

**Greater Madison MPO (Metropolitan Planning Organization)
Technical Coordinating Committee**

Meeting Minutes

November 18, 2020

Virtual Meeting via Zoom

2:00 p.m.

1. Roll Call

Members present: Ballweg (for Balke), Batuzich, Beck (left during item #5), Bruun (for Stephany), Clark, Dunphy, Gritzmacher, Hessling (joined at item #5), Holt, Koprowski, Larson, Paoni, Phillips, Scheel, Stauske, Tao

Members absent: Even, Hall, Stouder, Violante, Wheeler

MPO Staff present: Schaefer, Kanning, Holloway, Hoesly

2. Approval of September 23, 2020 Meeting Minutes

Clark moved, Tao seconded, to approve the September 23, 2020 meeting minutes. Motion carried.

3. Presentation on Annual Transportation Performance Measures Report

Hoesly presented findings from the MPO's annual Transportation Performance Measures report. She described the goals of the regional transportation plan, the performance measure targets relating to those goals, and the actual performance of each measure.

Following the presentation, Stauske asked how the bridge ratings were calculated and whether ratings take into account more than just the quality of the deck. Hoesly, Holloway, and Schaefer explained that multiple different condition ratings from the National Bridge Inventory—for deck, superstructure, substructure, and culvert—are considered, and that each bridge's overall rating is determined by the lowest of these component scores. The percentage of bridges rated good, fair, and poor is calculated by bridge area so large bridges have greater weight than small bridges.

Schaefer and Hoesly detailed the MPO's plans for an interactive dashboard to display performance data. Stauske said he liked the way the report is laid out, and commented that the data provides a useful overview of transportation system performance.

4. Presentation on Draft MPO Public Participation Plan

Hoesly provided a brief presentation on the MPO's draft Public Participation Plan. The Public Participation Plan is normally updated in advance of the regional transportation plan update, the plan for which we do the most public engagement.

Following the presentation, she asked TCC members to review the draft plan. Stauske asked what specifically the MPO would like TCC members to review. Hoesly suggested they look at the outreach methods identified, including primary and secondary activities for each of the MPO's planning processes, and asked that TCC members offer any ideas they may have for stakeholder organizations that the MPO may have missed.

5. Presentation on Analysis of VMT and COVID-19 Impacts on Travel

Kanning presented the findings of an analysis conducted on the impact of the COVID-19 pandemic on traffic volumes and VMT in Dane County. The analysis was based on estimates from StreetLight

Data. He described how COVID-19 has affected peak period travel volumes on selected roadways in Dane County. Next, he showed how the pandemic has affected overall county VMT, total VMT by census tract, and household VMT by census tract. Schaefer then explained the process of conducting analyses using StreetLight Data, and the flexibility it provides the MPO.

Koprowski asked about where the entry and exit points were located to determine internal and external traffic volumes. Kanning explained that using StreetLight it is possible to aggregate data from all of the county's entry and exit points.

6. Committee Member Reports

Stauske: Middleton planning staff is currently finishing the comprehensive plan. The city budget was just approved. Schaefer asked about the Pheasant Branch Trail reconstruction. Stauske replied that it would probably be done in 2021, but that they are still considering the number of crossings and rerouting the creek.

Holt: The number of approved and proposed multi-family housing projects has been an issue due in part to height concerns. Schaefer asked what the specific concerns were. Holt replied that in the last six months five different multi-family developments had been proposed in different parts of the city, all of which included 80+ units. She said the city is trying to figure out whether it wants to be a 3- or a 4-story city.

Gritzmacher: Sun Prairie is facing the some of the same concerns with multi-family housing as Verona. There have been a lot of multi-family projects proposed and many of the concerns relate to transportation issues. Specifically, many of the projects are requesting variations to provide less than the required minimum number of parking stalls. Sometimes even very minor variations are rejected, such as a 160-unit development that requested a reduction of 5 parking stalls due to the proximity of transit and bicycle facilities. Staff has pointed to parking studies that show an oversupply of parking at many developments. He said the parking requirements need to be revised.

Larson: The Village of Cottage Grove is nearing final plans for the Glacial Drumlin Path through the village, and is preparing to put the project out for bid next spring.

Clark: The CTH DM project in Morrisonville is nearly complete; just waiting on installation of guardrails on the culverts. The new public works facility is just three weeks away from occupancy.

Ballweg: McKee and Fish Hatchery roads are both now fully open to traffic.

Koprowski: Verona Road project in Madison and Fitchburg is complete, except for some landscaping work next year. The project kicked off in 2011, and construction started in 2013. Construction took 7 years and cost \$265 million. The project included 5 miles of sidewalks and bike lanes, 1.5 miles of paths, 15 bus stops, 8 bus pull outs, and a 300-foot tunnel next to the Beltline. It required 500 community meetings. The project has won awards for its environmental justice components and will be used as a nationwide example by USDOT.

