

**Madison Area Transportation Planning Board (an MPO)
Technical Coordinating Committee
August 28, 2019 Meeting Minutes**

1. Roll Call

Members present: Beck, Tao, Phillips, Stouder, Dunphy (left after #3), Violante, Koprowski, Paoni, Hall, Davis, Scheel, Stauske, Bruun (for Stephany), Gritzmacher (for Semmann), Larson, Holt (for Sayre), Batuzich

Members absent: Bisbach, Hessling, Even, Wheeler

MPO Staff present: Schaefer, Hoesly

Others present: Asad Rahman, Gerry Schmidt, Derek Hungness, Chris Petykowski

2. Approval of July 24, 2019, Meeting Minutes

Paoni moved, Larson seconded, to approve the July 2019 meeting minutes. Motion carried.

3. Presentation on County Trunk Highway M (CTH Q to STH 113) Preliminary Design Study (Gerry Schmidt, KL Engineering)

Gerry Schmidt described the status and history of the CTH M design project, including public involvement, analysis, design alternatives, comments and feedback, and the process moving forward. He described the project corridor and issues that have been identified, including: congestion, safety, future development, utilities, stormwater management, environmental resources, multi-modal network (existing and planned), transit options, and the project's relationship to the North Mendota Parkway Study. Sight distances, left turns, speed limit variations, elevations of curves, driveways and access points, and the potential for use of an urban roadway section for portions of the corridor were all described. He presented the preliminary alternatives investigated. The project will include both wide paved shoulders/bike lanes and an off-road shared-use path. The design is based on a posted 40 MPH speed limit throughout the corridor, which allows the use of a narrower median than higher speeds would require. The design incorporates the existing two-lane roadway as two of the proposed four lanes throughout the majority of the corridor, which helps to reduce impacts. The intersection with CTH K is a major point of congestion in the corridor, and the design team has looked at multiple alternatives, including signalized intersection, roundabout, and a structured free-flow alternative with grade separation and a single signal. The roundabout is the alternative favored at this point. A park and ride lot is proposed near the CTH M and K intersection, which will also provide parking for trail users. Other intersections in the corridor were discussed, with traffic volumes and potential changes over time as traffic volumes grow. Access management will be incorporated throughout the corridor, consolidating driveways and redirecting driveways to frontage roads or other access roads where possible.

Koprowski asked what level of environmental documentation would be required. Schmidt replied likely an Environmental Assessment (EA). Schaefer asked about the planned path connection on the east side (i.e., whether it would extend to Blue Bill Park Drive/Westport Road). Schmidt and Dunphy replied the side path would stop at Willow Road and connect to Blue Bill through the local street system.

4. Review of Draft 2020-2024 Transportation Improvement Program (TIP) Projects

Schaefer noted that the MPO Board approved release of the draft TIP with the staff recommended STBG Urban projects proposed to be funded as reviewed with the committee at the June meeting. He mentioned that he received an email from FHWA regarding the eligibility of the stormwater

interceptor component of the University Avenue scheduled in 2021. FHWA indicated that part of the cost could be covered, but it must be proportionate to the drainage needs of the roadways relative to private property. Batuzich commented that he did not agree with this, and thought the entire cost should be eligible regardless of the source of the flooding. Schaefer said the city would be receiving a more detailed cost estimate for stormwater interceptor soon. Pleasant View Road and CTH M are programmed for construction in 2023, but the CTH M project would need to start in July, which would be state fiscal year 2025. The Exchange Street project is programmed for state fiscal year 2025, but could possibly be advanced if funding were available earlier.

Schaefer reviewed local bicycle projects included in the Draft 2020-2024 TIP. He noted that most of the independent bicycle projects are locally funded. He mentioned the second phase of the Lower Yahara River Trail project, and noted that another phase to the south along the rail corridor was planned to be constructed as part of the USH 51 (McFarland to Stoughton) project, but was removed due to the law prohibiting use of eminent domain to acquire real estate for bicycle paths. He then reviewed some of the other major state and local roadway projects in the draft TIP. He commented on the increased number of county highway resurfacing projects. He said the scope of the Millpond Road and CTH AB and USH 12/18 intersection safety improvements was still being discussed. He also mentioned the possibility of the Beltline Dynamic Part-Time Hard Shoulder Running being implemented as part of the maintenance project scheduled in 2021. Schaefer then reviewed the major transit capital projects, including the 1st phase of BRT, improvements to Metro's maintenance facility, and the purchase of property and two buildings on the Oscar Mayer property for conversion to a satellite bus facility.

