus, bicycle (lockers), and other surface transporation by suggesting you look at the MMSD's Doyle Administration building and parking lot adjacent to the Kohl Center:

This building is "historic" and terribly inefficient for the 21st century, yet the school district will never be able to direct funds to addressing its increasing wastefulness because "all monies have to go to the students."
The Kohl Center already uses the surface parking lot for events.
A multi-story underground parking garage in place of the lot, and a renovated building with appropriate arrival/departure and boarding/waiting areas will be a perfect, centrally located station serving city, county and state government facilities, the university and recreation/entertainment.

If you can negotiate a new location (and perhaps 20 MMSD-reserved parking spaces in the garage) with the District in exchange for the Doyle site, both the District (which, again, will never be able to rehab the building itself, though it is no longer is able to meet District needs) and the transportation interests will be fairly and equitably - and better than imaginably! - met.

(As a new location, since I drive by it every day, there is a new, largely vacant office building across OlIn Ave from the Coliseum that still has very convenient access and parking. Can it be leased long-term?)

Thank you very much for expanding your thinking to benefit not only 21st century transportation, but also our 21st century schools.
JoAnn Tiedemann
1910 Waunona Way
Madison, WI 53713
Re:
Presentation by FHWA Staff on Findings and Recommendations of the 2009 Planning Certification Review of the Metropolitan Transportation Planning Process for the Madison Area

Staff Comments on Item:
Federal law requires that every four years the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly certify that the metropolitan transportation planning process in urbanized areas with a population over 200,000 such as Madison is being carried out in compliance with federal regulations. The review includes a review of planning documents, a meeting with MPO and other agency staff, a public meeting and opportunity for comment by the public and elected officials, and preparation of a report. The meetings occurred last summer, and FHWA and FTA staff have now completed the report. FHWA staff will make a presentation on the report at the meeting.

MPO staff had an opportunity to review an internal draft of the report and provided some comments that were mostly editorial in nature. FHWA staff has revised the draft report in response to MPO staff comments and is in the process of obtaining the necessary signatures for release of the final report.

MPO staff is comfortable with the findings and recommendations in the report. As anticipated, there is one corrective action related to the MPO’s congestion management process (CMP), which needs to be enhanced and refined to meet all of the federal requirements. In particular, “implementation details of the CMP need to be clarified, including the facilities, schedule, responsible agencies, funding sources for strategies, and timely evaluation and assessment of implemented strategies.” The CMP must be brought into compliance by December 31, 2011. The Madison Area TPB’s transportation planning process is certified as meeting the federal requirements subject to this one corrective action.

Materials Presented on Item:
None. Copies of the final Certification Review report will hopefully be available at the meeting.

Staff Recommendation/Rationale:
For information and discussion only
Re:
Consideration of Resolution TPB No. 38 Regarding Amendment #3 to the 2010-2014 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Staff Comments on Item:
WisDOT SW Region staff have requested this TIP amendment for planned future maintenance work on three segments of Interstate 39/90/94. The first project is for the segment of Interstate 39/90 from County Trunk Highway (CTH) B north to Lien Road. The amendment expands the scope of the project to include resurfacing of the paved shoulders and stormwater facility work as well as repair of the concrete pavement. The construction cost has been significantly increased as a result. Construction is programmed for 2013. The other two projects are new resurfacing projects for Interstate 39/90/94 from Lien Road to U.S. Highway (USH) 51 and from USH 51 to CTH V. The amendment allows design work for the projects to start this year. The construction funding hasn’t yet been programmed, but they are on the advanceable list.

Materials Presented on Item:
1. Resolution TPB No. 38 Regarding Amendment #3 to the 2010-2014 TIP

Staff Recommendation/Rationale:
Staff recommends adoption of the TIP amendment resolution.
Resolution TPB No. 38

Amendment #3 to the 2010-2014 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Madison Area Transportation Planning Board (TPB) approved the 2010-2014 Transportation Improvement Program for the Madison Metropolitan Area & Dane County on October 7, 2009; and

WHEREAS, the Madison Area TPB approved Amendment #1 to the 2010-2014 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County on December 22, 2009 and approved Amendment #2 to the 2010-2014 TIP on March 3, 2010; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and some transportation planning activities to be undertaken using Federal funding in 2010–2013 must be included in the 2010-2014 TIP; and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) has requested a TIP amendment to revise the scope and increase the funding for one Interstate 39/90 maintenance project and to add two other Interstate 39/90/94 maintenance projects; and

WHEREAS, WisDOT has indicated that the revised and new Interstate projects will not result in decreased funding or delays in any other programmed projects; and

WHEREAS, the MPO’s public participation procedures for minor TIP amendments such as this have been followed, including listing the projects on the Madison Area TPB meeting agenda; and

WHEREAS, the projects are consistent with the Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County, the adopted long-range regional transportation plan for the Madison Metropolitan Planning Area:

NOW, THEREFORE, BE IT RESOLVED that the Madison Area TPB approves Amendment #3 to the 2010-2014 Transportation Improvement Program for the Madison Metropolitan Area & Dane County, revising the Interstate 39/90 (CTH B to Lien Road) maintenance project (existing TIP Project #111-10-012) and adding two other Interstate 39/90/94 maintenance projects for the segments from Lien Road to USH 51 (TIP Project #111-10-028) and from USH 51 to CTH V (TIP Project #111-10-029) to the Streets/Roadways section at page 30 as shown on the attached table.

