Minutes of the
Madison Area Transportation Planning Board
Technical Coordinating Committee

September 21, 2007 Fitchburg City Hall 2:00 p.m.

1. Roll Call

Members Present: Beaupre, Beck (for Persich), Ginder, Hoelker, McComb, Kennedy, Dunphy, Murphy, Nelson, Sylvester, Kirchner, Woodard

Members Absent: K. Clark, R. Clark, Coville, Dryer, Simon, Vela, Violante, Even, Kugler, Scheel

Others Present: McDonald, Schaefer, A. Bizjak, D. Noyce

2. Approval of July 20, 2007 Meeting Minutes

Moved by Kennedy, seconded by Murphy, to approve the July meeting minutes. Motion carried.

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

David Noyce provided a power point presentation on TOPS, which started in 2003. He said it has two components: (1) the lab itself where research and teaching is conducted; and (2) research projects. His presentation focused mainly on the research projects. TOPS has a new TransPortal, which is a server and is designed to digest data. Currently available data includes MV4000 crash reports dating back to 2004, ATM traffic count data, and ITS and other real time data. For the MV4000 reports, there is a Web-based interface for conducting queries of the data. The data can also be combined with other data. A pilot project that is currently being implemented would allow Google mapping of the data. Kennedy asked if the crash data could be sorted by vehicle type. Noyce said no, but they are continuing to work on expanding the data that can be queried. The TransPortal is accessible to anyone, but the lab must set up an account for persons. Video data (e.g., from highway traffic camera monitors) is also available. They have also been working on the development of the 511 phone system, which will be available in 2008. Noyce then reviewed a number of safety research projects. These include reducing cross over median crashes by identifying locations where cable barriers are most needed and reducing crashes from red light running through signals that can detect vehicles likely to run a red light and adjust the signal to extend the all red phase. They are also working on technology that detects and counts non-motorized traffic through infrared sensors. He also mentioned some of the other new technologies they are working on, including signals for the visually impaired and motor vehicle crash cushion designs. Lastly, he mentioned the BadgerTracs project that would automate the crash data reporting process. Schaefer asked if the crash data in the TransPortal could be geocoded. Noyce said no, but they are working on this.

4. Review and Recommendation on Draft 2008-2012 Transportation Improvement Program (TIP)

An updated addition/correction sheet was distributed and Schaefer reviewed the major changes and additions to the draft TIP. The two changes to the STP Urban Priority Project listings are a new revised cost estimate for the first segment of Monona Drive and the deletion of the CTH CV project. New WisDOT projects include additional ramp improvements on the Beltline and resurfacing of the Beltline from Old Sauk Road to Gammon Road. These and other programmed ramp improvement projects have come out of the first phase of the Beltline TSM/Interchanges Study. Also, roundabouts are being constructed at the Hoepker Road and CTH CV intersections with USH 51, which have high crash rates. A number of bridge projects were approved for Federal funding. Another new project is a WisDOT access study for USH 18/151 from Verona south.
Moved by Woodard, seconded by Kennedy, to recommend approval of the Draft 2008-2012 TIP with the changes in the addition/correction sheet dated 9/21/07. Motion carried.

5. **Review and Recommendation on Draft Supplement to the Regional Transportation Plan (RTP) 2030 to Make Plan Fully Compliant with SAFETEA-LU**

