

**Madison Area Transportation Planning Board (an MPO)  
Technical Coordinating Committee  
February 27, 2019 Meeting Minutes**

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**1. Roll Call**

*Members present:* Beck, Clark, Coleman, Petersen (for Dunphy), Hall, Koprowski, Paoni, Phillips, Scheel, Stauske, Stouder, Violante (arrived during item #3), Katherine Holt (for Sayre), Larson, Gritzmacher (for Kugler), Batuzich

*Members absent:* Stephany, Tao, Even, Wheeler

*MPO Staff present:* Schaefer, Hoesly

*Others present:* J. Rybarczyk,, Andrea Bill and Boris Claros (UW TOPS Lab), Lee Gibbs (SRF)

**2. Approval of October 24, 2018, Meeting Minutes**

Moved by Scheel, seconded by Coleman, to approve the October 2018 meeting minutes. Motion carried.

**3. Presentation on Intersection Safety Screening Analysis**

Hoesly provided a presentation covering the purpose of the analysis, the measures used, and overall methodology. Boris Claros from the UW-Madison Traffic Operations & Safety Lab then provided a detailed presentation on the methodology for developing the crash severity index, which uses an equivalent property damage only (EPDO) index. This index includes information on crash costs (by type of crash), creation of EPDO weights by crash severity and type based on the crash costs, development of safety performance functions, and an estimate of predicted vs. observed crashes. TOPS Lab staff also created an additional safety measure – level of safety service – to measure the deviation of observed crashes from the prediction. Hoesly then reviewed the overall intersection ranking methodology and maps of the high crash intersections. Hoesly said staff planned to prepare a report on the study. She said staff would share the data with any local staff that requested it. The analysis will also be shared with the county traffic safety commission.

Phillips asked if state highway intersections were included, and Hoesly said yes if the intersecting road was a local road. Petersen noted there were two intersections of CTH MN and AB. Holt mentioned that a signal was just installed at the Gammon Road/Colony Drive intersection, which was on the high crash rate list. Gritzmacher commented that it would be helpful for communities to see a break out of just crashes in their community. Phillips expressed concern about the Mineral Point Road/Pleasant View Road intersection being ranked #1 and questioned based on the low severity of crashes.

Petersen questioned why the USH 12/18 and CTH AB intersection was not included in the list. Hoesly said staff would review the data for that intersection. Paoni questioned why the level of safety service was not a IV category (highest) for all the top crash intersections, and Andrea Bill responded that the measure is comparing the number of crashes to the same types of intersections. Koprowski mentioned the new crash reporting system that used GPS for tracking location of crash. Hoesly commented that one use of the data envisioned is to refer to for adding safety components to maintenance projects or better yet using the data along with pavement quality to prioritize projects. Andrea Bill also emphasized the value of working with law enforcement, using the data to target enforcement efforts. Rybarczyk questioned why the STH 19 and CTH CV (Lake Road) intersection was not on the list. Hoesly explained that intersection would need to be analyzed separately due to the unique configuration with the intersection in between the Interstate ramps.

**4. Review and Recommendation on Amendment #1 to the 2019-2023 Transportation Improvement Program**

Schaefer reviewed the projects included in the minor amendment, which included several new WisDOT bridge and roadway maintenance projects and two employment transportation projects.

Moved by Stauske, seconded by Paoni, to recommend approval of the TIP amendment. Motion carried.

**5. Review and Recommendation on Proposed Revisions to Surface Transportation Block Grant (STBG) Urban Program Policies**

Schaefer said no changes were being proposed to the project scoring criteria at this time, but there was a need to update the program policies, mostly to reflect current practice. The two main additions are adding policies related to conditional approval of projects beyond the program cycle and to reallocation of funding in the event a project is delayed or canceled. The maximum project cost for a project to still qualify under the “small project” category is proposed to be increased to \$2.5 million total cost and \$1.25 million in federal funding. Schaefer explained the reason for the increase. There were no concerns with these changes. He said the minimum cost for a roadway project is proposed to be increased to \$750,000. Stauske said he didn’t think a project less than that would be worth trying to secure federal funding for, given the extra costs. Schaefer said he was also considering adding a requirement that in the case of a multi-jurisdictional project there be an agreement on funding and future maintenance and jurisdiction of the roadway. Phillips and others commented that it might be difficult to have the agreement in place at the time of application, but having that within a year was reasonable. Schaefer said he’d add that then.

Stauske moved, Rybarczyk seconded, to recommend approval of the proposed revisions to the STBG Urban policies. Motion carried.

**6. Review of Revised Bicycle Network Metric for Performance Measure Reporting**

Schaefer said the item was a follow up to the last committee meeting when staff reviewed the Performance Measures report and the new bicycle measure. Some were concerned about the focus exclusively on miles of low traffic stress network. Miles of high stress network was added to reflect projects done that added an on-street facility, but that due to traffic volumes or speeds still didn’t get the street down to a low stress designation. This is consistent with how pavement quality is measured. An average rating measure was considered, but this was thought to be more transparent and understandable. No concerns were expressed about the measure.

**7. Review of Joint MPO-CARPC Workgroup Report**

Item deferred.

**8. Committee Member Reports**

Coleman: Work continued to finalize the designs for the Fish Hatchery Road and McKee Road reconstruction projects.

Holt: Adam Sayre is serving an interim city administrator in addition to his planning director duties while the position was being filled.

Petersen: University Avenue between Park Street and the Beltline in Middleton is being resurfaced this year and the road will be closed during construction. Other projects include CTH P and CTH S.

Rybarczyk: He introduced the new Davis Clark, the new Director of Public Works for Windsor, who would be usually attending meetings. He reported on the Egge Road project and two ped/bike bridge projects.

Batuzich: An FHWA sponsored grants management workshop is scheduled for March 27, the same day as the next technical committee meeting. Schaefer said he planned to attend and would need to cancel or reschedule the meeting.

Gritzmacher: Scott Kugler is the new Community Development Director, while Tim Semmann is the Planning Director. Work continues to plan for commuter bus service to start in August.

Phillips: CTH M (S. Pleasant View Rd.) construction would resume again in March and conclude this fall. E. Johnson Street construction would also be starting. Design work continues for University Avenue with public meeting scheduled for April. The 30% design work for N. Pleasant View Rd. has been completed.

Beck: Renovation work on the Metro garage will start this year, with initial work on the main bus bays. This is part of a multi-year project.

## **9. Staff Report**

Schaefer said a major travel model update project would be starting in a couple months. Work continued to clean up the local household travel survey dataset before combining with a national dataset. Work on the Coordinated Public Transit – Human Services Transportation Plan is almost done with a final stakeholder meeting to be held in a couple months or so. An updated committee roster was sent out with the meeting notice. Ben Lyman was hired as a new planner, replacing Gritzmacher. Renee Callaway, the Rideshare/TDM Program Coordinator, was hired as the new City of Madison Ped/Bike Coordinator, so that position will need to be filled. The focus of the BRT study was currently on developing the different design and routing alternatives, which will be presented at the next public meeting in May.

Phillips asked about the elections for Chair and Vice

## **10. Next Scheduled Meeting Dates**

The March meeting will be cancelled or rescheduled. The April meeting will be held on the 24<sup>th</sup>.

## **11. Adjournment**

Coleman moved, Rybarczyk seconded, to adjourn the meeting. The meeting was adjourned at 3:50 p.m.

*Minutes recorded by Bill Schaefer.*