

**Madison Area Transportation Planning Board (an MPO)**  
**September 7, 2011 Meeting Minutes**

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**1. Roll Call**

*Members present:* Eileen Bruskwitz, Mark Clear, Ken Dahl, Ken Golden, Jeff Gust, Chuck Kamp, Steve King, Jerry Mandli, Al Matano (Chair), Mark Opitz, Steve Ritt, Chris Schmidt, Robin Schmidt, Paul Skidmore

*Members absent:* None

*Staff present:* Bill Schaefer, Nick VanderZwan

**2. Approval of August 3, 2011 Meeting Minutes**

Moved by Kamp, seconded by Clear, to approve the August 3, 2011 meeting minutes. Motion carried.

**3. Communications**

Schaefer said there were two communications in the packet: a letter from WisDOT approving TIP Amendment #5 to the 2011 – 2015 TIP; and an e-mail from Susan DeVos regarding the board's meeting location, expressing concern about the low level of transit service to this location. Schaefer said he also forwarded to Board members an e-mail from the Clean Air Coalition coordinator regarding the planned postponement of reconsideration of the federal ozone standard by the U.S. EPA. Schaefer mentioned that the MPO is a member of the coalition. He added that if the area were to become in non-attainment for any of the national air quality standards this would have transportation planning regulation implications.

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

None

**5. Public Hearing on Draft 2012-2016 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

Matano opened the public hearing. Schaefer reviewed the STP-Urban projects and some of the major TIP projects. He distributed a revised draft of the STP Urban priority project listings. He said it was discovered that the much higher cost estimate for Phase 3 of the Monona Drive project included the cost of utilities, which aren't eligible for federal funding. This reduced the overall shortfall of funding. Also, City of Madison, Dane County, and City of Middleton staff had agreed to delay the Cottage Grove Road (from 2015 to '16) and Allen Boulevard (from 2014 to '15) projects in order to allow them to be fully funded and free up some additional funding for projects that are still short of funding, including University Avenue and Fish Hatchery Road in 2012. He said it is likely that those changes would be recommended to the Board for action at the next meeting as part of the approval of the TIP. Schaefer then reviewed some of the other TIP projects, focusing on some of the congestion mitigation-related projects. Beltline projects include the Verona Road/West Beltline interchange project, improvements to Beltline interchanges at Greenway Boulevard and Gammon Road, and the reconstruction of the Fish Hatchery Road interchange to a diamond style. Others include addition of turn lanes to the Verona Road/McKee Road intersection, roundabouts at the ramp termini of the U.S. Highway 14 and CTH MM interchange and the CTH M and MM intersection. He said these are being done in part to prepare for traffic diversion during the Verona Road/West Beltline interchange project. WisDOT is preparing a traffic management plan to help identify any other potential minor intersection improvements to assist motorists in avoiding the construction area. He said there aren't many other capacity expansion projects other than the CTH M corridor. Two others are the locally funded Sprecher Road expansion and relocation and the new U.S. Highway 14 interchange at relocated Lacy Road.

Construction on the interchange is starting this fall. Schaefer also mentioned the resurfacing of Main Street (STH 19) in Waunakee, which includes construction of a roundabout at the intersection of STH 113 and CTH Q (Century Avenue).

Clear asked Schaefer if there were any other intersections where a roundabout replaced an existing signalized intersection. Schaefer responded that the N. Thompson Drive/Lien Road roundabout combined a couple of intersections, one of which was previously signalized. Gust commented that the roundabout at the CTH M /MM intersection was pushed up so it would be completed before the Verona Road work started. However, the improvement was being done to address an existing safety problem due to high crash rates and some fatalities at the intersection. Golden mentioned a previous issue he recalled with planned development in Sun Prairie's Westside neighborhood and the Reiner/Sprecher corridor. He wondered if the delay in the Sprecher Road project was a problem at all. Schaefer said no, the issue was more long-term at full build out, but it was addressed as part of the USH 151 interchange project. Golden asked how the change in the funding policy to 50% was initiated, and Schaefer said it was a recommendation of the Technical Committee to allow funding of more projects. Golden asked about the diminished role of the county in funding projects. Mandli responded that the county was generally pursuing jurisdictional transfers of county roadways in cities/villages after roadway repairs. He also mentioned the change in cost share policy made it difficult for the county because the county couldn't assess for part of the cost of projects. Schaefer commented that the county roadway budget was significantly lower than it at one time. Schmidt asked Mandli how much the annual roadway budget had been over the last five years. Mandli answered by stating the County borrows for their share which ends up being approximately \$2.5 million. That leverages about \$6 million – \$7 million worth of projects a year.

Schaefer reviewed the major bicycle projects. Projects receiving enhancement funding last fall included the two phases of the Cannonball Trail, the Lower Yahara River Trail, and the Madison-Sun Prairie connector path from the USH 51 underpass to Hoepker Road. The other major project is the CTH M corridor path, including multiple grade-separated crossings, that is being constructed as part of the roadway project. The City of Madison is using local funds to extend the path east to connect to the new Ice Age Junction Trail. Other paths include a side path being constructed as part of the University Avenue project and the extension of the Capital City Trail east to the Interstate. Schaefer said the two major transit projects were the purchase of buses and a new farebox system. Kamp added that further design work was also being done for the major bus garage project. Matano commented on the importance of the Cannonball Trail overpass of the Beltline. Schmidt said the Cannonball Trail was in the Mayor's budget for 2013, but the TIP map showed it in 2014. Schaefer responded that construction on the overpass was possibly going to start in 2013, but carry over to 2014. He said he'd check on that.