Schaefer reviewed the draft supplement, highlighting the most significant additions. He said the main component was a new environmental analysis section for the plan addressing the SAFETEA-LU requirements related to environmental consultation and identification of mitigation strategies and activities. For the environmental analysis, MPO staff developed a comprehensive resource inventory and created maps overlaying the major transportation projects and studies on maps of the different agricultural, natural, and historic/cultural resources. Schaefer reviewed these maps. An environmental screening of all the capacity expansion projects was also done using the MPO GIS database. For the screening a buffer of 125 feet on either side of the roadway centerline was used, making for a 250-feet buffer. A table in the draft supplement shows those projects that have one or more of selected resource features within this buffer area. The screening provides an early warning of projects for which impacts may need to be assessed further and mitigated. Generally, the two transportation corridors that traverse the most environmentally sensitive parts of the county are USH 14 and the North Mendota Parkway. No capacity expansion is planned for USH 14, while an environmental study is being conducted for the parkway. In addition, the intergovernmental agreement signed by all communities in the parkway corridor commits them to a number of actions that address potential land use impacts. None of the local arterial roadway projects are of a scale or nature that would result in major regional indirect and cumulative land use impacts. The USH 51 and I-39/90 projects could have some indirect impacts and WisDOT is or will be addressing the issue as part of the environmental studies. Nelson asked about the “reliever” roadway for the Beltline. McDonald said WisDOT will not be recommending the project and it isn’t in the plan. Schaefer then reviewed a few other additions, primarily addressing safety and security issues. McDonald said a supplement with some additional financial data would also be added. Once complete, MPO staff would be sending it out for review. It is expected that the MPO Board will take action on the supplement at its November meeting following the required public hearing on it.

6. **Brief Review of Draft MPO Unified Planning Work Program**

McDonald highlighted some of the major work activities, including travel model work, assistance with corridor studies, assisting Metro with a planned on-board survey, and preparing the Transit Development Program update. MPO staff have met with WisDOT and FHWA staff to review it.

7. **Committee Member Reports**

Dunphy reported that the last phase of the CTH M North project was completed. The CTH S resurfacing project by Pine Bluff is scheduled to be open by mid-October. The CTH ID project needs to be re-bid and will be delayed a year. She also mentioned that a public informational meeting on the environmental study of the North Mendota corridor is planned for mid- to late October.

Bizjak mentioned that a videoconference on traffic safety would be held in Fitchburg Thursday, Sept. 28. Woodard added that Fitchrona Road would be open by mid-October.

Beaupre said WisDOT was waiting for the state budget before undertaking a number of planned initiatives.

Sylvester reported that the E. Verona Road (Main St.) reconstruction project was nearing completion.
Hoelker reported that a public informational meeting was held on the Verona Road/West Beltline Study, focusing on the potential interim improvements. Two public meetings will be held on the USH 51 North Study on October 16 and 18.

Ginder reported that Middleton was undertaking a downtown circulator study looking at parking, streetscape, and intersection improvements.

Nelson said the City of Madison was getting good bids on street projects, reflecting the competition right now for work. He also mentioned that the city had worked with county and local staff on equipment and other issues related to the recent flooding and there were no transportation problems.

Beck reported that Metro had purchased five new hybrid buses and they would be on the street next week. Metro is also working with UW staff on fine tuning the schedule of the main campus circulator route.

Kennedy said there are a large number of detours around campus due to ongoing street and utility work. Also, construction of the bike path is underway and the path should be completed by the end of November.

8. **Staff Reports**

McDonald said changing the location for the committee meetings was suggested due to the expansion of the committee. The Fitchburg conference room doesn’t allow all members to sit around the table if most are present. Nelson offered the Madison Water Utility conference room on Olin Avenue as a possible alternative. Dunphy said the County Highway Offices is always an option. Following some discussion, it was agreed to keep the meetings in Fitchburg for now as most everyone likes the room and location. Woodard said the room was available at the new meeting day/time. McDonald said he was interested in having the next MPO Board meeting in a suburban community and inquired regarding potential meeting locations. Woodard said the Fitchburg Council Chambers was a possibility. McDonald also mentioned the MPO resolutions that were passed related to Transport 2020. A copy of them was distributed.

9. **Next Meeting Dates**

The next meeting dates are Wednesday, October 24 and November 28.

10. **Adjournment**

The meeting was adjourned at 3:45 p.m.

*Minutes recorded by Bill Schaefer*