____________________________    ______________________________________
Date Adopted         Al Matano, Chair
Madison Area Transportation Planning Board
### STREET/ROADWAY PROJECTS

#### MADISON METROPOLITAN PLANNING AREA

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<th>Cost/ Type</th>
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#### WisDOT

**INTERSTATE 39/90**

- **Project Description**: CTH B to Lien Road, Roadway maintenance, repair existing concrete pavement, resurface paved shoulder, and culvert pipe lining (15.2 mi).

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#### WisDOT

**INTERSTATE 39/90/94**

- **Project Description**: Lien Road to USH 51, Resurfacing, asphalt overlay (4.8 mi).

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#### WisDOT

**INTERSTATE 39/90/94**

- **Project Description**: USH 51 to CTH V, Resurfacing, asphalt overlay (5.8 mi).

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Re:
Discussion and Potential Consideration of Comments on the Milwaukee-Madison High-Speed Intercity Passenger Rail Service Project and Potential Madison Station Location(s)

Staff Comments on Item:
WisDOT has selected the consultants for the environmental analysis and preliminary design of the four new intercity rail stations, including the Madison one, and for the final engineering design for the track infrastructure improvements and train maintenance facility. WisDOT staff met with Federal Railroad Administration (FRA) staff on April 22 and 23 to work out details of the project in order to complete a cooperative agreement between the agencies that will allow the federal funding to be released so WisDOT and its consultants can begin the work.

It has been reported that WisDOT will evaluate four potential sites for the Madison station. They are the Dane County Regional Airport, First Street and E. Washington Avenue (Yahara Station), Monona Terrace, and a site near the Kohl Center. The City of Madison Common Council adopted a resolution on April 20 outlining the criteria the city thinks should be used to select the station location and indicating the airport does not meet them and should be ruled out. Downtown Madison Inc. sent a letter to WisDOT indicating the criteria the group thinks should be used and also indicating a preference to not have the station at the airport.

The MPO’s Regional Transportation Plan 2030, which was adopted in November 2006, recommends implementation of inter-city passenger rail service to Madison and recommended at that time to “continue planning for a potential downtown Madison inter-city rail station in addition to the airport.”

The MPO will need to approve an amendment to the 2010-2014 TIP to add the high-speed rail project. Because it is a major amendment, a 30-day notice and comment period and a public hearing is required. The public hearing will be held at the MPO Board’s June 2 meeting. WisDOT staff will make a presentation on the project at the meeting. They are unable to attend the May meeting.

Materials Presented on Item:
1. Rail Transportation goal, policy objectives, and recommendations/implementation strategies from the MPO’s Regional Transportation Plan 2030.
2. City of Madison Resolution No. 17884 regarding the location of a high speed rail station in the City of Madison.
3. Letter dated April 20, 2010 from Downtown Madison Inc. regarding the Madison station location for high speed intercity rail.

Staff Recommendation/Rationale:
The Board will have an opportunity to provide comments to WisDOT staff on the project and specifically the Madison station location at the June meeting. However, the Board may want to provide some initial comments before then. Staff will hopefully have more information to share on the timeline and process for selecting the Madison station at the meeting.
#4 Enhance intermodal freight transportation opportunities for movement of goods into and out of the region.

#5 Reduce crashes involving heavy trucks.

#6 Minimize and/or mitigate the negative impacts of trucking on adjacent residential areas

**Recommendations/Implementation Strategies**

#1 Continue to incorporate freight considerations into future corridor and other planning studies and the PE/design phases of major reconstruction projects on existing or potential future truck routes. [WisDOT, local governments]

A freight committee/group was created for the USH 51 Corridor study because of the corridor’s importance for freight.

#2 Continue to identify and correct existing safety deficiencies on the freight network related to roadway geometry and traffic controls; at-grade railroad crossings; traffic congestion at intersections/interchanges; truck traffic in neighborhoods; and other factors. [WisDOT, Dane County, local governments]

#3 Identify priority freight projects and others that improve the safety and efficiency of goods movement. Coordinate the scheduling of such projects with any related private projects. [WisDOT, local governments]

#4 Determine if there is interest by the freight industry in establishing a state and/or regional multi-county freight planning committee. [WisDOT, Madison Area MPO]

#5 Conduct survey and/or focus group of freight industry (rail and trucking) representatives regarding important transportation system issues and needs. [Madison Area MPO]

#6 Promote (re)development of existing and planned industrial areas along rail lines with rail freight-oriented businesses as a mechanism to enhance the region’s economic development base.

