

**Greater Madison MPO
Technical Coordinating Committee
Meeting Minutes**

January 27, 2021

Virtual Meeting via Zoom

2:00 p.m.

1. Roll Call

Members present: Balke (joined at item #3), Beck (left during item #5), Stephany, Clark (joined at item #3), Dunphy (left during item #3), Gritzmacher, Hall, Hessling, Holt, Koprowski, Larson, Phillips, Scheel, Stouder, Stauske, Tao, Violante

Members absent: Batuzich, Even, Paoni, Wheeler

MPO Staff present: Schaefer, Lyman, Holloway

Others present: Brandon Lamers and Michael Hoelker (WisDOT SW Region), Judd Blau (DeForest), Andrew Bremer (McFarland), Susan LeBrun (Dane County Highways), Brian Veit and Rusty Chesmore (Mead & Hunt), Ben Wilkinson and Kevin Ruhland (MSA), Randy Schlum, Rory Rhinesmith (SRF)

2. Approval of November 18, 2020 Meeting Minutes

Tao moved Phillips seconded, to approve the November 18, 2020 meeting minutes. Motion carried.

3. Presentation on U.S. Highway 51 (McFarland to Stoughton) Project and the Interstate 39/90/94 (Madison to Wisconsin Dells) Study

Schaefer prefaced the presentation by noting that the State Transportation Projects Commission (TPC) recently approved the U.S. Highway 51 (McFarland to Stoughton) reconstruction project for funding, and that construction is scheduled to start in a few years. The MPO will need to amend its regional transportation plan and the 2021-2025 TIP to include the project. He said Brandon Lamers will be giving this presentation to the MPO board next week, and seeking approval to send out the hearing notice regarding the proposed amendments. The TPC also approved restarting the Interstate (Madison to Wisconsin Dells) Study. He noted that Brandon would be providing a presentation on that and would also give brief updates on the Stoughton Road and Beltline studies, which are getting going again.

Lamers presented on the U.S. Highway 51 (McFarland to Stoughton) project, reviewing the design for the different sections and proposed modifications since the public meeting in 2019, summarizing the estimated impacts, and outlining the schedule. Dunphy asked for the timeline on the US 51/CTH B and AB roundabout construction, and Lamers said construction was expected in 2024. Dunphy then asked about the expected construction date for the US 51/CTH B roundabout. Mike Hoelker interjected that construction was anticipated in 2026. Schaefer asked which segments would be constructed in 2026. Lamers replied that the section in Stoughton from the Silverado Dr. roundabout to Spring Road and the section in the north part of McFarland would be constructed in 2025. The middle section, from CTH B to Exchange St., would be constructed in 2026. The southern part of McFarland would be constructed in 2029. The sections in the rural area east of Stoughton and on the west side of Stoughton south of CTH B would be completed between 2026 and 2029.

Stauske asked what the overall length of the project was. Lamers replied that he thought it was about 18 miles. Schaefer asked if the pedestrian underpass planned under US 51 south of Charles Lane would accommodate bicyclists. Lamers replied that, while that was still under design, he

thought it would probably be 8 feet in width, which would be less than WisDOT's standard 10-foot width for bicycle facilities. He noted that the underpass is in an environmentally sensitive area and that WisDOT is trying to limit the footprint of the structure while making sure that it is functional. Hoelker said the current structure has stairs and is not bike accessible. Lamers noted that WisDOT had received feedback from bicyclists who were interested in getting an improved crossing at Dyreson Rd. While WisDOT is planning to remove vehicle access to Dyreson from USH 51 in order to divert traffic to the safer intersection at CTH AB, WisDOT is now looking at how the Dyreson intersection can be improved for crossing by pedestrians and bicyclists while remaining closed to motor vehicles. Cyclists would rather not use the new CTH B/CTH AB roundabout to cross USH 51 due to the expected high traffic volumes. Schaefer asked if the crossing at Dyreson would be a two-stage crossing for cyclists, and Lamers replied yes. Schaefer asked about bicycle accommodations along the 4-lane segment on the west side of Stoughton. Lamers said that WisDOT is working with the City of Stoughton on that, and that there are plans for a 10-foot wide sidewalk/path alongside the roadway between Roby and CTH B.

