

**Madison Area Transportation Planning Board (an MPO)**  
**September 2, 2009 Meeting Minutes**

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**1. Roll Call**

*Members present:* Ken Harwood, Joe Chase, Paul Skidmore, Jerry Mandli, Chris Schmidt, Steve King, Chuck Kamp, Robin Schmidt, Al Matano, Joe Clausius, John Vesperman, Eileen Bruskewitz Duane Hinz, Mark Opitz

*Members absent:* None

*Staff present:* Bob McDonald, Bill Schaefer, Bob Pike

**2. Approval of August 5, 2009 Meeting Minutes**

Skidmore moved, Clausius seconded, to approve the August 5, 2009 meeting minutes. R. Schmidt pointed out there was a question mark after the second by Bruskewitz under Item #6 on page two. McDonald said that was a typo and would be removed. Motion carried to approve the minutes with the correction.

**3. Communications**

McDonald said the following communications were included in the packet:

- Letter from WisDOT Secretary Busalacchi approving Amendment #6 to the 2009-2013 Transportation Improvement Program (TIP).
- A flyer announcing an upcoming seminar on Bus Rapid Transit and Transit Oriented Development on Thursday October 1, 2009 at the Warner Park Community Center that is being sponsored by Metro Transit and the National BRT Institute. McDonald noted the flyer includes the agenda. Kamp said he was excited about the interest demonstrated by the number of people that had signed up already.

McDonald said the following two communications were included with Agenda Item #6, the public hearing on the proposed amendment to the Regional Transportation Plan (RTP):

- Email from the Madison Area Bus Advocates commenting that a transit component should be included for the interim improvements to the Verona Road/West Beltline interchange area.
- Email from County Supervisor Duane Gau supporting the RTP amendment for the interim improvements.

McDonald said another communication was delivered today to Al Matano from the Eastmorland Neighborhood Association regarding a meeting on a proposal to use the former Popeye's restaurant in the Woodman's grocery store parking lot near the East Transfer Point as an interim site for an intercity bus terminal for Greyhound.

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

None.

**5. Public Hearing on Draft 2010-2014 Transportation Improvement Program (TIP) for the Madison Metropolitan Area & Dane County**

McDonald noted that staff had already reviewed the draft STP-Urban projects with the Board at its last meeting. Schaefer briefly reviewed the STP-Urban projects and the other major WisDOT, county, and local roadway projects in the draft TIP. He mentioned that the TIP map shows those projects that involve federal funding versus those with only state or local funding through use of a different colored shading of the project description tag. He also reviewed the major independent pedestrian/bicycle projects. He said there weren't many projects shown because we are in between the two-year funding

cycle for the federal Transportation Enhancements program. He mentioned two projects—the Ice Age Junction Trail and Pheasant Branch Creek Trail enhancements—that were approved in the last funding cycle. Construction on those projects is anticipated to start this year.

The following registrants provided oral comments on the draft TIP:

Gary Werner, 2302 Lakeland Ave., Madison, said he was pleased that high speed rail improvements and bus transit improvements were included in the TIP. He said he was also pleased to see the long list of bicycle/pedestrian path projects. He commented on the critical importance of completing the east side segment of the Capital City Trail connecting it to the Glacial Drumlin Trail in the Village of Cottage Grove. He also mentioned the need to incorporate good bicycle/pedestrian accommodations for families as well as commuters as part of the Monona Drive reconstruction project. Regarding the CTH M reconstruction project, he said the Ice Age National Scenic Trail crosses CTH M between CTH PD and Flagstone Drive and said he hoped that a grade separated crossing for the trail would be included as part of the project. McDonald responded that the crossing was included in the project design. He said he was disappointed that the TIP included the Verona Road interchange and the Mineral Point Rd./CTH M intersection reconstruction projects, which he felt reflected the old way of accommodating motor vehicles rather than favoring alternative transportation modes and encouraging communities to grow more compactly. Funding for roadway capacity expansion takes away funds that could instead be spent on improving bus transit and rail transportation. He also said there needed to be a closer link between land use and transportation planning as there was when the MPO and regional planning commission were the same agency. Matano mentioned that the plans for the Monona Drive reconstruction include an 8' wide sidewalk between Cottage Grove Road and Winnequah Road.