**Rail Transportation**

**Goal:** Preserve rail corridors and provide safe and convenient rail facilities and service to meet rail passenger and freight transportation needs for the region.

**Policy Objectives**

#1 Preserve rail corridor lands throughout the county for current and future transportation and other public uses.

#2 Maintain and improve freight rail access to the region and continue rail freight service to all users where justified and needed.

#3 Work with rail companies to consolidate rail tracks, and seek to use excess rail lands for alternative transportation or scenic/recreational uses.

#4 Work with rail companies to address potential conflicts between new passenger rail service and freight rail service.

#5 Ensure safe street/railway crossings.

**Recommendations/Implementation Strategies**

#1 Promote (re)development of existing and planned industrial areas along rail lines with rail freight-oriented businesses as a mechanism to enhance the region’s economic development base.

#2 Continue to obtain any abandoned rail right-of-way for use as multi-use paths or other future transportation purposes, while maintaining the potential for rail transportation in the future.
#3 Support provision of rail-related infrastructure improvements and other activities of the Midwest High Speed Rail Initiative to promote and implement inter-city passenger rail service to Madison. [WisDOT, local governments]

#4 Continue planning for a potential downtown Madison inter-city rail station site in addition to the airport, and make sure airport plans are coordinated with plans for rail service to the airport. [City of Madison, WisDOT]

#5 Install suitable gates at rail crossings of roadways that prevent motorist from “running around” the gates, thereby improving safety and allowing establishment of “quiet zones” within which locomotive horns are not routinely sounded.

**Air Transportation**

**Goal:** Provide safe and convenient airport facilities and service to meet air passenger and freight transportation needs for the region.

**Policy Objectives**

#1 Coordinate airport and local land use planning to minimize the negative impacts of air service on residential areas and prevent incompatible development within airport safety zones.

#2 Improve airport facilities to enhance usability and convenience and attract additional air services.

#3 Enhance connections to the airport by all modes of transportation.

**Recommendations/Implementation Strategies**

#1 Continue implementation of the Airport Master Plan. [Dane County]

#2 Continue to work together to address the impacts of current and planned future expansion of airport activities on residential areas. [Dane County, local governments]

#3 Determine the demand for improved bus service (e.g., addition of weekend service) to the airport, and implement if determined to likely be successful. [Metro Transit, Dane County]

#4 Continue to maintain and improve the Middleton Municipal Airport–Morey Field as the primary reliever airport for the Dane County Regional Airport. [City of Middleton, WisDOT]

**Parking**

**Goal:** Provide for the maintenance and construction of parking facilities as part of an integrated and balanced land use and transportation system.

**Policy Objectives**

#1 Promote parking management strategies that encourage the use of alternative modes of transportation, while at the same time meeting user needs.

#2 Make efficient use of parking facilities through shared parking agreements, intelligent transportation systems (ITS) technologies, and other management strategies.

#3 Encourage structured parking in major employment/activity centers.

#4 Develop alternatives to all day commuter parking in the central Madison area and other congested activity/employment centers in the metropolitan area.
Title
SUBSTITUTE - Regarding the location of a high speed rail station in the city of Madison.

Body
WHEREAS, the Wisconsin Department of Transportation (WisDOT) has been granted federal funding to establish intercity passenger rail service between Milwaukee and Madison as part of the Midwest Regional Rail Initiative; and

WHEREAS, being successful in its application for federal funding, WisDOT will soon undertake final design of the Milwaukee-to-Madison rail corridor, including environmental assessment and selection of one or more passenger train station locations for Madison; and

WHEREAS, WisDOT, in its application for federal funding, did not specify a station location to serve Madison; and

WHEREAS, the City of Madison is a primary stakeholder in the decision of where to place the station and has a strong interest in ensuring that any passenger rail station be located as close as possible to major destinations, particularly those in its urban core, and that the station provide arriving passengers with convenient access to the city while providing departing passengers with convenient access to trains; and

WHEREAS, the City of Madison is already on record as supporting an inter-city rail station that would “provide the best proximity to key employment, University, recreational and residential destinations in the central area of the City” and

WHEREAS, WisDOT has limited its selection of possible sites to four: Kohl Center, Monona Terrace, First Street (commonly known as Yahara Station) and the Dane County Regional Airport; and

WHEREAS, central, multi-modal surface transportation hubs have been shown time and again to be of exceptional benefit to the cities in which they are located;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Common Council of the City of Madison strongly support a station that meets the following criteria:

1. Is centrally located so it may efficiently and effectively serve passengers traveling to downtown, the State Capitol and the University of Wisconsin: Facilitates swift and efficient train service between Madison and Milwaukee, and supports future service to other cities;
2. Has the capacity to be truly multi-modal, specifically including high-quality access by Metro bus service, inter-city bus service, auto, bicycle, and foot, and offers the future opportunity of access by commuter rail or bus rapid transit;
3. Has a strong potential to encourage and facilitate transit-oriented development and to serve as an anchor for our economic development efforts;
4. **Facilitates swift and efficient train service between Madison and Milwaukee and supports future service to other cities:** Is located so it may efficiently and effectively serve passengers traveling to downtown, the State Capitol, and the University of Wisconsin; and
5. Can, once developed, provide sufficient amenities, such as parking, taxis, rental car service, food service, **lodging** and more to serve travelers; and

**6. Meets, to the fullest extent possible, the goals laid out in the City of Madison’s Comprehensive Plan regarding transportation.**

BE IT FURTHER RESOLVED that these criteria will be the official position of the City of Madison and will serve as the basis for our discussions with the Wisconsin Department of Transportation and the Federal Railroad Administration, and that the City shall, when working with these entities, do everything in its power to ensure that the final station location meets these criteria.