Lamers then presented on WisDOT's resumption of its I-39/90/94 (Madison to Wisconsin Dells) Interstate Corridor Study. The 53-mile corridor extends from the US 12/18 interchange in Madison to the USH 12/STH 16 interchange in Wisconsin Dells. He explained the corridor's expected worsening congestion and pavement conditions, and the corridor's importance to freight and tourism.

Schaefer inquired whether WisDOT is investigating the use of shoulder running during peak weekend travel periods. Lamers said he thought that shoulder running, HOV lanes, and other types of managed lanes would be considered during the study. Blau asked about a proposed new easterly Interstate route that had been discussed in 2016-2017. Lamers said that the proposed eastern reliever project will be formally dismissed because the needs are on the existing corridor and won't result in an off-alignment alternative. Stauske asked if there was a timeline for when the study is likely to be concluded. Lamers said that the goal of the study is to break the plans for the full corridor down into a set of manageable project alternatives that can be carried into the environmental process. Specific segments can then be advanced at a time that addresses specific pavement, safety and operational needs.

Lamers next provided a brief presentation on the USH 51 Stoughton Road (Voges Road in Madison to Interstate 39/90/94 in DeForest) Study. The study will be reinitiated in February 2021, with the final EIS/ROD expected in mid-2023. Lamers then provided a schedule update on the Madison Beltline shoulder running project and PEL study. The PEL study is addressing the longer-term strategy, which may involve street connections, non-motorized travel improvements, and other options that could help address Beltline needs. The longer-term strategy was being developed in the PEL 1 (first Planning and Environmental Linkages study), which was discontinued about 4.5 years ago, and is now being revisited.

Schaefer asked Lamers to clarify whether finishing the PEL 1 study would entail primarily dismissing ruling out out-of-corridor improvements, and whether PEL 2 would be focused on analyzing solutions within the corridor. Lamers said that was basically right. PEL 1 involved analysis of corridor-level solutions, some of which have merit but do not meet the needs of the Beltline, and that PEL 2 would be focusing on narrowing down a package of solutions with input from stakeholders. Stauske asked whether there were plans for signage on the Beltline during construction that would inform drivers that flex lanes are being built, and when they would be operational. Lamers said that there would probably be more targeted news releases and possibly other communication methods. Signage during construction will need to focus on how drivers should navigate the construction site.

Once major construction activities are done or outside the construction zone during construction, informational signage could potentially be added. He said that WisDOT would be looking at a variety of ways to get information out to drivers that use the Beltline.

4. Review and Discussion on Draft Survey Questions for the Public and Questions for MPO Technical Committee Members for the Regional Transportation Plan Update

Schaefer provided a brief background and overview on the survey questions, which will focus on the public's views on quality and priorities on the transportation system and level of support for policies and strategies identified in the current plan. This survey will supplement a map-based tool that will allow respondents to identify location specific issues/problems. The survey will not cover travel habits, which were covered by the household travel survey conducted several years ago. He said he would send out a Word version of the draft survey questions to committee members if they would like to suggest any edits. He said the survey would be released in advance of the first public information meeting for the regional transportation plan update currently planned for early June.

Stauske asked how the survey would be distributed. Schaefer replied that the survey would be web-based through the project website or through an online survey platform (e.g. Survey Monkey) and that the MPO would solicit responses through social media, email, etc. Stauske noted that if the survey has questions that refer back to questions respondents had previously answered, it is important that they are able look back at previous questions and their answers. He also suggested that the survey should show the number of questions and the time required on the first page. Schaefer said those were good points. He noted that beyond getting feedback from respondents, the survey was also a way for the MPO to educate the public as well.

Schaefer then mentioned that the MPO had recently sent out some questions to local government staff by email about their priorities and to gauge the possibility of piggybacking outreach activities for the long range plan on local government meetings or other activities.

5. Presentation on Research on Local Community Pedestrian and Bicycle Related Infrastructure Requirements

Item was deferred to next meeting to allow more time for the presentation and discussion.

6. Committee Reports

Tao: The following are top initiatives for 2021

1. Vision Zero: Work started last year and will continue to be a focus.
2. Complete and Green Streets study, a collaboration with City Engineering. The goal is to set up a framework for future city projects to prioritize the different needs on each street and incorporate green features. The study should be complete next year.
3. Converting all streetlights to LED
4. Implementing regular security upgrades for communications system consistent with plan to make yearly investments, spreading cost out.
5. Twenty is Plenty: New initiative to reduce speed limits. We are looking at dropping speed limits on neighborhood streets to 20 mph. This could entail adjusting speed limits on arterial and collector streets as well.

