

**Madison Area Transportation Planning Board (an MPO)
Technical Coordinating Committee
April 24, 2019 Meeting Minutes**

1. Roll Call

Members present: Sellner (for Beck), Clark, Dunphy, Hall, Koprowski, Phillips, Stauske, Stouder, Violante, Holt (for Sayre), Larson, Gritzmacher (for Semmann), Batuzich, Bruun (for Stephany), Tao, VanderWegen (for Balke)

Members absent: Paoni, Scheel, Even, Wheeler

MPO Staff present: Schaefer, Lyman

Others present: Steve Steinhoff (CARPC), Lee Gibbs (SRF)

2. Election of Chair and Vice-Chair

Stauske nominated Phillips for Chair, seconded by Stouder. There were no additional nominations. Motion carried.

Phillips nominated Stauske for Vice-Chair, seconded by Dunphy. There were no additional nominations. Motion carried.

3. Approval of February 27, 2019, Meeting Minutes

Moved by Stauske, seconded by Holt, to approve the February 2019 meeting minutes. Motion carried.

4. Presentation on A Greater Madison Vision Survey Results and Next Steps

Steinhoff provided a presentation covering the results of the A Greater Madison Vision Survey (AGMV) and the next steps for disseminating and utilizing the survey results. The presentation covered the survey design and purpose, as well as response rates by demographic cohorts. Steinhoff described how results were concatenated into priority-based quartiles and formatted to help make result trends apparent. Steinhoff described how comments were categorized and accounted for, and resulting trends. He then discussed key findings, including the community-preferred growth options, community-wide concerns and goals, and differences in responses for key findings by demographic cohorts.

Phillips asked if the survey results were intended to be used as guides to inform the development of other plans, and Steinhoff replied yes that was the intent. Steinhoff described upcoming meetings and presentations where he would be sharing survey results with various groups and offered to visit any community or stakeholder group meeting to present and/or discuss survey results overall or community-specific results. Steinhoff stated that survey results were available on the project web site and that the public could dig into the survey results through that interface, such as by Zip code or other criteria; more complex analysis of the data, such as combining Zip code and other demographic criteria, would have to be done by his staff, but they were open to requests for such information. Bruun mentioned that Monona had both a new Planner and a new Administrator and that it would be good for Steinhoff to meet with them.

5. Review of Joint MPO-CARPC Workgroup Report

Schaefer presented on the history and purpose of the Joint CARPC-MPO Work Group, the short-term recommendations in the work group report for better integrating the agencies' planning efforts and

the ideas for medium-, and long-term actions that will be considered later. He also discussed the current status of implementing some of the short-term recommendations, including the co-location of MPO and CARPC staff in the fall of 2019.

Holt asked how various regional plans fit into and get updated with information from local plans and completed projects. Schaefer responded that local plan and development data is shared between CARPC and MPO. He said that information is relied on heavily by the MPO in developing the growth forecasts that the regional transportation plan is based upon. The regional land use plan is a policy plan intended to inform and guide local plans. Schaefer stated that MPO staff have started making a more deliberate effort to follow particular communities' meeting agendas to ensure that staff are aware of relevant plans and development projects.

Phillips asked what the agencies planned to do with the recommendations of the report, and Schaefer responded that the recommendations would be used to inform the development of future agency work plans. Staff would pursue the short-term recommendations and report to the boards on their status. The other ideas would be taken up at a later time.

Bruun requested that he be provided with a breakdown of data from AGMV by urban/rural self-reported resident location for the Monona Zip code, and Steinhoff stated that he could provide that information.

VanderWegen asked about the "\$", "\$\$", and "\$\$\$" symbols used to demarcate costs of recommendations in the report, and the intent of their use. He asked if it were not the case that some of the initiatives could save money over the long-term even if they have up-front costs. Schaefer responded that the general cost estimates were meant to inform consideration of the ideas, but agreed that some could actually result in some cost savings in the future. Batuzich stated that based on his experience with MPOs across the country, he recommended CARPC and the MPO pursue some sort of merger, at least of staff, as this was the most effective model he has seen. He emphasized that was his personal opinion. He went on to state that the FHWA has many resources and offers guidance on risk-assessment regarding flooding, since CARPC is engaged in a flood-risk-assessment project.

Bruun asked if the type of comparative growth scenarios used in AGMV were used in strategic planning efforts in other communities, and Steinhoff replied that yes, comparative growth scenarios are used fairly commonly.