**BE IT FINALLY RESOLVED that, given these criteria, the inter-city rail station should be located at either Monona Terrace, Yahara Station or the Kohl Center to provide maximum benefit to the city and to leverage existing transportation interconnections and infrastructure that are not present at the airport, as well as to provide the central, multi-modal surface transportation hub that Madison needs.**

**Fiscal Note**

The siting of a rail station will have significant future fiscal implications, but no expenditure or City financial commitment is required in conjunction with this Resolution.
April 20, 2010

VIA E-MAIL AND U.S. MAIL
frank.busalacchi@dot.wi.gov

Honorable Frank J. Busalacchi
Secretary, Wisconsin Department of Transportation
433 W. St. Paul Avenue
Milwaukee, WI 53203

RE: Madison Station Location for High Speed Rail

Dear Secretary Busalacchi:

This letter is submitted on behalf of the Transportation and Parking Committee of Downtown Madison, Inc. ("DMI"), with the approval of the DMI Board of Directors. I am the chair of that committee. As you may know, DMI has been a long-time supporter of the Regional Transit Authority here in Dane County, and we are keenly interested in transportation issues affecting Madison and the region.

Let me begin by congratulating DOT on your successful application for funding for the high speed rail line between Milwaukee and Madison. We are aware that the competition for those federal dollars was intense, and the success of your application is a tribute to your hard work and foresight. The fact that this project was 100% funded by federal dollars is further evidence of your outstanding work on behalf of the people of Wisconsin. Thank you!

The location of the high speed rail station in Madison is critical, both to the success of the line and to the people of Dane County. We understand that DOT has hired, or is in the process of hiring, a consultant to assist you on this important decision. We appreciate DOT’s careful and thoughtful approach to this decision.

Our committee met recently to discuss what we felt were the most important criteria for the Madison station. In general, our goals for the station fall into three broad categories.

First, after only a short discussion it became clear that the most important objective for the station is to help the high speed rail line be successful. To maximize the chances for its success, the station must be located where it maximizes ridership. This means that the station should be located as close to potential riders as reasonably possible, maximizing convenience, ease of use, ease of access, and attractiveness. For this reason, we strongly recommend that your
consultant conduct a comprehensive market study, so that an informed decision can be made on a location that will best attract and serve potential riders. We view this step as critical to a wise decision.

Of course, the station must have adequate parking to provide the necessary convenience and ease of access. At least initially, we anticipate that most of the riders will get to the station by car, and if parking is inadequate or inconvenient, it will seriously deter use. What is "adequate" will depend in large part on the market study and on other experiences around the country.

Second, we believe that the station must be located where it can serve as a hub for different modes of transportation. This would include inter-city bus, local bus (Madison Metro), and bicycles, and the potential for future connections to commuter rail lines. The rail station needs to be more than a rail station; it needs to be a transportation center. This will make it easier for people to get to the station and to get from the station to their ultimate destination, which will of course increase ridership. It will also increase the flow of people through the station, which will increase its visibility and its importance in the community.

Our committee does not believe that air travel as a mode of transportation must be located at the same site as the rail station. Because both air travel and high speed rail are forms of transportation primarily for destinations outside Dane County, we believe that the number of passengers who will want to take the high speed rail line to board a plane, or vice versa, will be small. Rather, the vast majority of air or rail passengers arriving in Madison will want to obtain quick and convenient transportation to their ultimate destination here in Dane County. Therefore, although we believe that there must be convenient local transportation between the rail station and the airport, as appropriate to serve the small number of passengers who will wish to travel between those two locations, we do not believe that air travel is a necessary component of a successful multi-modal transportation center.

Third, we believe that the station must be located in an area that can accommodate and is attractive to economic development. As you are well aware, rail transportation around the country has spurred economic development along the line, particularly near the stations. We anticipate that the rail station in Madison will generate nearby economic development, both for residential and commercial uses. We intend that the rail station will be inviting and attractive, and will include restaurants and other amenities for travelers and guests. The more people who live and work near the station, the more successful it will be. Therefore, we urge you to consider the importance of economic development, not only for Madison's growth, but also for the success of the high speed rail line.