Royce Williams, 2437 Fox Ave. Madison, said he wanted to address the intercity bus terminal issue. He first commented that more parking spaces should be added than the 125 planned as part of the Dutch Mill lot expansion to provide long-term parking. Even without the loss of the intercity terminal, he thought the parking increase was inadequate. He also said planning needed to start for a publicly owned bus terminal. He said it would be nice to have a more enclosed shelter at the park and ride lot with on demand heaters. He noted that some MegaBus trips arrive at 1:00 or 2:00 a.m.

Caryl Terrell, 19 Red Maple Trail, Madison, applauded the MPO for using most of the funding for maintenance projects. She said she supported use of some of the MPO's STP-Urban funding to support the ridesharing and pedestrian/bicycle safety education programs. She also supported use of criteria for selecting projects that favors those that include multi-modal accommodations. She noted that all of the STP-Urban projects include pedestrian/bicycle accommodations. However, she was concerned that too much funding was still being used for roadway capacity expansion projects such as CTH M, which would just attract more traffic. She said funding was limited and these projects build in increased cost for maintenance in the future. Emergency appropriations were not the way to be planning for future projects. A multi-modal and integrated transit system is needed so the public has more transportation choices. She said perhaps the project selection criteria need to be further adjusted to recognize the need for a seamless, more integrated transportation system. While planning is underway for a potential RTA, there must be a way for the MPO, which has so much authority over the funding and the various forms of transit, to integrate transit better. She noted the state study recent done concluding that every dollar invested in transit yields \$3 of socioeconomic benefits back to the local public. She said she shared Werner's concern about the separation of authority for land use and transportation planning, and hopes that the MPO meets regularly with the Capitol Area Regional Planning Commission to discuss how the decisions of each agency impacts the other.

Hans Noeldner, 133 W. Lincoln St., Oregon, said he supported the "fix it first" comments of the other speakers. He mentioned the need for a safe crossing of the Beltline near Fish Hatchery Road, which he didn't see listed. Vesperman noted that the free flow ramps on the Fish Hatchery Road interchange will be removed in the next few years making the interchange area much safer for pedestrians and bicyclists. Schaefer noted the plans for a new ped/bike overpass of the Beltline just west of Fish

Hatchery Road for the planned Cannonball Trail in the former rail corridor. There is no funding for it at this point, but the project is a top priority and thus will likely receive funding in the next few years. Noeldner also mentioned the need for a safe route for bicyclists from Oregon to Madison. He said a wider shoulder was needed on CTH MM where it goes under USH 14.

Jon Becker, 4233 Kenwood St., Madison, said he supported the bicycle trails. Regarding the Monona Drive project, he said he hoped that the need for bicyclist accommodations south of Cottage Grove Road would be addressed. He questioned the need for additional roadway capacity north of Lake Mendota where there was severe flooding in 2008. He mentioned the plans for high speed rail and the need to coordinate with plans for commuter rail. He said the needs of pedestrians needed to be considered on STH 113, USH 51, and Cottage Grove Road. He urged the MPO to coordinate its work with the Capital Area RPC. He also the long-term future needed to be considered, which would include climate change, less energy consumption, and people moving to urban areas.

The public hearing was closed.

