

**Madison Area Transportation Planning Board (an MPO)
Technical Coordinating Committee
September 25, 2019 Meeting Minutes**

1. Roll Call

Members present: Trowbridge (for Tao), Phillips, Stouder, Dunphy, Violante (arrived during #3), Koprowski, Murray (for Paoni), Balke (for Bisbach), Clark, Scheel, Stauske, Gritzmacher (for Semmann), Holt (for Sayre), Batuzich

Members absent: Beck, Hall, Stephany, Larson, Hessling, Even, Wheeler

MPO Staff present: Schaefer, Lyman

Others present: A. Rahman, B. Lamers, M. Hoelker, T. Ballweg, Chris Petykowski

2. Approval of August 28, 2019, Meeting Minutes

Holt moved, Stauske seconded, to approve the August 2019 meeting minutes with a correction under staff reports that the city of Verona's zoning code rewrite is underway. Motion carried.

3. Review and Recommendation on Draft 2020-2024 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County

Schaefer provided an overview of the proposed project changes and additions to the draft TIP detailed on the updated 9/25/2019 Addition/Change Sheet. The changes included revised funding for two of the STBG Urban projects – Pleasant View Road and CTH M – due to revised cost estimates related to some scope/design changes and the fact that neither project sponsor included an inflation adjustment. Schaefer noted that MATPB needs to do a better job moving forward to ensure that communities use consistent inflation rates and consistent assumptions regarding contingency cost when they submit project applications in the future. Philips noted that the final design for Atwood Avenue is complete and Balke stated that there had been changes to the cost for the McKee Road project and that he would send that to Schaefer.

Dunphy moved, Stauske seconded, to recommend that the MATPB adopt the Draft 2020-2024 Transportation Improvement Program with the proposed changes. Motion carried.

4. Review and Recommendation on Major Amendment to the Draft 2020-2024 TIP to Modify Scope and Cost of Beltline (Whitney Way to I-39/90) Project to Add ITS and other Improvements Necessary to Implement Dynamic Part-Time Hard Shoulder Use

Lamers and Hoelker, WisDOT Region staff, presented on the purpose and need for the Beltline project, and discussed the alternatives of only doing the resurfacing versus also incorporating the Dynamic Part-Time Shoulder Use (DPTSU) component. The project is necessitated by deteriorating infrastructure and traffic congestion, which occurs during peak periods and intermittently due to incidents or special event traffic. Environmental review and documentation is in process and a draft is expected to be completed this fall with final design starting next year.

Holt asked if the shoulder overlay was capable of supporting the weight of buses. WisDOT responded that buses would be able to use the shoulder when it was open, but WisDOT was exploring prohibiting heavy trucks from using the shoulder. Dunphy described how snow removal will need to change as a result of this project, as the County currently plows snow to both the inside and outside shoulders during storms and then removes the snow later. Holt raised the possibility of limiting use of the shoulder to High Occupancy Vehicles (HOV), and WisDOT staff responded that only 10-12% of vehicles on the Beltline have two or more passengers, which is not enough to justify an HOV lane;

furthermore, it was noted that the designation of HOV lanes is not enabled by Wisconsin state law. This could be done in the future though. Holt also mentioned concern by first responders of late night use.

Trowbridge asked about the criteria for when the DPTSU will be enabled. WisDOT staff said that state traffic control center staff would monitor the volume and speed of vehicles, using detection and cameras to identify situations when the DPTSU should be enabled or disabled. Potential reductions to lane width were brought up, and examples of states such as Virginia where lane width is reduced to accommodate shoulder running were given. The timing of environmental review was brought up again, and WisDOT staff projected that all review would be complete and approved by February 2020. There was discussion of the safety impacts and number of crashes associated with DPTSU, as well as traffic volume impacts after initiating the use of DPTSU. It was noted that although some implementations of DPTSU have resulted in increased traffic volumes, there are also positive impacts to other alternative roadway volumes. In the case of the Beltline, travel modeling shows reduced volumes on CTH PD, Broadway, and East Washington Avenue.