As you may have discerned from the above statements, given the above criteria our committee thinks it unlikely that the best choice would be a station at the Dane County Regional Airport. Put simply, we don't think that that location creates the best opportunity for the line to be successful. However, we know that there are other important factors for this decision that have not been addressed in this letter, and some of those factors may favor the airport. We would be delighted to hear from DOT on your process and on your criteria, and we pledge to
keep an open mind as the decision-making process evolves. Nevertheless, until any factors persuade us otherwise, we intend to be an advocate for a station location that we believe best serves the needs of the people of Dane County according to the criteria set forth above.

We would be delighted to be a partner with DOT in this critical decision. Our committee includes leaders in transportation issues for the region, including representatives from Madison Metro, City of Madison Transportation and Parking, the University of Wisconsin, and the Regional Transit Authority. Please feel free to call on us at any time if we can be helpful to you.

Our next committee meeting is on Friday, May 14 at 8:00 a.m. Would it be possible for one or more representatives from DOT to attend that meeting, to discuss DOT’s process and your progress to date? If so, please have the appropriate person contact me at 608-283-2653 or Susan Schmitz, President of DMI, at 608-512-1330.

We look forward with great excitement to the completion of the high speed rail line to Madison!

Very truly yours,

John S. Robison

cc: John Oimoen (433 West St. Paul Ave., Milwaukee, WI 53203)
John.Oimoen@dot.wi.gov
Donna Brown (433 West St. Paul Ave., Milwaukee, WI 53203)
Donna.Brown@dot.wi.gov
LeAnna Wall (2101 Wright Street, Madison, WI 53704)
LeAnna.Wall@dot.wi.gov
Re:
Update on the Dane County Regional Transit Authority (RTA) and Discussion of the MPO’s Role in Assisting the RTA in Implementing its Goals

Staff Comments on Item:
The second meeting of the RTA Board is scheduled for Thursday, April 29. MPO staff will be giving a presentation on the MPO and its responsibilities, transit planning responsibilities of the MPO and Metro Transit, and the MPO’s regional transportation plan. MPO staff will share that with the MPO Board at the meeting. The RTA Board’s agenda also includes creation of potential committees, including a Bylaws and Operating Rules committee and a Plan for Transit committee.

Materials Presented on Item:
1. Agenda for the April 29, 2010 RTA Board Meeting
2. Outline of scope of the Bylaws and Operating Rules Creation Committee
3. Outline of function and items to consider for the Plan for Transit Committee

Staff Recommendation/Rationale:
For information and discussion only
1. CALL TO ORDER

2. APPROVAL OF MINUTES FROM MARCH 4, 2010 RTA BOARD OF DIRECTORS MEETING

3. REPORT ON ASSIGNMENTS (FROM STAFF AND BOARD MEMBERS)
   i. 2010 Meeting Dates and Future Informational Presentation
   ii. Bylaws and Agreements Committee Scope
   iii. Plan for Transit Committee Scope
   iv. RTA Advisory Committee Scope

4. INFORMATIONAL PRESENTATIONS
   i. Overview of Madison Area Metropolitan Planning Organization (MPO); Roles and Functions
   ii. Current Property Tax Contributions for Transit

5. PUBLIC COMMENT (Note: Three Minutes Maximum per Person)

6. DISCUSSION AND ACTION BY RTA BOARD OF DIRECTORS
   i. Motion to Create Committees

7. ADJOURNMENT

---

1 If you need an interpreter, materials in alternate formats, or other accommodations to access this service, activity or program, please contact the City of Madison, Planning Division at (608) 266-4635, TTY/TEXTNET (866) 704-2318. Please do so at least 48 hours prior to the meeting so that the proper arrangements can be made.

2 This is an opportunity for the public to comment; time of commentary is limited to three minutes per person.
Composition: No more than three regular RTA members.

Function: To develop and recommend to the Board bylaws and operating rules for the RTA Board. This group could become a standing committee to review the adopted Bylaws and/or Rules from time to time as needed.

Expected Deliverables: Bylaws (the RTA organizational document) and/or Operating Rules (to include more expansive and flexible procedures based on the Statutes and Bylaws).

Explanation: The RTA Board will need to have bylaws to provide for its rules of operation. These can be modeled after what other similar entities utilize certainly, or bylaws of the Madison Area Transportation Planning Board and the Capital Area Regional Planning Commission as well. The Bylaws could also be supplemented with more specific Operating Rules regarding meetings or other general items. These Operating Rules might be more specific than the general Bylaws, or not even needed at all if it is decided to have just one document.