## **6. Public Hearing Amending the Regional Transportation Plan 2030: Madison Metropolitan Area & Dane County**

Michael Hoelker, WisDOT SW Region, provided a power point presentation on the purpose and need for the Verona Road (USH 18/151) project and the proposed short-term and long-term improvements (Stages 1, 2, 3). He noted that the Beltline improvements had been pulled out of the Verona Road study and a separate safety and operational analysis study conducted on the Beltline. He said Stage 1, which is the subject of the plan amendment, includes construction a single point urban Beltline interchange, addition of a fourth through travel lane on Verona Road between Summit and Nakoma Road, and reconstruction of the Summit intersection with a jug-handle design allowing only right turns in and out and adding a new underpass of Verona Road connecting the frontage roads. It also includes relocation of Chalet Drive and an extension of Carling Drive connecting to Freeport Road. Pedestrian/bicycle accommodations include a new, relocated overpass of the Beltline, bike lanes on the frontage roads, and the grade-separated roadway crossing of Verona Road. The Stage 1 improvements are planned for construction in 2012-'13. Before construction, double left turn lanes will be added on Verona Road at CTH PD. There is a problem at this intersection already and it will also be used as an alternate route during construction. The current estimated cost for the Stage 1 improvements is \$79 million, but an independent analysis is being done to determine if any changes can be made to reduce costs. Hoelker said the Stage 2 improvements include a diamond interchange at CTH PD and addition of a third lane on Verona Road between CTH PD and Raymond Road. They aren't currently funded and wouldn't be constructed until 2017 or later. Stage 3 improvements include free flow ramps connecting Verona Road to the eastbound Beltline. A pair of one-way frontage roads would be added on both sides of the roadway. The Seminole Highway interchange would need to be removed. He said the Stage 3 improvements are not anticipated to occur until 2030 or later and would be re-evaluated at that time.

The following registrants provided oral comments on the proposed plan amendment:

Gary Werner, 2302 Lakeland Ave., Madison, said he couldn't fully absorb all of the details about the pedestrian/bicycle improvements, but wanted to be sure that pedestrian and bicyclist needs would be fully addressed by the project. He said he didn't want the connected bicycle system that had been built in the area over the years to be disrupted. He also commented that he thought the entire project should be done at once or not done at all. He said there were already delays during peak times at the Raymond Road, Williamsburg Way, and CTH PD intersections, which the Stage 1 improvements would not address. He said WisDOT should be looking at ways to get the trucks off the roadway and get more freight onto trains. Continuing to build freeways for trucks just subsidizes the trucking industry. Regarding the Stage 3 improvement, he suggested depressing the Beltline and extending the UW Arboretum over the top of the roadway. In sum, he urged reconsideration of the whole project.

Bruce Wilson, representing the Madison Area Bus Advocates (MABA), noted that the group's statement was included in the packet. First, he said the statement should be amended to note that an

accommodation is being for buses turning off of Verona Road. He said MABA's position is no major roadway project should be undertaken without a transit component. He wondered if express bus service or bus rapid transit (BRT) facilities had been considered in the Verona Road corridor. Because the southwest side doesn't have rail infrastructure, it seems like a good candidate for BRT. He said a regional transit plan is needed similar to the regional bikeway plan, particularly now with the possible formation of an RTA. He wondered if any preferential treatment could be given to buses at the Beltline interchange. He mentioned that McDonald had told him right of way was being reserved in the CTH M corridor for transit. If not include as part of Stage 1, he said transit improvements should certainly be considered for Stages 2 and 3. Perhaps the frontage roads could include preferential treatment for transit.

Hans Noeldner, 133 W. Lincoln St., Oregon, commented that the project was an illustration of how places are destroyed in order to move vehicles faster. He pointed out the surface area that the roadway takes up, eliminating tax revenue producing development.

**7. Consideration of Madison Area TPB Resolution No. 30 Amending the Regional Transportation Plan 2030: Madison Metropolitan Area & Dane County**

Moved by Bruskevitz, seconded by Skidmore, to approve TPB Resolution No. 30 amending the regional transportation plan.