6. Review and Recommendation on Amendment 3 to 2019-2023 Transportation Improvement Program

Schaefer described the WisDOT projects included in the TIP amendment. They included a revision to a Beltline resurfacing project to add \$48 million in 2021 for a second resurfacing, drainage improvements, and reconstruction of the median barrier wall. That work would allow WisDOT to implement hard shoulder running if it was decided to move forward with that concept. A revision is also being made to the Interstate 39/90 reconstruction and expansion project to add \$97 million for the reconstruction of the Beltline-Interstate interchange. While a necessary part of the overall project, funding hadn't been programmed for the interchange until now, in part because a separate environmental document was done for that part of the project. Schaefer explained that because of the nature and cost of these two projects, the MPO would need to go through its major amendment procedures, which require and public notice and a hearing.

Dunphy moved, Gritzmacher seconded, to recommend approval of proposed Amendment #3 to the 2019-2023 Transportation Improvement Program. Motion carried.

7. Initial Discussion on Ways to Improve the Effectiveness of the Technical Committee

Schaefer explained that in preparing the evaluation of its public involvement process, one of the conclusions was that the MPO could do a better job of making use of its advisory committees. Since members of the technical committee have expertise in a variety of fields and possess intimate knowledge of local politics, projects, and other information, he would like to use that expertise to greater benefit in advising the MPO board and for information sharing among members. He said staff didn't have specific recommendations at this point, but wanted to have an initial discussion on the topic.

Phillips agreed with Schaefer's comments and stated that the original intent of the TCC had been to advise the MPO board based on both technical expertise and local knowledge of committee members. Violante stated that members needed to know about MPO board meeting schedules and agenda items in order to provide comments on projects and/or attend meetings. Schaefer stated that he could start copying committee members on MPO board meeting notices with a link to the packet so that they would be better informed. Holt asked how often committee recommendations were not followed by the board, to which Schaefer replied that rarely happened and provided an example. Bruun asked about other agencies with which MPO staff work, and Schaefer provided examples. VanderWegen suggested that perhaps a liaison to the board from the committee could be named who would attend board meetings regularly. Schaefer said that could be helpful, but it might be difficult to get volunteer due to the time commitment.

Vanderwegen gave an example of how the committee could be used for information sharing. He said Fitchburg had contracted with Mandli Communications, a local company, for scanning road surface conditions. This could be an opportunity to gather data county-wide as Mandli tests and calibrates its equipment. Tao mentioned another information sharing opportunity with UW TOPS Lab's work and information on autonomous vehicles (AV) and how that related to LiDAR mapping work performed by Mandli. VanderWegen went on to describe how Mandli is conducting high-resolution scanning of road surfaces and also working on the ability to scan underground utilities. Tao mentioned that as 5G technology is rolled out, there will be an additional opportunity for collaboration, although federal law will preclude most local review of and restrictions on the placement of 5G infrastructure.

Koprowski noted that some MPOs hold joint policy board and technical committee meetings. Schaefer said he doubted that would work here since most policy board members needed or preferred to meeting in the evening while technical committee members would prefer day-time meetings. Holt suggested possibly holding a joint meeting annually for discussion of the TIP, which would ensure that policy board members were aware of technical issues regarding projects.

Schaefer said staff would give the issue some more thought and see if any specific recommendations could be developed. He urged members to not focus solely on the status of projects, but also report on planning and development projects. He also urged members to provide ideas for potential future agenda topics. The meetings didn't need to be focused mostly on MPO projects and plans.

8. Committee Member Reports

Gritzmacher: There were several new planning efforts underway, including an update to the Comprehensive Plan. Staff was working with Metro Transit and others to prepare for the introduction of commuter express service starting in August. A major planning effort for the downtown site of the 2018 explosion kicked off last week.

VanderWegen: Design work continued for the Fish Hatchery and McKee Road reconstruction projects. A design study would be starting soon for Syene Road. The Central Park Place extension,

including railroad crossing to Lacy Road, will be built this year as well as the Nesbitt Road roundabout.

Stauske: The University Avenue reconstruction project is underway. Some local streets east of the high school will also be worked on. The Bishops Bay development was granted a two-year extension on required extension of utilities so that project is essentially on hold until water and sewer are extended, which will be at great cost. Voters approved funding for expansion of the high school, which will have major traffic impacts when it occurs.