Items to consider beyond the standard operational items in either the Bylaws or Rules:
Referendum requirement for any sales tax imposition.
Supermajority votes for certain items (i.e. tax implementation, bond issuance, borrowing over certain amounts, or amending Bylaws/Operating Rules).
Ethics and Lobbying rules (adopt Dane County rules?).
Approving the addition or withdrawal of communities (beyond Statutory scheme).
Providing an order of business for meetings, which includes public comment.
Providing a public hearing requirement for certain votes, such as the adoption of a budget, borrowing over a certain dollar limit, adoption of a sales tax, amending the bylaws and other major matters. The hearing notices should be published and allow enough time for the word to get out and should probably be conducted in the evening, so people can attend.
Providing that the RTA will not use eminent domain powers without the consent of the municipality in which the land is located, and will abide by local zoning regulations.
Requiring that contractors and professionals be hired through an RFP or bid process, with full transparency, except in a bona fide emergency.
Prohibiting salary or other compensation (other than expenses) revisions for members of the RTA board during their current terms in office.
Providing for a civil service type of system for non-political hiring of staff, if staff is needed.
Committees.
Disadvantaged Business Enterprise policy.
Resignations and filling vacancies.
Define quorum.
Record Custodian.
General notice requirements.
Roberts Rules of Order use (unless something more specific provided)
Officers: Duties and terms of office
Annual Meeting and Annual Report
Composition: No more than 5 RTA members

Function: To develop and recommend to the full RTA board a plan that identifies a plan that lays out the primary goals for a regional transit system in Dane County, a map of the geographic areas to be served and the expected costs of such a system. The plan would address all forms of transit and would evaluate models for governance that include multiple operating entities within the boundaries of the RTA.

Explanation: The RTA needs to develop an understanding and a plan for transit within its jurisdiction. That plan needs to assess plans to expand existing transit service, including bus, shared ride taxi service and to evaluate privately operated transit services such as intercity bus service and van pools. The plan must also consider transit expansion by mode including bus, shared ride taxi and rail service.

The plan must be fiscally constrained, addressing expected costs with expected revenues of up to a one-half cent sales tax levied within the RTA boundaries. (Any sales tax levy would need to first be approved by voters in a regularly scheduled election.) The fiscal analysis should include an assessment of the impacts of removing current transit financial assistance that originates from the property tax levy.

Items to consider during plan preparation:
- Need for a referendum as a pre-requisite to and sales tax levy
- Existing plans including MPO transportation plans, Madison Metro transit plans and Transport 2020 plans.
- All forms of transit: bus, van pool, shared ride taxi, private bus operators, rail
- Addressing gaps in current service, short term (1-2 years from now,) medium term (3-6 years from now,) and long term (greater than 6 years from now) service needs.
- Infrastructure improvements that may be needed
- Financial considerations including the impacts of removing costs of current service form the property tax levy
- Examples of RTA governance that rely on multiple operating entities to provide transit services
- Location of meetings to provide public the greatest access
- Form of meetings to insure adequate public input
- Potential for technical assistance from governmental planning and development staff
- Role of University in providing technical assistance
- Preparation of map and report
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<td>Review and Discussion of Draft Outline of Enhanced Congestion Management Process for the Madison Metropolitan Area</td>
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<th>Staff Comments on Item:</th>
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<td>Federal law requires that urbanized areas with a population of more than 200,000 maintain a Congestion Management Process (CMP). The CMP is intended to be a systematic, transparent way for transportation planning agencies to identify and manage congestion, using performance measures to direct funding towards projects and strategies that are most effective for addressing congestion. The CMP is supposed to be folded into the overall metropolitan transportation planning process.</td>
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<td>Federal Highway Administration (FWHA) staff has determined as part of the 2009 federal certification review that the CMP for the Madison area does not fully comply with all of the federal requirements. MPO staff has put together an outline summarizing how the CMP will be enhanced to meet all of the federal requirements. A number of details still need to be worked out, but the outline provides a general overview of the planned approach to the CMP. A multi-modal approach is proposed that analyzes pedestrian, bicycle, and transit level of service as well as that for motorists for congested corridors.</td>
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<td>A significant part of the work will involve pulling together data, analyses, and recommendations from recent and ongoing corridor studies. A CMP staff committee will be put together with representatives from WisDOT, Dane County, City of Madison and other local communities, and Metro Transit. Working with staff from these agencies, MPO staff hopes to develop an enhanced CMP that adds value to the transportation planning process.</td>
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<th>Staff Recommendation/Rationale:</th>
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Summary Outline of the Congestion Management Process for the Madison Metropolitan Area

**Background**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the current authorization law for Federal surface transportation funding, and implementing regulations requires that regions with more than 200,000 population maintain a Congestion Management Process (CMP). The CMP—formerly known as a Congestion Management System (CMS)—is intended to be a systematic, transparent way for transportation planning agencies to identify and manage congestion, using performance measures to direct funding toward projects and strategies that are most effective for addressing congestion. The CMP is intended to augment and be folded into the overall metropolitan transportation planning processes and to recognize other transportation goals.

Federal metropolitan transportation planning regulations (23 CFR Section 450.320) state that the CMP shall include:

1. **Methods to monitor and evaluate the performance of the multi-modal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;**

2. **Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods;**

3. **Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions.**

4. **Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.**

5. **Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and**

6. **Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures.**

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1 Performance measures are to be established cooperatively by the State, MPO, and local officials in consultation with the operators of major modes of transportation.
CMS Network and Performance Measures

The first step of the CMP is defining the CMS network where the CMP applies. That network is defined to include the entire functionally classified arterial (both principal and minor) roadway system within the Madison Metropolitan Planning Area and also the principal arterial system in the Outer County Area.