Royce Williams, Fox Ave., Madison, registered to speak. Williams commented that Madison was receiving additional bus service with the three new routes provided by Lamers. Also, Badger Bus announced they were adding four round-trips. Despite the high level of service, Madison lacks a bus terminal. He expressed concern there was no mention of a terminal in the TIP. Williams asked about the Dutch Mill Park and Ride lot. Schaefer stated that the project was delayed and would need to be added back in the TIP. Williams expressed concern about the design and size for the long-term lot and the decision not to charge for long-term parking. Schaefer mentioned that a city staff team had been put together to work on the bus terminal issue. King commented that UW-Madison should be taking a major role as the university has more than 50% of the ridership, a campus master plan, and no location identified for an intercity bus stop location with amenities. King added that Union South was just built, but without such a facility. There are improvements planned for the Memorial Union, but no plans to improve bus access. Discussion followed regarding including the issue as an agenda item at a future meeting. In response to a question from Golden, Kamp reported who the UW representatives were on the city staff committee.

## **6. Presentation on the Congestion Management Process for the Madison Metropolitan Planning Area**

Ken Voigt with Ayres Associates and Steve Gayle with Gayle Consult gave a PowerPoint presentation on the Congestion Management Process report. The presentation provided information on the scope of the CMP, federal requirements, congestion management strategies, performance measures and targets, and implementation.

Ritt asked for clarification on Level of Service (LOS) and said the average person wouldn't understand LOS D. Voigt explained this engineering concept and said it was the primary one used currently to measure congestion. He said the goal is to develop additional measures in the future that the public can better understand. Gust asked about the definition of an "event", stating that WisDOT has dealt with this issue before in developing incident management plans. Golden mentioned a couple of possible methods for deciding on what constituted an event from the city's perspective – when the Street Use Committee met about an event and/or when the parking utility instituted its special event parking for a downtown event. Kamp suggested that the performance measure for transit should refer specifically to fixed-route transit. Gust asked if the measure for pedestrian facility continuity required sidewalks on both sides of the street. Voigt responded that the report wasn't clear. Schaefer added that sidewalk on both sides was intended and that will be made clear. Gust commented on the importance of street terraces for aesthetics, pedestrian friendliness, and snow storage. He said they are often removed or narrowed to add travel or bike lanes, etc. Voigt stated this was an example where congestion management goals conflict with other goals. Golden suggested adding a note in the report that quality of life goals may override congestion mitigation goals. Schaefer said the report would be edited to emphasize that. Regarding the recommendation to track the amount of funds allocated for TSM projects, Gust commented that many projects have both traffic mitigation and safety aspects. Schaefer agreed and said some judgment would be needed in some cases, but that any projects with a congestion mitigation component would be counted.

Regarding the schedule, Schaefer stated that the draft would be revised based on comments received from the board, and sent out for review and comment next week. A public meeting was scheduled for September 29 and the public hearing at the board's next meeting in October. Staff would also be reviewing with the MPO's advisory committees. Golden asked about opportunities for input from local municipalities, boards, and commissions. Schaefer stated that the summary report would be sent to all local communities in the planning area and an email notice sent to interest groups, neighborhood associations, etc. A presentation had been made to the City of Madison's Long-Range Transportation Planning Committee. Bruskevitz suggested contacting the Dane County Towns Association and the Dane County Cities & Villages Association.

Voigt concluded by discussing the performance monitoring plan and implementation considerations. Schaefer added that the report includes a table outlining the data to be collected, the agency or agencies responsible for collecting and analyzing it, and the frequency of collection and reporting.

## **7. Consideration of Release of Draft Congestion Management Process Report for Public Review and Comment**

Moved by Bruskevitz, seconded by Kamp, to approve the release of the Report for public review and comment with editing revisions suggested by the board. Motion carried.

## **8. Status Report by Madison Area TPB Members on Other Projects Potentially Involving the TPB:**

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

Gust said there wasn't much new to report on either study at this time.

## **9. Discussion of Future Work Items**

- **2012-2016 Transportation Improvement Program**
- **MPO Congestion Management Process**
- **Regional Transportation Plan Update**
- **Transit Development Plan (TDP)**

Schaefer said that because of being short staffed and the work required to complete the Congestion Management Process (CMP) report, the Regional Transportation Plan update would not be completed by the November deadline. RTPs must be updated every five years and the 2030 Plan was adopted in November 2006. That means that the TIP will become “frozen” in November with no amendments permitted until the RTP update is adopted. Schaefer said he would be meeting with WisDOT and FHWA staff to discuss the best way to address this to avoid any delays to projects. The likely course of action will be to process an amendment to the 2011 TIP next month before the board adopts the 2012 TIP, since the 2012 TIP won’t become effective until early next year after the RTP is adopted. Schaefer also mentioned that staff was working on the draft work program for next year, which would be presented to the board at the next meeting.

## **10. Announcements and Schedule of Future Meetings**

Schaefer announced that the remaining vacant planner position with the MPO was filled. Mike Cechvala was hired and will be starting October 3. Matano suggested having the next meeting downtown at the City-County Building. It was agreed to let Matano and Schaefer work out the arrangements for the location of the meeting. The next meeting is scheduled for October 5, 2011.

## **11. Adjournment**

Moved by King, seconded by Opitz, to adjourn. Motion carried. The meeting adjourned at approximately 8:50 P.M.