

**Madison Area Transportation Planning Board (an MPO)  
May 15, 2019 Meeting Minutes**

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**1. Roll Call**

**Members present:** Samba Baldeh, Paul Esser, Steve Flottmeyer, Grant Foster, Ken Golden, Patrick Heck, Jerry Mandli (arrived during Item #5), Ed Minihan (arrived during Item #5), Mark Optiz, Bruce Stravinski, Mike Tierney, Doug Wood

**Members absent:** Kelly Danner, Chuck Kamp

**MPO staff present:** Bill Schaefer, Colleen Hoesly

**Others present in an official capacity:**

Diane Paoni (WisDOT Planning), Michael Hoelker (WisDOT SW Region), Brandon Lamers (WisDOT SW Region), Scott Schoenmann (WisDOT SW Region), John Vesperman (WisDOT SW Region)

**2. Approval of April 3, 2019 Meeting Minutes**

Moved by Esser, seconded by Golden, to approve the April 3, 2019 meeting minutes. Motion carried.

**3. Communications**

- Letter from Tom Lynch, City of Madison Transportation Director, to WisDOT concerning Beltline-Interstate interchange and the need for improvements at Mill Pond Rd and WisDOT response
- WisDOT letter with state and FHWA approval of work program amendment
- WisDOT letter with state and federal approval of TIP amendment

**4. Public Comment (for items *not* on MPO Agenda)**

None

**5. Presentation on Beltline (USH 12/14/18/151) Dynamic Part-Time Shoulder Use Concept Being Evaluated for Potential Implementation**

Brandon Lamers (WisDOT) gave a presentation on the concept of dynamic part-time shoulder use (DPTSU), which WisDOT staff has been investigating for potential implementation on the Beltline between Whitney Way and the Interstate, in conjunction with the planned resurfacing of this stretch of the Beltline in 2021. If implemented, traffic would be permitted to use the inside shoulder during weekday peak periods and at other times, such as during special events, when the Beltline is congested. The focus has been on making sure that this could be implemented in a manner that would benefit traffic operations but would not negatively impact safety or incident response. WisDOT staff and their consultant have been working closely with traffic enforcement and first responder agencies on these issues.

Wood noted that he had heard from police and fire responders that they respond to many crashes on the Beltline, and are still concerned about the safety of first responders. Lamers replied that the two main issues they have heard from first responders are access to a crash scene and compliance/enforcement and they are working with them to address. Esser asked why not just allow use of the additional lane all of the time. Lamers responded that doing that would eliminate some of the safety benefits and the capacity was not needed at this time. Golden ask how DPTSU would impact the Beltline PEL study. Lamers replied that the PEL was still being finalized, and reiterated that DPTSU would be an interim solution before more capacity was needed. Stravinski asked if there would be lane limitations for large trucks. Lamers replied that they were looking into the legalities of that issue. Heck asked why a High Occupancy Vehicle (HOV) lane was not being proposed. Lamers replied that based upon the occupancy study done for the PEL study, an HOV lane would not get enough use to help with congestion. Baldeh asked if it would be an express lane, and

Lamers said no. There would just be striping. Foster asked about the cost to implement DPTSU. Lamers responded that the costs for the pavement and median replacement aspects are known, but the costs of ITS component (signage, software etc.) are still being compiled. The emphasis at this stage is determining whether DPTSU is a viable strategy to implement. Tierney asked if these would be reversible lanes. Lamers replied no, they would be bi-directional. Golden suggested that WisDOT create a representative citizen advisory committee with some continuity with the committee established for the PEL study.

## **6. Election of Chair and Vice Chair**

Golden nominated Opitz. There were no other nominations. Golden moved, Minihan seconded, to close nominations and cast a unanimous vote for Opitz. Motion carried

Stravinski nominated Wood for Vice Chair. Golden nominated Baldeh. Both provided brief remarks. Wood received a majority of the votes and was elected Vice Chair.