The next step, and one of the most important decisions in implementing a CMP, is the selection of performance measures to be used to identify congestion. There are two types of congestion: recurring and nonrecurring. Recurring traffic congestion refers to that congestion which is predictable, repetitious, and largely a function of vehicle traffic volumes exceeding available roadway traffic carrying capacity during peak travel periods. Nonrecurring traffic congestion refers to congestion related to specific incidents, both planned and unplanned. This type of traffic congestion is typically temporary and may be associated with a temporary reduction in the traffic carrying capacity of a roadway due to traffic incidents such as crashes and disabled vehicles, weather conditions, or construction work zones. Nonrecurring congestion may also be associated with a relatively high demand for available roadway traffic carrying capacity over a relatively short period of time such as traffic volumes generated by special events.

The traditional measure of recurring roadway congestion is volume-to-capacity (V/C) ratio and associated level of service (A-F), and this will continue to be used for the entire CMS network. Traffic count data is readily available along with standard roadway capacities based upon roadway type and characteristics, allowing V/C ratio to be easily calculated. The V/C ratio and associated LOS serves to screen the roadway system quickly to identify congestion locations. 2 (See attached 2006 congestion map for arterial roadways in the Madison area)

Travel time measures (travel time, travel speed, average delay) can also be used for specific roadway segments, corridors, intersections, or at a regional level. These measures have the advantage of being easily understood by the public and can also be translated into other measures such as user costs. Travel speed and volume data by the hour is available for the Beltline and Interstate system from archived ITS/operations data collected by WisDOT. The data is downloadable from the Wisconsin Traffic Operations and Safety (TOPS) Laboratory at the UW-Madison through its WisTransPortal project. It is proposed that this data be used to calculate the average peak hour travel speeds and average weekday number of hours of congestion (severe, moderate) on the Beltline and Interstate system. This system represents % of the total arterial system mileage county/region-wide, but carries an estimated % of total average weekday vehicle miles of travel. The Beltline and Interstate system also experiences more congestion than the rest of the arterial system and experiences congestion during hours other than the weekday peak period. The hours of congestion per day adds an important dimension to the congestion analysis. Because it is not possible to eliminate congestion on the Beltline (as well as other major arterials), it shows changes in performance in terms of the average duration.

To the extent that travel time and other data (e.g., intersection level of service) are available, this data will be used to measure the extent of the congestion on the most congested corridors. For example, travel time studies are sometimes done on selected local arterials. Data may also be

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2 The methodology for calculating intersection level of service (LOS) is different than that for roadway segments and the data to calculate it is not readily available. Therefore, a comprehensive analysis of intersection and interchange LOS is beyond the scope of the CMP for the Madison area at this time. However, data from corridor and area studies conducted can be compiled to inform the CMP.
collected as part of corridor or other studies. Also, important freight routes will be identified to focus attention on the freight impacts of congestion and consideration of solutions to freight traffic concerns. The availability of data on heavy truck volumes will be explored.

For non-recurring congestion, the ideal performance measure is travel time variability related to incidents, special events, construction, weather, and other factors that vary from day to day. Another measure is the average clearance time for incidents. However, the data needs for these measures are intensive and/or the data is not available. Therefore, proxy measures must be used. Crashes are a major cause of non-recurring congestion and crash data is readily available from the TOPS Lab’s WisTransPortal project. Also, WisDOT catalogs crash data on state highways in a GIS database that is updated several times a year. Therefore, the crash rate by segment on the Beltline and Interstate System is the performance measure that will be used for non-recurring congestion. The crash rate will be compared to the statewide average for urban freeways and Interstate highways. The crash rates may be broken out by major type (fixed object, rear end, angle, and sideswipe).

In addition to these roadway congestion measures, measures related to conditions for transit users and bicyclists will also be used for the most congested arterial roadway corridors. This not only provides information on driving alternatives, but also emphasizes the goal of managing congestion by curbing demand for roadway use. It also recognizes that there are very few opportunities for expanding arterial roadway capacity inside the Beltline and Interstate system. Transit travel condition measures to be used include: (1) peak period headway (reflecting number of buses per hour in each direction); (2) average weekday boardings; (3) passenger load during peak hour on routes in corridor; and (4) on-time performance of routes serving the corridor. Metro Transit does not currently maintain comprehensive on-time performance data on its routes, but plans to do so in future. Passenger load can’t be accurately measured at this time because of problems with the alighting data from its automatic passenger counters. Once this issue is resolved, Metro plans to maintain this data as part of a new expanded performance monitoring program being developed as part of the updated Transit Development Plan. Bicyclist travel conditions will be analyzed based on a combination of availability of off-street path or parallel bike route in the corridor and bicyclist level of service on the roadway.