5. Committee Member Reports

Gritzmacher: The Sun Prairie Park and Ride opened and new commuter transit service to downtown Madison began on Monday.

Batuzich: Hard Shoulder Running will be discussed at the MPO/WisDOT conference. FHWA considers it a best practice for transportation systems management. A Congestion Management Process (CMP) training webinar will be held in October.

Koprowski: The public involvement meeting for the USH 51 (McFarland to Stoughton) study is scheduled for Sept. 26 in Stoughton.

Hall: Two construction projects are finishing up. Work on Innovation Drive extension and bridge will start this fall pending approval by FEMA.

Clark: The new Windsor Community Park is open and includes a bicycle track with streets and intersections for teaching children how to ride bikes in traffic.

Scheel: The S. Monroe Street reconstruction project will be completed this week, and the city is working to finish up some repaving projects near schools.

Holt: Construction on the new high school has started. The zoning code rewrite is underway, and the comprehensive plan is being reconfirmed. The city decided to wait until after the 2020 Census for the next update to the plan. Adam Sayre was hired as the new city administrator.

Beck: Metro is working with the MPO to update the Transit Development Plan (TDP).

Bruun: The city's first pedestrian and bicycle plan was completed and accepted by the City Council. The Bridge Road reconstruction is expected to be completed by November. It includes pedestrian and bicycle facility improvements.

Petykowski: The CTH M (West) reconstruction project is due to be completed November 1. The E. Johnson and Buckeye Road projects are also supposed to be completed in November. The Cottage

Grove and Gammon Road projects will be let in December. The design for Atwood Avenue is complete. The 30% design for the Garver Path has been completed. The first phase of Blair/JND/Williamson/Wilson Street intersection area project has been completed.

Rahman: WisDOT is updating the statewide travel model. Staff is working on a technical report on the recent National Household Travel Survey. The countywide VMT estimate for 2018 will be released in a few weeks.

Tao: The 3rd PIM for BRT is scheduled for 8/29. Staff is busy with signal work associated with street projects, including signal for the diagonal bike crossing of Williamson Street. A new ped/bike educator has been hired. The position description is being update to make it a higher level position. Alternatives are being explored for the third position, the bike registration coordinator, as the city is ending the local program and exploring switching to a national bike registration system. The city applied for funding for the Park Street Smart Corridor project. The city is participating in a pooled fund study that will provide some technical support. The division is using a new inventory database software called CityWorks. He also mentioned the Shorewood bike path connection along University Avenue is now open.

Stouder: The Madison planning division is trying to coordinate land use planning with BRT, especially in the area around the malls, looking at under-utilized sites. The South Madison Plan will be kicking off. Staff has also been working on the Oscar Mayer subarea plan.

Larson: The Cottage Grove Road reconstruction project is finishing up and the road is now open. Phase 1 of the N. Main Street (CTH N) corridor bike path project was completed.

Stauske: Paving is done for the year in Middleton. They are still working on some flood damage repair projects. The Middleton Airport is undergoing a master planning process. The city is also working on a Pheasant Branch Creek bike path master plan process to re-design the trail.

6. Staff Report

Schaefer said that the Transportation Alternative Program (TAP) application process will start in mid-October with applications due in early 2020.. The MPO is currently working on the 2020 Work Program, and Schaefer asked committee members to let him know if there are any projects that the MPO can provide assistance on. The MPO has purchased a subscription to Streetlight Data and their Analytics software platform. The source of the data is GPS and Location-Based Services data, and includes origin-destination, routing, speeds, and bicycle and pedestrian trips. A presentation on the data will be made at a future meeting, but MPO staff can run analyses and download the data for interested municipalities. Margaret Bergamini, who works for Associated Students of UW-Madison, will be replace Ken Golden on the Policy Board. The MPO will be moving its office to 100 State Street at the end of October and co-locating with CARPC staff.

7. Next Scheduled Meeting Date

The next meeting is scheduled for September 25th.

8. Adjournment

Holt moved, Stauske seconded, to adjourn the meeting. The meeting was adjourned at 3:30 p.m.

Minutes recorded by C. Hoesly and W. Schaefer