Tao: He mentioned the transition occurring with a new mayor and many new city alders. He reported on corridor studies that were done for Bassett and Wilson Streets. A study would be starting in the near future on the Schenk's corners intersection. Design work continues on the University Avenue (Shorewood to University Bay) reconstruction project. The University Avenue adaptive signal project would be completed soon. A resolution for the city to accept a grant for an adaptive signal project on East Washington Avenue was in the process of being adopted. He mentioned the driverless shuttle project, which will run between the Spark Building and the Capitol, will be starting in the fall as a pilot project. Asked how state laws affect AVs, Tao responded there were no applicable state regulations unless the shuttle was being run for profit. He two additional new developments that will have major big impacts on communities. The first one is 5G technology, which requires more infrastructure than previous generations, and over which local regulation has been tightly pre-empted by federal regulations, including very short permit review timelines for approval. The second is new regulations of e-scooters and dockless bikes (micro-mobility) under consideration in the state legislature. Neither is currently legal in Wisconsin. Madison is preparing for their likely introduction in the city, researching how best to regulate them. VanderWegen asked if they were expected to have impacts on the use of B-Cycle and Metro, and Tao responded yes. There was further discussion on the topic by the committee. Bruun asked if e-scooters were allowed to be used on roads or on sidewalks, to which Tao replied that due to their speeds they are best used in bike lanes or on low-speed roads, but that they are often ridden on sidewalks. Tao thanked the MPO for the recent intersection crash analysis, and for the extensive work correlating crash records with hospital records, stating that the results of the study have already been very helpful. Schaefer said the data would be made available to communities soon.

Koprowski: He said he learned from [an article in the Wisconsin State Journal](#) that WisDOT would be restarting the PEL study on the Beltline Highway.

Batuzich: FHWA is working with WisDOT on the Beltline study.

Hall: DeForest is working on three local road projects.

Clark: Windsor is working on two local road projects, including Egge Road.

Dunphy: There will be a public meeting on April 30 regarding the CTH M (North) design study.

Holt: Verona is in the process of hiring a new City Administrator and re-writing its zoning ordinance.

Bruun: Monona will be submitting a project application for the reconstruction of Atwood Ave. in conjunction with the City of Madison. Construction has started on the Bridge Road project to Broadway, as well as on several local road projects.

Sellner: Metro is hosting a public service update meeting tonight at 6 PM.

Larson: Cottage Grove has awarded a bid for CTH N. The work will include bike lanes and a separated path to close a gap in the non-motorized network.

Violante: A new Dane County zoning ordinance has been adopted, and 16 towns have adopted it already with additional towns considering adopting it; the county is administering two separate zoning ordinances in the meantime.

Phillips: Construction is underway through November 2019 on CTH M and E. Johnson St. The environmental document and design study report (DSR) were approved for the Cottage Grove Road project. The city is working on 90% design plans and real estate acquisition had begun with PS&E scheduled for August 2019 and construction in 2020. For the Gammon Road and West Towne Path underpass project, the environmental documents & DSR have been approved, and they are working on 90% Plans and beginning real estate acquisition. PS&E is scheduled for August 2019 and construction in 2020. For University Avenue (Shorewood Blvd. to University Bay Dr.), 30% plans are complete. They are working on environmental documents & DSR. A public meeting will be held on May 30. PS&E is scheduled for August 2020 and construction in 2021. For Pleasant View Road, 30% design plans are complete and the geometry has been approved. They are working on the environmental documents and the DSR with PS&E scheduled for August 2020 and construction in 2022 or 2023. Future projects include Atwood Avenue. Geometry has been approved with environmental documents & DSR turned in, not signed. 60% design plans are complete. He also mentioned that storm water studies for the west side of Madison are underway.

9. Staff Report

Schaefer gave an abbreviated staff report, as the meeting was running behind schedule. TIP projects and STBG Urban Applications will be due June 7th. Because of a late start to the local program, WisDOT will be going with a 2021-2025 official program cycle so the MPO will be programming projects out to 2025 (three additional years). He mentioned that Cambridge Systematics had been selected for the Regional Travel Model update project.

10. Next Scheduled Meeting Dates

There will not be a May meeting. The June meeting will be held on the 26th.

11. Adjournment

Dunphy moved, Violante seconded, to adjourn the meeting. The meeting was adjourned at 4:10 p.m.

Minutes recorded by Ben Lyman.