Identification and Evaluation of Improvement Strategies

The improvement strategies that are considered within the metropolitan transportation planning process to manage congestion are listed and discussed in the Regional Transportation Plan 2030 for the Madison Metropolitan Area & Dane County. They include the following:

1. Travel Demand Management (TDM) Strategies
   (a) Promotion of ridesharing, alternative work hours, and telecommuting
   (b) Park-and-ride facilities
   (c) Guaranteed ride home programs
   (d) Land use planning and development strategies

2. Transportation System Management (TSM) Strategies
   (a) Access management
   (b) Intersection improvements
   (c) Peak period curb-lane parking restrictions
   (d) Operational improvements (e.g., traffic signal coordination, freeway ramp meters, HOV lanes, etc.)
   (e) Incident management
(f) Use of intelligent transportation systems (ITS) and advanced public transportation system technology (e.g., traveler information systems, emergency vehicle signal pre-emption, incident detection and response, transit vehicle signal priority, etc.)

3. Transit Service Enhancement or Expansion
4. Bicycle and Pedestrian Facilities
5. Roadway Capacity Expansion (i.e., addition of new roadways or general purpose travel lanes on existing roadways)

The appropriate congestion management strategies for each congested corridor will be analyzed and identified. Some of the strategies, such as promotion of ridesharing, are not corridor specific and apply to all of them. Strategies will be screened and selected based on the following general hierarchy of categories:

1. Strategies that eliminate trips through land use changes or other actions (e.g., telecommuting)
2. Strategies that cause a mode change, removing the trip as an auto trip
3. Strategies that increase auto occupancy by encouraging ridesharing
4. Strategies that improve the operation of the existing roadway system
5. Strategies that add roadway capacity

This is consistent with the regional vision for how congestion will be addresses reflected in the goals and policy objectives, which call for considering all mobility options and operational strategies before adding roadway capacity. The strategies will be screened for feasibility and effectiveness.

There are numerous recently completed and ongoing corridor studies that have or are looking at short-term and/or long-term solutions to congestion and safety problems in many of the most congested corridors. Strategies recommended in these studies will be referenced. The studies include the following:

- Madison Beltline (USH 12/14/18/151) (USH 14/University Avenue to CTH N) Operational Needs Assessment
- West Beltline/Verona Road (USH 18/151) (CTH PD to USH 12/14, USH 14 to Todd Drive) Alternatives Analysis and Environmental Impact Study (EIS)
- Southwest Region Freeway ITS Benefit/Cost Analysis [Includes the Madison Beltline and Interstate System]
- Stoughton Road/USH 51 (Voges Road to STH 19) Alternatives Analysis and Environmental Impact Study (EIS)
- USH 51 (McFarland to Stoughton) Alternatives Analysis and Environmental Impact Study (EIS)
- STH 19/113 (Waunakee to Sun Prairie) Access Plan
- USH 14 (STH 78 to Beltline/USH 12/14) Operational Analysis and Access Management Study
• North Mendota Parkway Alternatives Study and Environmental and Transportation (Route Impact Analysis) Study

Plans have been developed and a roadway capacity expansion project programmed to address existing and forecast congestion in the CTH M corridor and CTH S/Mineral Point Road from the Beltline to Pleasant View Road. This is by far the most heavily congested local arterial roadway. The project is being done in phases from 2010-2014 with all but the last phase already programmed. The project includes extensive bicycle/pedestrian facility improvements and accommodations for potential public transit service. The plans also include reservation of sufficient right-of-way for potential bus lanes or other dedicated transit facility in the long-term.

Plans have also been developed and a roadway capacity expansion project programmed for USH 51 from Reardon Road north of STH 19 to just north of CTH V (Grinde Road). The roadway will be reconstructed as a four-lane freeway with interchanges. The additional lanes from Reardon Road to Vinburn Road will be constructed east of existing USH 51. From Vinburn Road to County V (Mueller Road), all four lanes will be built east of existing USH 51 to permit existing USH 51 to be used as a frontage road. From County V (Mueller Road) to County V (Grinde Road), the two new lanes will be constructed west of existing USH 51.

Monitoring Strategy Effectiveness

Implementation of improvement strategies will be tracked to allow monitoring and evaluation of their impacts. The performance measures identified above will be used to track and report on congestion, transit, and bicycle/pedestrian conditions on a periodic basis. A comprehensive evaluation will be done as part of each update (both minor and major) of the Regional Transportation Plan (RTP) every five years or so. More selective monitoring and evaluation may be done more frequently (e.g., for conditions on the Beltline and Interstate system for which archived ITS data is available) or when additional data becomes available (e.g., from corridor/area study or travel time study). A Congestion Management Subcommittee of the MPO’s Technical Coordinating Committee will be set up to help oversee the CMP, including identification and evaluation of improvement strategies.

Documenting CMP Activities

Our plan at this time is to develop an initial separate CMP report organized similar to this outline corresponding to the required CMP elements. In the future, the CMP documentation may be incorporated into the RTP, at least when the major update is done. If this route is chosen, a stand-alone summary of the CMP may be produced to highlight key congestion areas and facilities and identified actions to address the congestion. This can then be used as a public information piece that frames the discussion about congestion (e.g., noting the importance of mode choice and other regional goals) and ways to address it.