Skidmore asked how the enhancements to the Verona Road/CTH PD intersection would help reduce the congestion at the Beltline interchange. Vesperman responded that the additional turning capacity would get vehicles of the mainline and move vehicles through on Verona Road. Skidmore said that would seem to just create a larger bottleneck at the interchange. He wondered if consideration was given to moving up the schedule for Stages 2 and 3 since they work together with the Stage 1 improvements. Vesperman responded that WisDOT doesn't have the funding to do that. The first priority was to address the congestion and safety problem at the interchange. The number of crashes at the interchange is among the highest in the state. The interim solutions that have been implemented at the interchange haven't worked. Another important consideration was including bicycle and pedestrian accommodations and not creating an even greater barrier between the two areas on each side of Verona Road. R. Schmidt commented that the Stage 1 improvements will greatly improve bicycle and pedestrian connectivity and safety and this was one of the reasons she was supportive of the project. She said a prior presentation by WisDOT to the MPO Board went into more detail about the pedestrian and bicycle improvements. Vesperman offered for WisDOT staff to meet with anyone from the public to review the pedestrian and bicycle facilities that are part of the project. He noted that the maps and information is also available on WisDOT's website. Matano noted that the Stage 1 improvements do not significantly increase the surface area and also add the new jug handle underpass and Carling Drive underpass. Vesperman commended the consultants and staff for fitting the design into a relatively small area, minimizing real estate acquisition, and making the roadway work for all users.

Motion to approve TPB Resolution No. 30 carried.

**8. Status Report and Further Consideration of Letter Regarding MPO Role in the Formation of a Regional Transit Authority (RTA) in Dane County**

Royce Williams, 2437 Fox Ave. Madison, registered to speak. He commented on the RTA resolution that had been introduced by Sup. Bruskevitz. He said a countywide vote on the RTA referendum called for in the resolution doesn't make sense. It should be limited to the RTA service area. He also criticized the governance structure of the RTA set out in the state legislation. He also said the spring 2010 timing of the referendum in the resolution was too soon since a plan for new transit services needed to be put together for the public to review prior to holding the referendum.

Matano said he had not drafted the letter regarding the MPO's role in the process of creating the RTA. McDonald had indicated to him that he heard additional opportunities would be provided to involve the

MPO in the process. He said he and the other County Executive appointees to the MPO Board had met with County Executive Falk and County Board Chair McDonell, and they discussed organizing a public informational meeting on the RTA that would be co-sponsored by the MPO, the Dane County Cities & Villages Association, and the Dane County Towns Association. The principal speaker would be the Legislative Council staff person who drafted the RTA legislation. R. Schmidt asked who the audience would be for the meeting, and Matano responded that it would be elected officials. Bruskewitz asked about the timing, and Matano said the plan was to have towards the end of September since the RTA resolution will be introduced soon. Kamp commented that the meeting was a good idea because people need to understand the legislation. There was further discussion about the meeting. It was noted that the UW Transportation Services Director or Al Fish, Director of UW Facilities, were identified as possible moderators for the meeting.

Skidmore moved, Bruskewitz seconded, to authorize Matano to set up the informational meeting. Motion carried.

#### **9. Status Report by TPB Board Members on Projects Potentially Involving the TPB:**

- Transport 2020 Implementation Task Force  
Matano said there was nothing else new to report.
- USH 51 (USH 12/18 to I 90/94/39) Corridor Study  
Vesperman said that no additional meetings were scheduled at this time.
- USH 51 (McFarland to Stoughton)  
Vesperman said there was nothing new to report.
- North Mendota Parkway Implementation Oversight Committee  
Bruskewitz reported that the study is in its final stages. The funding for the consultants has been spent. A set of criteria was put together to help select the preferred routing for the roadway. Opitz said the next and possibly last meeting was scheduled for September 16.

#### **10. Discussion of Future Work Items**

- Approval of 2010-2014 Transportation Improvement Program (TIP)
- Draft 2010 Unified Planning Work Program  
McDonald said action on the TIP was anticipated at the next meeting. Staff would also review the draft work program. There might also be a report on the MPO's federal certification review.

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

The next meeting is scheduled for October 7 at the Madison Water Utility.

#### **12. Adjournment**

Opitz moved, R. Schmidt seconded, to adjourn. Motion carried.