Dunphy: The county is continuing work on CTH M from Oncken to STH 113. The next public informational meeting has not been scheduled yet, but will be in the next couple of months.

Phillips:

- CTH M (Valley View to Cross Country): Construction complete. Work is continuing on the issue with the storm sewer by the intersection of CTH M and Raymond, which has closed Raymond. It is scheduled to open in January.
- Cottage Grove Road (North Star to Sprecher) is complete.

- Gammon Road and West Towne path underpass is nearly complete, and is on schedule to be completed in November.
- University Ave (Shorewood Boulevard to University Bay Drive): 60% plans are complete, geometry is all approved, environmental document and DSR have been turned in; transportation plat has been approved: PS&E is scheduled for November 2021 with construction in '22.
- Pleasant View Road project (USH 14 to Mineral Point Rd): 60% plans complete, environmental document has been approved, geometry has been approved in Madison, and DSR has been approved. Currently working on the TPP. PS&E scheduled for February 2022 with construction in 2022-'23.
- Blair Street (East Washington Avenue to Wilson Street) including the Blair-John Nolen Drive intersection: 60% plans are complete, the environmental document has been approved, and geometry has been approved. TPP has been approved. Currently working on DSR. PSE is August 2021. Construction scheduled for 2022.
- Garver Path (RR to Milwaukee Street): 60% plans are complete, environmental document and DSR have been turned in, PS&E is November 2020 with construction in '21 (City let).
- John Nolen Drive causeway reconstruction (North Shore Drive to Olin Avenue): Major project that is just getting underway. KL Engineering has been selected as the consultant, and their contract begins in December. Construction is planned for 2026.

Tao: The city is winding down pavement marking operations as the weather gets colder. The shared streets program, which closed some streets to vehicular traffic to allow more space for bicycles and pedestrians, was ended for the season. It was a successful program with more requests than we could accommodate. Staff is currently doing a survey to plan the program for next year, assuming that COVID will still be with us. TE is putting in a request for additional funding for more equipment to expand the program.

The Vision Zero Initiative has been going well with the roll out of speed reduction projects in 2020 throughout Madison, including on East Washington Avenue and Milwaukee Street. We developed a long-term action plan to reduce crashes and injuries on our streets.

Although the budget has been cut for 2021, we were able to push through some big projects including a \$5.5 million project for a major communications system improvement. The goal is to keep the system, which facilitates communication between city agencies and with county, state, and federal partners, secure and up to date. TE is building a backup traffic operations station so that in case service at the CCB is disrupted the city can still continue to work from a remote location. We have proposed a citywide streetlight conversion (to LED) project, which will take 3 years, and is expected to dramatically reduce energy consumption.

The crossing guard program has been moved from the Police Department to TE. This results in about 60 employees moving to TE. This change could help to streamline TE's Safe Routes to School efforts.

The City's traffic management system won the project of the year award from ITS Wisconsin. Eventually, the system could help manage traffic in other municipalities in the area. It should help to move traffic more efficiently and reduce the need for new infrastructure.

7. Staff Report

Schaefer reported the following:

- MPO Targets for Federal Performance Measures – The MPO has chosen to support the state targets for the safety measures rather than create its own, and to adopt Metro Transit’s transit asset management and safety targets. These targets are updated each year.
- 2021 MPO Work Program – The MPO Work Program for next year has been approved and is now posted on our website. The main item for next year will be our regional transportation plan, which needs to be adopted by spring of 2022. We will provide updates to the committee and be meeting with many staff individually on that going forward. One other item of interest is that MPO staff are working with the UW TOPS Lab to undertake a second phase of the intersection safety study. This will involve updating the crash prediction model with additional variables, updating the intersection evaluation with crash data from 2017-’19, and developing an optimization process to identify appropriate countermeasures for intersections.
- The annual TIP update was approved and has been posted on the MPO website along with an interactive project map.
- MPO staff have been working with CARPC and City of Madison staff on future growth mapping and allocation of future housing units and employment to traffic zones used for the travel model. We have been meeting with local government staff and officials to get information on development projects and plans to inform that work. The work will feed into CARPC’s regional development framework and our travel model for the regional transportation plan update. MPO staff is continuing to work with the consultant on the travel model, which will be done in early 2021. A presentation on the model improvements will be made at a future meeting.
- The city of Madison recently held a public information meeting on the East-West BRT project and will be holding another this week. The project will be primarily inside the City of Madison but BRT buses are expected to travel to Middleton during peak periods. He suggested a presentation could be made to the TCC if there were interest. Stauske indicated that he thought a brief presentation on the BRT project would be good.

8. Next Meeting Dates

The next scheduled meeting date is January 27th.

9. Adjournment

Phillips moved, Tao seconded, to adjourn the meeting. The meeting adjourned at 3:30 p.m.

Minutes recorded by Holloway and Schaefer.