## **7. Approval to Release for Public Review and Comment Proposed Amendment #3 to 2019-2023 TIP**

Schaefer explained that WisDOT has requested a TIP amendment to revise two projects to modify their scope and add funding. The first is the Beltline (Whitney Way to Interstate 39/90) resurfacing project. Funding is being added in 2021 to add a second layer of pavement, fix drainage problems, and reconstruct some or all of the median barrier wall. The project is independent of the potential implementation of Beltline dynamic part-time shoulder use (DPTSU), but the improvements would allow that to be done in conjunction with the project if WisDOT moves forward with the concept. The second project is the Interstate 39/90 expansion project with the amendment adding funding for the Beltline-Interstate interchange (BIC) reconstruction. Two other minor projects are also being added as part of the TIP amendment: emergency repairs from flooding damage at various locations and resurfacing of the STH 30/Fair Oaks Avenue ramps to be done as part of the STH 30 bridge deck overlay project. Due to the high cost of the Beltline and Interstate projects and their regional significance, this qualifies as a major amendment under the MPO's procedures for amending the TIP, which requires a public notice, comment period, and public hearing. The public hearing would be scheduled for the June 2019 meeting. The action requested now is to release the notice seeking comment on the TIP amendment.

Golden asked staff to weigh in on the issue of whether improvements to the Mill Pond Road intersection should be included within the scope of the interchange project. Schaefer said he wasn't familiar with the federal rules related to logical termini for projects, but that clearly there was a need to address the safety issues at the Mill Pond Road and CTH AB intersections with USH 12/18. John Vesperman (WisDOT) described why the scope of the BIC reconstruction had changed, with WisDOT selecting an alternative for the interchange based on performance-based practical design principles. He noted a group of staff members from the City of Madison, Dane County, WisDOT, and Ho-Chunk have met to discuss growth and development plans for that area and potential improvements that may be needed to address safety issues now and with the increased traffic from proposed development. There was a follow up question on whether the revised Beltline resurfacing project included the costs necessary to implement DPTSU. Michael Hoelker (WisDOT) said the project did not currently include all of the costs necessary for DPTSU.

Esser moved, Golden seconded, to approve release of proposed Amendment #3 to 2019-2023 TIP for public review and comment. Motion carried.

## **8. Review of Draft Coordinated Public Transit-Human Services Transportation Plan for Dane County**

Hoesly gave an overview of the Draft 2019-2023 Coordinated Public Transit-Human Services Transportation Plan for Dane County (Coordinated Plan). She reviewed the plan requirements and transportation service inventory that was previously discussed at the August 2018 MATPB Board meeting, and focused on the identified specialized transportation gaps and needs, and priority strategies that were developed for this iteration of the Coordinated Plan.

Golden commented that Care Wisconsin, one of the Managed Care Organizations, was in debt, and he continued to be concerned about cost shifting for trips serving the Family Care population. Hoesly stated that MATPB was given an extension by WisDOT for the completion of the Coordinated Plan due to the implementation of Family Care in Dane County in 2018 and the uncertainty of how Family Care might impact the transportation needs of seniors and people with disabilities. She said staff had heard that certain types of trips were not being provided to this population. She noted that a public meeting would be held June 4 to gather feedback on the draft plan, and plan approval was anticipated at the June 19 MATPB Board meeting.

#### **9. Review of Draft Revised Scoring Criteria for Section 5310 (Services for Elderly and Persons with Disabilities) Program**

Hoesly gave an overview of the existing scoring criteria for the Section 5310 program and the proposed revised scoring criteria. She stated that the proposed new scoring criteria was developed through reviewing other MPOs' criteria and was based on the experience of previous evaluators. The criteria are also designed to more closely align with the goals and priorities included in the Coordinated Plan.

Golden asked who would be a part of the scoring team for the upcoming application cycle. Hoesly said that for last year's scoring team it was an MPO staff member, WisDOT transit section staff member, and a citizen committee member who had worked for both DWD and DHS. Golden suggested that someone from Access to Independence would be good to have on the scoring panel if they weren't applying for funding, and Schaefer said that was a helpful suggestion.

#### **10. Status Report on Capital Area RPC Activities**

Minihan and Stravinski mentioned that CARPC was beginning to work on the regional land use plan update following the completion of the AGMV growth survey. Minihan stated that Paul Jaden from the Madison Region Economic Partnership (MadREP) had given a presentation recently that included the importance of the Beltline to the regional economy. Schaefer noted that a lease was being signed for the MPO and CARPC to move and co-locate in office space at 100 State Street. The move would occur in October or November.

#### **11. Announcements and Schedule of Future Meetings**

The next meeting will be June 19. Schaefer mentioned that he will be on vacation from 5/22-6/5.

#### **12. Adjournment**

Moved by Esser, seconded by Minihan, to adjourn. Motion carried. The meeting adjourned at 8:20 PM.