Stauske moved, Scheel seconded, to recommend that the MATPB adopt a major amendment to the Draft 2020-2024 TIP to add the Dynamic Part-Time Hard Shoulder Use component to the Beltline project. Motion carried.

5. Presentation on Madison East-West Bus Rapid Transit (BRT) Planning Study (Dave Trowbridge, City of Madison Transportation)

Trowbridge presented on the current status of the East-West BRT Planning Study. He reviewed the planned dedicated bus lanes, downtown routing options, projected ridership, and estimated cost. He noted that at a recent Oscar Mayer Special Area Plan public meeting, there was neighborhood opposition to using the Oscar Mayer site as a satellite Metro bus facility. The large size of the Oscar Mayer site and relatively small footprint of the portion of the site being considered for use by Metro, as well as the superiority of the site to all other locations which have been investigated, will hopefully overcome this opposition.

6. Review of Draft Summary of 2020 MATPB Work Program

Schaefer reviewed the summary of the draft 2020 MATPB Work Program. Items highlighted included: update and improvement of the regional travel model; preparing for the next RTP update; supporting CARPC staff on the update to the regional land use plan; updating the Congestion Management Process; maintaining the crash study database; updating the Transit Development Plan for Metro; supporting the Bus Rapid Transit planning project; and an MPO and TDM program rebranding and marketing project.

7. Committee Member Reports

Stauske: The Middleton Comprehensive Plan update is almost complete. An effort to conceptualize the redesign of Parmenter Street north of Century Avenue is beginning. The street has a four-lane section at both ends of the project so the Public Works Committee recommended a four-lane section. However, the Plan Commission recommended a two-lane section because it is difficult to cross the road in the project area.

Koprowski: Funding is available through both the MLS and TAP programs, with funding available for bicycle and pedestrian projects as well as roads, bridges, transit capital and facilities, railroads, and harbors. Sponsors can submit the same application for both programs. Webinars on the MLS program are being offered on three upcoming dates.

Gritzmacher: The updated Sun Prairie Comprehensive Plan was adopted.

Clark: Windsorfest is being held this weekend. Design work is being done for CTH DM and Clinton Road projects. The village is trying to figure out what to do with leaves, and whether to continue to allow leaf burning in urban areas or if not, whether to buy equipment to pick them up or pursue other options.

Dunphy: CTH M project neighborhood and stakeholder meetings continue with the next public information meeting in early November.

Balke: The PS&E for McKee Road was sent to WisDOT in August. There is an open house to go over project highlights on Oct. 3. The project includes a pedestrian overpass for the Badger State Trail and intersection and stormwater improvements. The Fish Hatchery Road project is going out for bid again with construction planned for the spring of 2020. The project scope was not changed for this round of bids; material specifications and project staging were changed at the suggestion of potential contractors.

Violante: The Dane County Housing Summit is scheduled for October 10. Although it is not a transportation-related summit, it is related to transportation in that the county is working to increase the affordable housing stock in suburban and rural areas where transportation connections to jobs can be a problem.

Murray: She said Chuck Wade was hired as the new Planning Chief and she is the Planning Bureau Director. The section is very busy with getting projects ready for 2020, as well as reviewing incoming TIPs and the STIP.

Petykowski: Construction on East Johnson and CTH M project is due to be complete in November. The PS&Es were turned in for next year's projects (Cottage Grove Rd. and Gammon Rd. and the ped/bike underpass), which are all due to be let in December. Design work on University Avenue continues.

Rahman: WisDOT is renewing their CityLabs travel model software license, which will expire in January.

8. Staff Report

Schaefer said the MPO had purchased a subscription to Streetlight Data and their analytics software platform, and is moving forward with the rebranding project. The MPO office move to 100 State Street on November 1 is moving ahead. The Transportation Alternative Program (TAP) project selection criteria will have some minor changes made, and will be brought to the TCC for review at their November or January meeting.

9. Next Scheduled Meeting Date

The October meeting will be cancelled. There will probably be a November meeting, but it will depend on how much material there is to review. The TIP will be approved by the Policy Board at their October meeting.

10. Adjournment

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

Minutes recorded by B. Lyman and W. Schaefer