Stauske asked about the impetus was to consider lowering speeds below 25 mph. Tao explained that speed has a major impact on the outcome of crashes. During 2020 we saw more speeding and, because more people were working from home, there were more people witnessing high speeds on their neighborhood streets. It is still in the study phase though.

Philips: Current projects and their status are as follows:

1. CTH M (Valley View to Cross Country): Construction complete. All lanes open. Storm sewer repair on Raymond Rd- continues to be closed. Scheduled to open early March.
2. Cottage Grove Rd (North Star to Sprecher): Complete
3. Gammon Rd & West Towne Path underpass. Complete
4. University Ave (Shorewood Blvd to U Bay Dr): 60% plans complete. Geometry approved. Env Doc & DSR turned in. TPP approved. PSE Nov 2021. Construction 2022.
5. Pleasant View Rd (US14 to Mineral Point Rd): 60% plans complete. Env Doc approved. Geometry approved. DSR approved working on TPP. PSE Feb 2022. Construction 2022 & 2023.
6. Blair St including Blair/John Nolen Intersection (E Wash to Wilson): 60% plans complete. Env Doc Approved. Geometry approved. DSR approved, TPP approved, begun land acquisition. PSE Aug 2021. Construction 2022
7. Garver Path (RR to Milwaukee St): Plans complete. Advertised for bidding, bids due Feb 18. Construction to begin in April
8. John Nolen Dr (North Shore to Olin): KL contract routing for signature. Design meetings start March. Construction planned in 2026.

The following are potential stimulus projects:

1. Atwood Ave (Fair Oaks to Cotttage Grove) Final design complete, awaiting NEPA approval
2. Autumn Ridge Path: 60% design complete, awaiting NEPA review
3. Mineral Point Rd (beltline to High Pt): 30% design complete.

Stouder: City received a \$200,000 FTA grant for Transit Oriented Development planning, including developing a TOD zoning category. The goal is to promote development along the new BRT route.

Gritzmacher: City just received a plat for land up by Token Creek. There will be a detachment of land from Windsor and an attachment to Sun Prairie. That will be on the agenda next month.

Stauske: He noted that Pleasant View Road was already covered by Philips. He said the city was losing the assistant city engineer/assistant director of public works soon, which will impact work capacity this year. Approval was just granted to narrow a local road (Mayflower Drive, by the Parisi Park) so that sidewalks can be added without impacting trees that have been planted in the right-of-way.

Hessling: A public information meeting is scheduled in February on the Exchange Street project, funded through the MPO.

7. Staff Report

Schaefer reported the following:

- MPO board adopted a TIP amendment at the January meeting; the projects list was in the meeting packet.
- The MPO is engaged in follow-up activities related to the telework survey conducted this past summer, including:
 - Presentations to various groups;

- Providing support for grant application by Sustain Dane, a scoping project related to development of additional telework promotional materials for employers;
- Working with rebranding consultant to develop employer-focused telework promotional materials;
- Creating a new regional TDM website with the new program name, RoundTrip.
- Staff is working on annual update to our bike and pedestrian geodatabases, and appreciates information on previous year projects from local staff. We will be receiving 2020 orthophotography soon and using that to further update our geodatabase.
- We are launching a “Lunch and Learn” webinar series with CARPC with the first one on 2/18, which we be on what our agencies do and what we can offer.
- He referenced note sent last month to gauge interest in the Roadbotics tool, which is used to monitor the condition of roads, paths, etc. He asked about interest in a demo.

Philips said that he would be interested in the demo if there are enough other people that it would be worth scheduling it. Stauske asked whether the Roadbotics tool could output data in the way that municipalities are required to report it to the state. Blau added that he would be interested in having a conversation with Roadbotics if they could answer how the system could be integrated with the way data must be reported to WisDOT. Schaefer said he would follow up with Roadbotics on that issue.

8. Next Meeting Dates

The next scheduled meeting dates are February 24th and March 24th.

9. Adjournment

Due to departures, the Committee lacked a quorum. The meeting adjourned at 4:11 p.m.

Minutes recorded by Holloway and Schaefer.